

MURRAY
CITY COUNCIL

Council Meeting February 2, 2021



Murray City Municipal Council

Notice of Meeting

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

Electronic Meeting Only **February 2, 2021**

Public Notice is hereby given that this meeting will occur electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Council Chair has determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers. (See attached Council Chair determination.)

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

***Citizen comments or public hearing comments may be made as follows:**

- Live through the Zoom meeting process. Those wishing to speak during these portions of the meeting must send a request to city.council@murray.utah.gov by 3:00 p.m. on the meeting date. You will receive a confirmation email with instructions and a Zoom link to join the meeting.
- Read into the record by sending an email in advance or during the meeting to city.council@murray.utah.gov.
- Comments are limited to less than three minutes, include your name and contact information.

Meeting Agenda

5:00 p.m. Committee of the Whole

Diane Turner conducting.

Approval of Minutes

Committee of the Whole – January 5, 2021

Discussion Items

1. Fashion Place West Small Area Plan – Melinda Greenwood and Jared Hall (45 minutes)
2. Water Leak Abatement Policy – Danny Astill (10 minutes)
3. Electric Vehicle (EV) Charger Rate Discussion – Blaine Haacke and Matt Youngs (25 minutes)

Announcements

Adjournment

Break

6:30 p.m. Council Meeting

Rosalba Dominguez conducting.

Opening Ceremonies

Call to Order

Pledge of Allegiance

Approval of Minutes

Council Meeting – January 5, 2021

Special Recognition

None scheduled.

Citizen Comments

*See instructions above. Email to city.council@murray.utah.gov . Comments are limited to less than 3 minutes, include your name and contact information.

Consent Agenda

1. Consider confirmation of the Mayor's appointment of **Laurie Densley** to the Murray City History Advisory Board to complete the remainder of a term to expire August 1, 2021. Mayor Camp presenting.

Public Hearings

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

1. Consider an ordinance relating to land use; amends the General Plan from General Commercial to Mixed Use and amends the Zoning Map from C-D to M-U for the property located at 5157, 5177, 5217 and 5283 South State Street & 151 East 5300 South, Murray City, Utah. – Melinda Greenwood and Jared Hall presenting. Howland Partners, Inc., applicant.
2. Consider an ordinance enacting Chapter 17.67 of the Murray City Municipal Code related to Residential Chicken Keeping Standards. – Melinda Greenwood and Jared Hall presenting.

Business Item

1. Consider confirmation of the Mayor's appointments to the Murray City Public Safety Advisory Board. – Mayor Camp presenting.
 - a. **Deborah Crane** for a two-year term from February 1, 2021 to January 31, 2023,
 - b. **Allison Garrison** for a three-year term from February 1, 2021 to January 31, 2024,
 - c. **Scott Goodman** for a three-year term from February 1, 2021 to January 31, 2024,
 - d. **Brian Lohrke** for a three-year term from February 1, 2021 to January 31, 2024,
 - e. **Wayne Manu** for a two-year term from February 1, 2021 to January 31, 2023,
 - f. **John Prestwich** for a one-year term from February 1, 2021 to January 31, 2022,
 - g. **Andrea Washburn** for a one-year term from February 1, 2021 to January 31, 2022.
2. Consider an ordinance amending Section 2.62.120 of the Murray City Municipal Code relating to employee holidays. – Dale Cox presenting
3. Consider an ordinance establishing a temporary land use regulation pursuant to Utah Code Ann. Section 10-9A-504 relating to Mixed-Use Developments within the City. – G.L. Critchfield presenting

Mayor's Report and Questions

Adjournment

NOTICE

Supporting materials are available for inspection on the Murray City website at www.murray.utah.gov.

Special accommodations for the hearing or visually impaired will be made upon a request to the office of the Murray City Recorder (801-264-2663). We would appreciate notification two working days prior to the meeting. TTY is Relay Utah at #711.

On Friday, January 29, at 4:00 p.m., a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Murray City Center, Murray, Utah. Copies of this notice were provided for the news media in the Office of the City Recorder. A copy of this notice was posted on Murray City's internet website www.murray.utah.gov and the state noticing website at <http://pmn.utah.gov>.



Jennifer Kennedy
Council Executive Director
Murray City Municipal Council



MURRAY CITY CORPORATION
CITY COUNCIL

Kat Martinez, District 1

Dale M. Cox, District 2

Rosalba Dominguez, District 3

Diane Turner, District 4

Brett A. Hales, District 5

Janet M. Lopez
Council Executive Director

**Murray City Council Chair Determination
Open and Public Meeting Act
Utah State Code 52-4-207(4)
February 1, 2021**

In accordance with, Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus, I have determined that meeting in an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

Federal, state and local leaders have all acknowledged the global pandemic. Salt Lake County Public Health Order 2020-15 dated October 26, 2020, recognizes that COVID-19 is a contagion that spreads from person to person and poses a continuing and immediate threat to the public health of Salt Lake County residents.

It is my intent to safeguard the lives of Murray residents, business owners, employees and elected officials by meeting remotely through electronic means without an anchor location.

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

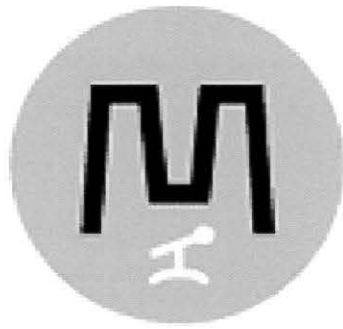
Citizen comments or public hearing comments may be made live through the Zoom meeting process or read into the record by sending an email to city.council@murray.utah.gov.

Diane Turner
Murray City Council Chair



MURRAY
CITY COUNCIL

Committee of the Whole



MURRAY
CITY COUNCIL

Committee of the Whole Minutes



MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

The Murray City Municipal Council met on Tuesday, January 5, 2021 for a meeting held electronically in accordance with the provisions of Utah Code 52-4-207(4), Open and Public Meeting Act, due to infectious disease COVID-19 Novel Coronavirus. Council Chair, Ms. Dominguez, determined that to protect the health and welfare of Murray citizens, an in-person City Council meeting, including attendance by the public and the City Council is not practical or prudent.

Council Members in Attendance:

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

Others in Attendance:

Blair Camp	Mayor	Janet Lopez	City Council Director
Jennifer Heaps	Chief Communications Officer	Jennifer Kennedy	City Recorder
Doug Hill	Chief Administrative Officer	Pattie Johnson	City Council Office Admin.
Danny Astill	Public Works Director	Trae Stokes	City Engineer
Brenda Moore	Finance Director	Melinda Greenwood	CED Director
G.L. Critchfield	City Attorney	Bill Francis	The Imagination Company
Brook Smith	Deputy Recorder	Jared Hall	CED – Division Supervisor

Ms. Dominguez called the meeting to order at 4:30 p.m.

Approval of Minutes – Ms. Dominguez asked for a motion to approve the minutes from:

- Committee of the Whole – November 17, 2020
- Committee of the Whole – December 1, 2020

Mr. Hales moved approval. Ms. Turner seconded the motion. (Approved 5-0)

Discussion Items:

General Plan and Zone Map amendments 861 East Winchester and 6520, 6550, and 6580 South 900 East; RC Willey – Jared Hall

Mr. Hall reported the Boyer Company purchased the RC Willey property of 9.11 acres. The hope is to construct a mixed-use project, which would require amendments to both the City's GP (General Plan), and current Zone map. Aerial photos were displayed to review current zoning regulations, which is a General Commercial designation, and a C-D (Commercial Development) zone. The RC Willey store would close in February of 2021 and the site will be vacated. New owners considered other retail options but found nothing viable. As a result, they elected to appeal to the City for zone changes to accommodate a mixed-use project. Mr. Hall said this type of development is common; and staff anticipated the rezone long before this request.

The Future Land Use map within the GP was analyzed to show that the property should be classified as General Commercial development, which does not allow single or multi-family residential uses; the proposed M-U (Mixed-Use) zone allows for density up to 40 dwelling units per acre. Mr. Hall discussed differences between the two: for example, landscaping, buffering mechanics, parking, and setback distances. Most significantly, the M-U allows buildings to be 15 feet higher in housing density, with residential multi-family units accompanied by commercial components.

The Murray Planning Commission mailed 119 notices announcing the public hearing held on December 3, 2020. Several public comments were heard expressing concerns about stormwater issues on Labrum Avenue, parking, high traffic on Winchester and 900 East; increased crime, reduced property values, and a general lack of desire for high-density housing. The planning commission voted 7-0 to recommend approval to the City Council; Mr. Hall read findings as to why staff believes the major change is appropriate:

- The GP allows for the change.
- The amendment is supported by the description and intent of the General Commercial land use designation because it recognizes, considers, and anticipates mixed-use development as common components in newer developments that include higher density, and multi-family housing.
- The M-U conforms to goals and objectives of the 2017 GP that support re-development of the property.
- Changes are based on characteristics of the site and surrounding area and on the policies and objectives of the 2017 GP and are in harmony with goals of the plan.

Council Comments and Discussion:

- Ms. Turner asked how it was that the GP allowed for changes. She believed it should not be that simple, because the process to create the 2017 GP took two-years. She recalled well-thought planning, continuous study, and research to ensure residential communities would be protected; so that any community development, including issues like parking, and resources like water were carefully considered for each rezone. She expressed concern about the amendments and thought the Council should carefully consider the proposal because public input and opinion was originally part of having a new GP. She felt the high-density project was concerning; and expressed the same thought about developing the Sports Mall property in the same manner.
- Mr. Hall confirmed the proposed development was high-density. He reminded the Council changes were made to M-U zones in 2019; so, because the RC Willey property was far from a transit area, 40 units per acre would be allowed. Other projects closer to TRAX stations could be even higher.
- He agreed the decision should be made carefully, but believed the rezone was appropriate; he said although it was a big change for the area, higher density housing is a component of future proposals for most newer developments.
- Ms. Turner felt the M-U zone was more appropriate in the downtown area. She stressed the GP ensured a good balance in terms of density and parking issues throughout the City; and thought

other options should be considered for the RC Willey parcel. Mr. Hall reiterated staff believed the recommendation for a village-oriented M-U was better than a large retail store for the property.

- Ms. Turner noted M-U zones require retail service components, which create money for developers that in turn generate sale tax revenue for the City. However, the M-U zone would also require City resources and services, which would be an overall cost to Murray.
- Mr. Hales reported receiving concerns from constituents about plans for the parcel located in his district. He understood the initial idea was that a majority of parcels along Winchester, and many on the west side of 900 East would transition to the R-N-B (Residential Business) zone. He agreed a change from 35' buildings- to possibly 50' was significant at the RC Willey property; he echoed Ms. Turners concerns about amending the GP.
- Mr. Cox calculated 360 units could be built on the site. Mr. Hall confirmed commercial components would be included. Mr. Cox expressed concerned about increased traffic on both main roads and wondered if a traffic study was conducted, due to additional cars anticipated from high density housing. He agreed changes to the GP should be carefully considered.
- Ms. Martinez understood the M-U zone was a newer designation being added to the GP.
- Mr. Hall noted three designations in the GP that allow mixed-use; the MCCD (Murray City Central District); T-O-D (Transit Orient District), and the M-U zone itself. He said the M-U was in practice for 25 years; and thought the concept was a way of returning to how things were before things were more centralized, and before automobile transit was the assumed transportation method.
- Ms. Martinez stated she is a fan of M-U zones and walkable neighborhoods; she prefers living near apartments and stores, rather than big box retail. She asked if it was a slow shift to implement mixed-use areas, as she did not recognize its color code on the existing Zone Map.
- Mr. Hall explained small changes to the M-U began in 2017 to be more strategic and to be identified near Nodes, which are appropriate along 900 East and State Street. He said new development reinvestment in the City meant accepting these mixed-use projects.
- Ms. Martinez clarified since she was not part of the initial GP update process; she appreciated understanding the history about where M-U zones were identified originally.
- Ms. Greenwood validated concerns about amending the GP, and the in-depth public process it took to update the GP. She said the GP was designed to have flexibility, due to an everchanging market, and environmental conditions. She noted several amendments not part of the 2017 GP update already occurred, which came with negative recommendations. For example, the first rezone in 2019 for the destination project to be built on the K-mart property. She felt while the planning process for the GP seemed recent, it had been four years; and the next update would happen next year, as GP's are updated every five years. Their conclusion was rather than have the RC Willey property sit vacant for years, like K-mart, staff moved more quickly on this proposal due to supportive findings.
- Ms. Turner affirmed the GP also exists to support Murray's vision; she did not think the vision should include huge apartment buildings that require a large increase of City resources; she believed citizens would not approve of high density apartments throughout the City; and stressed how the GP protected those options. She did not want to see the GP eroded bit by bit.
- Mr. Hales thought the RC Willey parcel was not comparable to the K-Mart property; it was his opinion that an M-U project was not suitable for the area on Winchester, and 900 East.
- Ms. Turner agreed, the K-Mart property was better suited for an M-U project.
- Ms. Dominguez noted the two-year process to update the 2017 GP prior to her service; she wondered if the utilization of City services, like water, sewer, police service, transit, and school capacities were calculated into future planning. She believed multi-family dwellings would put

stress on the Murray school system; and asked if studies took place to prepare the City for these proposed amendments.

- Mr. Hall felt the City was prepared to provide additional city services, due to growth. He confirmed system upgrades would be necessary for high density housing and new commercial redevelopment. He thought this type of growth and development would provide a good return for the City; and felt that 100 units, compared to six new large homes, was a greater value. He believed the cost to develop single-family neighborhoods was actually more costly, than this type of housing; but the decision made by staff was not a driving point to make up any financial deficit – it was about choosing the appropriate reinvestment in the property.
- Mr. Hall said additional growth always causes strain on city services, because as a city grows the need for more police and fire employees always occurs; and the City would continue to grow, one way or another. He felt the effects of neighboring city growth would be felt in Murray because increased transit, traffic, density, and population are regional issues. He said arterial roads near RC Willey carry a lot of traffic; and thought M-U zones can produce less traffic than the single-family neighborhood. He affirmed that providing M-U zone was meant to be a long-range change, so he would continue to support mixed-use for this parcel.
- He confirmed there would be greater height, and change would be difficult. Staff would try at best to mitigate issues abutting neighboring single-family areas by protecting what exists. He said traffic from the project would not impact neighborhoods, but it absolutely would on 900 East and Winchester. He held that as growth occurs in Sandy, Midvale, Cottonwood Heights, Millcreek, and Taylorsville, the two roads would get busier as time moves forward. In his opinion he thought the project was not out of bounds for this area.
- Ms. Dominguez asked why the area was not planned as M-U originally in the GP if that was the case.
- Mr. Hall said there was past discussion about adding the M-U zone as a potential category for all General Commercial zones. However, the planning commission and City Council felt that need would come as higher density housing redevelopment occurred later. Mr. Hall noted conversations in 2017 that growth was expected in five to ten years from then- but now only after three years, the pressure is here. He admitted they should have included the M-U in this area – and they tried to.
- Mayor Camp acknowledged the existing and growing R-N-B zone along Winchester mentioned by Mr. Hales; and invited Mr. Hall to clarify why the RC Willey parcel was not zoned for R-N-B.
- Mr. Hall explained the expectation was that RC Willey would remain at the location for many more years; second, the plan for the R-N-B zone was designated only for properties fronting 900 East and Winchester, and a large corner 13-acre parcel would be assumed for more serious commercial development. He noted R-N-B did not allow for drive throughs or restaurants, due to property depths, so large parcels are not categorized as R-N-B.
- Ms. Dominguez asked the difference between existing C-D conditional uses, and proposed M-U conditional uses; and was the RC Willey corner considered a Node in future planning area.
- Mr. Hall said retail uses are largely the same; with the exception of greater height allowance in the M-U; and automobile-oriented businesses not allowed in the M-U; the corner was not a Node.
- Ms. Turner inquired the status of Node planning; she did not see development in this category.
- Mr. Hall said more study-area funding was needed, and the process was moving unsuccessfully slow. Larger area studies took higher priority last year; for example, Fashion Place Mall/TRAX stations. They still hope to create Node areas and find alternate funding sources.
- Ms. Turner reiterated something more creative should be developed - other than high density housing for the RC Willey parcel.

- Mr. Cox thought 50' seemed high backing up to neighborhoods. Mr. Hall confirmed the maximum height for the M-U had not changed in 2019. So, with 20' setbacks, the project would most likely produce three-story units; and conditional use permits would be necessary to mitigate the impact.
- Ms. Dominguez asked how many stories equal 50'. Mr. Hall said 13' makes up one story in modern development.

Zone Map amendment 192 East 4500 South; Sew N Fit – Mr. Hall spoke about a request made by Sew-N-Fit owners who want to run a tailor and alterations shop on the property. He confirmed the G-O (General Office) zone does not allow for alteration type services; so, a rezone to C-D would be necessary. He displayed the Zone map and aerial photos to point out the lengthy frontage and high traffic volume area, which is why other properties along 4500 South to Atwood had already been rezoned to C-D in 2017.

Mr. Hall said the GP supports the change; and reported 39 public notices were mailed out prior to the planning commission meeting held on November 19, 2020. No public comments were received during the public hearing. The vote was 6-0 to recommend approval to the Council for the rezone based on particular findings; staff also recommended approval. The Council would consider the rezone in a council meeting.

A brief discussion occurred about the option to add dry cleaning or alteration type services as a conditional use in the G-O, rather than rezoning parcels. Mr. Hall said staff hopes to review all conditional use lists, for all zones, to better address rezoning proposals in the future; however, a rezone in this case was easier since the area was projected to become C-D, which was noted in the recommendations.

General Plan and Zone Map amendments 5445 South 900 East; Sports Mall – Mr. Hall said the proposal to rezone the 9.93-acre parcel on 900 East was similar to the RC Willey request. Recently, Sports Mall owners approached the City, and submitted applications to amend the GP and the Zone Map in order to allow for a mixed-use development in the future. The owners are determined to sell, because the Sports Mall has seen a steady decline in memberships; they are facing increased financial needs related to property repairs and upkeep; and COVID-19 heightened challenging issues.

The parcel is a deep single piece; backs up to a stable residential neighborhood, where the current C-D zone does not support mixed-use developments. The Future Land Use zone map in the GP was displayed to confirm that the suggested *General Commercial* zone category would need to be changed to M-U to allow for a residential project. Mr. Hall pointed out that nearby at the intersection of 900 East and 5600 South was a proposed Node, which was previously discussed. A complete study of the area has not occurred yet, because the request happened sooner than anyone anticipated. The proposal would allow 40 units per acre, with commercial businesses located closer to 900 East. Both staff and the planning commission recommended approval to the City Council.

An aerial photo was displayed; Mr. Hall explained two types of designs for mixed-use developments:

- Vertical: Commercial space is located on the ground floor of the structure, with residential above.
- Horizontal: Commercial and eateries are located in front of residential buildings with a connective essential feature, like a plaza with pedestrian walkways throughout; additional spaces surrounding the project are required for potential development that come later.

Mr. Hall said the area is already active and vibrant, although it sits away from the City's Central Business District and central core along State Street. It was his opinion that the proposal was a great addition to

the area and well suited to become a mixed-use site, which would spark future desired changes around the Node.

The planning commission held a meeting on December 3, 2020; 134 public notices were mailed prior to the public hearing. One comment was received regarding timing of the notice, and concerns about degrading property values. The planning commission voted 7-0 to recommend approval to the City Council based on various findings largely the same as those used for the RC Willey site.

Council Comments:

- Ms. Turner expressed the same concern about changing the GP so soon. She reiterated that the Council should consider the amendment carefully after more thorough research could ensure it was the right choice for the parcel. She felt planners could be more creative.
- Mr. Hales expressed the same opinion.
- Ms. Martinez appreciated understanding vertical and horizontal options for mixed-use projects, with community features. She restated her favor of M-U zones; and reported requests from Murray residents about having more housing. She believed the advantage of the GP, was that public attention made it easier to attain feedback; and felt GP amendments were imminent and confirmed that nefarious hidden rezoning was not occurring. She said it was hard for residents to keep up with constant changes, which is why she favored sticking to the GP; although, as a fan of M-U where walkable neighborhoods could be created, she'd rather walk in that environment, than large parking lots.

Diversity and Inclusion Ad Hoc Task Force – Ms. Martinez spoke of her passion for inclusion and desire to ensure ADA (American Disabilities Act) accessibility; this came about after the passing of her beloved nephew Adactus, who struggled with a disability. She shared a power point to update the Council about changes made to the task force proposal since her last presentation. To view the entire presentation visit: <https://youtu.be/s5kQEmc3Rbs?list=PLQBSQKtwzBqLxiqGGqdVorSUzCOAEmh-2&t=3626>

She pointed out that people need different types of equipment to achieve the same task; this is the understanding of equality, versus equity. The Governance Charter, the background and purpose of the Ad Hoc Task Force was reviewed. It was noted that the need to create the Ad Hoc Task Force stemmed from the changing demographics of the City. As the City continues to grow and change, it is necessary to research and examine current City practices and policies related to diversity and inclusion across city government and impacts of these practices and policies on marginalized communities.

Ms. Martinez acknowledged Murray residents are proud of existing services; and affirmed the effort was in no way a method to disparage what was already being offered; the hope was to ensure that everyone can access all that is available. Therefore, the Ad Hoc Task Force shall assist the City by improving the quantity and quality of inclusive experiences and opportunities; provide a strong sense of community; engage residents, and support events and tradition that build bridges within communities. The task force would ensure services are equally accessible to all residents by identifying barriers that can be removed and make recommended changes to the City.

Definitions were noted that *Equality* is treating everyone the same; and *Equity* is treating everyone fairly, which would be the core work of the task force. One change noted was that the Ad Hoc Task Force shall complete or cause to be completed, a fact-finding activity that will be promoted intentionally among marginalized communities that will access community involvement, sense of belonging, feelings of the level of safety within Murray, and the ease of navigating City services. Another change is that rather than

forming a committee – the entity would be an Ad Hoc Task Force. Ms. Martinez thought it made sense for the task force to be housed by the Murray City Council Office; she explained those reasons as:

- There was no department in the City, that was the right fit for housing the task force.
- The task force would be making recommendations to the Council and the Mayor, that would impact all aspects of the City.

She thanked the Mayor's office for leg work, conversations, and fact-finding work, acquiring bids, and looking at various surveys. What they discovered was that marginalized, and minority communities are difficult to survey. She believed the reason the survey was not possible in these communities; was the very reason that formulating the task force was so important. Information about the City was shared to point out diverse populations in Murray that could be better included; the following was noted:

- 10% are Hispanic/Latino.
- 12% speak another language in the home rather than English.
- 5% identify as LGBTQ+.
- One in four adults live with wide ranges of physical disabilities.
- Statewide, 60,000 Refugees live in Utah: most live in Salt Lake County, with some in the west part of Murray.

Ms. Martinez explained the task force would be made up of nine members; five must be Murray residents; and four can be business owners or community partners that work, or directly provide services in Murray. Already working with different partners in the community and forming relationships, she has reached out to the following, who are interested in serving as task force members:

- Encircle and Pride.
- IRC (International Rescue Committee) who serves refugees Statewide.
- Utah OCA (Asian Pacific Islander Advocacy Group).
- DRAC (Disability Rights Action Committee).
- Murray Baptist Church.
- Utah BLM (Black Lives Matter) Murray location.
- Saint Joseph the Worker.
- MSD (Murray School District) Equity Council.
- Boys and Girls Club.
- Murray Senior Recreation Center.
- Utah Apartment Association and Housing Coalition

Ms. Martinez was optimistic about attaining nine candidates; and confirmed with open meetings, others not serving could attend meetings and participate at the community level. The task force would be available to all City residents, but mostly to those voices who have not been heard; or do not feel heard. The task force would create a space to get people plugged into the community, and into city government, as a structure by helping others in their own communities navigate through opportunities as ambassadors. By achieving equal access treatment, opportunity and advancement for all people would be available; this would be the recommendations made to the Council and the Mayor. She believed new policies and procedures could be easily implemented, while others would-be long-term goals that could actually become codified long-term goals once funding was more clear later. Overall, the task force is to ensure all Murray residents, employees, and businesses are included, valued, and heard.

Council Comments:

- Mr. Hales asked if Council Members would be on the selection committee to find members for the Ad Hoc Task Force.

- Ms. Martinez envisioned an open period for receiving all applications; where each Council Member would review all applications and pick the top-nine; this would be followed by a final sorting by her and one other council member to ensure top picks met the intent of the membership and specific representation.
- Mr. Hales requested that all five Council Members be involved in the final sorting process - so that equal agreement could be made.
- Ms. Martinez agreed and was open to logistic feedback in achieving good choices in the best way.
- Ms. Dominguez asked if City Code was in place to outline the process for the Council to select task force members.
- Mr. Critchfield confirmed if all five Council Members interview applicants together, a public meeting is required.
- Mr. Cox volunteered to assist Ms. Martinez in reviewing final choice applications, if necessary.
- Ms. Turner said the proposal reflected well on the City, and the City Council that they are willing to move forward with the task force. She shared one concern on the Governance Chart related to the automatic termination of the Ad Hoc Task Force Committee upon final submission of recommendations to the City; she requested the task force be ongoing.
- Mr. Critchfield explained the nature of an Ad Hoc committee, which is specifically designed and defined as temporary- to terminate after issues are realized, addressed, and goals are achieved. They would instead need to consider an ordinance to establish a more permanent group to fulfill those functions as ongoing.

Federal Aid Agreement with UDOT (Utah Department of Transportation) – Mr. Astill noted the Council would consider the resolution in the council meeting to execute a Federal Aid Agreement with UDOT and receive Federal-Aid Highway Funds; he asked Mr. Stokes to discuss the topic.

Mr. Stokes explained the agreement and funding would improve the intersection at 5300 South and College Drive that has always been busy and congested; it was scheduled for reconstruction a few years ago. Traffic engineers graded the intersection at peak times; it received an E for level of service, meaning - not desirable. And with the expansion of the Security National campus development, the intersection becomes more heavily congested, so the future level of service drops to an F - indicating mass failure.

Due to those concerns stemming from 2017 and 2018, public works and city engineers submitted a federal grant application through the WFRC (Wasatch Front Regional Council) specifically aimed at reducing congestion in the area. In 2018, the City was awarded \$1.7 million in federal funds to make necessary improvements, which primarily include adding secondary turn lanes to the west and south. Another benefit is that safety will be improved for pedestrians who routinely cross north and south on 5300 South.

If approved, designing, and attaining the right-of-way acquisition will begin in six weeks. Plans to begin construction would occur next year coinciding with the completion of the new National Security building.

Council Comments and Discussion:

- Mr. Cox said knowing traffic grades was imperative. He felt understanding the traffic grade for the RC Willey intersection would be helpful as well in making decisions for that area, where increased traffic was a great concern.
- Mr. Stokes confirmed new developments of any size require a traffic study, and an analysis of intersections to determine level of service. He agreed the RC Willey site generated a great deal of

traffic, but he was uncertain if the new development would create the same amount, which could be less. The developer would conduct a traffic study and make changes to mitigate those issues.

- Mr. Cox stressed including traffic grades in future rezone proposals would help the Council immensely.
- Ms. Dominguez agreed. Mr. Stokes explained traffic studies typically occur after a rezone. He said an update of the Transportation Plan, based on the GP, was delayed. It is now 80% complete; includes public input and would be forth coming.

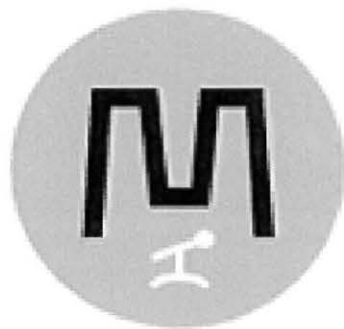
Committee Participation by Council Members – Ms. Dominguez led a discussion to determine 2021 Council committee memberships. Mr. Hales suggested leaving representatives as is, with the exception of the ULCT, LPC committee. A brief discussion followed when Mr. Critchfield clarified the process to identify new representation required a vote in a council meeting, and not decided in the Committee of the Whole meeting. Ms. Lopez confirmed the process had always been conducted in Committee of the Whole meetings; Mr. Hales confirmed. As a result, those decisions and a formal final vote would occur on January 19, 2021.

Appointment of Interlocal Board Representatives – Mayor Camp reported all representation would remain the same, other than one change to his annual appointments. (Attachment #1) He explained that because Ms. Kennedy would no longer be working as the Murray City Recorder, another entity would take over CAP (Community Action Program) representation this year; Ms. Kennedy was recently hired to be the new City Council Director. The Council would consider the resolution to approve his appointments during the January 19, council meeting.

Announcements: Ms. Lopez announced that the Murray City School Coordinating Council would be held virtually on Wednesday, January 13, 2021 and 5:00 p.m.

Adjournment: 6:09 p.m.

Pattie Johnson
Council Office Administrator II



MURRAY
CITY COUNCIL

Discussion Item #1




Community & Economic Development

General Plan Amendment Fashion Place West Small Area Plan

Council Action Request

Committee of the Whole

Meeting Date: February 2, 2021

Department Director Melinda Greenwood Phone # 801-270-2428 Presenters Melinda Greenwood Jared Hall Required Time for Presentation 15 Is This Time Sensitive No Mayor's Approval  Date January 19, 2020	Purpose of Proposal General Plan Amendment to adopt a Small Area Plan for the Fashion Place West TRAX station and surrounding area. Action Requested Adoption of the Fashion Place West Small Area Plan as an amendment to the 2017 Murray City General Plan. Attachments Presentation Slides Budget Impact None. Description of this Item Background Early in 2019 Murray City was awarded a grant from the Wasatch Front Regional Council (WFRC) to study the area around the Fashion Place West TRAX Station and develop a Small Area Plan. Small Area Plans are documents intended to help guide growth and inform land use decisions within a specific area. Document Organization The document is divided into six (6) chapters: <ol style="list-style-type: none">1. Executive Summary and Implementation - This chapter highlights the goals, existing conditions, strategies for housing and connectivity, and includes a framework for implementation.
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Continued from Page 1:

2. Existing Conditions - This chapter outlines the current conditions and challenges that the neighborhood faces, including barriers to potential development along core streets.
3. Housing - This chapter divides the study area into 4 sub-areas including to carefully identify the different neighborhoods and help the City tailor any approach to redevelopment and reinvestment.
4. Connectivity - This chapter focuses on opportunities for future improvements to the connections between the Fashion Place West Station and the retail center around the Fashion Place Mall, and on better pedestrian and bicycle facilities throughout the study area.
5. Design Guidelines - This chapter provides simple guidelines to establish an appropriate and human scaled development pattern as ordinances change and redevelopment opportunities come.
6. Appendix - The appendix section addresses the public engagement and provides some case studies.

Public Notice and Planning Commission

A total of 897 notices were sent to all property owners within the proposed Small Area Plan study area, property owners within 500' of the proposed plan, and affected entities. A number of comments were received expressing concerns about additional density, height, and traffic resulting from potential changes to the area. The Planning Commission held a public hearing for this item for this item on December 17, 2020. The Planning Commission voted 7-0 to forward a recommendation of approval to the City Council based on the findings below.

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

Recommendation

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

Fashion Place West Small Area Plan

General Plan Amendment to Adopt the Plan

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



SMALL AREA PLANNING PROJECTS



REGIONAL CENTERS

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

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



COMMUNITY CENTERS/NODES

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

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



NEIGHBORHOOD CENTERS/NODES

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

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



RAIL TRANSIT ORIENTED DEVELOPMENTS

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

- Murray North
- Murray Central
- Fashion Place West



BUS RAPID TRANSIT VILLAGE NODES

Located at major intersections along State Street. Including:

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



WASATCH FRONT REGIONAL COUNCIL



TRANSPORTATION AND LAND USE CONNECTION

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

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



VODA

landscape +
planning



Millcreek City Center Masterplan



Regent Street Urban Design & Placemaking



Mark Morris, PLA,
LEED-AP, ASLA

Founding Partner



Annaliese Eichelberger

Project Manager



FINDINGS

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

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



Recommendation

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



Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 16th day of February, 2021, at the hour of 6:30 p.m. of said day the Murray City Municipal Council will hold and conduct a Public Hearing on and pertaining to the consideration of adopting the Fashion Place West Small Area Plan as an Amendment to the General Plan, for the properties generally bounded from 6100 South Street to Lester Avenue (6790 South) and from State Street to the Frontrunner line that is generally along 400 West; also properties abutting Winchester Street from State Street to Fashion Blvd.

The purpose of this public hearing is to receive public comment concerning the proposed action.

Public Notice is hereby given that this meeting will occur electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Council Chair has determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

***Citizen comments or public hearing comments may be made as follows:**

- Live through the Zoom meeting process. Those wishing to speak during these portions of the meeting must send a request to city.council@murray.utah.gov by 3:00 p.m. on the meeting date. You will receive a confirmation email with instructions and a Zoom link to join the meeting.
- Read into the record by sending an email in advance or during the meeting to city.council@murray.utah.gov.
- Comments are limited to less than three minutes, include your name and contact information.

DATED this _____ day of January, 2021.

MURRAY CITY CORPORATION

Brooke Smith, City Recorder

DATES OF PUBLICATION: January 31, 2021

ORDINANCE NO. ____

AN ORDINANCE RELATED TO LAND USE; AMENDS THE GENERAL PLAN TO INCLUDE A SMALL AREA PLAN FOR THE FASHION PLACE WEST AREA.

Background

Chapter 3 of the City's 2017 General Plan (the "General Plan") identifies recommended "Small Area Planning Projects." The Fashion Place West area was identified among such projects, and in early 2019, the City was awarded a grant from the Transportation & Land Use Connection (TLC) program administered by the Wasatch Front Regional Council to study the area around develop a Small Area Plan for the Fashion Place West area. The City worked with a consultant to conduct the study in developing the Small Area Plan.

The study area comprised of a large area surrounding the Fashion Place West area, and was an area identified in the General Plan as an area that could benefit from more in-depth study. This area comprises approximately 245 acres, which includes aging light industrial uses, the Fashion Place Mall, two multi-family developments, and a stable residential neighborhood bisected by the I-215 interchange. The guiding principal that resulted from the study is to align the planning and design of the small area plan with the overall vision of the General Plan.

Notices were sent to 897 property owners in the vicinity to attend the Planning Commission to make public comment. After hearing the matter and citizen comments, the Planning Commission forwarded to the Council a favorable recommendation.

NOW, THEREFORE, be it enacted by the Municipal Council of Murray City as follows:

Section 1. Purpose. The purpose of this ordinance is to adopt amendments to the General Plan.

Section 2. Amendment. The attached amendment to the General Plan, specifically the Fashion Place West Small Area Plan, is hereby adopted as part of the Murray City General Plan.

Section 3. Effective date. This Ordinance shall take effect upon first publication and filing of copy thereof in the office of the City Recorder of Murray City, Utah.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this ____ day of _____, 2021.

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of _____, 2021.

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2021

D. Blair Camp, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder

A motion was made by Travis Nay to forward a recommendation of approval to the City Council for the requested amendment to the Zoning Map designation of the property located at 5283, 5157, 5217, and 5177 South State Street, and 151 East 5300 from C-D, Commercial Development to M-U, Mixed Use.

Seconded by Ned Hacker.

Call vote recorded by Mr. Hall.

<u> A </u>	Ned Hacker
<u> A </u>	Lisa Milkavich
<u> A </u>	Travis Nay
<u> A </u>	Sue Wilson
<u> A </u>	Maren Patterson
<u> A </u>	Phil Markham
<u> A </u>	Scot Woodbury

Motion passed 7-0.

FASHION PLACE WEST SMALL AREA PLAN – Project #20-001

Zac Smallwood reviewed the General Plan Amendment to adopt the Fashion Place West Small Area Plan that roughly encompasses 6100 South to 6790 South and I-15 to just east of State Street. The 2017 General Plan calls for certain areas to be further researched and developed. Fashion Place West, as well as all the transit stations, are areas needing further research and development.

The City obtained a grant from the Wasatch Front Regional Council's (WFRC) Transportation and Land Use Connection (TLC) program. The TLC program is a partnership between WFRC, Salt Lake County, the Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. The City put out a Request for Proposal (RFP) to find the most qualified consultant to help with this project. The City selected VODA Landscape and Planning.

Mark Morris, VODA, said in planning for development, they looked at what is feasible and what investments the City needs to plan for. One of the key objectives of this plan is to try to improve the connection between the Trax Station at Fashion Place West on Winchester Street and the Fashion Place Mall. He reviewed the sections of the plan.

The Fashion Place West Small Area Plan includes sections related to existing conditions, housing, connectivity, and design guidelines. The following goals for the study area were established through the small area planning process:

- Strengthen relationship between the TRAX Station and Fashion Place Mall.
- Improve connectivity for the neighborhood.
- Improve the overall neighborhood quality.
- Promote transit use and active transportation.

Mr. Morris went over the public outreach that was done for this project. One open house was

held and one survey was conducted.

Housing is going to be an issue for the Wasatch Front in the foreseeable future. The City can help with the housing supply by building more housing in key areas such as the Fashion Place West neighborhood. The plan divided Fashion Place West into subareas based on the housing types that were appropriate for each area. The subarea categories are established residential, urban mixed-use, transit-oriented mixed-use, and jobs and housing mixed-use. The largest amount of housing surrounding the Fashion Place West area consists of single-family neighborhoods.

A big piece of this study was the connectivity analysis where they looked at the gaps and challenges the connectivity network has. There are parts of the neighborhood that have good pedestrian infrastructure and parts where an investment needs to be made in pedestrian infrastructure.

The Design Guidelines section was broken down into key urban design elements that the City could look at adopting. Building placement and the quality of the pedestrian space is important as development comes in along Winchester Street.

The plan includes a section of catalytic projects which are projects that could happen in key areas that could change the Fashion Place West neighborhood. Trax station area redevelopment and the State Street/Winchester Street Intersection were two catalytic projects noted in the plan.

Mr. Markham asked how often the City looks at revising the General Plan or Future Land Use Map. Mr. Smallwood replied a General Plan should be looked at every five years, however it usually only happens about every ten years. Mr. Markham said it is hard to plan things out for 25 years. Things will change in the future and this plan has the potential to be changed down the road.

Mr. Woodbury noted that comments from the following individuals were provided to the Planning Commission prior to the meeting: Heydon Kaddas, Matthew Schneider, Nicolle Stookey, and Kristi Miller.

The meeting was open for public comment. The following comments were read into the record:

Madison Smith – 6152 South Clear Street, Murray City

Wow let me first off start by saying that, I just moved into a home in your city... and boy, do I really love it. It's extremely convenient (which you have noticed) and my neighborhood is quiet and calm. I sure do enjoy my lovely neighbors who recently welcomed me with open arms.

I've been living at 6152 Clear St. since May of 2020, but it goes a lot farther back than that. My parents bought this home when they first got married, about 30 years ago. I grew up in this house for a part of my childhood. My first dogs were here, my first sand box, my name is written in the cement out back, est. 1993. It has been a pretty sentimental opportunity to now live here with the love of my life, Riley and our dog Roby. In March we chose to gut this home completely and renovated everything. We rewired the whole home, all new plumbing, ripped out walls, and installed new floors.. we had cupboards handmade and drywall installed. The list goes on, but you should see the before and after photos, it is something to be proud of! We dug all the sand out of my old sand box, about four tons... and replaced it with nourishing dirt where I was able to

grow a beautiful garden last summer. Moving here has been such a wonderful step in my life, and it has brought me, my parents, and Riley closer than ever before. For some reason I had this feeling, maybe I would be able to grow a family here sometime in the future to. A lot of blood sweat and tears have been poured into 6152 Clear... my dog sure loves chasing the gophers. I guess I feel slightly desperate asking to not take away our neighborhood... a huge part of my life, and a huge part of everyone else's life in this area. I know so many people would be sad and left with nothing, displaced... during a global pandemic. Times are hard enough right now, it's a shame that Murray City would impose such an awful Christmas gift for everyone to worry about. This proposition is absolutely not in the best interest of anyone who is actually involved. I hope that to whomever is reading this has a kind, compassionate heart.

Timothy Schomburg – 66 West Lester Avenue, Murray City

I live in the South 67 Condos. I've lived here since 2000 when I moved back from L.A. Why do all you politicians in Salt Lake County want to make Salt Lake County like L.A.? Look at the south west part of Salt Lake County. It looks like L.A. and the county wants to add even more high density with the Olympus project. So why do you in Murray want to change the zoning to allow more high density residential/commercial development? It's one thing to fix sidewalks, add a traffic light, but no high density.

1.2.3 BARRIERS TO DEVELOPMENT

Barriers to development within the study area include: Lack of City owned land that could spur private development. Current zoning regulations prohibiting density and growth including front yard setbacks, height limits, open space requirements, and parking requirements.

EXACTLY. Prohibiting high density growth. No high density growth.

1.6.4 POLICY UPDATES AND LAND USE AMENDMENTS

(d) Decrease open space requirements from 20 percent to 10 percent

WHAT? Decrease open space. I say expand open space or at least leave it the same. If you want L.A. high density, then move to L.A.

Carla Clark – Murray City

As a resident in the Fashion Place West area, I am concerned that major issues in the area plan were addressed insufficiently or not at all. Before any zoning changes are enacted, the plan should fully investigate these concerns:

1. *Address traffic congestion and backup on Winchester*
 - a. *Accessing Winchester from the neighborhood is already difficult due to back up from TRAX and increasingly heavy commuter traffic.*
 - b. *Customers accessing proposed businesses will have the same issue and likely compound it.*

- c. *Since the elimination of buses, elementary students must cross an already dangerous Winchester. Their safety should be of top concern when making decisions that will increase traffic.*
2. *Validate expectation of conversion to foot/bike traffic*
 - a. *Due to easy freeway access, how will traffic be affected by:*
 - i. *Increased traffic from customers of these new businesses.*
 - ii. *New residents who commute via car.*
 - iii. *Transportation limited to TRAX and foot/bike is still constrictive for most lifestyles. How will these assumed non-vehicle owning residents access areas outside of TRAX and Fashion Place.*
 - b. *How will shoppers transport large purchases (including more than a few groceries) without a vehicle?*

Sub-area 3

Parking - The plan indicated that proximity to TRAX would reduce the need for parking but provides no evidence for that rational. There should be enough high-density housing in the area to provide data, but nothing was included.

1. *Parking for small businesses is limited, so how could there possibly be space for high-density structures?*
 - a. *What would a minimum ratio of parking per resident/business size look like?*
2. *The report mentions street parking on Winchester (Pg. 25 Section 2.10.1.1), but with bike lanes and a high level of traffic, street parking is already dangerous. Is street parking an option and what rationale will support this as safe?*
3. *I would also like to see a crime analysis for high-density neighborhoods. Just this week a murder was reported in the TRAX Fireclay high-density area and that is not the first time that area has made the news.*

I am also concerned about the narrow strip on the south side of Winchester included with Sub Area 3. High density is not suitable in what is essentially my neighbor's backyard. A buffer of smaller homes and businesses would be more appropriate.

Sub-Area 1

1. *Parking – Accessory Dwelling Units (pg. 47 Figure 3.21) should include a requirement for off-street parking spaces.*
 - a. *Due to narrow roads, people parking on the street often reduce sections to single lane. ADU's would only make this worse if they don't have sufficient parking.*

I understand that the area should be carefully developed, but it seems obvious that the high density plan for area 3 is questionable and needs further study and proof of rationale. Additionally, the connected neighborhood needs to be protected from associated problems of insufficient planning.

I hope you will wisely make further investigation and provide the applicable information before making any changes.

Teresa Long – Murray City

I purchased my home on Creek Dr. less than 2 years ago. I lived outside Murray, however, sent my kids to Murray schools, shopped here and couldn't wait to move to Murray. I have/had plans of refinishing my basement and having this be my forever home. It has been a very safe neighborhood and I have great neighbors. It is mainly single women with kids or elderly. That is great that you want to push vulnerable populations out of their homes. I vehemently oppose this change!

State street has many areas that are vacant and it seems like a much more logical choice. Every time I drive down State in Murray I think there is nothing here. Plenty of 7-Elevens and dealerships but that is about it aside from mall. Last year I heard about this, the word then was that you want more traffic to the mall from Trax. Just drive by the mall, or go inside, it is always busy now that it is open again. If someone on Trax wants to go there they will. And they do, I see people walking there all the time. Having a bunch of large office commercial buildings won't do it. I sincerely hope that this does not pass. If so I will definitely not relocate in Murray.

Jill Rhead – Murray City

I am writing to you in response to the public hearing scheduled for tonight at 6:30 pm to discuss the proposal for the Fashion Place West Small Area Plan.

I have read your plan and I have many concerns. One of which is the proximity of the TRAX station to the Fashion Place Mall. The average American walks 3000 steps per day. The distance from the Murray TRAX station to the nearest mall entrance is over half a mile or about 1000 average steps. A round trip on foot from that station to the mall and back would burn over 2/3 of the average person's steps per day. Do you have any statistics on how many people presently use the Murray TRAX station to frequent the mall now? My guess is it is very few.

I feel as if this plan has little to do with its stated goals and more to do with rushing an opportunity to redevelop an area that is currently home to established and thriving business. And, I am very concerned about your tactics - a few thoughts on that:

- Holding a public hearing the week before Christmas seems very suspicious since most people are too busy to think about this kind of thing right now.*
- We are under a statewide mask mandate, is it even legal to gather in large groups? And if it is, is it a prudent move? Your timing does not seem appropriate.*
- Yesterday, it was announced on the national news that one American is dying of Covid every 30 seconds. Jeopardizing public safety by holding a public meeting during a pandemic is reckless.*

It is becoming more and more evident to me that the good of the people and businesses in the area is not the goal of the Murray City Planning department. If you truly want public input, I would suggest that you wait a while to push this through so the voices of those this will affect can be fairly heard.

Brandon Tiedt – Murray City

I am a property owner off of Malstrom Lane. Me and my family are strongly opposed to high density apartment buildings being built, along with all the other issues this project would bring.

Derek Tiedt – Murray City

I am a home owner in Murray on Krista Ct. and am strongly opposed to this project. Adding hundreds of apartments/condos to the proposed area will over burden the infrastructure in place and cause major delays to anyone who lives in the area. Rush hour traffic anywhere near Winchester is already heavy without the addition of a few hundred new cars. I am strongly opposed to the idea of my property taxes going up to fund this project and only make things harder for the people in the neighborhoods surrounding the proposed project.

Ian George – Murray City

Will the new proposed bike trail that parallels the Trax line be using part of people's yards, and will it be on the East or West side of the Trax lines. Is there enough room in the Trax corridor to safely allow a bike trail? Will you be removing the concrete walls that are existing? Would those concrete walls be replaced with concrete if they come down? How will you guarantee the safety of the resident's homes that but up against Trax?

Matt Newland – 6199 Valley Drive, Murray City

My family and I live at 6199 Valley Drive. In the proposed plan, we find a map that shows our home as being zoned to commercial property. Is the plan to take our home?

Joe Silverzweig –Murray City

I want to make comments in support of the development plans in these items, as they are parts of the city I live near and frequent. I'm really excited for the changes to this area; the additional density makes sense in that part of our city and will help alleviate the drive through strip mall feel of that part of State Street. I think the plan is too optimistic about the current state of Winchester sidewalks- it's a long, exposed walk on a high speed road and there's a lot of construction, narrow spots, and other unpleasantness to evade. It would be worthwhile to explore a small shuttle or other transit solution from Trax to the mall, at least while improvements to Winchester Bridge and the sidewalks have yet to take effect. I also hope we'll work hard to preserve the relative affordability of housing in this area so that we can invite long-term residents who will contribute to a vibrant community and build wealth that is reinvested in Murray.

The following citizens spoke during public comments:

Timothy Schomburg – 66 West Lester Avenue, Murray City

Mr. Schomburg said he grew up in Sugarhouse. He knows the Planning Commission is trying to do the best they can with the growth of Salt Lake County and Murray. He does not want to see Murray City turn into L.A.

Jon Boettcher – Murray City

Mr. Boettcher said he has lived in his neighborhood, east of the Trax lines off of 6400 South, for over 40 years. Since Trax has come in, crime has steadily increased. The higher the housing density becomes, the higher crime is. You can't even drive on the streets over at Fireclay at night because there are cars parked all over the street. If the City is planning higher density housing, there has to be adequate parking. Things like public safety need to be considered when it comes to high density housing.

The public comment portion for this agenda item was closed.

Mr. Morris said the introduction of housing density is never popular. Any housing considered high density would be happening in the subarea near the mall. Redevelopment of underutilized parcels near the Trax station would be more mid-rise. Buffering is being recommended for anything backing up into single-family neighborhoods. The places where this type of development is most appropriate is where you have transit service. He knows not everyone will utilize public transportation but making the experience of getting around the neighborhood better and improving the infrastructure will make the area more peaceful.

Traffic congestion is an issue that is everywhere. As far as transportation planning goes, the intent is to make it more feasible for people to get around their neighborhood without having to get into their car for every trip. Children today will not be able to afford a home in this valley unless the supply of homes is increased.

Additional information can be added to the plan regarding the parking demand in transit- oriented areas. There is data out there showing that people who choose to live in these types of communities on average own fewer cars or use them for fewer trips. None of this plan is rezoning anything, it's looking at the potential in the future. Some of this is not economically feasible and won't happen for years.

Mr. Smallwood said the City is not rezoning anyone's property and is not proposing to take property from anyone. This is a visioning document that guides the planning staff in how they approach future land use applications. The plan also allows the City more bargaining power with UDOT. The plan will be looked at in more detail.

The City is aware of the traffic and parking concerns in the Fireclay area and is working on that problem.

There are standards for Accessory Dwelling Units (ADU) in Chapter 17.78 of the Land Use Ordinance.

Mr. Smallwood said crime has been increasing everywhere in Salt Lake County. It's unfortunate, but he doesn't have any statistics relating the rising crime rate to high density housing.

Ms. Wilson said her biggest concern is keeping the residential anchors in this area. She doesn't feel like high density housing is a good fit for this area. She thinks it's better to concentrate on installing sidewalks, pedestrian access, and bike lanes. Murray City needs more owner-occupied housing. An apartment building won't meet the needs of the City's core citizens. A lot of people that can't afford a \$500,000 house could afford a \$250,000 condo. Owner occupied units help

keep the neighborhoods stable, safer and is more Murray City's vibe. She loves the sense of community in Murray and would like to preserve that.

Ms. Patterson said she thinks this plan is well thought out. There are certain areas in the plan that could support high density housing. The plan also notes certain areas where single-family neighborhoods should be protected. It's not a one size fits all plan. Ms. Wilson said she thinks there are areas that would be perfect for medium density. She doesn't think high density is what the City is looking for. The plan is well thought out, but she wants to be careful about adding high density rather than medium density. Ms. Patterson said she agrees with Ms. Wilson, but she thinks a great place for a high-density development would be on State Street next to the freeway. Ms. Wilson say she agrees with that, she just wants to make sure the single-family neighborhoods are being buffered. Ms. Patterson said she feels protecting neighborhoods is a top priority.

Ms. Milkavich said there is a need for high-density housing, but it's important to be selective of where high-density housing is put and they are trying to do that.

Mr. Nay said he thinks the areas that will have the most intense development will be along the State Street frontage or directly adjacent to the Trax Station. There was a tremendous amount of investment that went into Trax in this area and it is the type of area where you want to see density increase. Building single-family homes around Trax is not a practical solution going forward. Mr. Nay asked Mr. Morris to clarify the statement about a reduction of open space. Mr. Morris replied on any particular site, the City requires a certain percentage of the site to be open space. The neighborhood has a big open space that the plan recommends improving. They are not recommending eliminating park space for housing.

Ms. Milkavich said the City has been trying to keep up with local and national trends on housing costs versus income. She thinks the City is at the turning point of meeting the need for affordable housing.

Mr. Hacker reiterated that this is not a zoning change. Anything that comes to the City for redevelopment in this area will also likely come to the Planning Commission where they can look at the plan and make sure it fits within the area.

Mr. Markham said going forward, the Planning Commission, City Council and City Government in general need to regain the trust of the residents. There were a lot of comments tonight from people who don't believe what the Commission is saying. There has been a serious erosion of trust in the process and it's crucial to restore the trust from the residents.

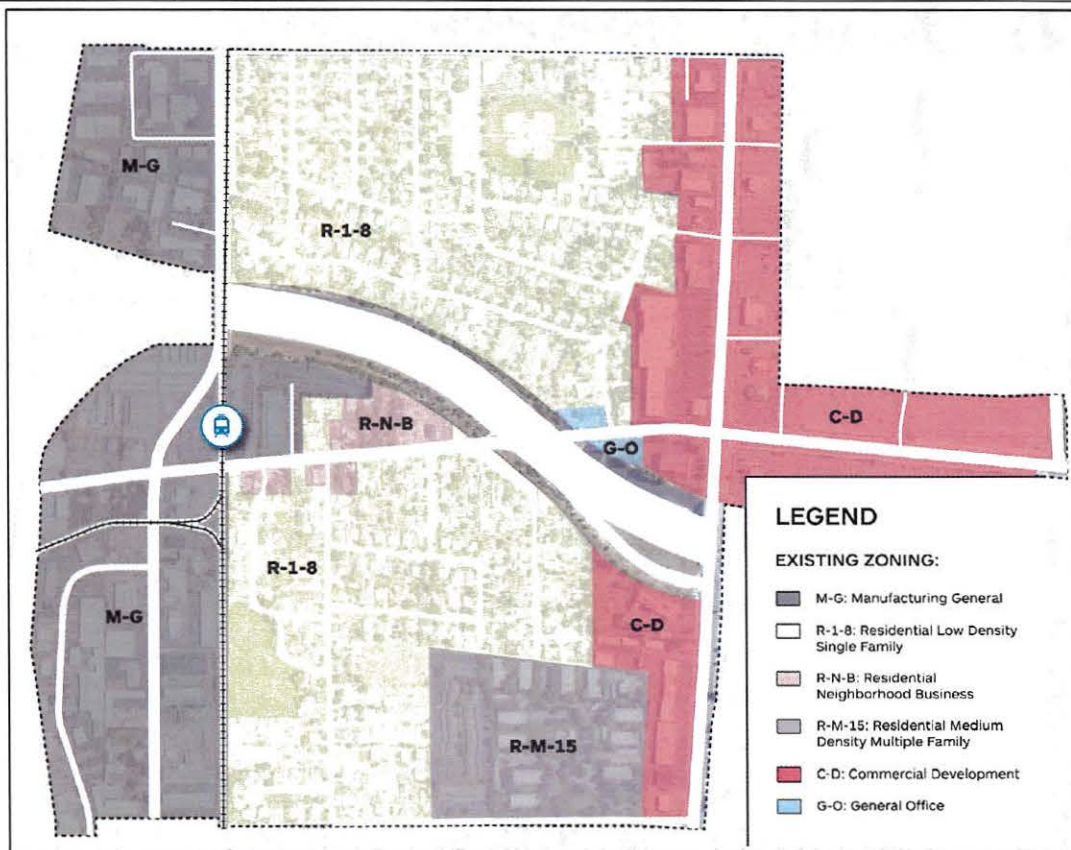
Mr. Woodbury said staff tries to establish framework that will balance both the rights of the residents and the property owners or developers. Staff tries to be responsive to the market conditions. There are a lot of projects coming that will provide middle ground housing. The reality of the Wasatch Front is that it is not going to be what it once was. This document, and the General Plan that was adopted a few years ago, does its best it can to provide a framework to balance what may happen. He agreed that the resident comments should be taken seriously. He added that this is a virtual public meeting and the Commission is not meeting together in person.

Ms. Patterson said one thing she likes about this plan is that this area has been underserved. You can't walk down Winchester Street or get from neighborhood to neighborhood. She hopes



AGENDA ITEM #8

ITEM TYPE:	General Plan Amendment		
ADDRESS:	Roughly 6100 S to 6790 S and I-15 to State Street	MEETING DATE:	December 17, 2020
APPLICANT:	Murray City Planning Division & VODA Landscape + Planning	STAFF:	Zachary Smallwood, Associate Planner
PARCEL ID:	N/A	PROJECT NUMBER:	20-001
SIZE:	Approximately 245 Acres		
REQUEST:	The Murray City Planning Division is requesting the adoption of the Fashion Place West Small Area Plan as an Amendment to the General Plan.		



I. STAFF REVIEW & ANALYSIS

Purpose

Small Area Plans are documents that help guide growth and decision making within an area. They are not to be used as ordinances or standards that require strict adherence. Small Area Plans can help inform the ordinance writing process. As an example, Murray City allows accessory dwelling units within single-family zones. There are regulations that dictate size, parking, and a number of other things. This small area plan suggests that accessory dwelling units be expanded in the single-family residential areas. This means that if the Planning Division were to look at amending the text of the accessory dwelling unit ordinance, some of the suggestions that are within the plan should be considered.

The proposed plan does not change the zoning, or character of the area. Its purpose is to inform the Public, Staff, and Elected Officials as to how the area could develop in the future and to provide a framework for those groups to prioritize infrastructure improvements, zone changes, and ordinance updates.

Background

Early in 2019 Murray City was awarded a grant from the Wasatch Front Regional Council (WFRC) to study the area around the Fashion Place West TRAX Station. The grant was awarded from the Transportation and Land Use Connection (TLC) Program administered through the WFRC who partners with Salt Lake County, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). On the WFRC's website it states "The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit."

Throughout 2020, the Planning Commission and City Council have received multiple presentations on the progress of the Fashion Place West Small Area Plan. Including reports on the public engagement process, existing conditions, connectivity, and design guidelines. The last update was given in July of this year. Since then, the Planning Division Staff and the contracted consultant, VODA Landscape + Planning have been working on crafting the final Small Area Plan document.

Review

Planning Division Staff are requesting that the Planning Commission review the proposed small area plan and forward a recommendation of approval to the City Council. Staff has provided a summary of the document below. It is intended to help guide the commissioners in reviewing the plan.

The following is only a very basic summation of the small area plan, intended to assist in reading the proposed document.

Document Organization

The proposed small area plan is divided into six (6) chapters.

Executive Summary and Implementation

The executive summary and implementation chapter highlights the area plan's goals, existing conditions, housing and connectivity strategies, and lastly helps provide a framework for implementation of the plan. This section is used to provide an introduction and primer for what will be discussed in depth within the plan itself.

Existing Conditions

This chapter outlines the current situation of the study area. It builds upon the history of area as the Fashion Place Mall developed and turned this area from a small post-war suburban neighborhood to an economic center. This section also calls out community assets such as Grant Park, the Senior Recreation Center, the two elementary schools within the area, and the TRAX station itself.

The existing conditions chapter further outlines the challenges that the neighborhood faces and barriers to potential development along the core streets. Of note is the review of the Land Use Conditions that mentions that current zoning does not address the opportunities that the light rail station could provide.

This section also outlines existing economic and housing conditions. The Fashion Place West area trends slightly younger than Salt Lake County and significantly younger than the rest of Murray City. The housing cost in the area trends lower than most of the city and county with the median home value at \$239,474. Providing opportunities for people who currently reside to reinvest in their property is encouraged.

One way to increase the livability of a neighborhood is by making access to services more widely available through encouraging different modes of transportation. Opportunities for infrastructure improvements to increase walkability are called out on page 31. This includes items such as installing sidewalks in the single-family residential areas, better pedestrian access on the Fashion Place Mall site, and improvements to bus stop amenities.

Housing

It is no secret that housing across the Salt Lake Valley is in high demand. This chapter takes an in depth look into the study area and finds that housing demand is at an all-time high with vacancy rates (homes and rental units that are available) at 5.5%. This leads to increased prices for homes and rental units.

Providing a diversity of housing options allows for people to stay in their neighborhoods longer. Residents of Murray City are proud to live here and encouraging opportunities to allow for someone to cycle through different types of housing while staying in the city allows residents to remain. Planning Division Staff consistently hears from residents that used to live in Murray, moved away, and now have come back. If more opportunities for housing are provided people would not have to leave as often.

The small area plan calls for the study area to be divided into four (4) subareas. These subareas allow for focused growth and improvements depending on ability to provide new services, service existing residents, and foster future growth. Each subarea is briefly outlined below.

Subarea 1 “Established Residential” recommends that this area largely remain as it currently is. The plan suggests that infrastructure improvements like sidewalks and bike lanes be installed in these areas. To address additional housing, this area should look into housing reinvestment such as additions to existing homes or adding an accessory dwelling unit.

Subarea 2 “Urban Mixed-Use” recommends that higher density and height be allowed along the State Street corridor. Transitioning the corridor from strip commercial to a more urban style mixing of uses will strengthen connections to the mall. The plan recommends that higher residential densities be placed along the street and step down towards the existing single-family neighborhoods.

Subarea 3 “Transit Oriented Development” recommends that this area focus on smaller scale, service-oriented uses with housing mixed in at a smaller scale than the State Street corridor. Housing options such as townhouses, row housing, and smaller scaled apartments are encouraged.

Subarea 4 “Jobs and Housing Mixed-Use” recommends this area become more mixed with office-oriented jobs and mixing residential within. This area is largely industrial in use and the plan calls for it to transition to more of a mix of jobs and housing.

To implement these subareas the Planning Division will need to work on drafting new zoning ordinances to lay out the specifics of each subarea. This would occur after the potential

adoption of the plan. It would include additional public outreach and working with the public to craft ordinances that reflect the community.

Connectivity

The Fashion Place West study area is complex in its network of connections. The area is bounded on the west by I-15 on the west, and I-215 runs through the middle of the district. State Street on the east is a major, regional arterial road that handles thousands of cars a day and also creates a difficult barrier to access to Fashion Place Mall. These three corridors carve up the district into three distinct areas with little connection between them. The connectivity section provides opportunities for future improvements to help those that are biking and walking in the area to have greater access to the services that are near.

Design Guidelines

The intent of including design guidelines within this plan is to help guide those involved in developing ordinances to shape the look and feel of each subarea. The guidelines help to establish a more friendly environment for walking and biking and create a human-scaled development pattern to encourage people to get out of their vehicles and into the district itself.

Appendix

The appendix section addressed the public engagement that was conducted, including the open house in February of 2020 and the online survey that was distributed on May 20th and ran through June 20th.

This section also provides a preliminary look at what some catalytic projects could look like in the future. This is in no way meant to suggest that the area will develop to look exactly this way, rather to suggest what may be possible in the future. Each catalytic project also includes a case study where a project similar to the catalytic project occurred. Of particular note is the Jefferson Detention Basin. This area plan and the recently adopted Parks and Recreation Masterplan call for this to be adapted to an active park area while maintaining its use as a detention basin.

General Plan Consideration

The primary goal of the 2017 General Plan is to “guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray”. Based on that primary goal, five Key Initiatives were identified through the public process in developing the General Plan. Four of the five initiatives directly tie into development of the proposed small area plan. “Create Office/Employment Centers”, the second initiative, prescribes the

importance of creating new opportunities for office and employment. The proposed plan should help to make creating office space easier. The area surrounding the TRAX station should be a wholly contained neighborhood (initiative 3, Livable + Vibrant Neighborhoods) where people can access all their daily needs but should also generate visitors from other neighborhoods in Murray. Initiatives 4, Linking Centers/Districts to Surrounding Context and 5, A City Geared Toward Multi-Modality are tentpoles as the Planning Division and consultant worked to develop the small area plan.

II. PUBLIC INPUT

A total of 897 notices were sent to all property owners within the proposed Small Area Plan, property owners within 500' of the proposed plan and affected entities. There have been a number of e-mails sent in with concerns about the proposed plan. They have been included as attachments to this staff report for the Planning Commission to review.

III. FINDINGS

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

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

IV. STAFF RECOMMENDATION

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

Attachments

NOTICE IS HEREBY GIVEN that on December 17th, 2020, at 6:30 p.m. the Murray City Planning Commission will conduct a Public Hearing for the purpose of receiving public comment on the Fashion Place West Small Area Plan as an amendment to the Murray City General Plan for the properties generally bounded from 6100 South Street to Lester Avenue (6790 South) and from State Street to the Frontrunner line that is generally along 400 West; also properties abutting Winchester Street from State Street to Fashion Blvd.

A copy of the proposed plan is located at
<https://www.murray.utah.gov/1868/fpwsap>

If you would like to comment on this agenda item at the meeting please register at: <https://tinyurl.com/y2nspnq> or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting only you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.



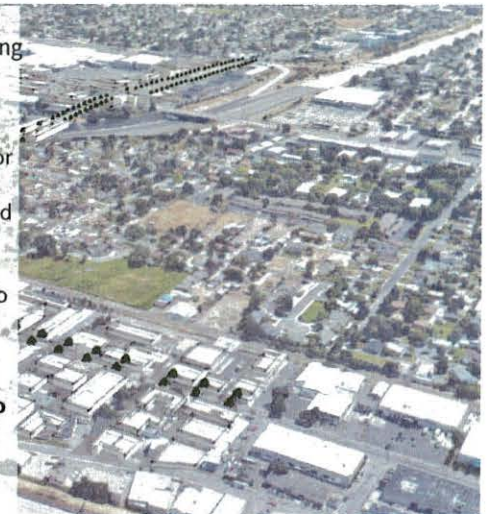
MURRAY CITY

FASHION PLACE WEST SMALL AREA PLAN

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MURRAY CITY

FASHION PLACE WEST SMALL AREA PLAN

Deseret News



The Salt Lake Tribune

Remit to:
Utah Media Group
4770 S 5600 W
West Valley City, UT 84118

Order Confirmation for 0001305055

Client MURRAY CITY RECORDER

Client Phone 8012642660

Account # 9001341938

Address 5025 S STATE, ROOM 113

Ordered By SUSAN

MURRAY, UT 84107

Account Exec Itapuso2

PO Number FASHION PLACE WES

Email snixon@murray.utah.gov

Total Amount \$87.32

Payment Amt \$0.00

Amount Due \$87.32

Text: FASHION PLACE WEST SMALL AREA PLAN

Ad Number 0001305055-01

Ad Type

Legal Liner

Ad Size 1 X 49 li

Color

WYSIWYG Content

**MURRAY CITY
CORPORATION
NOTICE OF
PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on the 17th day of December, 2020, at the hour of 6:30 p.m. of said day the Murray City Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to a Fashion Place West Small Area Plan as an amendment to the Murray City General Plan for the properties generally bounded from 6100 South Street to Lester Avenue (6790 South) and from State Street to the Frontrunner line that is generally along 400 West; also properties abutting Winchester Street from State Street to Fashion Blvd. If you would like to comment on this agenda item at the meeting please register at <http://tinyurl.com/y2nspnq> or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting only you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/. No physical meeting location will be available.

Jared Hall, Manager
Planning Division
1305055

UPAXLP

Product

Salt Lake Tribune

Placement

Legal Liner Notice

Position

Public Meeting/Hear

Scheduled Date(s):

12/06/2020

utahlegals.com

utahlegals.com

utahlegals.com

Scheduled Date(s):

12/06/2020

Deseret News

Legal Liner Notice

Public Meeting/Hear

Scheduled Date(s):

12/06/2020

12/4/2020 10:05:37AM

From: [Heydon Kaddas](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Comments on Recent Fashion Place Small Area Plan
Date: Wednesday, December 9, 2020 8:31:33 PM

To whom it may concern,

I am a resident of a neighborhood included in the area identified by this plan. After receiving the flier in the mail recently and reviewing the plan online, I have a several concerns I would like to see addressed:

- The plan outlines that apartment and mixed-use high-density buildings between 4-6 stories are planned along State Street and Winchester. This is absolutely undesirable. My family specifically selected this neighborhood as it combined the convince of central living, outlined in the plan, with the feel of a quiet, suburban neighborhood that has gorgeous mountain views. Being surrounded by 6 story buildings will destroy the atmosphere that brough my family to this area in the first place. Having buildings be limited to 4 stories or less would help preserve the aesthetic of our neighborhood.

- Section 3 page 51 is of particular concern as it outlines decreasing the open space from 20% to 10 % as well as altering yard setbacks (both decreasing the set back to 0 and setting a limit on the maximum setback). This seems like it is designed to cram as many buildings and people into as small of a space as possible. The infrastructure in this area is already overwhelmed and this rezoning is listed as a short-term priority whereas working with UDOT to increase infrastructure in the area is listed as a long-term goal. This will further overwhelm the area without providing the assistance the area needs.

- I also have significant worries about the plan's advocation for more accessory dwellings. The plan includes no regulation for these accessory dwellings. This looks like it is an attempt to not actually rezone the neighborhood to medium or high density but in effect achieve the same goal.

Thank you,
Heydon Kaddas

From: [Matthew Schneider](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Fashion Place Small Area Plan
Date: Monday, December 7, 2020 2:41:58 PM

Hello, as a resident of the area in question I have a couple concerns I'd like to see addressed:

1 - Allowing high density buildings of 4-6 stories along State and Winchester is less than ideal. Perhaps 2-4 stories or less, more preserves the look and feel of the neighborhood. Six stories would drastically change the feel of the neighborhood and the mountain views of the residents.

2 - On page 72 of the report it notes that the area encompassing Grant Park be re-zoned to mixed use urban. Why would the park be removed or why allowed for mixed use zoning to encroach that far into the neighborhood?

3 - My final concern stems from advocating for more accessory dwellings. By promoting them without regulation it seems you could just add many people to a low density neighborhood and just end up making it a medium density one.

thank you,

Matt Schneider

From: [Nicolle Stookey](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Questions for Fashion Place West Small Area Plan
Date: Monday, December 7, 2020 2:39:16 PM

Questions I have for the city meeting:

1. I have lived in Murray now for 16 years over on Creek Dr. In 2004, we bought our house for \$130,000, which for its size is a reasonable price. Now, homes in my neighborhood sell for \$250,000 and more. I am concerned with all the housing developments proposed, that housing will be inflated even more. To the point, that as a resident, when I am ready to sell my house now, I can't afford to live in Murray, nor am I enticed to. Wages are not meeting our housing industry. How is Murray focusing put on creating sustainable housing pricing?
2. Traffic on State Street to the mall is especially obnoxious during the holiday season. Those exiting the mall turnout in front of traffic to get left with no consideration of other drivers. Lights as far down past Sams Club are backed up and often blocked because of the traffic. Drivers entering the mall, especially on the west side there between H&M and Crate and Barrel stop the right lane of traffic. Really that entrance should be removed or adjusted that those entering can transition into the lot easier. With all these enhancements, what improvements will we see to the traffic situation? And if people are not riding public transportation now, they won't automatically start, so that is not a solution.
3. Homelessness and crime are growing in our area. At almost every light at the I215 exit, State St and Winchester, Winchester and Fashion Place Blvd all have someone there panhandling all day, causing the trash to build up. Crime in my neighborhood has been on the rise, with multiple car break-ins and thefts and nothing seems to be being done. How is this being addressed in these changes?

Thank you,
Nicolle Stookey

From: [KRISTI M](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Fashion Place West Housing
Date: Tuesday, December 8, 2020 11:49:06 AM

Hello,

I live in a home built in 1948 on Clear Street in the Fashion Place West area. Is there any discussion or intention to buy out the older homes in order to update the look of the housing within the area of discussion? If so, what would be the timing and process? How would that impact the current home owners financially?

Thank you,
Kristi

From: [Mat Scilling](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL]
Date: Thursday, December 17, 2020 7:54:42 PM

As other commentors I am very concerned about higher density housing.

It is difficult enough to get on to Winchester when a train stops.

From: [Brandon Tiedt](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Fashion Place Comment for Meeting
Date: Thursday, December 17, 2020 5:22:10 PM

I am a property owner off of Malstrom lane. Me and my family are strongly opposed to high density apartment buildings being built, along with all the other issues this project would bring.

From: [Matthew Schneider](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Fashion Place Small Area plan follow up
Date: Tuesday, December 22, 2020 11:23:08 PM

Hello,

I wanted to write with some concerns following the meeting last week:

- The commission for both the Fashion Place plan and the property re-zone on 53rd south repeatedly used the refrain that this wasn't for any specific project and all future projects will be reviewed. This is incredibly disingenuous - you'll approve the re-zone / small area plan and then when a developer suggests a type of project that residents don't want to begin with it will be approved because it follows the plans you just approved!

- The chair discussed the need to regain public trust. The commission then followed that up by unanimously approving something that had overwhelmingly not been wanted in the small area plan. What's the point of public input then?

- There was yet another shooting near the Murray North trax station - the last area the city decided to try and cram more people into. Do not turn Fashion Place into another Fireclay or abomination that has become the area around SouthTowne mall near that Trax station. Why does the commission seem intent on doing things that benefit mythological future residents of Murray rather than the current ones. We gain nothing from cramming another 500 dwellings in this small area other than more crowded streets and neighborhoods and more crime.

I would like to hear some follow up to this and some answers to the final short questions below:

- What are the next steps for this plan? Is the city council another entity that can put a stop to it?
- How does one get on the planning commission?

Thank you,
Matt Schneider

**FASHION PLACE WEST
SMALL AREA PLAN
P/C 9/3/2020**

**Project #20-001 (928 total)
Project Area + 500' radius + affect ent**

Dennis C Thornton; Shelley L Thornton
196 W 6100 S
Murray , UT, 84107-7062

Lyle Blair Wilkinson
6049 S 300 W
Murray , UT, 84107-6922

Ray L Daniels (Jt)
6094 S Liberty Oaks Cv #2
Murray , UT, 84107-3325

Julie R Tolman
6076 S Liberty Oaks Cv #2
Murray , UT, 84107-3324

Trust Not Identified
6062 S Liberty Oaks Cv #2
Murray , UT, 84107-3331

Patricia R Capps
6044 S Liberty Oaks Cv #2
Murray , UT, 84107-3316

Chong Lee
2636 W Tamra Dr
Taylorsville , UT, 84129-7325

Andre Mercer
6042 S Liberty Oaks Cv #4
Murray , UT, 84107-3316

Brandy Lynne Valle
6028 S Liberty Oaks Cv #6
Murray , UT, 84107-3316

Karman, Inc
6000 S Stratler St
Murray , UT, 84107-3304

Scott R Pace
180 W 6100 S
Murray , UT, 84107-7062

Verne A Cotton; Mary P Cotton (Jt)
6094 S Liberty Oaks Cv #4
Murray , UT, 84107-3325

Mary Alice Black
6094 S Liberty Oaks Cv #1
Murray , UT, 84107-3325

Michael M Day; Jill Day (Jt)
6062 S Liberty Oaks Cv #4
Murray , UT, 84107-3331

Helaman Berrios; Heather Berrios (Jt)
6062 S Liberty Oaks Cv #1
Murray , UT, 84107-3316

F L Sullivan
6044 S Liberty Oaks Cv #3
Murray , UT, 84107-3330

6042 Liberty Oaks, LLC
9161 S Baronay Cir
Sandy , UT, 84093-3858

Brandon Quigley; Rae Quigley (Jt)
6042 S Liberty Oaks Cv #5
Murray , UT, 84107-3316

Theresa Schuyler
6028 S Liberty Oaks Cv #5
Murray , UT, 84107-3316

SOST
2265 E Cottonwood Cove Ln
Cottonwood Hts , UT, 84121-5018

M Aaron Ravonsheed
1736 E Lahar Dr
Millcreek , UT, 84106-3339
** returned in mail**

Colleen Mcguire
6094 S Liberty Oaks Cv #3
Murray , UT, 84107-3325

CVA Protection Tr
6076 S Liberty Oaks Cv #1
Murray , UT, 84107-3324

Javaid M Lal; Sunita S Lal (Jt)
6062 S Liberty Oaks Cv #3
Murray , UT, 84107-3331

Rosemary K Dorrance;
Martin Dorrance (Jt)
6044 S Liberty Oaks Cv #1
Murray , UT, 84107-3316

Phillip W Johnson; Jace P Johnson (Jt)
6044 S Liberty Oaks Cv #4
Murray , UT, 84107-3316

Flg Liv Trust
6042 S Liberty Oaks Cv #3
Murray , UT, 84107-3323

Janalee Malmstrom
6042 S Liberty Oaks Cv #6
Murray , UT, 84107-3323

Earl Bradford Pitts Family Trust
6028 S Liberty Oaks Cv #4
Murray , UT, 84107-3316

BJA Rev Tr
6028 S Liberty Oaks Cv #3
Murray , UT, 84107-3322

DB Fam Tr
6028 S Liberty Oaks Cv #2
Murray , UT, 84107-3322

Akiko Kamimura
6028 S Liberty Oaks Cv #1
Murray , UT, 84107-3316

Kim W Lundeberg
6039 S Liberty Oaks Cv #4
Murray , UT, 84107-3334

Lance M Park; Kristi Park (Jt)
6039 S Liberty Oaks Cv #3
Murray , UT, 84107-3317

Penny Coleman
6039 S Liberty Oaks Cv #2
Murray , UT, 84107-3334

Josefina Abed
6039 S Liberty Oaks Cv #1
Murray , UT, 84107-3317

Secretary Of Housing And Urban
Development
2401 N W 23Rd St
Oklahoma City , OK, 73107-
** returned in mail**

Down Home, LLC
5969 S 450 E
Murray , UT, 84107-

Charlean Coulter
6047 S Liberty Oaks Cv #2
Murray , UT, 84107-3333

Trust Not Identified
505 E Edindrew Cir
Murray , UT, 84107-6525

Kent W Baker & Barbara H Baker
Revocable Living Trust 08/06/2019
6063 S Liberty Oaks Cv #1
Murray , UT, 84107-3317

George L Iii Sears; George L Sears
1908 E Summer Meadow Cir
Sandy , UT, 84093-7010

Binh T Huynh
6063 S Liberty Oaks Cv #3
Murray , UT, 84107-3317

Desiree K Preston
6063 S Liberty Oaks Cv #4
Murray , UT, 84107-3317

Murray Oaks Condo Common Area
301 W 5400 S # 120
Murray , UT, 84107-8224

Murray City School District
5102 S Commerce Dr
Murray , UT, 84107-4710

Simon Bradstreet
93 W 6020 S
Murray , UT, 84107-6901

Kelly Rae Moulton
6023 S 115 W
Murray , UT, 84107-

Sean W Tingey; Ashley A Tingey (Jt)
101 W 6020 S
Murray , UT, 84107-6943

Series E 112 W 6025; An Individual
Series Series E 112 W 6025
5754 S Ridge Creek Rd
Murray , UT, 84107-6617

Doug Hannay; Stormy Hannay (Jt)
85 W 6020 S
Murray , UT, 84107-6901

Lc Ez; Gale Day
286 W 550 N
St George , UT, 84770-

Nicholas R Benson; Joni D Morgan (Jt)
82 W 6025 S
Murray , UT, 84107-6955

Kenneth W Scribner; Barbara A
Scribner (Jt)
102 W 6025 S
Murray , UT, 84107-6948

Howard E Bird
1251 E Walden Ln
Draper , UT, 84020-9563

Osman Mackovic Living Trust
09/14/2019
56 W 6025 S
Murray , UT, 84107-6946

Linda K Incardine; Joseph J Incardine
8945 S Rockwell Dr
Sandy , UT, 84093-1968

Bonnie P Kilgrow
6012 S Nova Dr
Murray , UT, 84107-6913

Ashlee Nichole Smith
32 W 6025 S
Murray , UT, 84107-6946

Rebekuh Middlesworth; Jason
Middlesworth (Jt)
6013 S Nova Dr
Murray , UT, 84107-6914

Trust Not Identified
6019 S Nova Dr
Murray , UT, 84107-6914

Ginnie Van Leeuwen;
Rachel Reimann (Jt)
111 W 6025 S
Murray , UT, 84107-6947

James L Johansen;
Alison Johansen (Jt)
16 W 6025 S
Murray , UT, 84107-6946

Shane Callahan; Regina Martinez (Jt)
6014 S Main St
Murray , UT, 84107-6929

Bridget L Cox
81 W 6025 S
Murray , UT, 84107-6945

LHPFT
101 W 6025 S
Murray , UT, 84107-6947

Luis M Chacon;
Esperanza F Chacon (Jt)
74 W 5785 S
Murray , UT, 84107-5931

Trust Not Identified
51 W 6025 S
Murray , UT, 84107-6945

David M Johnson; Nancy L Johnson
71 W 6025 S
Murray , UT, 84107-6945

Travis S Gardner
57 W 6025 S
Murray , UT, 84107-6945

Linda M Richard
33 W 6025 S
Murray , UT, 84107-6945

Tina M Chapman; Philip R Culley (Jt)
47 W 6025 S
Murray , UT, 84107-6945

Sarah P Hardman
41 W 6025 S
Murray , UT, 84107-6945

David L Johnson; Beth J Johnson (Jt)
6052 S Main St
Murray , UT, 84107-6957

Dixie L Inlay; Deanna L Peterson (Jt)
19 W 6025 S
Murray , UT, 84107-6945

William & Helen Hoffman Fam Liv Tr
6032 S Main St
Murray , UT, 84107-6957

Amara Greene;
Timothy Rochelle (Jt)
88 W 6100 S
Murray , UT, 84107-7056

Marjorie L Brothers;
Amy L Brothers (Jt)
6082 S Main St
Murray , UT, 84107-6957

Bruce & Patricia Knight Family Trust
96 W 6100 S
Murray , UT, 84107-7056

Sara Nicole Staschke
58 W 6100 S
Murray , UT, 84107-7056

Karl B Poulson; Suzanne M Poulson (Jt)
80 W 6100 S
Murray , UT, 84107-7056

Derek Peterson
72 W 6100 S
Murray , UT, 84107-7056

Holandra Maricela Arroya; Nick L
Coombes (Jt)
28 W 6100 S
Murray , UT, 84107-7056

Gabriela Cuello Messina
64 W 6100 S
Murray , UT, 84107-7056

Vanice B Elsea
30 W 6100 S
Murray , UT, 84107-7056

Harry Imamura; Jay Imamura; Mary
Imamura
110 W 6100 S
Murray , UT, 84107-7058

Zz Property Management LLC
789 E Forest Side Ln
Murray , UT, 84107-

Murray City Corporation
5025 S State St
Murray , UT, 84107-4824

Christine Collard
50 W 6100 S
Murray , UT, 84107-7056

Edward Brothers; Marjorie Brothers
6082 S Main St
Murray , UT, 84107-6957

Leslie A Lefevre (Jt)
26 W 6100 S
Murray , UT, 84107-7056

Popperton Enterprises LLC
1776 Park Ave #4-210
Park City , UT, 84060-5148

Larry Craig Collard; Vicki Collard (Jt)
52 W 6100 S
Murray , UT, 84107-7056

Prh Management LLC
165 San Miguel Dr
Camarillo , CA, 93010-

Jba Maintenance, LLC
6211 S 380 W
Murray , UT, 84107-

D & T Investments LLC
6152 S Stratler St
Murray , UT, 84107-6984

Papa-Auni, LLC
5525 S Kenwood Dr
Murray , UT, 84107-6229

Vieweast Properties, LLC
6122 S Stratler St
Murray , UT, 84107-6984

L C Platt Holding
253 E Cottage Wood Ln
Murray , UT, 84107-3870

Shadow Mountain Properties, LLC
6182 S Stratler St
Murray , UT, 84107-6984

Crc Nationwide, LLC
Po Box 900033
Sandy , UT, 84090-

Crc Nationwide, LLC
Po Box 900033
Sandy , UT, 84090-

Bevan Investments, LLC
11567 S Heatherberry Cir
Draper , UT, 84020-9419

Popperton Enterprises LLC
1776 Park Ave #4-210
Park City , UT, 84060-5148

Silver Fedora Properties, LLC
2439 E Michigan Ave
Salt Lake City , UT, 84108-1926

Around The Bend Properties LLC
6122 S Stratler St
Murray , UT, 84107-6984

Papa-Auni, LLC
5525 S Kenwood Dr
Murray , UT, 84107-6229

Jeremiah Hamilton
6113 S 380 W
Murray , UT, 84107-

Papa-Auni, LLC
6195 S 380 W
Murray , UT, 84107-

Pm Blue Moon Management, LLC
6072 S 2180 E
Holladay , UT, 84121-1435

Papa-Auni LLC
6195 S 380 W
Murray , UT, 84107-

Papa-Auni LLC
6195 S 380 W
Murray , UT, 84107-

Larry Dean Construction Inc
649 E Draper Heights Wy
Draper , UT, 84020-7672
** returned in mail**

Launi Hamilton; Jeremiah Hamilton
6054 S Oslo Bay
Holladay , UT, 84121-1363

Dakota Development, LLC
6440 S Wasatch Blvd # 105
Holladay , UT, 84121-3559

Mak Leasing, LLC
6220 S 300 W
Murray , UT, 84107-7030

Iron Horse Winchester, LLC
Po Box 71687
Salt Lake City , UT, 84171-0687

Robert A & Jeneil Wahlen Family Trust
8655 S Danish Rd
Cottonwood Hts , UT, 84093-2108

Trust Not Identified
P O Box 704
Dove Creek , CO, 81324-

Boss Hogg Properties LLC
390 W 6500 S
Murray , UT, 84107-7003

High West Leasing, LLC
6194 S 300 W
Murray , UT, 84107-6925

W Liv Tr
357 W 6160 S # 1
Murray , UT, 84107-3314

RWK LLC
314 W 6160 S
Murray , UT, 84107-3310

Christensen Enterprises & Investments
6110 S 350 W # B
Murray , UT, 84107-

Ralph W Kramer Construction Co.
314 W 6160 S
Murray , UT, 84107-3310

Mak Leasing, LLC
6220 S 300 W
Murray , UT, 84107-7030

Wyocal, LLC
Po Box 1769
Wilson , WY, 83014-

Rebecca Reeves
6103 S Rainy Ln
Murray , UT, 84107-7047

EEJFL Trust
Po Box 704
Dove Creek , CO, 81324-0704

Dennis R. Sharp; Kathleen G. Sharp
6123 S Rainy Ln
Murray , UT, 84107-7047

Val M Stirling
2477 Shorewood Dr
Saratoga Springs , UT, 84045-

RLJ Fam Liv Tr
6228 S 300 W
Murray , UT, 84107-7030

Wes G Mccauley
6153 S Rainy Ln
Murray , UT, 84107-7047

Amber D Olsen; Thomas W Olsen (Jt)
6163 S Rainy Ln
Murray , UT, 84107-7047

Jackson D Pope;
Tess S Kooring (Jt)
6113 S Rainy Ln
Murray , UT, 84107-7047

Sophia Parsons Family Trust
4880 S Center St
Murray , UT, 84107-4846

Mark E Burton
6195 S Rainy Ln
Murray , UT, 84107-7047

Carson L Bowthorpe;
Skylar Carrington (Jt)
6143 S Rainy Ln
Murray , UT, 84107-7047

Sean P Borg; Casey A Smith (Jt)
6112 S Clear St
Murray , UT, 84107-7039

Zachary Bullock
6122 S Clear St
Murray , UT, 84107-7039

Michael Venable
6173 S Rainy Ln
Murray , UT, 84107-7047

Kristi A Miller
6142 S Clear St
Murray , UT, 84107-7039

SFT
12087 S Shannel Cir
Riverton , UT, 84065-3173

Brian J O'Connor
7735 S Sandra Wy
Midvale , UT, 84047-2603

Brandy L O'Bagy
6172 S Clear St
Murray , UT, 84107-7039

George D Mcadams; Lucinda Ann
Mcadams (Jt)
6182 S Clear St
Murray , UT, 84107-7039
** returned in mail**

Chandee Khantipab;
Charles T Pfaff (Jt)
6132 S Clear St
Murray , UT, 84107-7039

Vincent Lantz;
Colleen Rawlinson (Jt)
6198 S Clear St
Murray , UT, 84107-7039

Steven M Simmons;
Marie E Simmons (Jt)
455 Orange Blossom Ct
El Dorado Hills , CA, 95762-

Chandler Howe; Austin Ramaley (Jt)
6162 S Clear St
Murray , UT, 84107-7039

David Bonney; Emily Bonney (Jt)
207 W Clay Park Dr
Murray , UT, 84107-7021

Vagner Polund; Kendra A Polund (Jt)
187 W Clay Park Dr
Murray , UT, 84107-7090

David S Geary
6190 S Clear St
Murray , UT, 84107-7039

Corey Enloe; Brenda Enloe (Jt)
266 W Noah Cir
Murray , UT, 84107-7066

Samuel J Allen; Chelsea Dm Allen (Jt)
264 W Noah Cir
Murray , UT, 84107-7066

Marci May Meyers
227 W Clay Park Dr
Murray , UT, 84107-7021

Scott Nelson;
Roxanne Nelson (Jt)
268 W Noah Cir
Murray , UT, 84107-7066

Shawn R Hunter; Jamie R Hunter (Jt)
273 W Noah Cir
Murray , UT, 84107-7066

Blair B Little; Kortney A Little (Jt)
6226 S Clear St
Murray , UT, 84107-7002

Robert D Cook; Arlene R Cook (Jt)
6262 S Clear St
Murray , UT, 84107-7002

William Brian Simons
6216 S Clear St
Salt Lake City , UT, 84107-

Bryce E Park; Erica A Park (Jt)
267 W Noah Cir
Murray , UT, 84107-7066

Kathlene A White Living Trust
04/18/2006
6113 S Clear St
Murray , UT, 84107-7043

Bryan Tortora
6123 S Clear St
Murray , UT, 84107-7043

Don Sjoblom
6103 S Clear St
Murray , UT, 84107-7043

Matthew J Bacca; Mary L Bacca (Jt)
6143 S Clear St
Murray , UT, 84107-7043

Aaron Smyth; Anne Marie Smyth (Jt)
6153 S Clear St
Murray , UT, 84107-7043

Eric B Reynolds
6133 S Clear St
Murray , UT, 84107-7043

Larry R Swensen
5224 S Spring Clover Dr
Murray , UT, 84123-8415

Paul C Knott; Sherie J Knott (Jt)
6112 S Clay St
Murray , UT, 84107-7038

Kathleen Fredrickson
6163 S Clear St
Murray , UT, 84107-7043

Wesley E Swensen
6132 S Clay St
Murray , UT, 84107-7038

Sydney K Lafeen; Bryce A Tuttle (Jt)
6142 S Clay St
Murray , UT, 84107-7038

Andrew A Elser
7553 S Casa Blanca Dr
Midvale , UT, 84047-2851

Thomas Wilson; Mikah Koss (Tc)
6162 S Clay St
Murray , UT, 84107-7038

Spencer Nielsen
6175 S Clear St
Murray , UT, 84107-7043

Series L 6152 Clay St; An Individual
Series Series L 6152 Clay St
195 E Vine St
Murray , UT, 84107-4838

Travis J Carrell
228 W Creek Dr
Murray , UT, 84107-7046

Steven C Fivas
243 W Creek Dr
Murray , UT, 84107-7045
** returned in mail**

Kathryn D Child
236 W Creek Dr
Murray , UT, 84107-7046

Terry E Thompson (Tc)
225 W Creek Dr
Murray , UT, 84107-7045

Joseph Trujillo; Victoria Trujillo (Tc)
215 W Creek Dr
Murray , UT, 84107-7045

Dwight G Jarvis
233 W Creek Dr
Murray , UT, 84107-7045

Ronald T Pugmire
195 W Creek Dr
Murray , UT, 84107-7042

Jerry Shorter; Martha Shorter (Jt)
8875 S 1240 E
Sandy , UT, 84094-1905

Trust Not Identified
205 W Creek Dr
Murray , UT, 84107-7045

Keith W Hales
6264 S Cedar St
Murray , UT, 84107-7036

Tala Kamil Sweidan; Clara Kamil
Sweidan (Jt)
6217 S Clear St
Murray , UT, 84107-7001

Elizabeth A Slusser
6210 S Cedar St
Murray , UT, 84107-7036

Camille Acord; Michael Acord (Jt)
224 W Clay Park Dr
Murray , UT, 84107-7017

Silvino Gutierrez Munoz
206 W Clay Park Dr
Murray , UT, 84107-7017

Christopher S Gulden;
Mary Ann Gulden (Jt)
6237 S Clear St
Murray , UT, 84107-7001

Cindy L Reynolds
178 W Clay Park Dr
Murray , UT, 84107-7088

Jeremy Saxton; Jessica Saxton (Jt)
164 W Clay Park Dr
Murray , UT, 84107-7088

Grant Goeckeritz;
Nora Goeckeritz (Jt)
192 W Clay Park Dr
Murray , UT, 84107-7088

JC Storage, LLC
26 S 1185 E
Pleasant Grove , UT, 84062-

David H Jones
Po Box 26062
Salt Lake City , UT, 84126-0062

Teresa Oldham
3319 W Copper Point Ct
South Jordan , UT, 84095-5680

David H Jones
Po Box 26062
Salt Lake City , UT, 84126-0062

D & T Investments LLC
6152 S Stratler St
Murray , UT, 84107-6984

Trust Not Identified
495 E Calinas Creek Cir
Murray , UT, 84107-6600

D & T Investments LLC
6152 S Stratler St
Murray , UT, 84107-6984

Cory E Davies
6113 S Clay St
Murray , UT, 84107-7037

Joseph T Sorenson
6440 S Wasatch Blvd # 105
Holladay , UT, 84121-3559

Joseph T Sorenson
6440 S Wasatch Blvd # 105
Holladay , UT, 84121-3559

Brett Lafeen; Stevie Lafeen (Jt)
6143 S Clay St
Murray , UT, 84107-7037

Midrail Properties 2 Condo Owners
Association
5836 S Meadow Crest Dr
Murray , UT, 84107-6511

Luana L Slaugh
6103 S Clay St
Murray , UT, 84107-7037

Blythe E Mason;
McLean Aaron Mason (Jt)
6173 S Clay St
Murray , UT, 84107-7037

Jesse Winn
6123 S Clay St
Murray , UT, 84107-7037

Gloria C Chappell Revocable Living
6133 S Clay St
Murray , UT, 84107-7037

Gary S Axbom;
Brenda M Axbom (Tc)
6122 S Cedar St
Murray , UT, 84107-7034

Andres Perez Ortiz
6153 S Clay St
Murray , UT, 84107-7037

Greg A Lafeen; Deanna K Lafeen (Jt)
6163 S Clay St
Murray , UT, 84107-7037

Danny L. Carr Living Trust
6152 S Cedar St
Murray , UT, 84107-7034

Carolyn E Davis
6102 S Cedar St
Murray , UT, 84107-7034

Elisa D Eisert
6112 S Cedar St
Murray , UT, 84107-7034

Matthew D Schneider;
Heydon K Kaddas (Jt)
6185 S Clay St
Murray , UT, 84107-7037

Jenny M Hutchison
6132 S Cedar St
Murray , UT, 84107-7034

Zz Property Management LLC
789 E Forest Side Ln
Murray , UT, 84107-

Tyler L Johnson;
Calli M Johnson (Jt)
6196 S Cedar St
Murray , UT, 84107-7034

Anthony W Johnson;
Jeannie M Lowe (Jt)
6162 S Cedar St
Murray , UT, 84107-7034

Robert J Flink; Jacqueline A Flink (Jt)
6172 S Cedar St
Murray , UT, 84107-7034

C Fam Tr
1137 W Johnson Ridge Ln
West Jordan , UT, 84084-3578

Alex J Huggard;
Amber M Huggard (Jt)
6184 S Cedar St
Murray , UT, 84107-7034

Brandy K Hilden; Madison P Miller (Jt)
192 W Creek Dr
Murray , UT, 84107-7044

Kirk L Waterfall;
Tawnya A Waterfall (Jt)
6151 S Cedar St
Murray , UT, 84107-7033

Dennis A Gilhespie; Sheila Nanette
Gilhespie (Jt)
6101 S Cedar St
Murray , UT, 84107-7033

Jon A Dansie; Michelle P Dansie (Jt)
6111 S Cedar St
Murray , UT, 84107-7033

Brandi Sajec; Layton Mckee (Jt)
6181 S Cedar St
Murray , UT, 84107-7033

Erin C Yerra
6131 S Cedar St
Murray , UT, 84107-7033
** returned in mail**

Kirl L Waterfall; Tawnya A Waterfall (Jt)
6141 S Cedar St
Murray , UT, 84107-7033

LHB LIVING TRUST
6106 S Valley Dr
Murray , UT, 84107-7052
returned in mail

Utah Communications, Inc
1202 S 300 W
Salt Lake City , UT, 84101-3047

D C W 2018 Living Trust
5022 S 1034 E
Salt Lake City , UT, 84117-5734

Patricia R Ward
6198 S Valley Dr
Murray , UT, 84107-7052

Hulda M Kniss (Jt)
6191 S Cedar St
Murray , UT, 84107-7033

Patricia R Ward
6198 S Valley Dr
Murray , UT, 84107-7052

Cathy Lynn Alderman; Terry Lee
≪Life Estate≫ Alderman
27 W 6100 S
Murray , UT, 84107-7055

Map Fmly Tr; Janice H Peterson
6192 S Valley Dr
Murray , UT, 84107-7052

Trust Not Identified
6196 S Valley Dr
Murray , UT, 84107-7052

Randy Lewis
15 W 6100 S
Murray , UT, 84107-7055

Cathy L Alderman; Terry L & Life
Estate & Alderman
21 W 6100 S
Murray , UT, 84107-7055

JFT
37 W 6100 S
Murray , UT, 84107-7055

Ph Fam Trust
36 W Creek Dr
Murray , UT, 84107-7076

Nina L Borzoni; Michael P Borzoni (Jt)
48 W Creek Dr
Murray , UT, 84107-7076

Scott Beer; Carlaine Beer (Jt)
444 E Bridlewalk Ln
Murray , UT, 84107-6623

Weston Adam; Melanie Weston (Jt)
18 W Creek Dr
Murray , UT, 84107-7076

Barbara J Holmes
30 W Creek Dr
Murray , UT, 84107-7076

George Fenstermacher; Vicki
Fenstermacher (Jt)
42 W Creek Dr
Murray , UT, 84107-7076

Emir Delilovic; Senada Delilovic (Jt)
49 W Creek Dr
Murray , UT, 84107-7040

Alexandra N Benson
14 W Creek Dr
Murray , UT, 84107-7041

Sharron R Sharp; Craig S Sharp (Jt)
24 W Creek Dr
Murray , UT, 84107-7076

Emst
25 W Creek Dr
Murray , UT, 84107-7040

R S Liv Tr
35 W Creek Dr
Murray , UT, 84107-7040

Bradley Jordan; Michele Jordan (Jt)
6 W Creek Dr
Murray , UT, 84107-7041

Ryatt S Summers; Kelli S Summers (Jt)
11 W Creek Dr
Murray , UT, 84107-7040

Christina Davis
19 W Creek Dr
Murray , UT, 84107-7040

Dotty Riley
31 W Creek Dr
Murray , UT, 84107-7040

Elicia Lawson; Brian Pye
38 W Valley Dr
Murray , UT, 84107-7050

Dalton Real Properties, LLC
4669 S Rainbow Dr
Murray , UT, 84107-3809

Tim D Erickson
15 W Creek Dr
Murray , UT, 84107-7040

Cindy Call
20 W Valley Dr
Murray , UT, 84107-7050

Kelsey M Le; Manila H Le (Jt)
32 W Valley Dr
Murray , UT, 84107-7050

Cody F Pace; Lindsey N Pace (Jt)
46 W Valley Dr
Murray , UT, 84107-7050

Candy L Young
8 W Valley Dr
Murray , UT, 84107-7050

Heather Lyn Ackley
16 W Valley Dr
Murray , UT, 84107-7050

Jennifer L Mangum
26 W Valley Dr
Murray , UT, 84107-7050

Quinten R. Bardsley; Larae Bardsley
6211 S Cedar St
Murray , UT, 84107-7035

DDMR Trust
4 W Valley Dr
Murray , UT, 84107-7050

Peter Borowczyk;
Alexandria Borowczyk (Jt)
10 W Valley Dr
Murray , UT, 84107-7050

Katherine Davis; Tyler Davis (Jt)
47 W Valley Dr
Murray , UT, 84107-7049

Rhonda Da Luz; Joao Da Luz (Jt)
6200 S Valley Dr
Murray , UT, 84107-7054

Nicholas T Mangome; Karen E
Mangome (Jt)
6203 S Cedar St
Murray , UT, 84107-7035

Michael Austin Paify; Magali
Manriquez Gomez (Jt)
550 N Sir Anthony Cir
Salt Lake City , UT, 84116-2421

Clinton Feragen
43 W Valley Dr
Murray , UT, 84107-7049

Kyle R Timm; Linda M Timm (Jt)
8901 S Renegade Rd
Sandy , UT, 84093-1717

Gerry Stuart Swanson;
Jacqueline Rose Swanson (Jt)
7215 S Aerie Hill Dr
West Jordan , UT, 84081-3993

Russell P Koch
31 W Valley Dr
Murray , UT, 84107-7049

Spyder Adreon
39 W Valley Dr
Murray , UT, 84107-7049

Cheryl Sensing
2240 E Georgia Ave
Phoenix , AZ, 85016-3513

Matthew Monsen;
Natalie Blomquist (TC)
110 S Wellington Dr
Kaysville , UT, 84037-6733

Brandon Lafleure;
Sara B Graminske (Jt)
27 W Valley Dr
Murray , UT, 84107-7049

Larry D Martin; Shauna B Martin (Jt)
Po Box 573675
Salt Lake City , UT, 84157-3675

Cameron Andrews
3 W Valley Dr
Murray , UT, 84107-7049

Brian D Martin; Melanie Feeney (Jt)
15 W Valley Dr
Murray , UT, 84107-7049

Griggs Family Trust 05/11/2005
98 W Clay Park Dr
Murray , UT, 84107-7087

Barbara L Lehnhof
118 W Clay Park Dr
Murray , UT, 84107-7087

Cynthia Ann May
6261 S Cedar St
Murray , UT, 84107-7035

Richard A Evans
68 W Clay Park Dr
Murray , UT, 84107-7087

K Contreras; Erik M Contreras (Jt)
88 W Clay Park Dr
Murray , UT, 84107-7087

Yabing Luo
1050 Crestview Dr
Mountain View , CA, 94040-
** returned in mail**

Lynda Peterson
38 W Clay Park Dr
Murray , UT, 84107-7087

Christopher Mark Shenefelt;
Megan W Shenefelt (Jt)
58 W Clay Park Dr
Murray , UT, 84107-7087

Steven D Townsend;
Cindi J Townsend (Jt)
78 W Clay Park Dr
Murray , UT, 84107-7087

Raymond M Kelly Revocable Living Tr
6343 S Clay Park Dr
Murray , UT, 84107-7086

Guy M Adams; Marci Adams (Jt)
28 W Clay Park Dr
Murray , UT, 84107-7087

James & Ashley Dunkelberger
Revocable Trust 05/10/2018
48 W Clay Park Dr
Murray , UT, 84107-7087

Paul R Johnson;
Sherylee A Johnson (Jt)
6361 S Clay Park Dr
Murray , UT, 84107-7086

Verl Kenneth Williams;
Allison Williams (Jt)
6351 S Clay Park Dr
Murray , UT, 84107-7086

JLFT; MDCFT
22 W Clay Park Dr
Murray , UT, 84107-7087

Purple Lizard LLC
700 E 5600 S
Murray , UT, 84107-6432

Tikal Enterprises, LLC
372 W Winchester St
Murray , UT, 84107-7026

Charles W Jones; Rebecca M Jones (Jt)
6357 S Clay Park Dr
Murray , UT, 84107-7086

Richard E Castleberry;
Julia Castleberry (Jt)
7080 S 2400 W
West Jordan , UT, 84084-3020

Extra Space Properties 105 LLC
Po Box 800729
Dallas , TX, 75380-0729

Bryan Demann; Pamela Demann (Jt)
194 W Winchester St
Murray , UT, 84107-7238

Matthew K Jackson;
Ashley C Jackson (Jt)
198 W Winchester St
Murray , UT, 84107-7238

Bryce Demann;
Mary B Welch-Demann (Jt)
190 W Winchester St
Murray , UT, 84107-7238

William E Hansen
389 W Winchester St
Murray , UT, 84107-7061

Jennifer R Sorensen
180 W Winchester St
Murray , UT, 84107-7238

Purple Lizzard LLC
170 W Winchester St
Murray , UT, 84107-7238

Ryan C Hume; Sara J Hume (Jt)
9570 Hawkstone Way
Parker , CO, 80134-

Robert A & Jeneil Wahlen Family Trust
8655 S Danish Rd
Cottonwood Hts , UT, 84093-2108

Pine Mountain Properties, LLC
1908 E Rio Cir
Sandy , UT, 84093-6924

Michael Matthews;
Darlene Matthews (Jt)
6444 S Jefferson St
Murray , UT, 84107-7012

Rachel Leann Carlson
6430 S Jefferson St
Murray , UT, 84107-7012

Pine Mountain Properties, LLC
Po Box 350
Copperton , UT, 84006-0350

Trust Not Identified
6450 S Jefferson St
Murray , UT, 84107-7012

Christopher J Koerth; Kimberley A
Hutton (Jt)
6446 S Jefferson St
Murray , UT, 84107-7012

Elroy Barlow; Margie Barlow (Jt)
201 W Winchester St
Murray , UT, 84107-7097

Emily C Boley; Bruce W Pape (Jt)
6453 S Travis James Ln
Murray , UT, 84107-7094

Jeffrey Stephen White; Stephen C
White
6433 S Travis James Ln
Murray , UT, 84107-7094

Jackson B Riley; Rebecca Riley (Jt)
6440 S Jefferson St
Murray , UT, 84107-7012

CJB Living Trust Dated
9860 N Oquirrh View Dr
Eagle Mountain , UT, 84005-

Rex D Mills; Cindy J Mills (Jt)
6457 S Travis James Ln
Murray , UT, 84107-7094

Mark Dunn; Jana Dunn (Jt)
6448 S Jefferson St
Murray , UT, 84107-7012

William N Green
223 W Winchester St
Murray , UT, 84107-7023

Braden Cooper Living Trust 02/21/2020
6427 S Travis James Ln
Murray , UT, 84107-7094

Rodeina H Soweidan; Hassan Saad
6441 S Travis James Ln
Murray , UT, 84107-7094

James Fleurimond;
Dayra De Gaitan-Crespo (Jt)
6448 S Travis James Ln
Murray , UT, 84107-7006

Konstantin Gurlov
6428 S Travis James Ln
Murray , UT, 84107-7006

Blue Lake LLC
6471 S Travis James Ln
Murray , UT, 84107-7094

Utah Transit Authority
669 W 200 S
Salt Lake City , UT, 84101-1004

Marty Springer & Kristine Springer
Living Trust 01/25/2018
6456 S Travis James Ln
Murray , UT, 84107-7006

Matt Morris
233 W Winchester St
Murray , UT, 84107-7023

MJS Dental, Inc
6065 S Fashion Blvd #200
Murray , UT, 84107-7381

Hansen Crew Ltd
9463 S Wheatleigh Ct
South Jordan , UT, 84095-3353

Sheryl Weston
6436 S Travis James Ln
Murray , UT, 84107-7006

MW4 Investors, LLC
9045 S 1300 E
Sandy , UT, 84094-3134

Brad Olsen; Velia Olsen (Jt)
1744 E 11400 S
Sandy , UT, 84092-5430

Brett Mulvey; Melisa Mulvey (Jt)
6468 S Travis James Ln
Murray , UT, 84107-7006

L L C Erickson Investments
4294 S 615 E
Murray , UT, 84107-

Gary L Erickson; Tracy L Erickson (Jt)
2017 W 12310 S
Riverton , UT, 84065-

Trust Not Identified
Po Box 57861
Murray , UT, 84157-0861

Gustavo Meza
6426 S Blaine Dr
Murray , UT, 84107-7213

Ronald B Campbell;
Shamie J Campbell (Jt)
6436 S Blaine Dr
Murray , UT, 84107-7213

Hansen Crew Ltd
9463 S Wheatleigh Ct
South Jordan , UT, 84095-3353

Kennett D Galbraith;
Kimberly D Galbraith (Jt)
6460 S Blaine Dr
Murray , UT, 84107-7213

Erik M Bigler; Lisa M Bigler (Jt)
156 W 6480 S
Murray , UT, 84107-7242

Bah Liv Tr
6441 S Jefferson St
Murray , UT, 84107-7011

David L Fisher
140 W 6480 S
Murray , UT, 84107-7242

Marcus Autrand; Katie Pymm (Jt)
132 W 6480 S
Murray , UT, 84107-7242

Kenya K Arnett (Jt)
111 W Winchester St
Murray , UT, 84107-7237

Joseph P Allen; Wendy S Allen (Jt)
116 W 6480 S
Murray , UT, 84107-7242

Nicolas E Scott; Clarice Scott (Jt)
104 W 6480 S
Murray , UT, 84107-7242

Trust Not Identified
6448 S Blaine Dr
Murray , UT, 84107-7213

Colby Ellis
508 W Daniel Wy
Murray , UT, 84123-6511

John E Tibolla & Lucile Tibolla Inter
Vivos Trust 11/23/1994
135 W Winchester St
Murray , UT, 84107-7237

Trust Not Identified
146 W 6480 S
Murray , UT, 84107-7242

Craig Mcaffee
6451 S Jefferson St
Murray , UT, 84107-7801

Alan L. Mulvey; Penny K. Mulvey
141 W 6480 S
Murray , UT, 84107-7241

Lynda Garside
128 W 6480 S
Murray , UT, 84107-7242

Diane C Martin
129 W 6480 S
Murray , UT, 84107-7241

Eric Whitelock; Amy Wilkey (Jt)
117 W 6480 S
Murray , UT, 84107-7241

John E Tibolla; Lucile M Tibolla
135 W Winchester St
Murray , UT, 84107-7237

Jerry W James
Po Box 17172
Salt Lake City , UT, 84117-0172

Nita Patel; Kusum Patel (Jt)
6415 S Blaine Dr
Murray , UT, 84107-7212

Rex L Winn
151 W 6480 S
Murray , UT, 84107-7241

Alice Jensen
6437 S Blaine Dr
Murray , UT, 84107-7212

J & Lm Fam Tr
4995 S 1130 W
Taylorsville , UT, 84123-4415

Ronald T. Willes; Lu Jane K. Willes
133 W 6480 S
Murray , UT, 84107-7241

Bart Burton
87 W Winchester St
Murray , UT, 84107-7235

Colleen Bradshaw
83 W Winchester St
Murray , UT, 84107-7235

Justin W Keetch; Tiffany A Keetch (Jt)
105 W 6480 S
Murray , UT, 84107-7241

Mindee E Matagi; Isaac L Matagi (Jt)
96 W 6480 S
Murray , UT, 84107-7240

Bryan D Hale; Michelle W Hale (Jt)
88 W 6480 S
Murray , UT, 84107-7240

Clara Evans
6427 S Blaine Dr
Murray , UT, 84107-7212

Kristian Sammann
70 W 6480 S
Murray , UT, 84107-7240

Brian K Bracken; Jackie L Bracken (Jt)
6479 S Betty Gene Dr
Murray , UT, 84107-7107

Andrew G Metcalf
97 W Winchester St
Murray , UT, 84107-7235

J & Ecft
6418 S Malstrom Ln
Murray , UT, 84107-7215

Donna L Kani
6424 S Malstrom Ln
Murray , UT, 84107-7215

J & Lm Fam Tr
4995 S 1130 W
Taylorsville , UT, 84123-4415

Garrison Niel Powers Evans Trust
Stacy Marie Evans Trust
67 W Caleb Pl
Murray , UT, 84107-7803

Jf & Jml Trust
89 W Caleb Pl
Murray , UT, 84107-7803

Dalton Real Properties LLC
4669 S Rainbow Dr
Murray , UT, 84107-3809

James A Sherman
2371 Hillsboroughheights
Sandy , UT, 84092-3319

Elizabeth J Brimley
6461 S Blaine Dr
Murray , UT, 84107-7212

Zz Property Management,
LLC 59 Winchester
789 E Forest Side Ln
Murray , UT, 84107-

Cayman D Williams;
Alyssa Kummer (Jt)
6417 S Malstrom Ln
Murray , UT, 84107-7214

Holly Ann Herrera;
Bryce Scott Herrera (Jt)
6375 S Malstrom Ln
Murray , UT, 84107-7204

Brandon L Teidt;
Natasha M Tomovich (Jt)
6428 S Malstrom Ln
Murray , UT, 84107-7215

Robert A Gray; Rebecca B Gray (Jt)
147 W Clay Park Dr
Murray , UT, 84107-7090

Jennifer Stone Browne
6419 S Malstrom Ln
Murray , UT, 84107-7214

Garrison Evans; Stacy Evans (Jt)
67 W Caleb Pl
Murray , UT, 84107-7803

Javier Contreras Zamora;
Maria Cecilia Moreno (Jt)
117 W Clay Park Dr
Murray , UT, 84107-7090

Steven R Page; Shauntel Page (Jt)
137 W Clay Park Dr
Murray , UT, 84107-7090

Phenoy D Mahnken;
Irene L Mahnken (Jt)
2371 Hillsboroughheights
Sandy , UT, 84092-3319

Diane M Gonzalez
91 W Clay Park Dr
Murray , UT, 84107-7089

Nadeem Nasir; Dayna Orton (Jt)
109 W Clay Park Dr
Murray , UT, 84107-7090

Dakoda A Antelope
6421 S Malstrom Ln
Murray , UT, 84107-7214

Craig J Dietrich; Kimberly A Silvester (Jt)
6354 S Clay Park Dr
Murray , UT, 84107-7085

Corp Of Pb Of Ch Jc Of Lds
50 E Northtemple St #2225
Salt Lake City , UT, 84150-0022

Robert O Allen; Laurie S Allen (Jt)
157 W Clay Park Dr
Murray , UT, 84107-7090

Duy Tran
32 W Winchester St # 200
Murray , UT, 84107-5608

Cgl Lv Tr
6362 S Clay Park Dr
Murray , UT, 84107-7085

Keith I Harrop (Jt)
127 W Clay Park Dr
Murray , UT, 84107-7090

Cassity Family LLC
114 W Winchester St
Murray , UT, 84107-7238

Yu J Wang; Yi Wang (Jt)
167 W Clay Park Dr
Murray , UT, 84107-7090

Kay M Hunsaker (Surv)
103 W Clay Park Dr
Murray , UT, 84107-7090

Winpark Holdings, LLC
63 E 11400 S # 107
Sandy , UT, 84070-
returned in mail

DPPH LLC
114 W Winchester St
Murray , UT, 84107-7238

Duy Tran
32 W Winchester St # 200
Murray , UT, 84107-5608

Veritas United, LLC
1042 E ft union Blvd #1002
Murray , UT, 84107-7238
returned in mail

Cassity Family LLC
106 W Winchester St
Murray , UT, 84107-7238

Cassity Family LLC
114 W Winchester St
Murray , UT, 84107-7238

Cassity Family LLC
106 W Winchester St
Murray , UT, 84107-7238

Blue Fern LLC
102 W Winchester St #101
Murray , UT, 84107-7238

Dpph LLC
114 W Winchester St
Murray , UT, 84107-7238

Orion, Inc
8332 S Via Riviera Wy
Cottonwood Hts , UT, 84093-6532

Twin Peakes Holdings, Inc
6790 S 400 W
Midvale , UT, 84047-1009

Veritas United, LLC
122 W Winchester St
Murray , UT, 84107-7238
**** returned in mail****

Gary K Dupaix Family Limited
Partnership
12032 S Hidden Valley Rd
Sandy , UT, 84092-5925

L L C J H P
4599 S Stockbridge Ln
Salt Lake City , UT, 84117-8057

Winchester Office Park Condominiums
325 Front St # 413
Evanston , WY, 82930-3633

L L C Alder Investments
6676 S 400 W
Murray , UT, 84107-

L L C Alder Investments
6676 S 400 W
Murray , UT, 84107-

Twin Peaks Holdings, Inc
6790 S 400 W
Midvale , UT, 84047-1009

6530 Commerce, LLC
3374 W Homstead Rd
Park City , UT, 84098-4839

Bird Leasing, LLC
6570 S 400 W
Murray , UT, 84107-

Rusted Spur LLC
1717 S Redwood Rd
Salt Lake City , UT, 84104-5110

Fsi Properties LLC
6763 S 400 W
Midvale , UT, 84047-1008

Clayburn, LLC
639 E Ocean Ave
Boynton Beach , FL, 33435-5016

L C Cole Machine Enterprises
6730 S 400 W
Midvale , UT, 84047-1009

Bc Landholdings, LLC
6645 S 400 W
Murray , UT, 84107-

Salt Lake County
Po Box 144575
Salt Lake City , UT, 84114-4575

Alder Investments LLC
6663 S 400 W
Murray , UT, 84107-

L L C E C J Leasing
6922 S Hollow Mill Dr
Cottonwood Hts , UT, 84121-3322
****returned in mail****

Patricia Lloyd; Sherry Lloyd (Jt)
6624 S Cottonwood St
Murray , UT, 84107-7010

B C Landholdings, LLC
6645 S 400 W
Murray , UT, 84107-

Gf Mac Investments, LLC
7889 S Prospector Dr
Cottonwood Hts , UT, 84121-5937
**** returned in mail****

Salt River Investments, Inc
6767 S 400 W
Midvale , UT, 84047-1008

Pace Rental Properties LLC
6590 S Cottonwood St
Murray , UT, 84107-7008

6530 Cottonwood, LLC
7 E Pepperwood Dr
Sandy , UT, 84092-4932

379 Warehouse, LLC
1960 E Meadow Dr
Cottonwood Hts , UT, 84121-2961

Marathon Investments Group, LLC
10938 S Wood Stone Cir
South Jordan , UT, 84095-8272

Cottonwood Business Center, LLC
44 Red Pine Dr
Alpine , UT, 84004-

Egan Brothers Partnership
6680 S Cottonwood St
Murray , UT, 84107-7010

Salt River Investments, Inc
13366 S Pioneer St
Herriman , UT, 84096-4650

Jenn Investments, LLC
3759 E Catamount Ridge Wy
Sandy , UT, 84092-6044

Jenn Investments, LLC
3759 E Catamount Ridge Wy
Sandy , UT, 84092-6044

Zip84, LLC
4241 Rose Springs Rd
Erda , UT, 84074-

Findlay Dental Design Inc
8565 S Terrace Dr
Sandy , UT, 84093-1075

Gines Properties, LLC
6667 S Cottonwood St # 2
Murray , UT, 84107-7059

Coda Octopus Colmek, Inc
6526 S Cottonwood St
Murray , UT, 84107-7008

B & T Associates
1071 Crest View Dr
Mesquite , NV, 89027-8886

Ronald K Clifford
6649 S Cottonwood St
Murray , UT, 84107-7009

Cottonwood Business Center, LLC
44 Red Pine Dr
Alpine , UT, 84004-

Gord Cottonwood Properties, LLC
2432 S State St
South Salt Lake , UT, 84115-3137

Jwm Tr
7644 S State St
Midvale , UT, 84047-2006

J Jesus Cabrera Nunez
6670 S Cottonwood St
Murray , UT, 84107-7010

Derek D Dewey
6498 S Jefferson St
Murray , UT, 84107-7012

Stephen Tyler Kirkham;
Amelia Kirkham (Jt)
6494 S Jefferson St
Murray , UT, 84107-7012

Tel Equipment, LLC
Po Box 95728
South Jordan , UT, 84095-0728
** returned in mail**

Lori Jean Spiers; Garth Spiers (Jt)
6560 S Jefferson St
Murray , UT, 84107-7014

J Deloy Shaw (Jt)
6502 S Jefferson St
Murray , UT, 84107-7800

Omega Investments LLC
6795 S Cottonwood St
Midvale , UT, 84047-1054

R & Jm Fam Tr
6479 S Travis James Ln
Murray , UT, 84107-7094

Scott D Wayman; Judy Wayman (Jt)
208 W Travis James Ln
Murray , UT, 84107-7802

B & T Associates Lc
6436 S 1680 E
Murray , UT, 84121-2570

Justin Sparks
6518 S Jefferson St
Murray , UT, 84107-7800

Mathew C Schilling;
Shelli A Schilling (Jt)
6510 S Jefferson St
Murray , UT, 84107-7800

David Hagen
Po Box 877
Draper , UT, 84020-0877

Marcos Losada-Perez;
Benigno Losada-Perez (Jt)
6499 S Travis James Ln
Murray , UT, 84107-7094

Jonathan W Stone; Tina B Stone (Jt)
214 W Lisa Rae Cir
Murray , UT, 84107-7000

Jared Carmichael;
Marie Carmichael (Jt)
6496 S Jefferson St
Murray , UT, 84107-7012

Steven Jensen; Diana L Jensen (Jt)
218 W Lisa Rae Cir
Murray , UT, 84107-7000

Dennis L Peacock (Jt)
219 W Lisa Rae Cir
Murray , UT, 84107-7000

Trust Not Identified
200 W Lester Ave
Murray , UT, 84107-7018

Ian George; Cristy George (Jt)
223 W Lisa Rae Cir
Murray , UT, 84107-7000

Richard B Fowlks; Deleen P Fowlks (Jt)
208 W Lester Ave
Murray , UT, 84107-7018

Terry D Long; Wendee D Long (Jt)
6476 S Travis James Ln
Murray , UT, 84107-7006

Becky Dawson
6582 S Jefferson St
Murray , UT, 84107-7014

Jeffrey D Jorgensen;
Tara C Jorgensen (Jt)
6588 S Jefferson St
Murray , UT, 84107-7014

Bradosty Family LLC
299 S Main St
Salt Lake City , UT, 84111-1941
** returned in mail**

Brent John Holmquist; Debra
Holmquist (Jt)
6566 S Jefferson St
Murray , UT, 84107-7014

Daniel Christensen;
Joanne Christensen (Jt)
6554 S Jefferson St
Murray , UT, 84107-7014

Eli Maxfield; Kayli Mckarra Maxfield (Jt)
6538 S Jefferson St
Murray , UT, 84107-7014

Brent John Holmquist; Debra
Holmquist (Jt)
6562 S Jefferson St
Murray , UT, 84107-7014

Chloe Place Homeowners Assoc, Inc.
218 W Lisa Rae Cir
Murray , UT, 84107-7000

Stephen Bergquist;
Jennifer Bergquist (Jt)
224 W Lisa Rae Cir
Murray , UT, 84107-7000

Jamshid Dehghani
6576 S Jefferson St
Murray , UT, 84107-7014

KCW Land LLC
8859 S 1275 E
Sandy , UT, 84094-1950

Blakely Hankins; Spencer Hankins (Jt)
206 W Lisa Rae Cir
Murray , UT, 84107-7000

Cory Tueller; Stephanie Tueller (Jt)
889 W Walden Meadows Dr
Murray , UT, 84123-5477

A & I Property Management, LLC
3088 W Royal Meadows Wy
South Jordan , UT, 84095-3050

Michael R Slater; Stephanie D Slater (Jt)
217 W Lisa Rae Cir
Murray , UT, 84107-7000

KBA Property Management LLC
3088 W 10275 S
South Jordan , UT, 84095-

Jade M Mcdermaid
95 W 6480 S
Murray , UT, 84107-7239

Christopher K Rodesch
6556 S Jefferson St
Murray , UT, 84107-7014

Cottonwood Landing Owners
Association Inc
Po Box 71590
Salt Lake City , UT, 84171-0590

Robert Later; Connie L Later (Tc)
6455 S Jefferson St
Murray , UT, 84107-7801

JLLFFT
200 W Lester Ave
Murray , UT, 84107-7018

Benjamin Workman
79 W 6480 S
Murray , UT, 84107-7239

CPH Tr
128 W Fayelle Ave
Murray , UT, 84107-7113

A Better Quality Home, LLC
6576 S Jefferson St
Murray , UT, 84107-7014

Jeremy Lunt
4664 W Atwater Ln
South Jordan , UT, 84009-7760

Kennedy Byrd
100 W Fayelle Ave
Murray , UT, 84107-7113

Nathan Q Longhurst;
Anita G Longhurst (Tc)
202 W Lisa Rae Cir
Murray , UT, 84107-7000

Grace Wieringa
112 W Fayette Ave
Murray , UT, 84107-7113

S Tyler Kirkham; Amelia Kirkham (Jt)
123 W Fayette Ave
Murray , UT, 84107-7112

Bristlecone Industries, LLC
6533 S Cottonwood St
Murray , UT, 84107-7007

Trust Not Identified
6518 S Betty Gene Dr
Murray , UT, 84107-7159

J&Ja Fam Tr
99 W Fayette Ave
Murray , UT, 84107-7110

G Investment Group
6530 S Hinson St
Las Vegas , NV, 89118-

Marlin D. Anderson; Barbara E.
Anderson
111 W Fayette Ave
Murray , UT, 84107-7112

David Andrew Huffman; April Patricia
Huffman (Jt)
6507 S Jefferson St
Murray , UT, 84107-7013

Clinton Rawlins; Lindsay Ross (Jt)
87 W 6480 S
Murray , UT, 84107-7239

Timothy J Vincent
6550 S Betty Gene Dr
Murray , UT, 84107-7159

Kimball C Ward
6548 S 130 W
Murray , UT, 84107-7106

RCS Ltr
136 W Fayette Ave
Murray , UT, 84107-7113

Samantha L Wilkinson
135 W Fayette Ave
Murray , UT, 84107-7178

RPT
7540 Foothill Dr
Lake Point , UT, 84074-9249

Shawna B Packer
122 W Fayette Ave
Murray , UT, 84107-7113

Robert R Despain
6551 S Jefferson St
Murray , UT, 84107-7072

L & Rpft
6555 S Jefferson St
Murray , UT, 84107-7072

SLW Tr
90 W Fayette Ave
Murray , UT, 84107-7111

Shawn J Barr Trust
6571 S Jefferson St
Murray , UT, 84107-7072

Carla M Clark
6581 S Jefferson St
Murray , UT, 84107-7072

Shawn R Clayton; Linda K Clayton (Jt)
6553 S 130 W
Murray , UT, 84107-7105

Kevin Yates
102 W Lester Ave
Murray , UT, 84107-7117

Austin K Arce-Hallows; Sarah T Arce-
Hallows (Jt)
100 W Lester Ave
Murray , UT, 84107-7117

Trust Not Identified
87 W Fayette Ave
Murray , UT, 84107-7110

Braewood Ltd
3989 S 900 E # 100
Salt Lake City , UT, 84124-1000

Courtney Hammer;
Blake Hammer (Jt)
120 W Lester Ave
Murray , UT, 84107-7117

Ocean Family Trust
6509 S Jefferson St
Murray , UT, 84107-7013

Randy Roberts; Amy Roberts (Jt)
6564 S John David Ln
Murray , UT, 84107-5710

Rob & Jill Hakes Family Trust
6567 S John David Ln
Murray , UT, 84107-5710

Christine Marie Jones;
David Allen Jones (Tc)
6513 S Jefferson St
Murray , UT, 84107-7013

LC Draper Oaks
67 E 6850 S
Midvale , UT, 84047-1215

Lc Draper Oaks
67 E 6850 S
Midvale , UT, 84047-1215

Robert C Johnson; Jenny Johnson (Jt)
6545 S Jefferson St
Murray , UT, 84107-7072

Cody S Curtis; Ashley D Curtis (Jt)
112 W Lester Ave
Murray , UT, 84107-7117

Mariam Jackson
108 W Lester Ave
Murray , UT, 84107-7117

Shawn J Barr
6575 S Jefferson St
Murray , UT, 84107-7072

Robert W. Boettcher; Barbara A.
Boettcher
6493 S Betty Gene Dr
Murray , UT, 84107-7107

Raymond B Stensrud & Nancy L
Stensrud Family Trust
6507 S Betty Gene Dr
Murray , UT, 84107-7109

Michael Allred; Mackenzie Sharette;
Miles Sharette (Jt)
106 W Lester Ave
Murray , UT, 84107-7117

Trust Not Identified
6533 S Betty Gene Dr
Murray , UT, 84107-7109

Levi Juston Kesler; Jessie Kesler (Jt)
6430 S Malstrom Ln
Murray , UT, 84107-7215

Braewood Ltd
3989 S 900 E # 100
Salt Lake City , UT, 84124-1000

Shu Xing Zhao
Po Box 27943
Salt Lake City , UT, 84127-0943

John V Ozberkmen
6545 S Betty Gene Dr
Murray , UT, 84107-7109

Jordan Valley Water Conservancy
District
8215 S 1300 W
West Jordan , UT, 84088-9422

Gary Evans; Cathryn Evans (Jt)
6470 S Malstrom Ln
Murray , UT, 84107-7215

Mark D Ogden; Desirae F Ogden (Jt)
6478 S Malstrom Ln
Murray , UT, 84107-7215

Johns Place Pud Homeowners
Association
110 W Lester Ave
Murray , UT, 84107-7117
** returned in mail**

Vayvang Keothammakhoune
6451 S Malstrom Ln
Murray , UT, 84107-7214

Robert T Rasmussen
38 W Malstrom Ct
Murray , UT, 84107-7356

Mark K Martin; Christine J Martin (Jt)
6517 S Betty Gene Dr
Murray , UT, 84107-7109

Trevor M Carr; Lindsey M Carr (Jt)
44 W Malstrom Ct
Murray , UT, 84107-7356

Amelia Chipman
668 Mya Ln
Idaho Falls , ID, 83402-5060

Christopher Mejia; Samantha Hamby
(Jt)
6434 S Malstrom Ln
Murray , UT, 84107-7215

Jody L Luthi; Frank R Luthi
5684 W 8030 S
West Jordan , UT, 84081-5927
** returned in mail**

Dana Dunbar; Brett L Leavitt (Jt)
37 W Malstrom Ct
Murray , UT, 84107-7300

Douglas R Paul
6557 S Betty Gene Dr
Murray , UT, 84107-7109

South 67 Condmn Common Area
Master Card
262 E 3900 S # 200
Murray , UT, 84107-1558

Bernadette Cordova
14 W Lester Ave
Murray , UT, 84107-7115

Taylor J Combs; Jessica Wixom Combs;
James Combs; Anne Elise Combs (Jt)
6431 S Malstrom Ln
Murray , UT, 84107-7214

Elizabeth R Wilson
1419 E Stanley Dr
Sandy , UT, 84093-2340

Randy H Brotherson
14 W Lester Ave # 14A
Murray , UT, 84107-

William Warner; Melissa Warner (Jt)
6459 S Malstrom Ln
Murray , UT, 84107-7214

Anthony J Stockdale;
Carly K Stockdale (Tc)
14 W Lester Ave # 16A
Murray , UT, 84107-

Ashlee Kunz
14 W Lester Ave
Murray , UT, 84107-7115
** returned in mail**

Louise C Jakeman; Kolby L Jakeman (Jt)
24 W Malstrom Ct
Murray , UT, 84107-7356

Elliott Wood
14 W Lester Ave # 21A
Murray , UT, 84107-7127

Blaine Bowden; Angela Bowden (Jt)
Po Box 460564
Leeds , UT, 84746-
** returned in mail**

Rayford V Leota; Dalexis Mei Leun
Leota (Jt)
23 W Malstrom Ct
Murray , UT, 84107-7300

David Clayton
1075 E Bates Canyon Rd
Erda , UT, 84074-

Deanne Colclough
14 W Lester Ave # 25A
Murray , UT, 84107-7161

Renza Irrevocable Trust
Po Box 9808
Salt Lake City , UT, 84109-9808

Lan-Fong Luk
4246 S 3425 W
West Valley , UT, 84119-5003

Brooke Jensen
14 W Lester Ave # 28A
Murray , UT, 84107-

Jam Liv Tr
14 W Lester Ave # 15A
Murray , UT, 84107-7148
** returned in mail**

Zackary J Schwartz
20 W Lester Ave
Murray , UT, 84107-7115

Jonathan M Davies
20 W Lester Ave # 13B
Murray , UT, 84107-
** returned in mail**

14 West Lester, LLC
617 E Par Three Ln
Murray , UT, 84107-7691

Ginger Bair
20 W Lester Ave
Murray , UT, 84107-7115

Jolynne D Edwards
20 W Lester Ave # 16B
Murray , UT, 84107-

Heidi E Anderson
14 W Lester Ave
Murray , UT, 84107-7115

20 West Lester Avenue LLC
380 N 200 W # 112
Bountiful , UT, 84010-7075

Denise Rodriguez
20 W Lester Ave
Murray , UT, 84107-7115

Candice R Mcphee; Ian C Mcphee (Jt)
22210 Bridgestone Pine Ct
Spring , TX, 77388-3535
** returned in mail**

Anna Sedillo
20 W Lester Ave
Murray , UT, 84107-7115

Jacie-Cole Webster
20 W Lester Ave # 24B
Murray , UT, 84107-

Grace L Redmond
20 W Lester Ave # 11B
Murray , UT, 84107-7128

Lauren Salvatore
20 W Lester Ave
Murray , UT, 84107-7115

Kevin You; Julie You (Jt)
20 W Lester Ave
Murray , UT, 84107-7115
** returned in mail**

Joanne Saltas
20 W Lester Ave # 14B
Murray , UT, 84107-

K & Dh Fam Tr
8365 W Bajada Rd
Peoria , AZ, 85383-3883

Jerry J Capito
24 W Lester Ave # 12C
Murray , UT, 84107-

William T Schmitz
20 W Lester Ave
Murray , UT, 84107-7115

Venda Seal Bytendorp
24 W Lester Ave
Murray , UT, 84107-7115

Steven Politis
24 W Lester Ave # 15C
Murray , UT, 84107-7164

Wayne Dykes; Marsha Rosati-Dykes (Jt)
20 W Lester Ave # B22
Murray , UT, 84107-

Barbara J Dawes
24 W Lester Ave
Murray , UT, 84107-7115

Dean Collett; Jill Fasy (Jt)
24 W Lester Ave # 18C
Murray , UT, 84107-

Mit Properties LLC
13273 S Corner Wood Dr
Draper , UT, 84020-3101

Valeria Quinteros
24 W Lester Ave
Murray , UT, 84107-7115

Melinda S Martin
24 W Lester Ave # 23C
Murray , UT, 84107-

Jordan Ragsdale
20 W Lester Ave
Murray , UT, 84107-7115

Loretta Digioacchino
24 W Lester Ave
Murray , UT, 84107-7115

Gerardo Martinez Santiago
24 W Lester Ave
Murray , UT, 84107-7115

Donna M Odell
24 W Lester Ave # 13-C
Murray , UT, 84107-

Aubree Keyser
24 W Lester Ave
Murray , UT, 84107-7115

Siesta Holdings LLC
7974 S Siesta Dr
Cottonwood Hts , UT, 84093-6276

Charles Burchett; Jean Burchett (Jt)
11943 S Cottage View Ln
Draper , UT, 84020-8223

Tori M Macie
30 W Lester Ave # 13D
Murray , UT, 84107-

Judy P Rapich
30 W Lester Ave # 14D
Murray , UT, 84107-

Vasily Arteeve; Irina Arteeve (Jt)
24 W Lester Ave
Murray , UT, 84107-7115

Alec Sauan Ocon
30 W Lester Ave
Murray , UT, 84107-7189

Natalie Dixon
30 W Lester Ave
Murray , UT, 84107-7189

Jamie Swenson
24 W Lester Ave # 24C
Murray , UT, 84107-

Kelsey Moss
30 W Lester Ave
Murray , UT, 84107-7189

Rainer Schmidt
30 W Lester Ave # D22
Murray , UT, 84107-

Vincent N King
24 W Lester Ave # 27C
Murray , UT, 84107-

Kory Burrows
30 W Lester Ave
Murray , UT, 84107-7189

John V Henrichsen
30 W Lester Ave # 25D
Murray , UT, 84107-7168

Zelda M Ewing
30 W Lester Ave # D12
Murray , UT, 84107-

Jasmine Rose
30 W Lester Ave
Murray , UT, 84107-7189

Linda A Roberson
30 W Lester Ave # D-28
Murray , UT, 84107-

Patricia C Baker
30 W Lester Ave # 15D
Murray , UT, 84107-7167

Karie A Ishino
34 W Lester Ave # E-12
Murray , UT, 84107-

Amanda C Deherrera
34 W Lester Ave # 13E
Murray , UT, 84107-
returned in mail

Amy Wilson
10462 S Weeping Willow Dr
Sandy , UT, 84070-4244

Brooke Zeman
34 W Lester Ave # 15E
Murray , UT, 84107-7170

Shawn S Dunn
9447 S Wheatleigh Ct
South Jordan , UT, 84095-3353

Jeremy Cornwall
30 W Lester Ave
Murray , UT, 84107-7189

Karlee Carter
34 W Lester Ave
Murray , UT, 84107-7189

Sheryl L Rees; Thomas D Rees (Jt)
800 N Icy Springs Rd
Coalville , UT, 84017-

30 W Lester Ave, LLC
881 W Baxter Dr
South Jordan , UT, 84095-8506

Jessica Simmons
452 N B St
Salt Lake City , UT, 84103-2544

Leslie Helmich
34 W Lester Ave
Murray , UT, 84107-7189

Tracee N Greene
4321 S 500 E
MILLCreek , UT, 84107-2881
returned in mail

Danny R Gallegos
34 W Lester Ave # 26E
Murray , UT, 84107-

Bernadine Y Hiett
5102 S Stardust Dr
Taylorsville , UT, 84129-1267

Danielle Corson
34 W Lester Ave # 14E
Murray , UT, 84107-

Wendy L Karr
3334 S 825 E # 1
Salt Lake City , UT, 84106-1558
** returned in mail**

Vicki Millett
42 W Lester Ave
Murray , UT, 84107-7189

Jeanne P Stanford; Matthew L
Stanford; Rollin W Stanford (Jt)
34 W Lester Ave
Murray , UT, 84107-7189

Eneida J Irizarry
42 W Lester Ave # F14
Murray , UT, 84107-

Chandra Solt
42 W Lester Ave # 15F
Murray , UT, 84107-7175

Burton-Greninger LLC
3127 E Fort Union Blvd
Cottonwood Hts , UT, 84121-3438

Terry Alford
42 W Lester Ave # 17F
Murray , UT, 84107-

Lauralee Holley
42 W Lester Ave
Murray , UT, 84107-7189

Annette Kaye Kavoukas
34 W Lester Ave
Murray , UT, 84107-7189

Julie Shafizadeh
1620 E Langdale Cir
Cottonwood Hts , UT, 84093-6264

Kelly Kade Richardson
42 W Lester Ave
Murray , UT, 84107-7189

Karen Pomfret
34 W Lester Ave
Murray , UT, 84107-7189

Rachel Stott
42 W Lester Ave # F25
Murray , UT, 84107-7177

Kasandra A Brearton
42 W Lester Ave # 26F
Murray , UT, 84107-

Jeffrey N Anderson
42 W Lester Ave # 13F
Murray , UT, 84107-

Doug Jensen; Mary Bennett (Jt)
5041 S Rocky Rd
Taylorsville , UT, 84129-1229

Mgm Alliance Properties LLC
70 E 1430 N
Orem , UT, 84057-2700

Jimmie L Prettyman
42 W Lester Ave # F16
Murray , UT, 84107-

Lisa M Reynolds
46 W Lester Ave # 13G
Murray , UT, 84107-

Milo & Racquel Bishop Revocable Trust
7868 S Boston Cir
Cottonwood Hts , UT, 84121-5601

Blaine Bowden; Angela Bowden
42 W Lester Ave # 21F
Murray , UT, 84107-7137

Katie Larsen
46 W Lester Ave # G16
Murray , UT, 84107-

Zachary Loyd; Jenny Loyd (Jt)
46 W Lester Ave # 17G
Murray , UT, 84107-

Gloria Pena
42 W Lester Ave
Murray , UT, 84107-7189

Chad L Mills; Clara E Mills (Jt)
46 W Lester Ave # 21G
Murray , UT, 84107-7139
returned in mail

Walter Lee
46 W Lester Ave # G22
Murray , UT, 84107-

Mark Packer
42 W Lester Ave # 27F
Murray , UT, 84107-

David A Lacy Family Trust
46 W Lester Ave
Murray , UT, 84107-7189

Andrew S Hunter
46 W Lester Ave
Murray , UT, 84107-7189

Nicole Rasmussen
46 W Lester Ave
Murray , UT, 84107-7189

Patricia Westlake
46 W Lester Ave # 27G
Murray , UT, 84107-

Miles A Romney
46 W Lester Ave # 28G
Murray , UT, 84107-

Melissa B Black; James R Black (Jt)
46 W Lester Ave # 15G
Murray , UT, 84107-7188

Trust Not Identified
3835 W 8350 S
West Jordan , UT, 84088-5005

Alysha M Hernandez
10344 Lafoy Dr
Huntersville , NC, 28078-4661

Nathaniel P Jasper
46 W Lester Ave # 18G
Murray , UT, 84107-

Emily Jane Magill Trust
50 W Lester Ave
Murray , UT, 84107-7189
** returned in mail**

Carleah Bernice Riches
50 W Lester Ave # H16
Murray , UT, 84107-

Linda K Burrows; Kristopher Brad
Burrows (Jt)
46 W Lester Ave # 23G
Murray , UT, 84107-

James & Robyn Hobbs Trust
50 W Lester Ave
Murray , UT, 84107-7189

Ian Davie
50 W Lester Ave
Murray , UT, 84107-7189

Angelique Pollock
46 W Lester Ave # 26G
Murray , UT, 84107-

Susan C Brenner
4840 Exeter Estates Lane
Wellington , FL, 33449-

Jesus Navarro;
Natasha Velasquez (Jt)
50 W Lester Ave
Murray , UT, 84107-7189

Connie L Beaty
50 W Lester Ave # 11H
Murray , UT, 84107-7140

Hyangmi Hogan
50 W Lester Ave
Murray , UT, 84107-7189

Nancy Marie Bovee
726 N Oakley St
Salt Lake City , UT, 84116-3836

Joell E Wilkins
50 W Lester Ave # 14H
Murray , UT, 84107-

54 W Lester Ave, LLC
Po Box 27772
Salt Lake City , UT, 84127-0772

M & LI Fam Tr
9662 S Rames Ct
South Jordan , UT, 84095-2457

Byron May
50 W Lester Ave
Murray , UT, 84107-7189
** returned in mail**

Gerie Brigham; Craig R Gill (Jt)
54 W Lester Ave # 14I
Murray , UT, 84107-

Inga S Tlatova
54 W Lester Ave # 15-I
Murray , UT, 84107-

Scott M Dawson; Ramona M Koegler-
Dawson (Jt)
50 W Lester Ave
Murray , UT, 84107-7189

Donald C Cook
54 W Lester Ave # 17-I
Murray , UT, 84107-

Arben Kurti
54 W Lester Ave
Murray , UT, 84107-7189

Amy E Reich
50 W Lester Ave # 25H
Murray , UT, 84107-7437

Stacey Chase
54 W Lester Ave # 22-I
Murray , UT, 84107-

Keith Jorgensen
5493 S Avalon Dr
Murray , UT, 84107-6221

David A Eliason
Po Box 2413
Sandy , UT, 84091-2413

Cody M Rudd; Sierra J Rudd (Jt)
54 W Lester Ave
Murray , UT, 84107-7189

54 W Lester Ave LLC
Po Box 27772
Salt Lake City , UT, 84127-0772

Brant Harris
54 W Lester Ave
Murray , UT, 84107-7189

Grovesland Lc
11615 S Temple Dr
South Jordan , UT, 84095-7842

Stephen A Boyer
3045 Porter Ave
Ogden , UT, 84403-

Anne Woolbright
54 W Lester Ave # I-16
Murray , UT, 84107-

Karrie Ann Ogilvie
62 W Lester Ave # 13J
Murray , UT, 84107-

Rachelle Bytendorp
62 W Lester Ave
Murray , UT, 84107-7189

54 W Lester Ave, LLC
Po Box 27772
Salt Lake City , UT, 84127-0772

Ami Williams
62 W Lester Ave # 16J
Murray , UT, 84107-

Janice Flavin; Michael Patrick Flavin (Jt)
62 W Lester Ave
Murray , UT, 84107-7189

Trust Not Identified
54 W Lester Ave # I-24
Murray , UT, 84107-

Oscar Ozuna Daniel
62 W Lester Ave # 21J
Murray , UT, 84107-7447
** returned in mail**

Carol Baye
62 W Lester Ave # 22J
Murray , UT, 84107-

Lydia Graham; Richard E Graham (Tc)
54 W Lester Ave # I-27
Murray , UT, 84107-

Cynthia M Attridge
62 W Lester Ave # J24
Murray , UT, 84107-

Leanne Gail Gallagher
62 W Lester Ave # 25J
Murray , UT, 84107-7145

Cjb Lvg Tr
62 W Lester Ave # 12J
Murray , UT, 84107-

Gloria H Knighton; Kevin L Knighton
(Jt)
62 W Lester Ave # J27
Murray , UT, 84107-

Linda Attaway
62 W Lester Ave
Murray , UT, 84107-7189

Chad L Mills; Clara E Mills (Jt)
8463 S 1520 W
West Jordan , UT, 84088-8258

Laurent Backman
66 W Lester Ave
Murray , UT, 84107-7189

Mackenzie Leiker; Robert Leiker
66 W Lester Ave
Murray , UT, 84107-7189

62 W Lester Ave, LLC
62 W Lester Ave
Murray , UT, 84107-7189
** returned in mail**

Douglas Duane Rushton
5905 S Hazelhurst Dr
Taylorsville , UT, 84129-2425

Carolyn S Richardson
66 W Lester Ave # 16K
Murray , UT, 84107-

Jennifer D Newbold
62 W Lester Ave # 23J
Murray , UT, 84107-

Patricia L Rollins
66 W Lester Ave # K18
Murray , UT, 84107-

Chantel Hall
66 W Lester Ave
Murray , UT, 84107-7189

Stanley B Stott
62 W Lester Ave # 26J
Murray , UT, 84107-

Brenna Lang
66 W Lester Ave #K23
Murray , UT, 84107-7189

Arben Kurti
881 W Baxter Dr
South Jordan , UT, 84095-8506

Danielle Webb
66 W Lester Ave #K11
Murray , UT, 84107-7189
** returned in mail**

Arben Kurti
881 W Baxter Dr
South Jordan , UT, 84095-8506

Deena Marie Manzanares
66 W Lester Ave #K27
Murray , UT, 84107-7189

Anita Brianne Reed
66 W Lester Ave #k14
Murray , UT, 84107-7189

Omega Investments LLC
6795 S 300 W
Midvale , UT, 84047-

Neil W Pape; Vicki L Pape (Jt)
6832 S Jefferson St
Murray , UT, 84107-7016

Pamela Sprouse
66 W Lester Ave #K17
Murray , UT, 84107-7189

Brandon L Wade
Po Box 84
Monroe , UT, 84754-0084

Indigo Sky Barton
6808 S Jefferson St
Murray , UT, 84107-7016

E Timothy Schomburg
66 W Lester Ave #k22
Murray , UT, 84107-7189

Dale E Burk; Karen M Burk (Jt)
6804 S Jefferson St
Murray , UT, 84107-7016

Dale E Burk; Karen M Burk (Jt)
6804 S Jefferson St
Murray , UT, 84107-7016

Perfect Properties LLC
8967 S Olive Leaf Ct
West Jordan , UT, 84088-9787

Dillon Sr. Serawop; Amanda R Jenks
(Jt)
6838 S Lenora Joe Cv
Murray , UT, 84107-7095

Trust Not Identified
6858 S Lenora Joe Cv
Murray , UT, 84107-7095

Rebeca Dawn
357 E 700 N
Richfield , UT, 84701-1946

Jordan R Fowlks; Whitney Fowlks
6829 S Lenora Joe Cv
Murray , UT, 84107-7096

Sheryn Daugherty
6837 S Lenora Joe Cv
Murray , UT, 84107-7096

Alexander Aarabi
5848 S Forest Side Ln
Murray , UT, 84107-6640

Carolyn Dyson; Arnold J Dyson (Jt)
115 W Lester Ave
Murray , UT, 84107-7116

E Ross Fowlks; Shelli C Fowlks (Jt)
6802 S Jefferson St
Murray , UT, 84107-7016

Clay B Davidson; Helen R Williams (Jt)
6814 S Jefferson St
Murray , UT, 84107-7016

Lester Duplex, LLC
6848 S Voyager Pl
Murray , UT, 84107-7160

Salt Lake County
Po Box 144575
Salt Lake City , UT, 84114-4575

Fowlks Property Management LLC
6858 S Lenora Joe Cv
Murray , UT, 84107-7095

Mercury Meadow LLC
4505 S Wasatch Blvd
MiLLCreek , UT, 84124-4757
** returned in mail**

Carole G Bates; Kenneth L Bates (Jt)
103 W Lester Ave
Murray , UT, 84107-7116

Ronald L Fowlks; Verlaine B Fowlks (Jt)
6568 S Jefferson St
Murray , UT, 84107-7014

Carolyn Dyson; Arnold J Dyson (Jt)
115 W Lester Ave
Murray , UT, 84107-7116

Skn Iv Trust
1177 W Johnson Ridge Ln
West Jordan , UT, 84084-3578

Jeffrey T & Teresa N Porter Family
Trust 3/16/2020
6859 S Lenora Joe Cv
Murray , UT, 84107-7096

Madison Anne Crawford
6812 S Voyager Pl
Murray , UT, 84107-7160

Bobby J Biltz Trust;
Lisa Jo Biltz Trust
6835 S Jefferson St
Murray , UT, 84107-7015

Jonathan T Boettcher; Jayme S
Boettcher (Jt)
125 W Lester Ave
Murray , UT, 84107-7116

Virginia M Wankier
6836 S Voyager Pl
Murray , UT, 84107-7160

Ryan Porter; Whitney Johnson (Jt)
175 W Lester Ave
Murray , UT, 84107-7116

Clifford Leon Allsop & Rea C Allsop
Family Trust 06/21/2017
111 W Lester Ave
Murray , UT, 84107-7116

Clifford Leon Allsop & Rea C Allsop
Family Trust 6/21/2017
111 W Lester Ave
Murray , UT, 84107-7116

Kendall J Brown; Cathy A Brown (Jt)
6853 S Jefferson St
Murray , UT, 84107-7015

Brent P Wankier; Virginia M Wankier
6836 S Voyager Pl
Murray , UT, 84107-7160

Bill James Young Revocable Trust
07/02/2009
99 W Lester Ave
Murray , UT, 84107-7158

Laura A Jensen
1583 W Leland Dr
West Jordan , UT, 84084-4112

Jonathan T Boettcher; Jayme S
Boettcher (Jt)
125 W Lester Ave
Murray , UT, 84107-7116

Unabel D Peck
6813 S Voyager Pl
Murray , UT, 84107-7160

Laura A Jensen
1583 W Leland Dr
West Jordan , UT, 84084-4112

Carole G Bates;
Kenneth L Bates (Jt)
103 W Lester Ave
Murray , UT, 84107-7116

S&Mst
6836 S 75 W
Murray , UT, 84107-

Ann W Glines;
Jeffery Mark Glines (Jt)
6796 S 75 W
Murray , UT, 84107-

Joseph Morelli
6847 S Jefferson St
Murray , UT, 84107-7015

Maryanne Kamnikar
6838 S 75 W
Murray , UT, 84107-

Channing Wankier;
Melinda G Wankier (Jt)
6848 S Voyager Pl
Murray , UT, 84107-7160

Ryan Porter; Whitney Johnson (Jt)
175 W Lester Ave
Murray , UT, 84107-7116

Jerry L Delgado
6827 S Voyager Pl
Murray , UT, 84107-7160

Joanne R Buchi
6844 S 75 W
Murray , UT, 84107-

Brent Wankier; Virginia Wankier (Jt)
6836 S Voyager Pl
Murray , UT, 84107-7160

R&Pct
53 W Lester Ave
Murray , UT, 84107-7173

Logan B Jones-Olson
6837 S Voyager Pl
Murray , UT, 84107-7160

Christopher Turner
95 W Lester Ave
Murray , UT, 84107-7158

C Dale Smith; Gloria B Smith
27 W Lester Ave
Murray , UT, 84107-7173

Stephanie Heinhold
41 W Lester Ave
Murray , UT, 84107-7173

Christopher Turner
95 W Lester Ave
Murray , UT, 84107-7158

Aaron M Platis; Debra L Platis (Jt)
6825 S 75 W
Murray , UT, 84107-

Martin D Olson; Linda L Olson (Jt)
15 W Lester Ave
Murray , UT, 84107-7174

Gary G Earley; Laura A Earley (Jt)
6826 S 75 W
Murray , UT, 84107-

Timothy Linford
9663 S Candle Tree Ln
Sandy , UT, 84092-3293

Louis J Saldivar; Lee Ann M Saldivar (Jt)
52 W 6830 S
Murray , UT, 84107-7125

Jacqueline M Wankier
6849 S Voyager Pl
Murray , UT, 84107-7160

Vince L Klingler; Jenelle E Klingler (Jt)
6824 S Major St
Murray , UT, 84107-7121

Trust Not Identified
22 W 6830 S
Murray , UT, 84107-7125

Byti Enterprises, LLC
400 W 2370 N
Lehi , UT, 84043-
returned in mail

Trust Not Identified
433 E Crown Pointe Dr
Murray , UT, 84107-6568

Mary Anne Kamnikar
6837 S 75 W
Murray , UT, 84107-

Nak, LLC
6797 S 75 W
Murray , UT, 84107-
returned in mail

Lindsay Wilcox; Andrew Wilcox (Jt)
11 W 6830 S
Murray , UT, 84107-7124

Douglas R Davis; Judith H Davis (Jt)
759 E Thirteenth Ave
Salt Lake City , UT, 84103-3326

Connie Carpenter
487 E Edindrew Cir
Murray , UT, 84107-6626

Denver & Rio Grande Western Railroad
1400 Douglas St Stop 1640
Omaha , NE, 68179-

Paul & Kareen Swenson Family Trust
11/28/2017
1 W 6830 S
Murray , UT, 84107-7124
returned in mail

Craig Swapp; Keighley Swapp (Jt)
6798 S Major St
Murray , UT, 84107-7119

Marcelo Ocon; Mildred Ocon (Jt)
7693 N Whileaway Rd
Park City , UT, 84098-

Marcel Ocon; Mildred Ocon (Jt)
7693 N Whileaway Rd
Park City , UT, 84098-

Skb Tr
42 W 6830 S
Murray , UT, 84107-7125

Jose A Gonzalez
55 E 6100 S
Murray , UT, 84107-7245

Brandon Stringham
606 E Sunny Flowers Ln
Murray , UT, 84107-5411

Trevor T Jensen; Todd J Jensen (Jt)
12 W 6830 S
Murray , UT, 84107-7125

Tarasco Properties Lc
506 E Southfork Dr
Draper , UT, 84020-8783

Redwood Road Retail, LLC
1962 E Stag Hill Cir
Draper , UT, 84020-8348

Alexander J Jensen; Jerry D Jensen (Jt)
51 W 6830 S
Murray , UT, 84107-7124

Marcelo Ocon; Mildred Ocon (Jt)
6095 S Main St
Murray , UT, 84107-6928

Marcelo A Ocon; Mildred S Ocon (Jt)
7693 North Whileaway Rd
Park City , UT, 84098-

Trust Not Identified
21 W 6830 S
Murray , UT, 84107-7124

Lenore Ashby
108 Townpark Dr Nw
Kennesaw , GA, 30144-5508

Lenore Ashby
3111 Allegheny Ave
Philadelphia , PA, 19132-

Gloria J Bush
27 E 6100 S
Murray , UT, 84107-7245

First Security Bank
Po Box 2609
Carlsbad , CA, 92018-

Fashion Place LLC
Po Box 3487
Chicago , IL, 60654-0482

Trust Not Identified
3680 S 2140 E
Salt Lake City , UT, 84109-4313

LC MiLLCreek Investments
3566 E Apple Mill Cv
Salt Lake City , UT, 84109-3881

6100 South Realty LLC
151 E 6100 S # 200
Murray , UT, 84107-7489

Murray-1 LLC
4370 S 300 W
Murray , UT, 84107-

Milan Chun, LLC
9833 S Tameron Cir
Sandy , UT, 84092-3651

University Of Utah
505 S Wakara Wy
Salt Lake City , UT, 84108-1212

Trust Not Identified
7045 S State St # 10
Midvale , UT, 84047-1548

Af-Ghbm LLC
2521 Fairmount St
Dallas , TX, 75201-

Williamsen Rainbow Inc
154 E Myrtle Ave # 303
Murray , UT, 84107-4804

Trust Not Identified
2846 E Dimple Dell Rd
Sandy , UT, 84092-4917

Briee Ann Towers
55 E 6150 S
Murray , UT, 84107-7231

Keegan Summers;
Chantelle Summers (Jt)
13 E Creek Dr
Murray , UT, 84107-7243

LC Mill Creek Investments
3566 E Apple Mill Cv
Salt Lake City , UT, 84109-3881

Af-Ghbm, LLC
2521 Fairmount St
Dallas , TX, 75201-

Jon J Horrocks
31 E Creek Dr
Murray , UT, 84107-7243

6100 South Realty LLC
151 E 6100 S # 200
Murray , UT, 84107-7489

Teresa Long
7 E Creek Dr
Murray , UT, 84107-7243

Trust Not Identified
6190 S State St # B
Murray , UT, 84107-

Hoggan Family Trust
17 E 6150 S
Murray , UT, 84107-7231

Thomas E. Morrison; Lorraine F.
Morrison
25 E Creek Dr
Murray , UT, 84107-7243

Investment Decision Corporation
64 E Winchester St
Murray , UT, 84107-7234

Mark T Russell; Rochelle Russell (Jt)
59 E 6150 S
Murray , UT, 84107-7231
** returned in mail**

Trust Not Identified
528 10Th St
Santa Monica , CA, 90402-2818

Rebecca Bennion Winn
6202 S Valley Dr
Murray , UT, 84107-7054

Utah Department Of Transportation
Po Box 148420
Salt Lake City , UT, 84114-8420

Larry F Dahle Trust 06/13/1980
6190 S State St
Murray , UT, 84107-7249

Lp Spirit Realty
2727 N Harwood St
Dallas , TX, 75201-

Andy Chen; Maren Chen (Jt)
19 E Creek Dr
Murray , UT, 84107-7243

Trevor Stookey
6194 S Valley Dr
Murray , UT, 84107-7052

LSWFIVRT
Po Box 3487
Chicago , IL, 60654-3487

Trust Not Identified
6190 S State St # B
Murray , UT, 84107-

Maurice L Watts Investment Company;
Bjn Liv Trust
Po Box 3487
Chicago , IL, 60654-0482

Brian E Sumsion
6207 S Valley Dr
Murray , UT, 84107-7053

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MURRAY CITY

FASHION PLACE WEST SMALL AREA PLAN

ACKNOWLEDGMENTS

THE FOLLOWING INDIVIDUALS CONTRIBUTED TO THE MURRAY CITY FASHION PLACE WEST SMALL AREA PLAN.

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INTRODUCTION

The Fashion Place West Small Area Plan provides a detailed plan for the area around the Fashion Place West TRAX station, a location that was identified as a priority in the 2017 Murray City General Plan. This Small Area Plan considers potential future development patterns in the area between the Fashion Place West TRAX station and Fashion Place Mall, and how the use of urban design and placemaking strategies can promote the establishment of a vibrant and well connected transit supported neighborhood—a key initiative in the General Plan.

With a population of 50,433 people in roughly 12 square miles, Murray is centrally located within the Salt Lake Valley. The Fashion Place West neighborhood and study area is located along Murray's southwestern border.

The study area is approximately 245 acres, which includes aging light industrial uses, Fashion Place Mall, two multi-family developments, and a stable residential neighborhood bisected by the I-215 interchange.

Given the potential for the eventual transition of the industrial areas, there are many opportunities to incorporate a mix of uses and attract new economic opportunity to the area. The expected population growth along the Wasatch Front anticipates an ongoing need for more variety in housing choice.

MURRAY CITY GENERAL PLAN

The current Murray City General Plan was adopted in 2017. The goal of the 2017 General Plan is to, “Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray.”

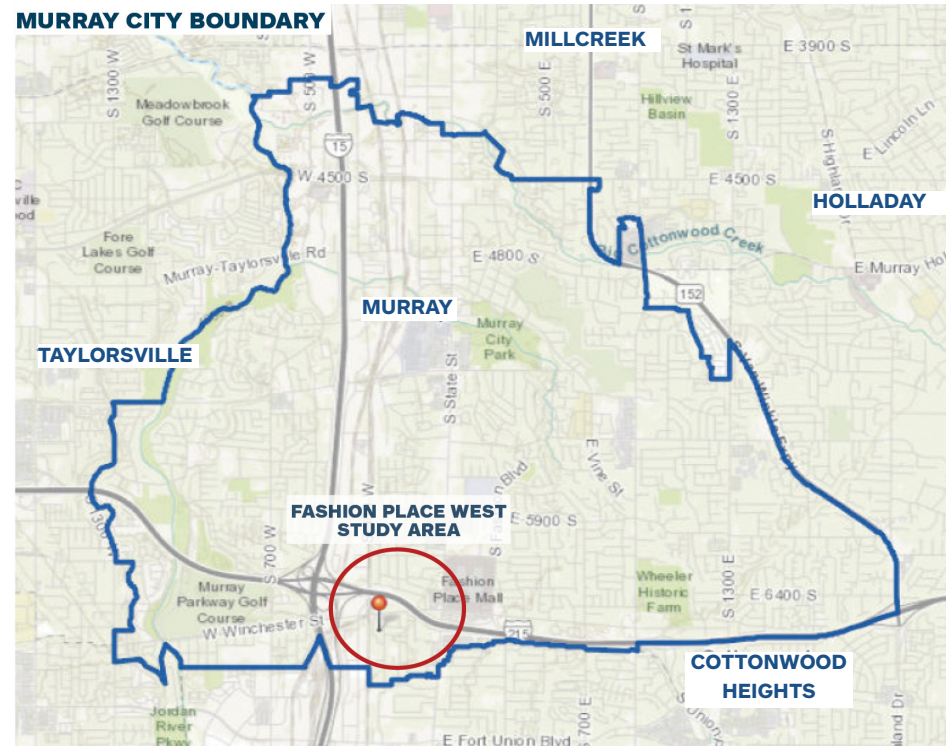


Figure 1.0 Map of Murray City and surrounding municipalities.

The initiatives that were identified in the General Plan plan were:

1. Build upon the existing City Center District
2. Create office and employment centers
3. Foster livable and vibrant neighborhoods
4. Link activity centers to surrounding areas
5. Create a City geared toward multi-modality

The Fashion Place West Small Area Plan and its vision will aggressively address Initiatives 3, 4, and 5. The 2017 General Plan also specifically identified the Fashion Place West station area as a priority for future small area planning and transit-oriented development.

1 EXECUTIVE SUMMARY

The Executive Summary provides a brief overview of the Small Area Plan goals, existing conditions, housing recommendations, connectivity suggestions, as well as possible implementation measures.

1.1 SMALL AREA PLAN GOALS

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

- Strengthen relationship between TRAX station and Fashion Place Mall.
- Improve connectivity for the neighborhood.
- Improve overall neighborhood quality.
- Promote transit use and active transportation.

1.2 EXISTING CONDITIONS

The first step in the process is to understand the existing conditions as well as challenges that should be addressed within the Fashion Place West neighborhood.

1.2.1 ASSETS

The Fashion Place West study area is centrally located in Murray, in close proximity to many valuable community assets, such as the Fashion Place West TRAX station and Fashion Place Mall.

1.2.2 CHALLENGES AND OPPORTUNITIES

Challenges in the study area could limit achieving the goals of the plan if they are not acknowledged and addressed as part of the planning process. Challenges include bridges and major interstates bisecting the neighborhood and poor connectivity for vehicles, pedestrians, and cyclists.

Opportunities in the study area include:

- Future land use amendments to current irregular development patterns.
- Developing Jefferson Detention Basin as an activated park space.
- Using potential future expansion projects at Fashion Place Mall as an

opportunity for improved urban design and innovative solutions to provide increased connectivity.

1.2.3 BARRIERS TO DEVELOPMENT

Barriers to development within the study area include:

- Lack of City owned land that could spur private development.
- Current zoning regulations prohibiting density and growth including front yard setbacks, height limits, open space requirements, and parking requirements.
- The cost of construction and lack of labor force needed to expand development.

1.2.4 ECONOMIC CONDITIONS

Economic conditions in the Fashion Place West area are relatively similar to those of Murray City and Salt Lake County as a whole. The median age in the study area is 32.5 years, which is similar to the County and a bit younger than the City.

Median household income is lower in the study area (\$54,974) than the City (\$65,132) and the County (\$73,627). However, the access to jobs within the study area (7.4) is far higher than the County (6.4), but still below the City (8.2).

Taxable sales per capita in 2018 in Murray City, totaled \$2.28 Billion, approximately \$46,508 per resident. This is notably high in comparison to nearby cities, as shown by the data for South Jordan (\$21,907), West Valley (\$19,880), and West Jordan (\$15,990). Additionally, per capita statistics for Salt Lake County are \$25,092.

The metrics show that the study area could be a prime location to live and visit, given the strong economy. Additionally, these metrics illustrate the need for more affordable and diverse housing types as well as improved alternative transportation methods, especially between public transit and Fashion Place Mall.



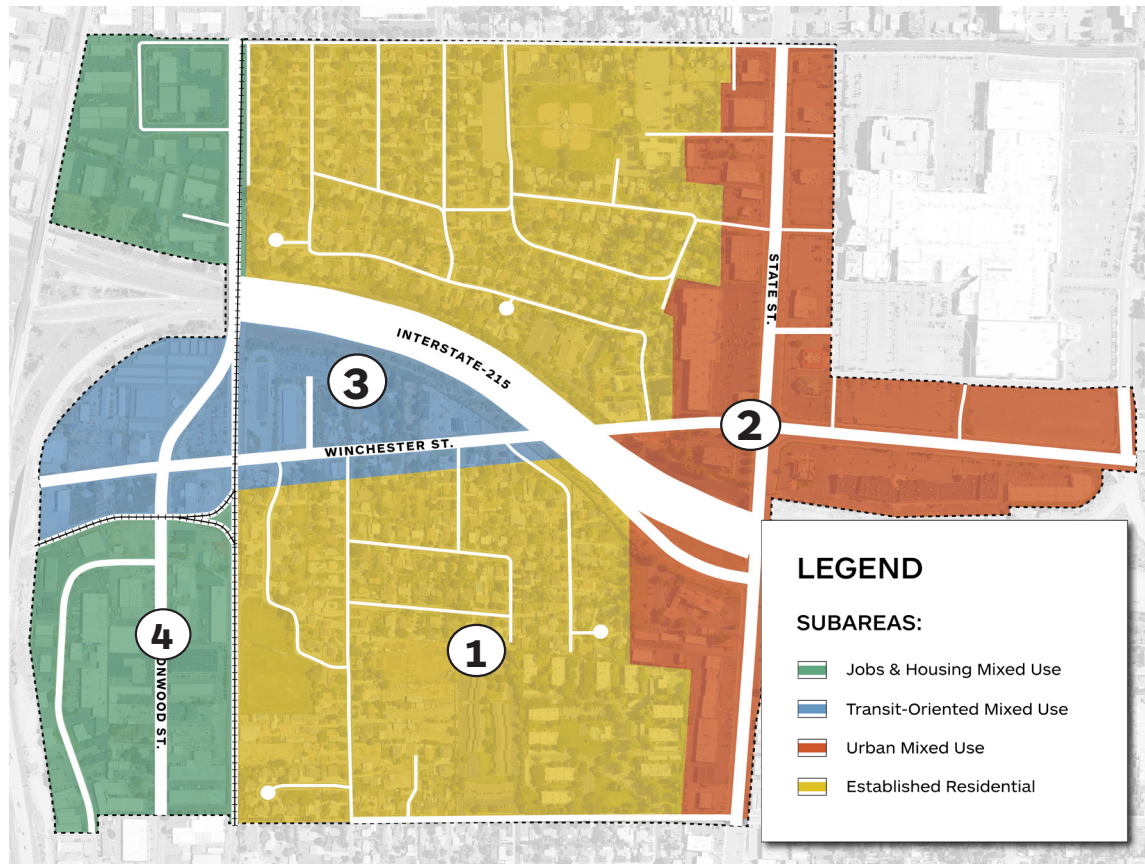


Figure 1.1 Map of subarea areas within the Fashion Place West study area. Residential use recommendations vary by subarea.

1.2.5 HOUSING TRENDS

Median Home Values in the study area are lower (\$239,474) than the City (\$318,596) and the County (\$327,451). The housing and transportation costs per household in the study area are 28 percent of household expenses compared to that of the County at 27 percent.

These statistics are an indication that the housing within the study area is more moderately priced, fulfilling a need in the region that is difficult to find, while also indicating that more diverse options should be encouraged and considered in the neighborhood.

1.2.6 CONNECTIVITY CONDITIONS

Connectivity within the study area is poor due to its geographic location and lack of streetscape amenities. Future improvements should address these issues and improve access between residential neighborhoods, as well as to and from the TRAX station and the Mall for all transportation types.

Current barriers include:

- Lack of bicycle infrastructure (with the exception of Winchester Street).
- Lack of pedestrian-friendly infrastructure at locations in, and adjacent to, Fashion Place Mall.
- Multiple residential neighborhoods lacking sidewalks.

1.3 HOUSING RECOMMENDATIONS

In order to maintain and protect the character of the established Fashion Place West neighborhood as well as promote growth around it, future development should be focused on providing more

diverse housing options. These options and housing recommendations should vary and be context sensitive depending on the location. Creating subareas will help to give specific recommendations on housing types that complement the surroundings.



1 EXECUTIVE SUMMARY

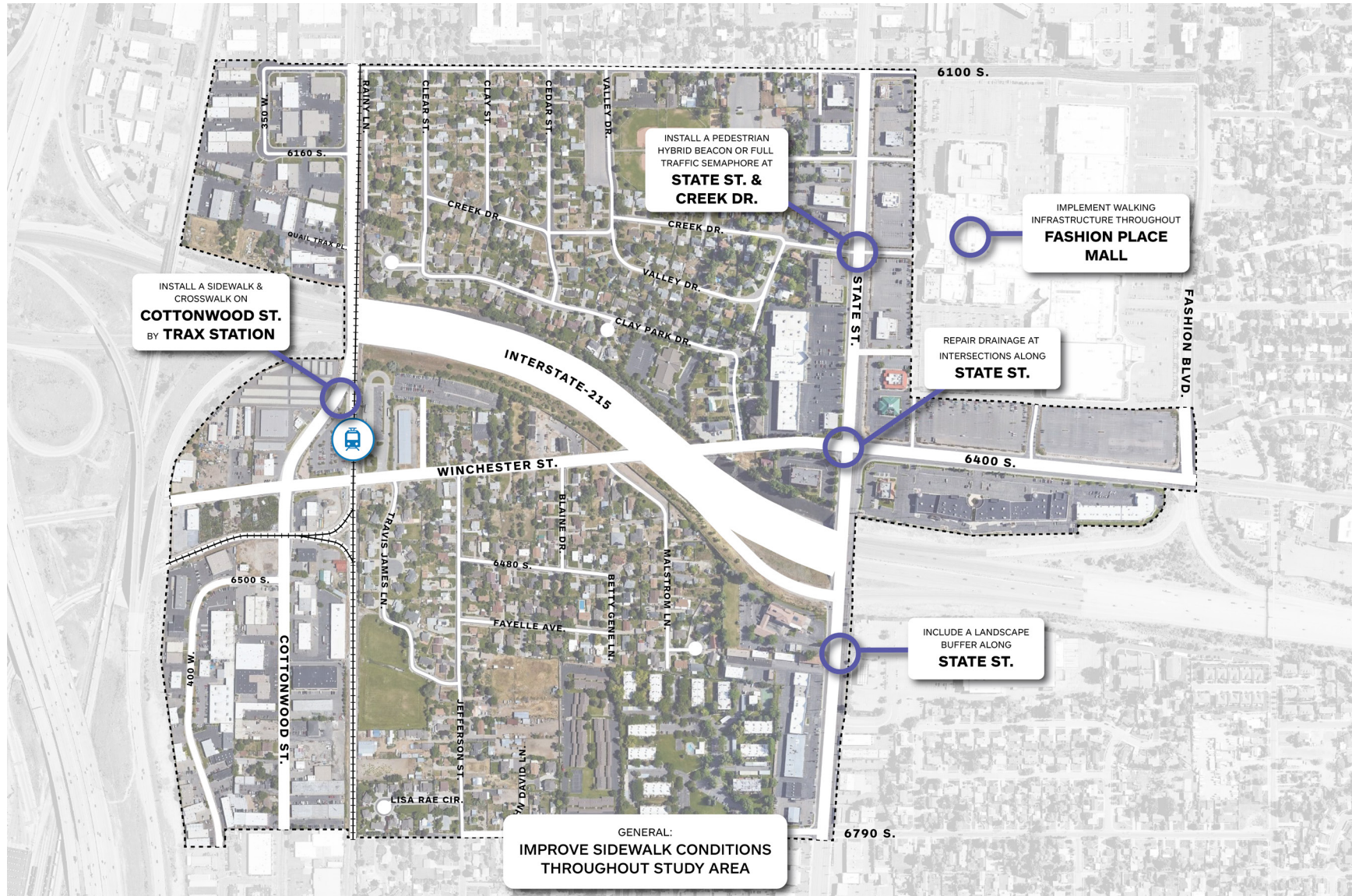


Figure 1.2 The Fashion Place West neighborhood lacks adequate infrastructure for pedestrians. The map above illustrates improvements that would improve the pedestrian experience in the study area.





Figure 1.3 Implementation recommendations include adopting a streetscape improvement plan that would include enhanced bicycle connectivity.

1.4 CONNECTIVITY RECOMMENDATIONS

Connectivity recommendations in the study area should be guided primarily by the way in which pedestrians and bicyclists access the Fashion Place West TRAX station and the mall. Additionally, vehicular travel between the north and south sides of the study area should be improved. Recommendations including streetscape improvements and bridge reconstruction are important to the flow in the study area with respect to vehicular traffic, public transit, as well as bicycle and pedestrian access.

Types of improvements should include:

- Updating overall active transportation connectivity between residential neighborhoods, the TRAX station, and Fashion Place Mall.
- Developing a parking strategy.
- Adopting a streetscape improvement plan to ensure future connectivity.

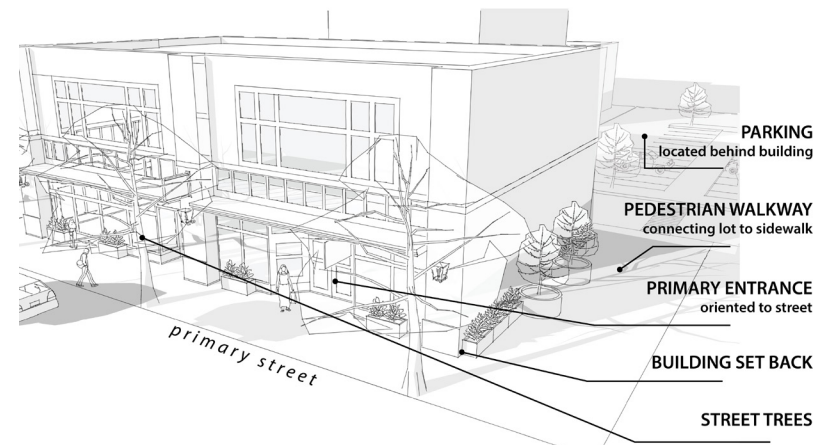


Figure 1.4 The diagram above illustrates the ideal placement of residential buildings to maximize the lot while addressing the street.

1.5 DESIGN GUIDELINES

Design Guidelines in the Fashion Place West study area should focus on creating an inviting environment for pedestrians, and a pleasant destination for residents and visitors. The guidelines should discuss elements such as:

- Building placement
- Building design
 - Ground floor details
 - Ground floor transparency
 - Prominent entrances
 - Treatment of blank walls
 - Articulation
- Signage design
- Street and streetscape design relating to active transportation and vehicular travel
- Parking lot design and location

1 EXECUTIVE SUMMARY

1.6 STRATEGIC IMPLEMENTATION MEASURES

1.6.1 INTRODUCTION

In order for the vision and objectives laid out in this plan to be realized, it will likely be the result of a long-term process, where residents, City staff, elected officials, as well as other public entities champion the vision to ensure the revitalization of the Fashion Place West study area that they want to see. The strategic implementation measures in this section present the vision and illustrative plan for the study area.

The implementation outlines phasing and policy recommendations for the Fashion Place West study area. They are intended to provide action items that the City, UTA, UDOT, and other stakeholders would need to complete in order for the area to succeed in becoming a vibrant transit-oriented neighborhood.

Strategic recommendations are broken down into the following five categories:

1. Housing
2. Connectivity
3. Policy Updates and Land Use Amendments
4. Phasing
5. Economic Development

MARKET FORCES

In discussions with local developers during the planning process, barriers were identified that may hinder future development and revitalization of the Fashion Place West study area. Some of the concerns included:

1. Existing parking requirements
2. Existing zoning
3. Lack of publicly controlled property

4. Lack of financial incentives (opportunity zone tax credits, TIF financing)
5. Lack of walkability
6. Vehicular connectivity issues

Some of these barriers could be addressed by amending necessary land use documents. Improving walkability and vehicular connectivity are issues that should be tackled first by drafting and adopting a plan that lays out phasing and responsibilities, so that all types of connectivity in the study area are improved.

1.6.2 HOUSING PRIORITIES

Housing priorities within the study area were determined by a combination of industry best practices, current market conditions, and desires of residents. These priorities include:

1. Offering services and amenities near housing
2. Providing housing for all stages of life
3. Creating a walkable neighborhood
4. Increasing allowable residential densities along, and adjacent to, the Fashion Place West TRAX station, I-15, and State Street



Figure 1.5 The implementation strategies recommend ordinance amendments that would allow a mix of uses at higher densities in the Fashion Place West neighborhood.



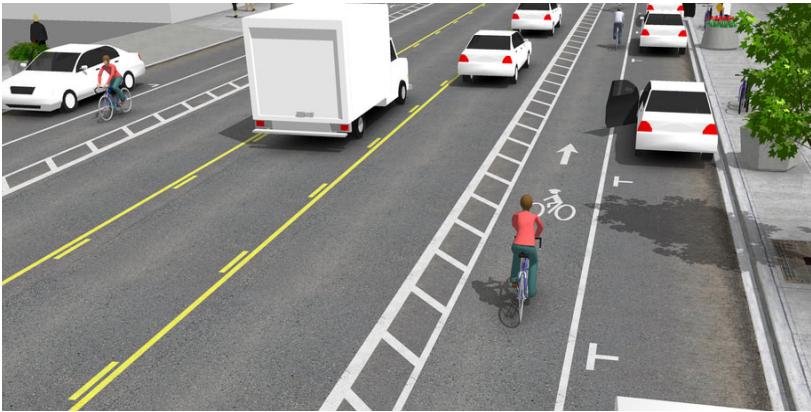


Figure 1.6 Improving the connectivity for vehicles, cyclists, and pedestrians is a key component of the implementation strategy in the Fashion Place West neighborhood.

5. Addressing established residential neighborhoods by creating appropriate transitions between existing residential and new, higher density developments
6. Incorporating a mix of uses into new residential developments as well as existing single-use zone districts

1.6.3 CONNECTIVITY PRIORITIES

Connectivity enhancements to the Fashion Place West study area should be centered around improved traffic flow and increased comfort for pedestrians and bicyclists. These include the following priorities:

1. Improving overall active transportation connectivity between residential neighborhoods, the TRAX station, and Fashion Place Mall
2. Developing parking strategy
3. Adopting a streetscape improvement plan to ensure future connectivity in key areas:
 - (a) Winchester Street
 - (b) Cottonwood Street
 - (c) Key intersections
 - (d) Fashion Place Mall access points

1.6.4 POLICY UPDATES AND LAND USE AMENDMENTS

1. Create new Fashion Place West overlay zone district (FPW). This new overlay zone should consider the following:
 - (a) Parking
 - (i) Include shared parking provision
 - (ii) Reduce residential parking requirements based on proximity to TRAX station and shared parking calculations
 - (iii) Implement parking maximums
 - (b) Consider reducing front yard setbacks from 15 feet and 25 feet, to 0 feet in order to encourage human scale development
 - (c) Implement maximum setback requirements
 - (d) Decrease open space requirements from 20 percent to 10 percent
 - (e) Implement Ground Floor activation recommendations
2. Support re-zoning areas within the study area boundaries per recommendations of the General Plan Future Land Use map:
 - (a) Commercial District (C-D) to Mixed-use (M-U)
 - (b) Manufacturing (MFG) to Fashion Place West Overlay (FPW)
 - (c) Residential Neighborhood Business (R-N-B) to Fashion Place West Overlay zone (FPW)



Figure 1.7 Housing priorities in the Fashion Place West Small Area Plan include zoning amendments to allow more housing types in close proximity to the TRAX station.

1 EXECUTIVE SUMMARY

1.6.5 PHASING

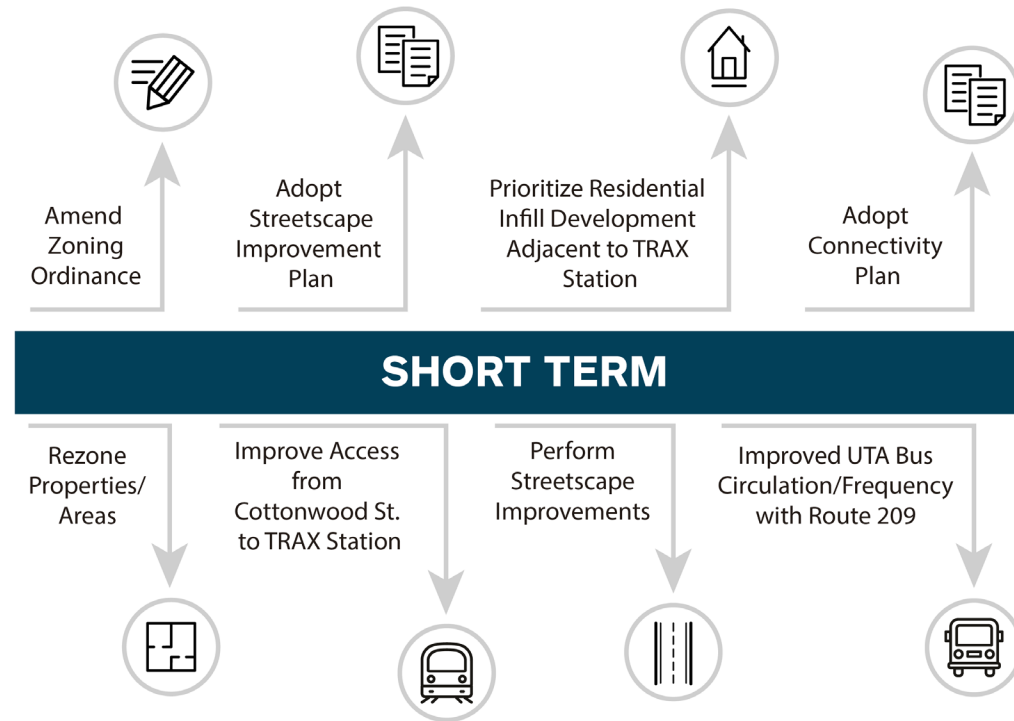
A phased approach to change to the Fashion Place West area aligns with the limitations of the City and development community. The three phases of redevelopment in the study area are detailed on the following pages, with discussion of responsible parties and needed collaboration amongst entities.

SHORT TERM

1. Adopt streetscape improvement and connectivity plans.
2. Prioritize residential infill development adjacent to TRAX station.
3. Perform streetscape improvements:
 - (a) Sidewalks
 - (b) Street trees
 - (c) Right-of-way changes:
 - (i) Bike lanes
 - (ii) Vehicular lane configurations
 - (d) Street lighting
4. Improved UTA bus circulation and frequency with Route 209.
5. Amend zoning ordinance and adopt Fashion Place West overlay zoning.

MEDIUM TERM

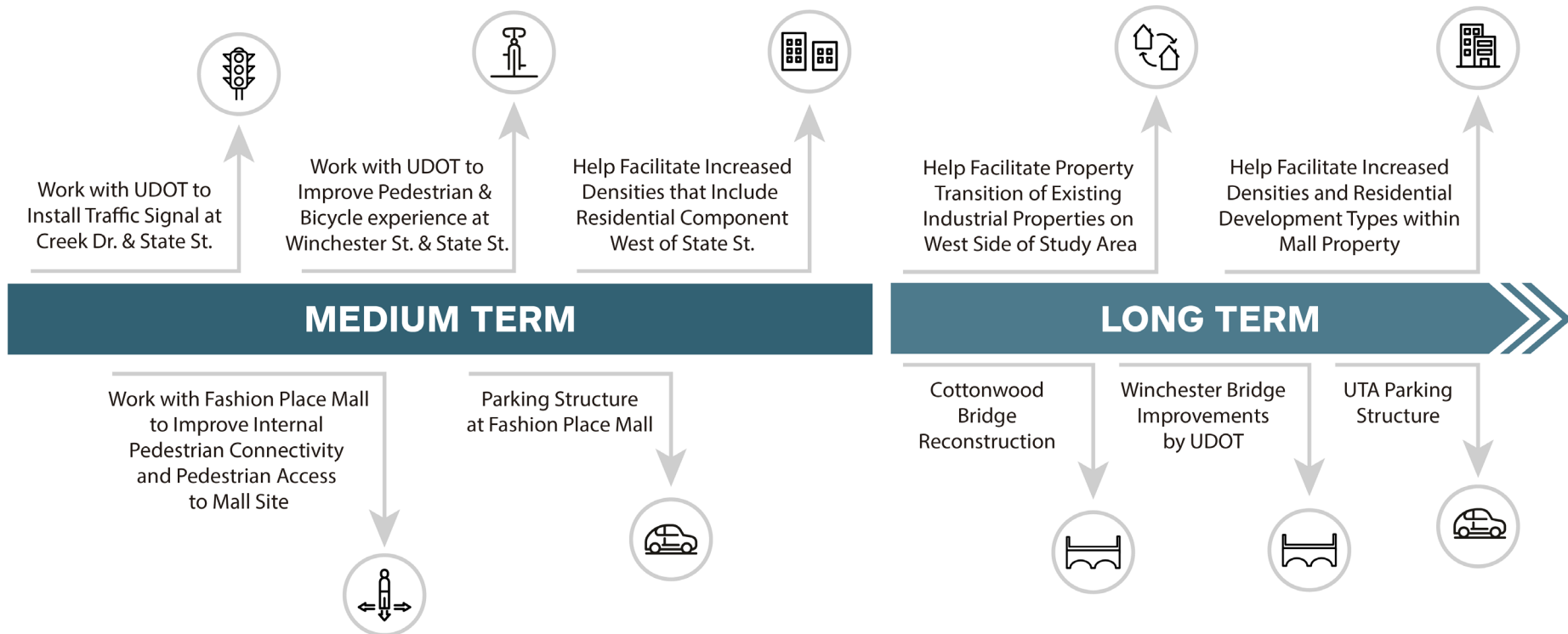
1. Work with UDOT to install a traffic signal at Creek Drive and State Street.
2. Work with Fashion Place Mall to improve internal pedestrian connectivity and pedestrian access to mall site.
3. Work with UDOT to improve pedestrian and bicycle experience at Winchester and State Street intersection.
4. Add a parking structure at the mall.
5. Help facilitate increased densities that includes residential component on West side of State Street.



LONG TERM

1. Reconstruction of Winchester and Cottonwood Street Bridges by UDOT.
2. Recommend construction of UTA Parking structure to facilitate development of a more mixed-use destination for the City.
3. Support the increase of densities and residential development types within mall property, especially adjacent to State Street and 6400 South
4. Facilitate property transition of existing industrial properties on west side of study area





FINANCIAL TOOLS AND INCENTIVES TO CONSIDER

1. Bonding
2. Future Budget Allocation
3. Public-Private Partnerships
4. CRA/RDA funding for housing developments
5. Grants
 - (a) UTA
 - (b) UDOT
 - (c) Other public transit related funding



2 EXISTING CONDITIONS



2.1 AREA HISTORY

The Fashion Place West station area hosts a centrally located UTA TRAX station, various 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 Salt Lake 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 (Figure 2.0) illustrates the types of development found in the area prior to the introduction of the Interstate Highway system.

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, immediately adjacent to the western boundary of the study area.



Figure 2.0 Study area, circa 1964, shown with modern-day roads as an overlay. Prior to Interstate Highway construction, the study area was primarily agricultural with suburban development along State Street.



Figure 2.1 Fashion Place Mall circa 1985.

2 EXISTING CONDITIONS

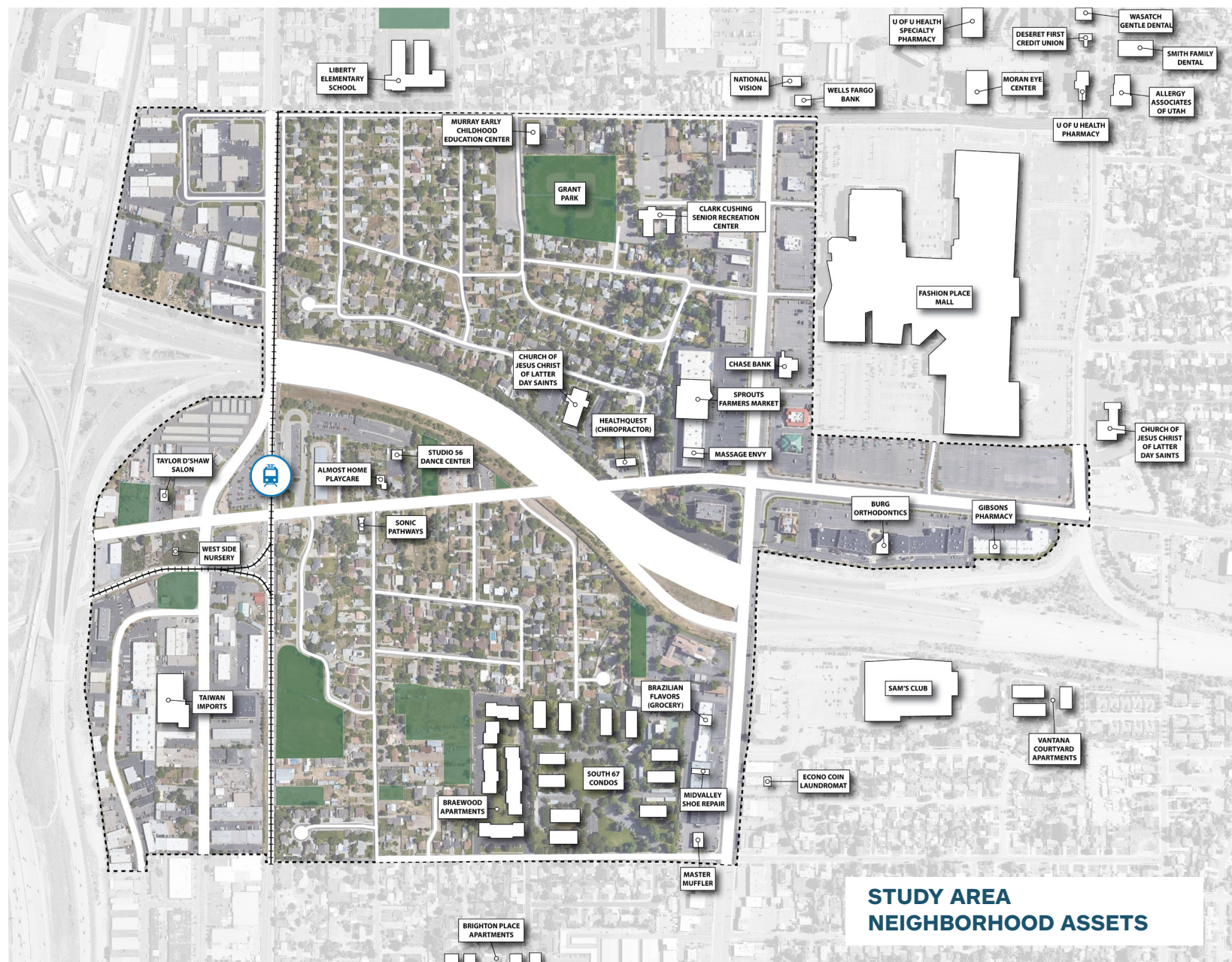


Figure 2.2 Study Area Asset Map



2.2 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 community, the neighborhood is in close proximity to major thoroughfares such as State Street, Cottonwood Street, Winchester Street, I-15, and I-215.

2.2.1 UTA TRAX STATION

The value and desirability of the Fashion Place West neighborhood is influenced by the presence of a UTA 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 one of the few stations in the south end of the system that serves both the Red and Blue lines.

2.2.2 CENTRAL LOCATION

The Fashion Place West study area is in a prime location from a regional perspective. 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 23 minutes, the University of Utah in 24 minutes, and the Salt Lake International airport within 30 minutes.

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



Figure 2.3 Fashion Place Mall is a regional destination for the City of Murray and can be leveraged to attract more walkable, connected development to the study area.

2.2.3 FASHION PLACE MALL

Fashion Place Mall is a valuable and 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. The Mall is also the largest generator of sales tax for Murray City.

2.2.4 COMMUNITY RESOURCES

The Fashion Place West neighborhood and vicinity have many community assets including Grant Park, Jefferson Detention Basin public space, two elementary schools, as well as Murray Senior Recreation Center. These and other community resources can be extremely attractive to prospective residents and are valued by current residents.

2 EXISTING CONDITIONS



Figure 2.4 Sidewalks and bike lanes on Winchester Street could benefit from improvement.

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

The focus on motorists within the study area 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 and I-215 interchange. These freeways act as major physical barriers to the area from the surrounding neighborhoods. These substantial barriers have

restricted the areas' development as a cohesive neighborhood. While bridges over these barriers 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 narrow two-lane bridge consisting of a single narrow sidewalk on the west side, and the 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 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 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.

Fashion Place Mall lacks a relationship and connection to the neighborhood and also lacks connectivity within the mall site. Within the parking that surrounds the mall, clear pedestrian paths and sidewalks are absent. When pedestrians are approaching Fashion Place Mall on foot from State Street as well as the other surrounding roads, they are not welcomed with clear connections to the mall itself.

State Street is a Utah Department of Transportation (UDOT) 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.





Figure 2.5 Multiple parcels in the study area prime for infill development.

2.4 BARRIERS TO DEVELOPMENT

The Fashion Place West study area is challenged with several barriers to future development that includes 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 capital improvement funding hurdles, zoning, or possible inter-agency road blocks. These barriers may not necessarily halt the planning and development process but should be considered hurdles to future development.

As a UDOT owned facility, State Street has a major impact on development patterns along this corridor. The process to working with UDOT to update their infrastructure is lengthy, and will need to be considered as development occurs along State Street.

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 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, changing height limitations, 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 also hinder development. Large, underutilized parking lots are often a result of strict parking minimum requirements. A more modern approach to parking management is to encourage and incentivize shared parking when possible.

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. 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 defined as development costs that are unique to a particular site.

Another major barrier to development in 2020 is the cost of construction and lack of labor force needed to meet demand. 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.

2 EXISTING CONDITIONS

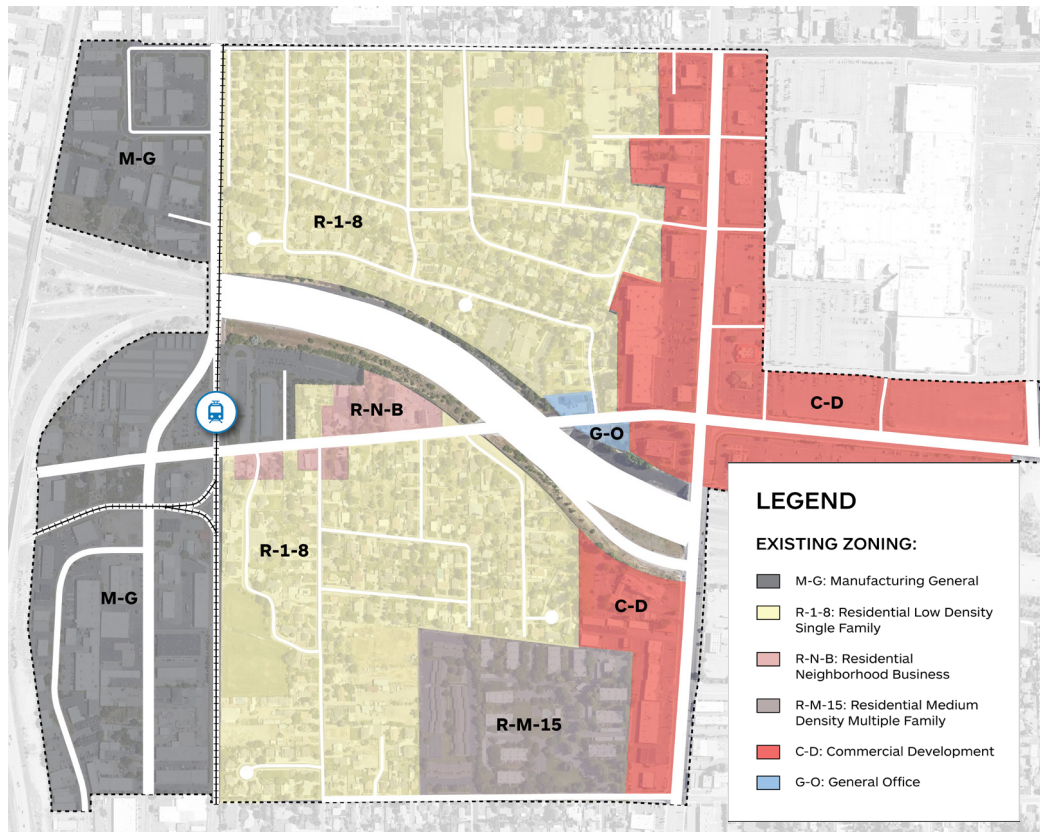


Figure 2.6 Map of existing zoning designations. Future zoning changes should be based on achieving the goals for the future of the Fashion Place West area.

2.5 LAND USE CONDITIONS

2.5.1 CURRENT LAND USES

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

The eastern most segment of the study area is primarily a commercial area. It includes properties along State Street and 6400 South, and

portions of the southern and western sides of the mall site.

The central portion of the study area is made up of two single-family residential neighborhoods, one north and one south of I-215, but also includes two multi-family developments and a few neighborhood businesses.

The western segment of the study area is predominately composed of light industrial uses. It is located along I-15, Cottonwood Street, and the TRAX corridor. This is the second largest section by land area and includes vacant and underutilized parcels.

2.5.2 CURRENT ZONING

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

- R-1-8 Low Density Single-Family
- R-M-15 Medium Density Multiple Family
- R-N-B Residential Neighborhood Business
- C-D Commercial Development
- M-G Manufacturing General
- G-O General Office

Zoning around the Fashion Place West TRAX station does not address the station itself in its zoning designations. Murray City should consider amending its zoning ordinance to adopt more guidelines that promote transit oriented development.



2.6 ECONOMIC CONDITIONS

2.6.1 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.

Murray City as a whole has a population of 50,433. This places Murray toward the lower end of the spectrum compared to the population size of 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 to 30 years. With the population throughout the state growing rapidly, there is ever-increasing pressure for the development of more residential units. This development pressure is and will continue to be felt across the state, in Murray, and in the Fashion Place West study area.

2.6.2 MEDIAN AGE

Murray has a median age of 36.6 which is 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 year indicator is much higher than

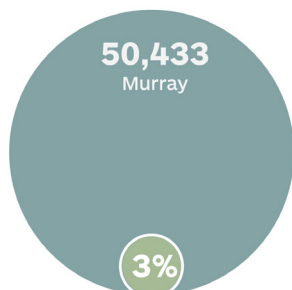


Figure 2.7 Study Area population as a percentage of Murray City's (U.S. Census data, Esri Forecast, 2019)

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



Figure 2.8 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.

2.6.3 EMPLOYMENT AND JOBS

Total employment within Salt Lake County is estimated to reach 970,805 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. When comparing Murray with the study area in particular, and the County, the study area is considered to have 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.

A total of 4,757 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



Figure 2.9 Median Age Comparison (Esri Demographic Profile, 2019)



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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 children who are not employed). Areas which have higher ratios are typically reflective of employment centers or areas with lower median household sizes.

This large ratio may be due to the fact that 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.

2.6.4 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 per 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.

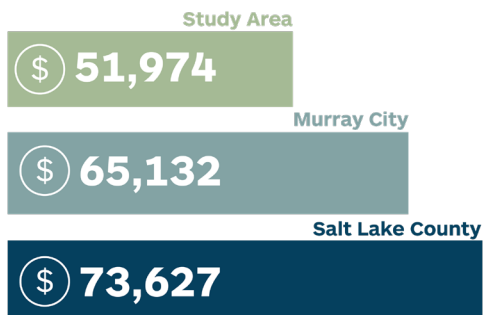


Figure 2.10 Median Household Income comparisons between the study area, Murray City and Salt Lake County. The study area has a significantly lower median household income than the rest of the City and County. (Esri Income Comparison Profile, 2019)

2.7 HOUSING TRENDS

2.7.1 HOUSING CONDITIONS

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

2.7.2 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 study area as well. The South 67 Condo development was built in the 1970s (with over 100 units) and is an individually owned town home type development. The Braewood Apartments is a five-building (51 unit) apartment complex, directly west of the condominium development.

Current zoning in the area permits accessory dwelling units (ADUs) as an allowable use with types that include basement apartments and apartments over garages. Accessory dwelling units are defined as a secondary unit within or on the same parcel as an owner occupied single-family home. 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.

2.7.3 HOUSEHOLD SIZE

By the end of 2020, the median household size in Salt Lake County is estimated to increase to 2.78 however, it is projected to 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) and South Salt Lake (2.7) also have a slightly higher average household size.

The household sizes 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 growth areas will represent higher household sizes.

2.7.4 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 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 32 percent 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 percent faster than those of car-dependent homes.

For the Fashion Place West study area, these statistics show that due to the TRAX station and proximity of this area to Fashion Place Mall, as the study area transitions to a more walkable and well-connected

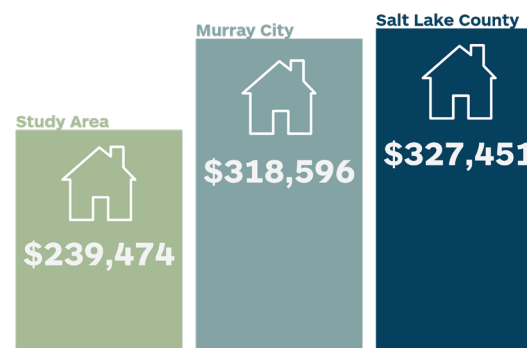


Figure 2.11 Median Home Value Comparison (U.S. Census, 2010, Esri Forecast, 2019).

neighborhood, home values may be higher and may increase faster than other areas in the valley that are more car-dependent.



2 EXISTING CONDITIONS

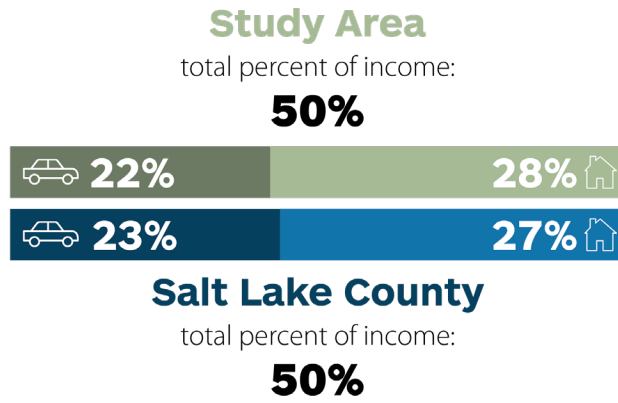


Figure 2.12 Housing and Transportation cost as a percentage of monthly income comparisons between the study area and Salt Lake County (CNT H+T Index, 2020).

2.7.5 INCOME SPENT ON HOUSING AND TRANSPORTATION

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 also 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 households spend roughly \$13,267 per year on transportation costs.

New development should consider the proximity of transportation options, and determine whether the ultimate cost of housing and transportation fits within the competitive range of total spending.

2.7.6 HOUSING AND TRANSPORTATION INDEX

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

While housing alone is traditionally deemed affordable when consuming no more than 30 percent 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. Dividing these costs by the representative income illustrates the cost burden of housing and transportation expenses placed on a typical household.

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.

2.7.7 INCOME REMAINING AFTER HOUSING AND TRANSPORTATION

"Income remaining" indicates adjustments made to median household spending after transportation and housing. This metric indicates potential spending per household once essentials are covered. Remaining income after housing and transportation costs is comparable between Murray households and County households, with Murray at 55 percent remaining and the County at 50 percent remaining.

Also of note is the proximity to employment, which has become more of a consideration for new development. 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 a reduced commute time. The Fashion Place West study area in particular is in an ideal location for new development given its proximity to transit and transportation networks.

2.7.8 AFFORDABILITY INDEX

The “affordability index” measures the relationship between median household incomes and median property values. The higher the ratio, the less “affordable” an average home becomes to the median household. Ratios decline as household 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 close to the county-wide figure of 4.23. South Salt Lake reflects an abnormally high number due to very low average household incomes, while cities such as West Valley, Kearns, and West Jordan show ratios below that of Murray. On a regional level, Salt Lake County is still considered more affordable by this measure than other major cities, including Portland, Denver, Las Vegas, Phoenix, and others.

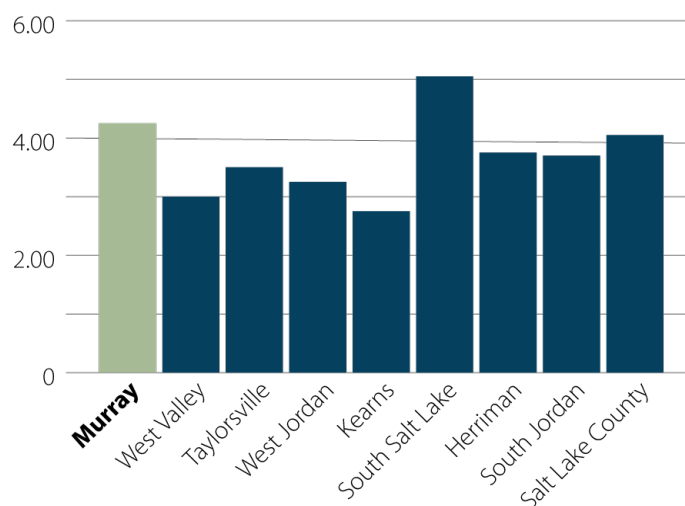


Figure 2.13 Affordability Index comparison between Murray and nearby cities (Esri Forecast, 2019).

2.8 RETAIL TRENDS

2.8.1 TAXABLE SALES PER CAPITA

Taxable sales per capita reflects an important statistic regarding the health of the local retail economy. For Murray City, total taxable sales in 2018 equaled roughly \$2.28 Billion, or approximately \$46,508 per resident. This is notably high in comparison to nearby cities such as South Jordan (\$21,907 per resident), West Valley (\$19,880 per resident), and West Jordan (\$15,990 per resident). 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 burdened with sales leakage of any kind, largely due to the success of the Fashion Place Mall and surrounding retail.

2.8.2 CURRENT RETAIL CONDITIONS

While consumer retail is an ever-changing industry, certain sectors are performing well, while others are not. High performing sectors include

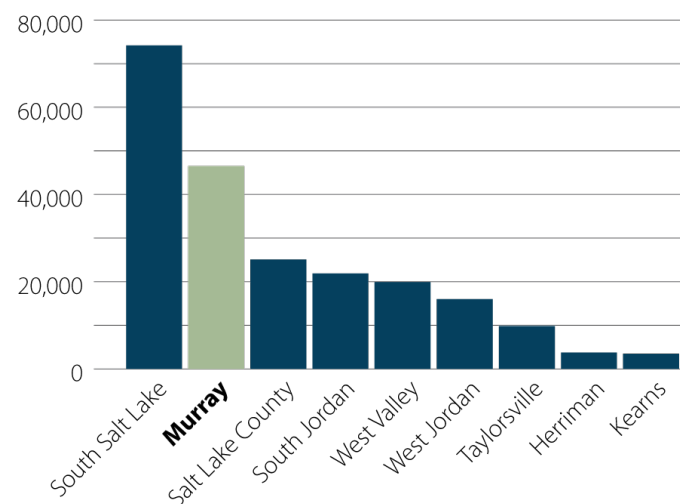


Figure 2.14 Taxable Retail Sales Per Capita comparison between Murray and nearby cities.



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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. Stores without an online shopping presence are also struggling.

In Utah, potential new retailers use various metrics when choosing a site to locate a business. These metrics include; strong traffic counts, multiple points of access, growing nearby populations, strong daytime populations, and destination locations. Retailers are also increasingly using more detailed demographic data that identifies zip codes with more of their target customers.

Consumers and cities increasingly want retail and services within walking distance of residential areas. This trend means that the Fashion Place Mall and the areas surrounding it may transition to meet this need. A wider variety of uses including housing and office are needed in the immediate proximity to encourage a more walkable district.

In the case of Fashion Place Mall, the parcels that surround the mall and face State Street are also occupied by surface parking. Increasing parking densities on site with structured parking make these locations ideal 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 complement each other, creating a stronger daytime and nighttime population, better supporting existing retail.

2.9 OFFICE TRENDS

2018 was a record setting year from the office sector in Utah, with nearly \$630 Million in permitted construction value. 2019 proved to be another strong year, as the office sector permitted nearly \$503 million, making it the third highest year on record (inflation adjusted).

2.9.1 REGIONAL OFFICE MARKET TRENDS

Salt Lake County led the state in office construction with nearly 70 percent of Utah's total permitted construction projects.

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 percent increase. On the supply side, direct vacancy stands at 7.13 percent at midyear 2019, down from 7.76 percent at year-end 2018 and 8.04 percent 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, but at 103.3 percent, 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 square feet were leased throughout the county, a 40.1 percent increase over the previous four quarters. Additionally, lease rates increased 3.6 percent to \$25.01 per square foot across all building classes over the same time frame. Interestingly, the number of overall lease transactions declined 6.9 percent 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. This data suggests that, the lease terms and overall lease rates have increased, further ensuring a stable market.

2.9.2 CENTRAL VALLEY OFFICE MARKET TRENDS

The Central Valley office market includes the western portion of Murray, including the Fashion Place West 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 percent compared to 7.13 percent 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 percent.

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, which achieved lease rate of \$19.45 per square foot. However, the County's average lease rate was substantially higher at \$25.00 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 had a negative net absorption of 39,699 square feet over the same time period.

2.9.3 CURRENT ECONOMIC DEVELOPMENT TOOLS

Murray's Community and Economic Development offices facilitate redevelopment efforts and assist in economic development, community development and renewing urban areas. The Redevelopment Agency (RDA) of Murray City assists in redevelopment efforts by encouraging private and public investment in previously developed areas that are underutilized or blighted. Housing development is also a priority and the RDA works to increase the amount and variety of affordable housing within the community.

The City currently has six active project areas predominately throughout the west side of the City with varying expiration years and sizes. The Fashion Place West is not within a project area, but could be a prime candidate for future consideration due to its land values and proximity to the TRAX station and other important assets.



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2.10 TRANSPORTATION ANALYSIS

2.10.1 MAJOR STREETS

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

According to the current 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. Of those collisions, 242 were considered intersection related. The largest clustering of collisions occurred at the intersection of Winchester Street and State Street. 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.

2.10.1.1 WINCHESTER STREET/ 6400 SOUTH

Winchester Street/6400 South is a three-lane cross section arterial between the western edge of the study area and State Street—making it the main east-west corridor through the study area. Left-turn lanes are present at the intersections of Cottonwood Street, 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

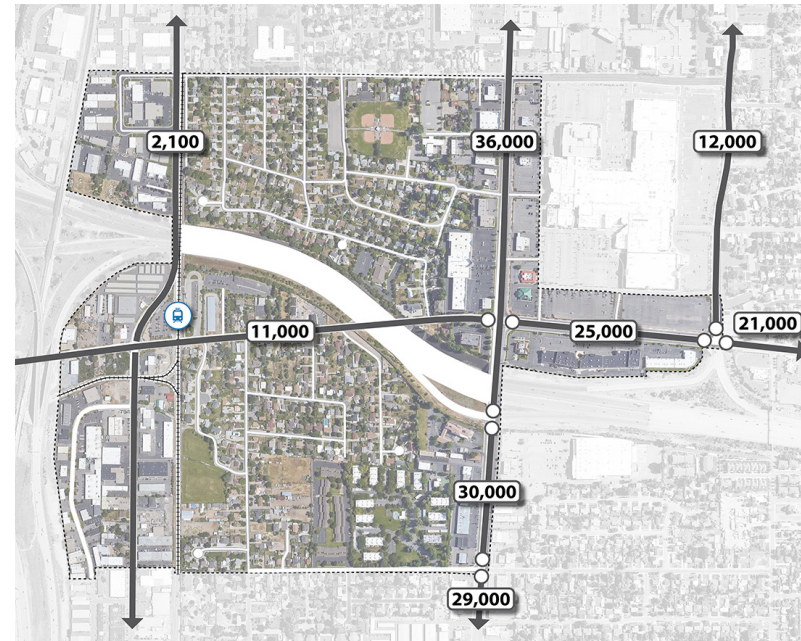


Figure 2.15 Map showing existing traffic counts on major roads in the study area.

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.

2.10.1.2 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 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 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. Additionally, a signalized train crossing exists 230 feet south of the intersection with Winchester for the TRAX Red Line train.

2.10.1.3 STATE STREET

State Street (US-89) is a six-lane, 90-foot wide major north-south 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 of 6100 South, Creek Drive,

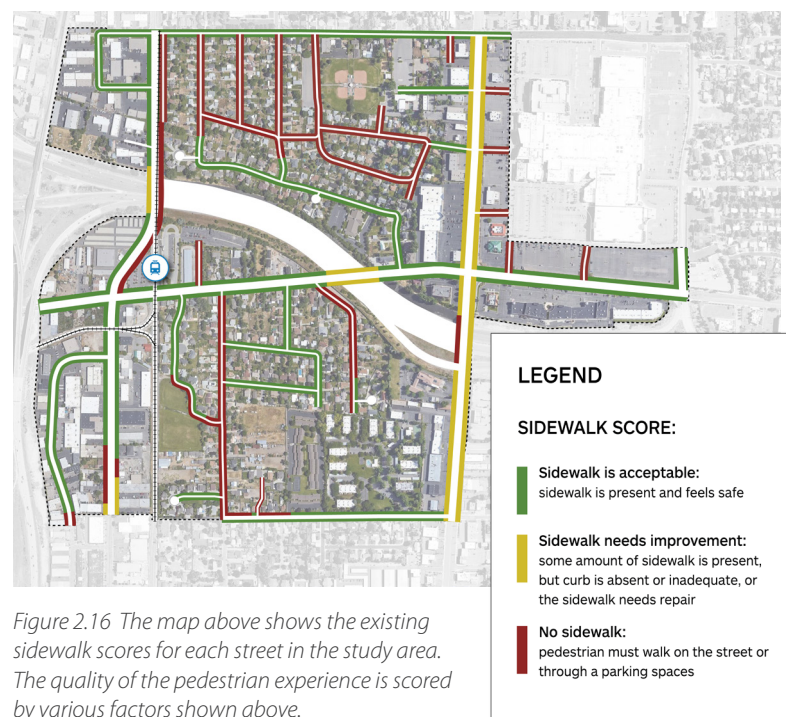


Figure 2.16 The map above shows the existing sidewalk scores for each street in the study area. The quality of the pedestrian experience is scored by various factors shown above.

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. South of the I-215 ramp, 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



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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.

2.10.1.4 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 zone or 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.

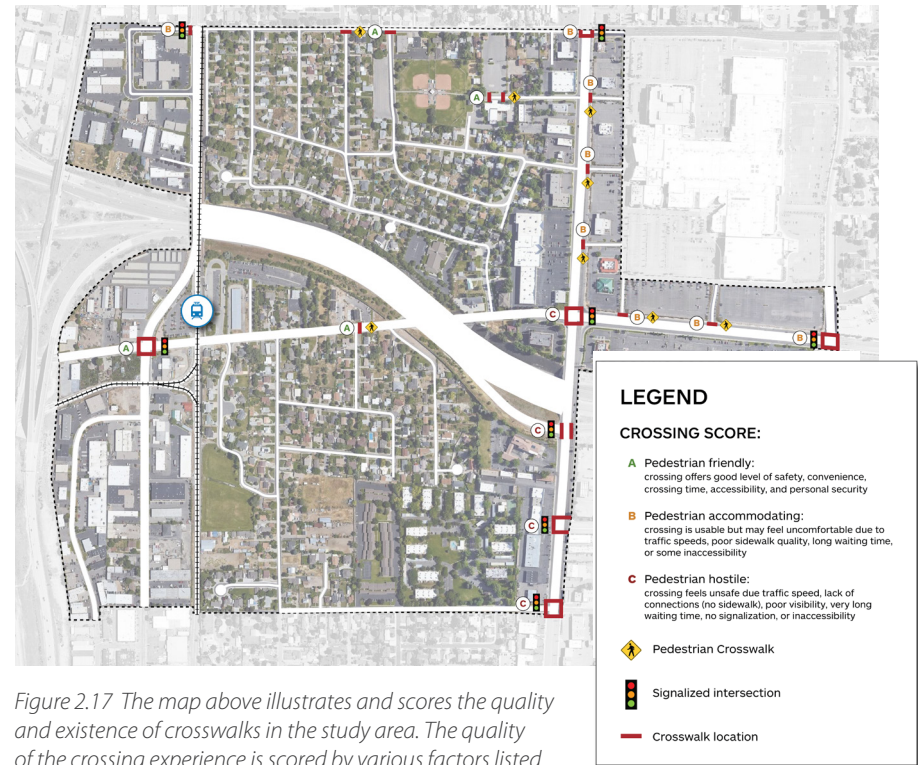


Figure 2.17 The map above illustrates and scores the quality and existence of crosswalks in the study area. The quality of the crossing experience is scored by various factors listed above.

2.10.2 MINOR STREETS

2.10.2.1 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.

2.10.2.2 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.



2.10.2.3 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.

2.10.2.4 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.

2.10.2.5 400 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.

2.10.2.6 790 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 70 West to State Street on both sides of the roadway. There are no sidewalks along 6790 South from 70 West to the western edge of the study area.

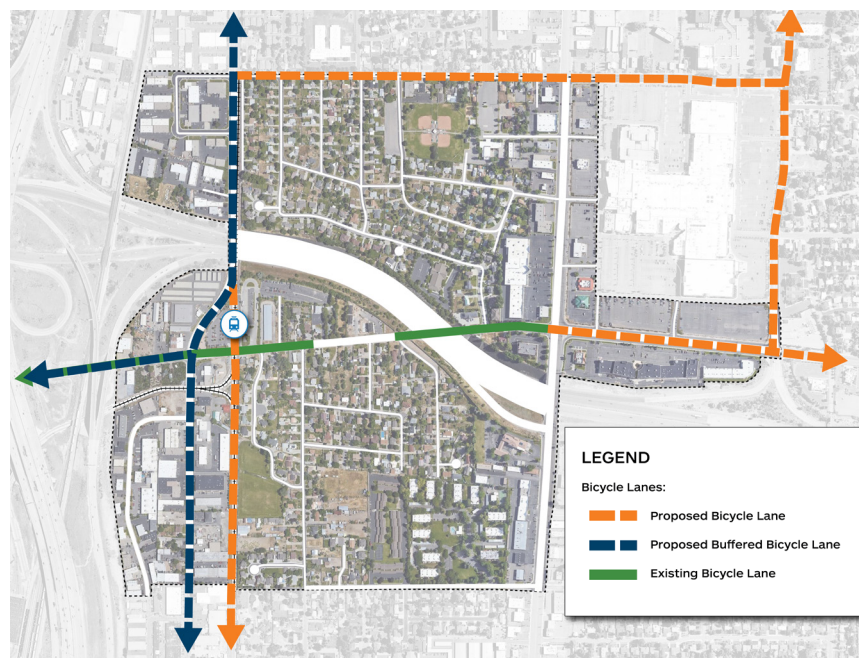


Figure 2.18 Map of existing and proposed bicycle connectivity in the study area.

2.10.4 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 or markings indicating this curbside transition between bike lane and parking lane. Sharrows resume along Winchester Street until bike lanes resume at Malstrom Lane. These dedicated bike lanes continue from Malstrom Lane to 100 feet east of Clay Park Drive, where sharrows resume to 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 due to high vehicular traffic counts.

2 EXISTING CONDITIONS

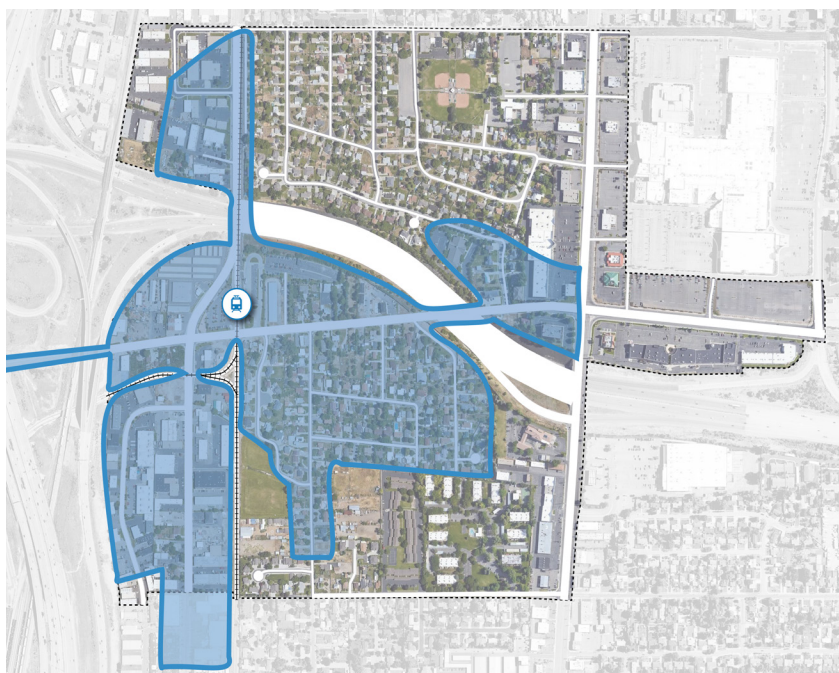


Figure 2.19 This 10 minute “walkshed” map illustrates the average distance covered by walking for 10 minutes from the center of the study area.

According to the UDOT numeric 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 Street with drivers often noting that they were unaware of the presence of bicycles. 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.

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 bicycle infrastructure improvements for the study area. The Murray General Plan also details current, future, and desired bicycle infrastructure. According to the Murray General Plan, citizens would like to bike more but do not feel safe to do so.

2.10.5 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.

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. 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.

According to the 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 and street trees on sidewalks).



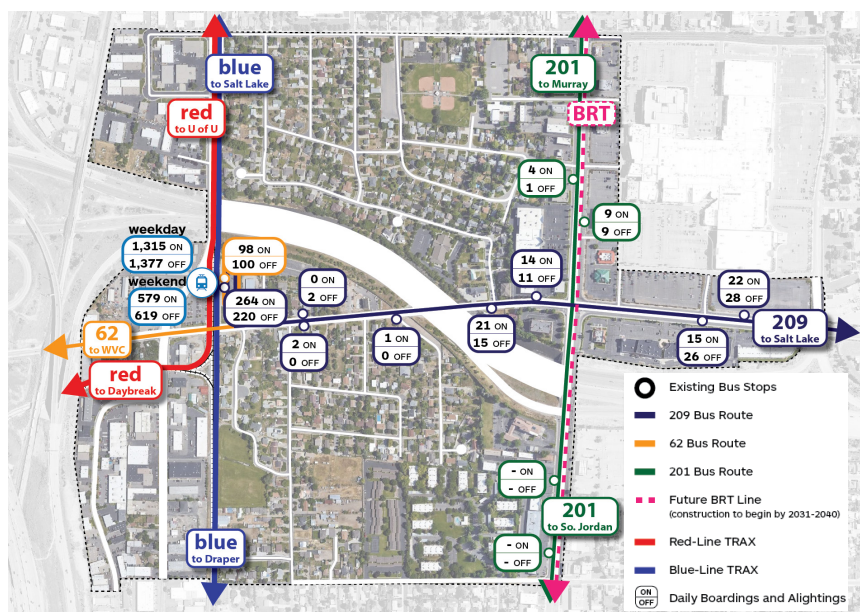


Figure 2.20 Map showing existing TRAX and bus service routes in the study area.

2.10.6 TRANSIT SERVICE

2.10.6.1 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-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.

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

2.10.6.2 PUBLIC TRANSIT

UTA Route 201 connects Murray Central Station to the South Jordan station, operating north-south on State Street in the study area and stopping adjacent to 6100 South, Creek Drive, 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 Route 62 bus connects the Oquirrh Shadows stop in South 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 only at 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 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 Street, Malstrom Lane, Clay Park Drive, 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 consist of signage only, with few shelters, benches, waste receptacles, or other improvements present.

2 EXISTING CONDITIONS

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

Figure 2.21 The table above 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.

2.10.7 LOCAL AND REGIONAL PLANNING CONTEXT

The Murray City General Plan emphasizes the City's desire to improve accessibility by walking, biking, and public transit in the corridor between I-15 and State Street to provide adequate infrastructure for existing and planned commercial development. The General Plan recommends the following 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. The reconstruction of the bridge over I-215 will include sidewalks and bike lanes.
- Encourage employers to offer incentives and alternatives to relieve peak period vehicular congestion.
- Adopt a complete streets policy applicable to 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.

2.10.8 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.



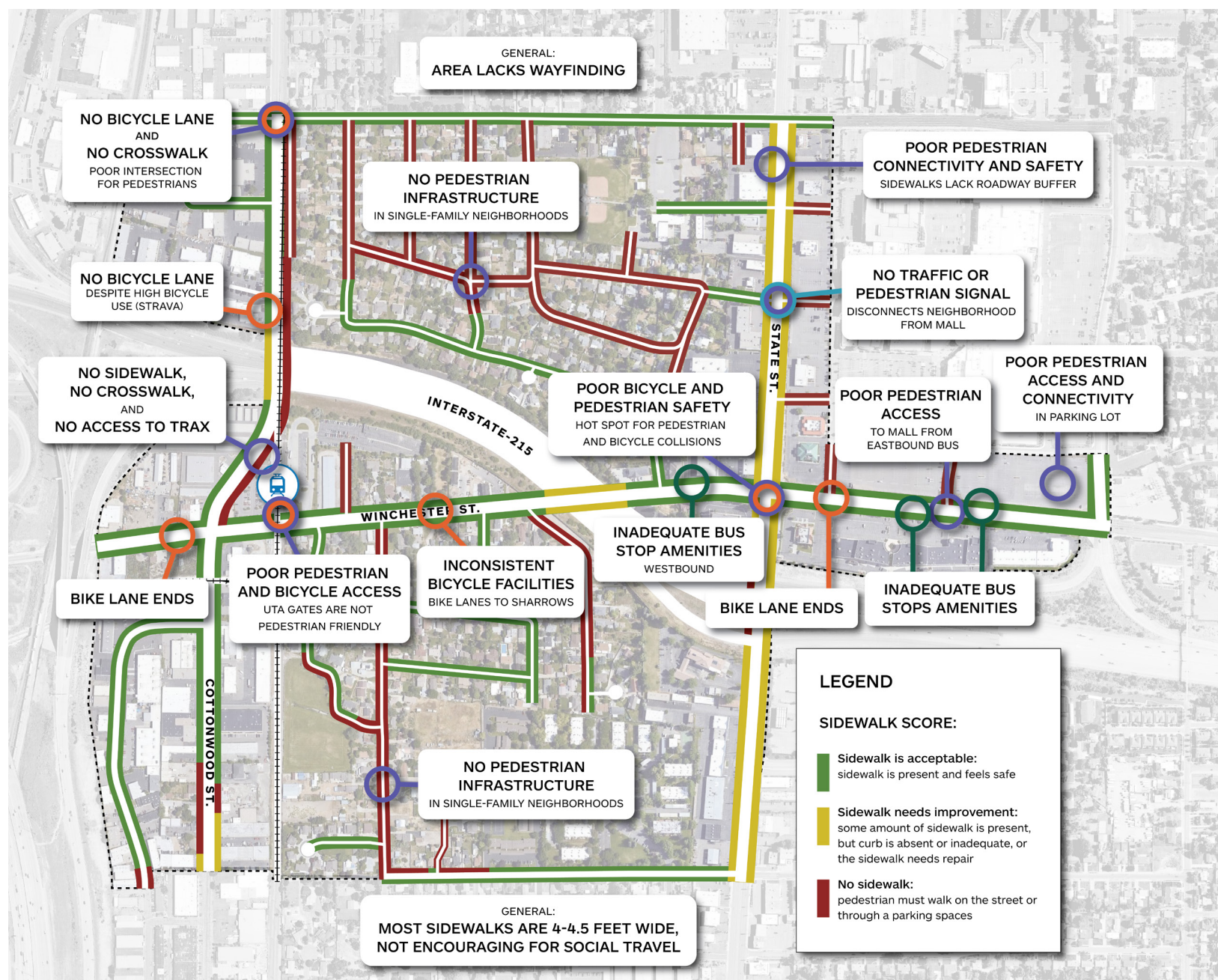


Figure 2.22 Walkability infrastructure scoring for the study area.



3 HOUSING



3.1 INTRODUCTION

Housing investment is a vital component to continued growth and vitality for any community. In recent years, interest in more urban and concentrated housing options have grown across the country, including Murray and the Salt Lake metro area. This interest is driven largely by a demand for housing options that fit changes in demographics, lifestyle, resource use, and budgets.

In order to promote growth and sustained development energy in the Fashion Place West neighborhood, focusing on more diversity of housing options is essential. Because of its location in the valley and proximity to transit, the neighborhood will soon face similar development pressures that are being experienced by other parts of Murray and other cities throughout the Wasatch Front. The small area



Figure 3.1 Housing choices near transit service and other transportation networks are a vital part of expanding economic development in the City and providing affordable household options.



- **15 MINUTES TO FASHION PLACE MALL**
- **15 MINUTES TO LIBERTY ELEMENTARY SCHOOL**



- **12 MINUTES TO SANDY**
- **23 MINUTES TO DOWNTOWN SALT LAKE CITY**
- **24 MINUTES TO DAYBREAK**
- **70 MINUTES TO PROVO**
- **90 MINUTES TO OGDEN**



- **40 MINUTES TO PARK CITY**
- **10 MINUTES TO BIG COTTONWOOD CANYON**
- **23 MINUTES TO SLC AIRPORT**

Figure 3.0 Ease of access to transportation networks and jobs centers from this area make it a prime location for expanding housing choices.

planning process is a proactive way for the City to define the way in which the study area expects to plan for future growth.

More housing brings more people to the neighborhood for more hours of the day than retail or office uses. This change and growth will support the nearby TRAX station by increasing the density around it, and with that, increase ridership, as well as support a greater variety of businesses, services, and other uses in the Fashion Place West area.

3 HOUSING

3.2 HOUSING DEMAND

3.2.1 POPULATION GROWTH

Over the last few years Utah housing inventory has not kept up with the rate of population growth both in single and multi-family dwellings. Overall (for sale and rental) vacancy rates in Salt Lake County are the lowest they have been in over a decade, at approximately 5.5 percent. Rental unit vacancy rates are a bit lower at 4.6 percent. Even though Utah has previously led the nation in homebuilding, constructing homes and apartments at a rate of nearly three times the national average, the state still faces a housing shortage. This lack of supply has led to increasing home prices and rental rates. The Salt Lake Chamber polled their members regarding their thoughts on affordable housing in the region, and almost 95 percent of survey respondents agreed that affordable housing is a major problem for Utah's continued economic growth.

With Utah's population expected to double by 2065, the demand for affordable housing will only increase. In order to accommodate the



Figure 3.2 Strong population growth in Salt Lake County will ensure increased demand for housing in more walkable and bikeable neighborhoods near employment centers.

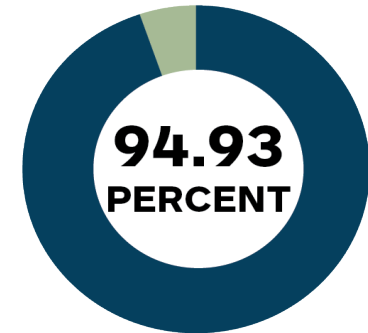
housing needs of both current and future residents, tools must be implemented that increase inventory, diversify options, and expand affordability. Planning for continued population growth is a primary challenge that the region faces in the short and long-term.

3.2.2 AFFORDABILITY

3.2.2.1 MODERATE INCOME HOUSING

Utah State Code Section 10-9a-403 states that each municipality is required to include a plan for moderate-income housing as part of their General Plan. This plan must facilitate a reasonable opportunity for individuals of moderate-income levels the option to live in the City. Moderate-income housing is defined by the Department of Housing and Urban Development (HUD) as, "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located."

This section uses the Salt Lake County Area Median Income (AMI) and average household size to determine moderate income thresholds for Murray City. This data will help the City and more specifically, the Fashion Place West study area to determine housing needs, and thus encourage and incentivize developers to build housing of different types and for differing income levels.



of survey respondents agree that affordable housing is a major problem for Utah's continued economic growth
(Source: The Salt Lake Chamber)

Figure 3.3 Survey responses regarding housing affordability.



3.2.2.2 COST-BURDENED HOUSEHOLDS

A household spending 30 percent or more of its gross income on total housing expenses—rent or mortgage, basic utilities, and property taxes—is considered cost burdened. A household spending 50 percent or more of its gross income on housing is considered to be severely cost burdened.

In the state of Utah, one in three households (~66,000) face a housing cost burden demanding at least 30 percent of monthly income, and one in eight households (~125,000) face a severe cost burden. In Salt Lake County, 24 percent of low income households (30-50 percent of AMI), and 75 percent of extremely low income households (less than

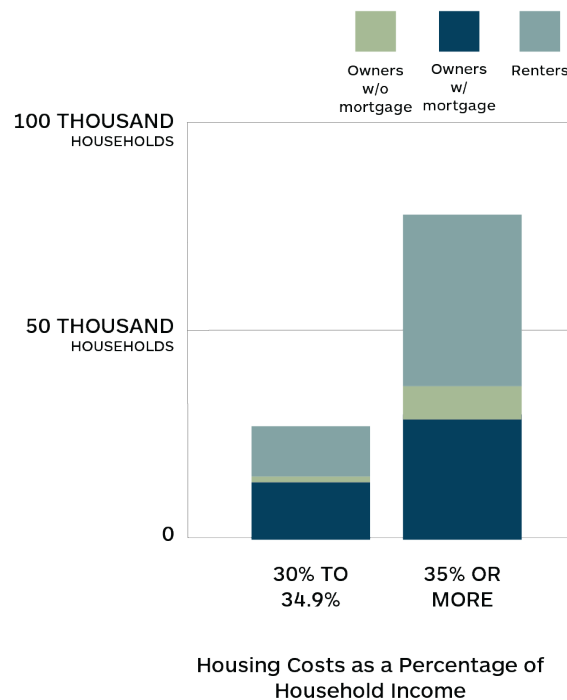


Figure 3.4 Renters in Salt Lake County make up the majority of cost-burdened households.

30 percent AMI), are severely cost burdened. These households are far more susceptible to changes in the economy or personal emergencies, either of which could result in dire financial consequences or even homelessness.

Providing support for the cost burdened households in Murray is needed to reduce the number of short-term residents and create more stable neighborhoods.

3.2.2.3 NEW MARKET-RATE HOUSING

There is a common misconception around the construction of new market-rate housing in lower income areas and how this development affects housing costs of more affordable housing options nearby. Market-rate housing is defined as any type of residential dwelling—whether the unit is to be owner or renter occupied—that is available at the prevailing market value for the area, and similar to comparable real estate transactions. Contrary to common concerns, new market-rate construction slows local rent increases rather than initiate or accelerate them. A recent study* performed by the Upjohn Institute shows that new market-rate buildings have the capacity to decrease nearby rents by 5-7 percent relative to locations slightly farther away or developed later, and can also increase in-migration from low income areas. The

*Asquith, Brian J., Evan Mast, and Davin Reed. 2019. "Supply Shock Versus Demand Shock: The Local Effects of New Housing in Low-Income Areas." Upjohn Institute Working Paper 19-316. Kalamazoo, MI: W.E. Upjohn Institute for Employment Research.



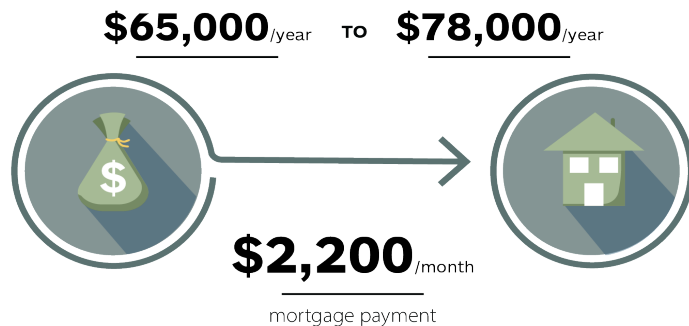
New construction lowers nearby rents by **5-7%**

Figure 3.5 Market-rate housing can increase supply and help keep rental prices in check.*



3 HOUSING

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



Source: UtahRealEstate.com | Ridge Home Loans

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

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

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

Murray City should adopt strategies that encourage housing



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

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

3.2.2.4 ENERGY PRICES

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



that families have options to reduce car usage. Such options may include walking, biking, public transit use, or shorter and fewer car trips.

3.3 HOUSING SUPPLY

3.3.1 LIFE CYCLE HOUSING

Murray City and the Fashion Place West neighborhood should be a place where residents can live in the City and in their neighborhood through any stage of life. The General Plan discusses life cycle housing throughout the document, with the goal to encourage diverse housing types that respond to housing needs, allowing individuals to stay in their communities as their housing needs evolve.

Life cycle housing involves reintroducing the model of providing a mix of housing types in a neighborhood. Typical suburban development tends to segregate people based on their income. By addressing all stages of life, ranging from young couples, the fixed-income student, to the aging grandparent, a wide variety of individuals and families live in proximity to each other, creating a more dynamic social environment,

Young couples may have children and become young families.

Housing Types Needed:

- Townhomes
- Single Family Homes

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

Housing Types Needed:

- Accessory Dwelling Unit
- Duplexes, etc.
- Apartment

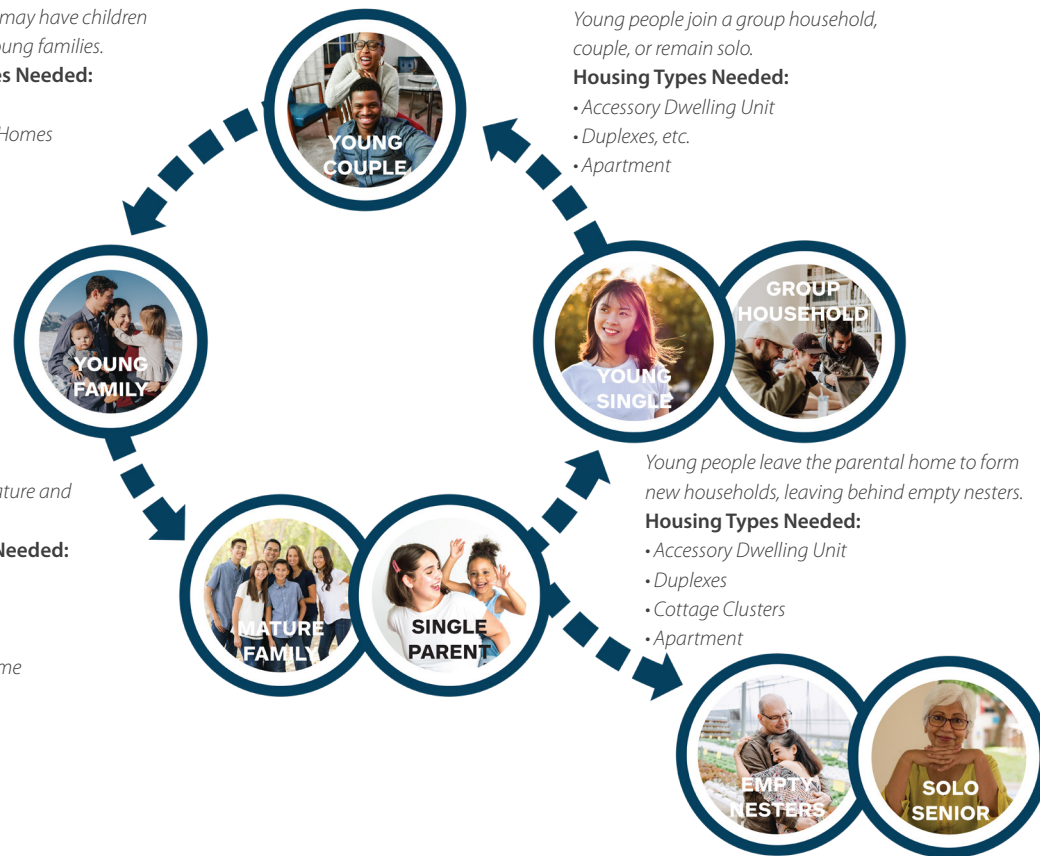


Figure 3.8 Life cycle housing is a strategy to ensure that all households have access to housing choice in their neighborhood throughout their lifetime.

and more choices for any household. A neighborhood that has housing options for all of these groups is less dependent on any one particular demographic group, and will see more social stability as individual households are able to stay within established social networks, despite changes in household needs.

Life cycle housing is a housing strategy that the City should continue to support and identify how the housing stock in the Fashion Place West area can be diversified beyond its current housing stock.



3 HOUSING

3.3.2 HOUSING OPTIONS

Neighborhoods centered around public transit and transit-oriented development (TOD) are intended to provide a wider range of choices in transportation, retail, and housing. Housing for people of all income levels is especially appropriate in these types of neighborhoods. Housing choices in transit-oriented developments allow a greater number of people from a wider range of backgrounds and affordability levels to access jobs without driving. Additionally, residents of lower income levels are more often transit-dependent than residents within middle-income brackets. Expanding housing styles, types, and providing housing near frequent and effective transit increases quality of life and access to employment opportunities and services. Increasing housing choices and development will help meet the changing residential demand and build a larger residential economic base.

3.3.2.1 PHYSICAL HOUSING TYPES

In order to respond to Murray's changing demographics and the



Figure 3.9 Housing supply of all kinds at all price points is lacking throughout the region.

housing needs of its diverse community, it is critical to begin to look within the City for real and responsive change that will encourage the market to develop the housing and infrastructure needed to accommodate our growing community. This goal focuses on the need to increase the diversity of housing types and opportunities in the City by seeking policy reforms that can enhance the flexibility of the land use code and create an efficient and predictable development process for community growth. Strategic policy decisions that integrate the transportation system, development related infrastructure, financial institutions, and data, as well as innovative design and construction methods, can break down social and economic segregation, thus building a City for everyone.

While the Fashion Place West study area is predominately built-out, there is ample opportunity for redevelopment and infill development of existing parcels that complement current development patterns. Context sensitive development can ensure the character of neighborhoods is protected and enhanced by new development. While the type and location of housing is largely driven by the market, land use regulations and City policies can help guide the development. The Fashion Place West study area has the capacity for infill development of appropriate types and locations, and can benefit from partnerships with local housing developers who are already active in creating urban, mixed-use, multifamily projects. The City and development community can work together to address changes in housing preferences and needs, and provide more housing choices for buyers and renters at all price levels to meet housing objectives.

3.2.2.2 FOR RENT AND FOR SALE HOUSING

A healthy housing stock requires a diverse inventory of for-sale and for-rent products. These products can and should take many different forms. Units designed and constructed to be rented and owned can



include single-family homes, condominiums, townhomes, apartments, as well as accessory dwelling units (ADUs). Residents require different styles of housing at different points in their lives. Within the Fashion Place West study area, for-sale single-family homes dominate the landscape. As mentioned previously, the area does include both an apartment and condominium development but other housing types do not exist. Diversifying the nature of the for-sale and rental market in the study area will further contribute to creating an affordable neighborhood and City.

3.4 TRANSPORTATION AND HOUSING

3.4.1 AFFORDABILITY AND TRANSIT

Increased public transit options and proximity to housing and job centers can have a great impact on the increase of affordable housing options. The Metropolitan Planning Council and Center for Housing Policy performed a study in 2010 that identified public



4-24%

HIGHER

median sales price of neighborhoods near public transit

Figure 3.10 Public transit can greatly increase home values.



1 in 4 homes, within proximity to public transit, does not own a personal vehicle

Figure 3.11

transportation as a key variable to the availability of affordable housing. In order to make housing cheaper, public transportation needs to be more accessible and less expensive, and a municipality's definition of affordable housing should include transportation costs.

Affordable housing that is more compact and closer to transit lowers housing costs. When compact, residential development is located near public transit hubs or work centers, it can decrease transportation costs and cut down on travel time for working individuals. Local policy makers, as well as those at the regional and state levels have the responsibility to adopt or amend current regulations to encourage the development of housing near transit centers.

3.4.2 HOME VALUES AND TRANSIT

According to a study performed by the National Association of Realtors (NAR), housing next to public transportation increases home values. These neighborhoods have median



Figure 3.12 Connectivity for bicycles offers an affordable mode of transportation and recreation to an area.



\$2,500-\$4,400

in average yearly transportation savings of households living near public transit

Figure 3.13



3 HOUSING

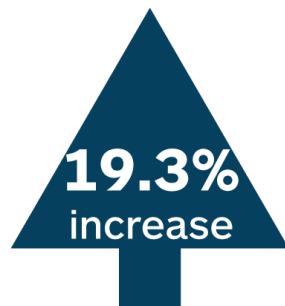


Figure 3.14 Walkable destinations are more attractive to visitors, businesses, and future residents.

sales prices 4-24 percent higher than those of neighborhoods farther away from public transit. Home price gains in these transit-oriented communities make sense because these areas typically are in high demand, where more businesses, restaurants, and opportunities tend to be located.

According to the same study by the NAR, homeowners also have flexibility when they live near public transit—1 in 4 homes were shown to not own a car. Additionally, average yearly transportation costs of households near transportation were between \$2,500

The Salt Lake Metro area saw a



in walkable areas over car-dependant areas from 2012-2019

Figure 3.15 Walkable neighborhoods are expanding faster than car-dependent neighborhood in Utah.

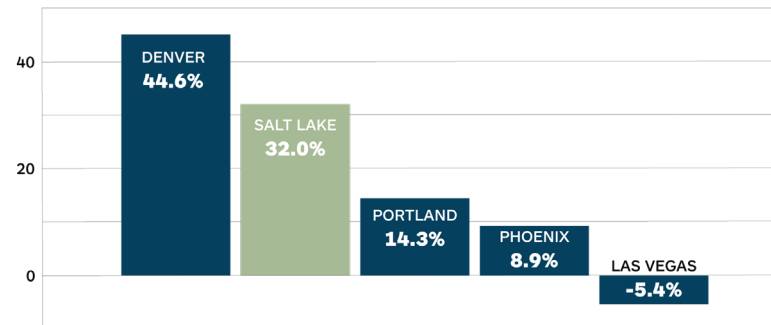


Figure 3.16 Walkability premium comparisons by major metropolitan area.

and \$4,400 less than those farther away. Living near transit services makes the most sense for anyone who needs easily accessible public transportation for daily work commuters, reducing driving costs and vehicle wear and tear.

3.4.3 WALKABILITY

A recent study completed by the real estate website Redfin, showed that in two-thirds of large metropolitan areas, walkable neighborhoods have higher home values than car dependent ones. Additionally, walkable neighborhoods appreciated faster than car-dependent ones in 44 of 51 large metro areas in the past seven years.

Houses with high levels of walkability (according to the website WalkScore) command a premium over otherwise similar homes in less walkable locations. Estimates are that a single additional point of WalkScore is worth \$3,500 in additional home value. As shown in the graph above, in Salt Lake County walkable home prices are 32 percent higher than car-dependent homes. Additionally, walkable homes have increased in price 19.3 percent faster than car-dependent homes.

The walkability premium is a clear market signal of the significant and



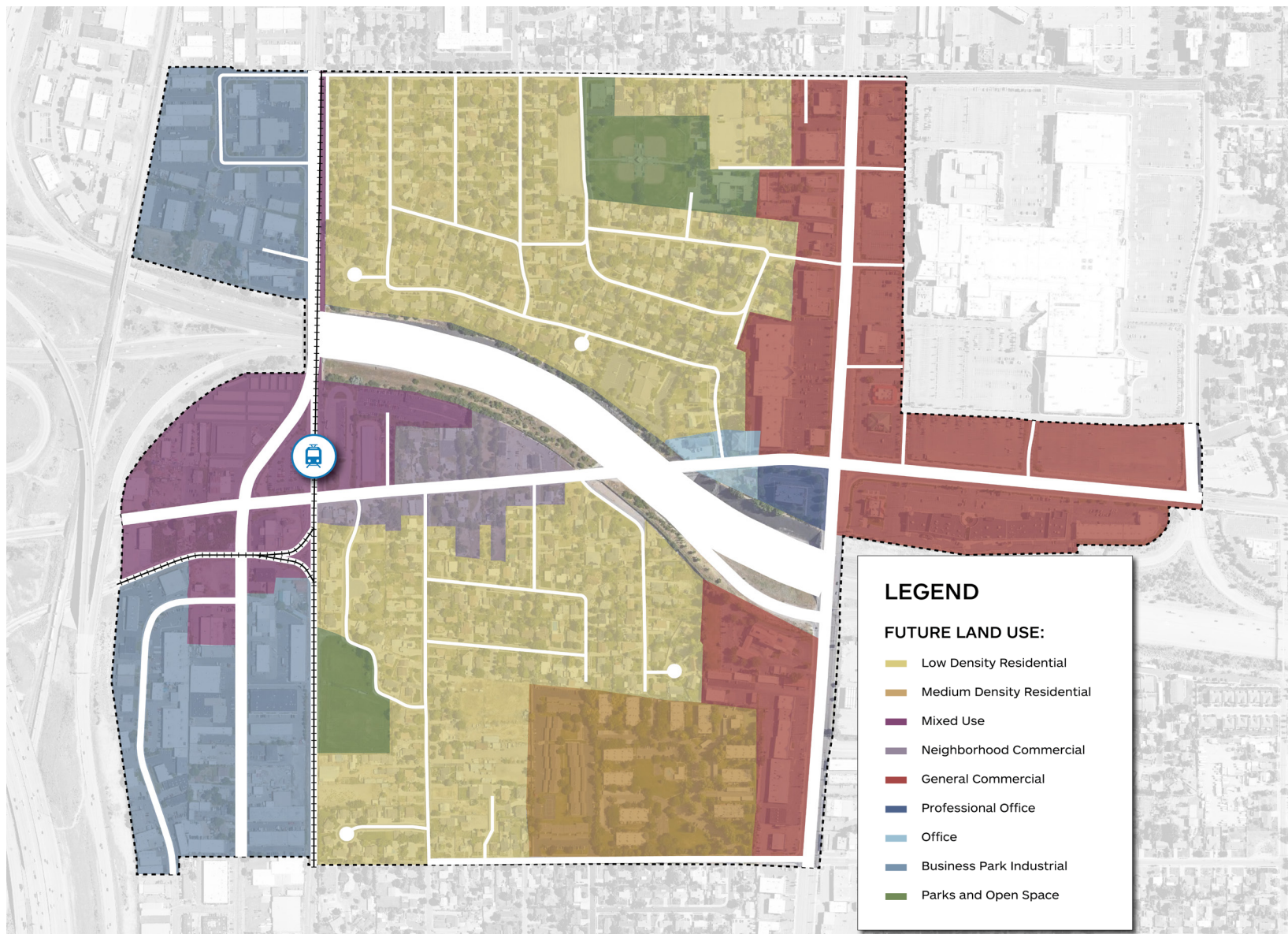


Figure 3.17 Murray City Future Land Use Map as determined by the 2017 General Plan.

growing value Americans attach to walkability. It is also an indication that we have a shortage of walkable urban centers to meet the demand of walkable urban-style places. We have not been building new walkable neighborhoods in large enough numbers to meet demand; nor have we been adding housing in the walkable neighborhoods we already have fast enough to house all those who would like to live in them.

3.4.4 15-MINUTE NEIGHBORHOODS

The “15-minute neighborhood” principle is aimed to make each neighborhood a place where residents can live as locally as possible. The concept stems from sustainable community planning work done in Melbourne, Australia by the Department of Environment, Land, Water and Planning in the state of Victoria.

A 15-minute neighborhood must be safe, accessible and well connected for pedestrians and cyclists in order to optimize active transportation. This neighborhood should offer open space, services and destinations, access to public transit, diverse housing options, and be able to facilitate thriving local economies. Neighborhood activity centers are fundamental to the “15-minute” principle and will provide residents with services and destinations.

More than anything, living as locally as possible cuts down on transportation costs, which has a positive effect on improving the affordability of housing in the neighborhood. This principle is important for the residents in Murray’s Fashion Place West neighborhood that may have limited resources for housing and transportation. A 15-minute neighborhood gives residents access to their daily needs within a 15-minute walk, cycle, or public transit trip to and from their place of residence. 15-minutes is considered a “walkable” distance for pedestrians to meet most of their needs, including employment, housing, parks, education, transit and other daily needs.

3.5 MURRAY POLICY

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

The existing housing stock in the Fashion Place West study area is aging. Most of the single-family homes were built in the 1960s with one smaller development built in the 1990s. There are also two multi-family developments within the study area. The South 67 Condos were built in the 1970s, and are an individually owned townhome style development.

The existing single-family residential homes along Winchester Street are not a complementary use, given the speed and frequency of traffic on the road. New residential construction should complement the area in massing, while offering a variety and differentiated housing types than what currently exists. 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.

3.5.1 2017 GENERAL PLAN AND HOUSING

The recommendations and strategies in the Housing section are built on the City’s goals from the 2017 Murray General Plan. The Future Land Use Map above gives a visual representation of the General Plan, which discusses the concept of preserving existing housing and expanding housing choice throughout the City. Due to the current housing shortage in the state, housing is a key issue to be addressed.



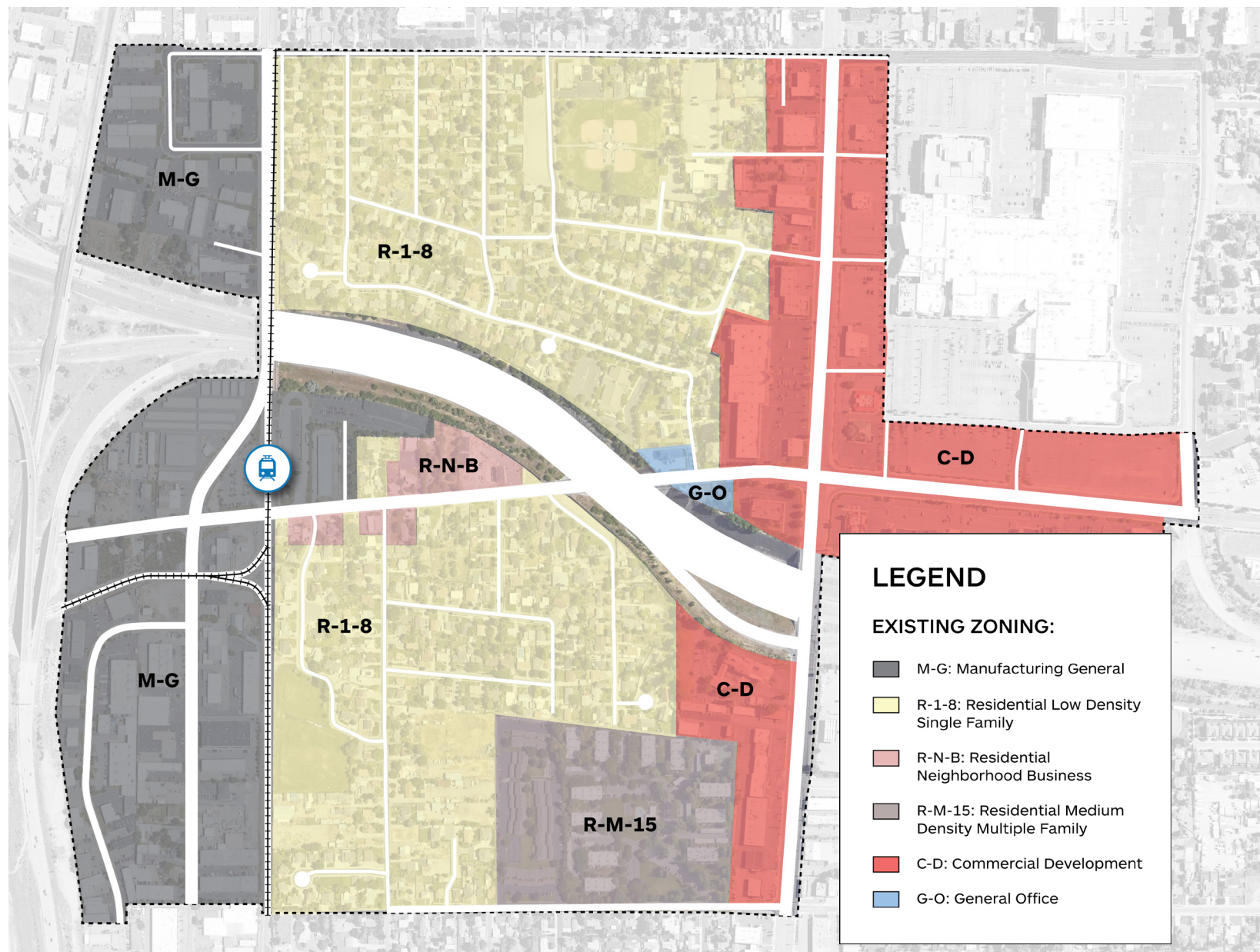


Figure 3.18 Map of existing zoning designations. Future zoning changes should be based on achieving the goals for the future of the Fashion Place West area.

3 HOUSING

3.5.1.1 KEY INITIATIVE #3

Initiative #3 in the General Plan is based around creating Livable and Vibrant Neighborhoods.

In order to create success around this General Plan Initiative, corresponding land use and zoning regulations must be amended in order to provide more opportunities for life cycle housing within residential areas. Life cycle housing can include many different types, but diversity in housing means providing a variety of housing types that are accessible to all income levels. Single-family homes, town homes, duplex and triplex units, apartments, and ADUs, (such as mother-in-law apartments) are examples of the many different housing styles that the neighborhood could utilize.

3.5.1.2 CHAPTER 5: LAND USE AND URBAN DESIGN

Chapter 5 of the General Plan describes general recommendations for future land uses and urban design. Objectives that support this goal as it relates to housing include providing a mix of housing options and residential zones to meet a diverse range of needs related to lifestyle and demographics, including age, household size, and income.

3.5.1.3 CHAPTER 8: NEIGHBORHOODS AND HOUSING

The Neighborhoods and Housing section of the General Plan prescribes various methods to plan for the future of Murray's residential neighborhoods. The goal of this section is to "provide a diversity of housing through a range of types and development patterns to expand the moderate-income housing options available to existing and future residents."

3.6 CURRENT ZONING

The zoning map, when it was adopted, predominately mirrored pre-existing land uses. The current zoning in the study area allows for residential but predominately very low density.

The R-1-8, R-M-15, and R-N-B zones are the only zones in the study area that allow residential development. The R-1-8 designation is applied to all single-family homes within the study area, both north and south of I-215.

The **Single-Family Residential (R-1-8)** adjacent to Winchester Street should transition to a zoning designation that is more conducive to the major arterial that is Winchester Street. Residential land uses that are appropriate for parcels along major thoroughfares include higher density residential and a mix of uses. The single-family housing stock in the study area fills a need in the housing market and should largely be left preserved with the existing zoning.

The **Multi-Family (R-M-15)** zoning designation includes the apartment complex as the condominium complex within the study area. The density and height should be increased for those parcels that are adjacent to the Commercial Development (C-D) zone. The parcels that are adjacent to single-family homes should increase in density but be required to be a lower height or density at the property line and step up to the maximum density as the buildings near the Commercial District zone.

The zoning in the study area does not allow a mix of uses. In a successful transit-oriented development, a mix of uses is encouraged. This mix usually is in reference to ground floor active commercial uses with residential units above. These residential units can be a for-sale or for-rent product and of varying sizes.



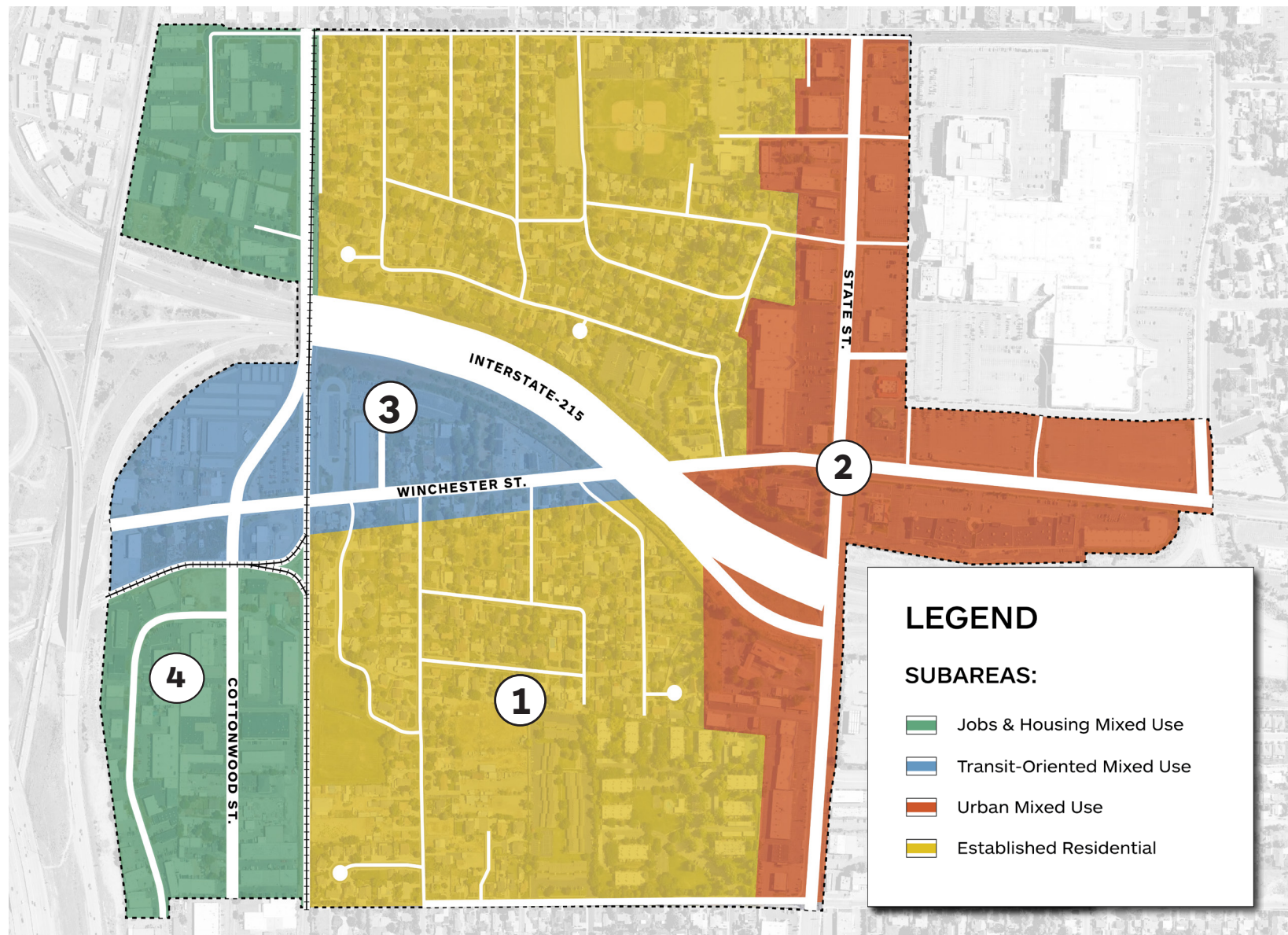


Figure 3.19 Map of sub-areas within the Fashion Place West study area. Residential use recommendations vary by sub-area.

3 HOUSING

The **Manufacturing (M-G)** designation is applied to a majority of the parcels that surround the TRAX station as well as the western portion of the study area along I-15.

This area has natural breaks from the single-family homes with the rail line, I-15, and I-215. Those facts make this an ideal location to transition to four to seven story residential towers in the future.

Residential uses around transit stations and adjacent to freeways should include much higher densities as they are not adjacent to single-family or lower density homes. The highest residential densities should be concentrated at points closest to the Fashion Place West TRAX station and the areas between the rail lines and I-15.

The **Commercial District (C-D)** zone is the eastern portion of the Fashion Place West study area. This zone includes Fashion Place Mall and the east and west sides of State Street within the study area. While the C-D zone has height allowances that are somewhat favorable for this area, residential is not currently allowed in this zone.

While the **Mixed-Use Development (M-U)** zone is not applied to parcels within the Fashion Place Study area, the M-U zone is versatile enough that it could be applied in and around the Fashion Place West Station area. Higher density uses including residential are encouraged, and single-family homes and duplexes are not permitted.

Text amendments are necessary in order to encourage and incentivize more housing in the area. Increased densities are necessary given the geographic location, housing demand in the region and throughout the state, and proximity to the TRAX station.

3.7 HOUSING SUMMARY AND RECOMMENDATIONS

In order for transit-oriented development to be successful, it is important for advocates to also be strong supporters of new housing development. The demand for walkable living across varying demographic groups is quite positive for most communities, particularly those that can provide good transit service and access to job centers and recreation, like the Fashion Place West neighborhood.

One of the key strategies of the The Wasatch Front Regional Council's (WFRC) Regional Transportation Plan (RTP) is to focus growth around multi-modal transportation neighborhood centers. These centers are created using community input and are reflective of the desires of the local population. These centers can become the focus of a strong market for moderately priced and life cycle housing for all income levels, as well as accessible jobs and services.

Unfortunately, many communities struggle to build more housing choices, often due to public misconception. Public and political resistance to increased residential densities often needed in order for projects to be viable, often prolong the development process several months, if not years, making a community far less attractive to developers.

With the current optimism and excitement apparent in Murray, it is vital that new housing growth be seen as a positive rather than a negative. The support of City officials is critical for the successful growth and development of context-sensitive housing. In addition, Murray's Fashion Place West neighborhood has a great deal of under-utilized land that could be converted to more productive and active uses, such as housing and mixed-use projects.



SUB-AREA 1: ESTABLISHED RESIDENTIAL

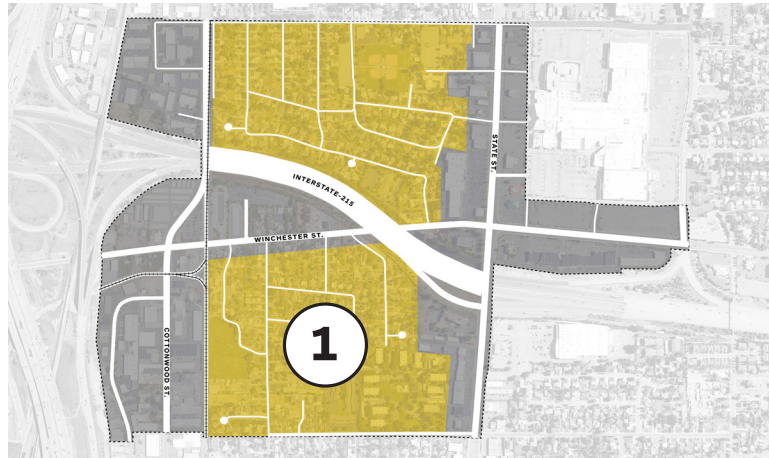


Figure 3.20 The single-unit neighborhoods within the Fashion Place West study area are well established and are an asset of great value to the City. These neighborhoods should be preserved, with the exception of infill development where underdeveloped parcels exist within the neighborhoods. Using development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

DUPLEX DEVELOPMENTS



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

ACCESSORY DWELLING UNITS (ADU)



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

SINGLE-FAMILY RESIDENTIAL



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



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SUB-AREA 2: URBAN MIXED-USE

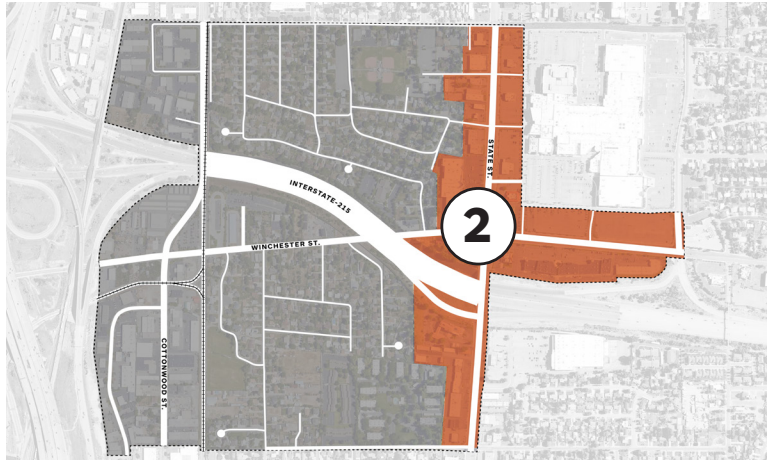


Figure 3.24 The area along State Street including Fashion Place Mall may densify over time. With State Street accommodating such a large volume of cars each day, as well as the proximity to both I-15 and I-215, there will be a great demand for this area to transition to a more urban style of development. 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. These types of developments could support the higher costs of taller construction methods.

2-4 STORY RESIDENTIAL WITH MIXED-USE



Figure 3.26 Middle density residential with a mix of ground floor uses are appropriate in this sub-area, due to the current land uses and densities, as well as nearby public transit.

HIGH DENSITY RESIDENTIAL WITH GROUND FLOOR MIXED-USE



Figure 3.25 Given the urban and commercial nature of the Street corridor, higher density residential uses are appropriate. The most dense projects should be located along main thoroughfares such as State Street and 6800 South.

4-6 STORY MULTI-FAMILY RESIDENTIAL

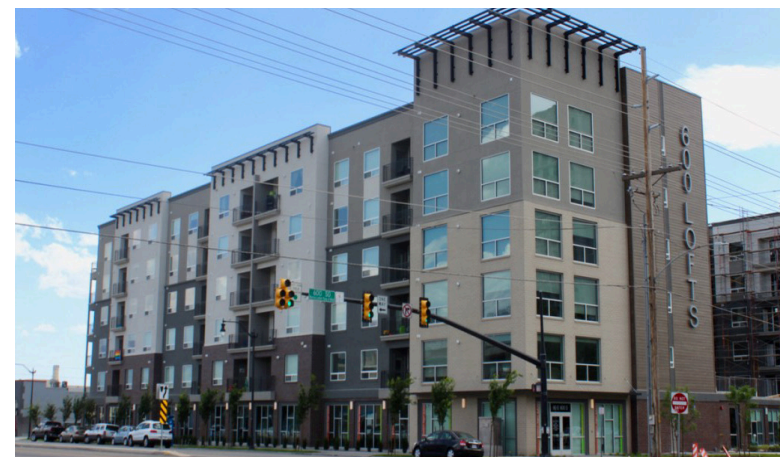


Figure 3.27 Four to six story residential development is recommended in the Urban Mixed-Use sub-area where buildings are not adjacent to major thoroughfares or single-family residential.



SUB-AREA 3: TRANSIT-ORIENTED MIXED-USE

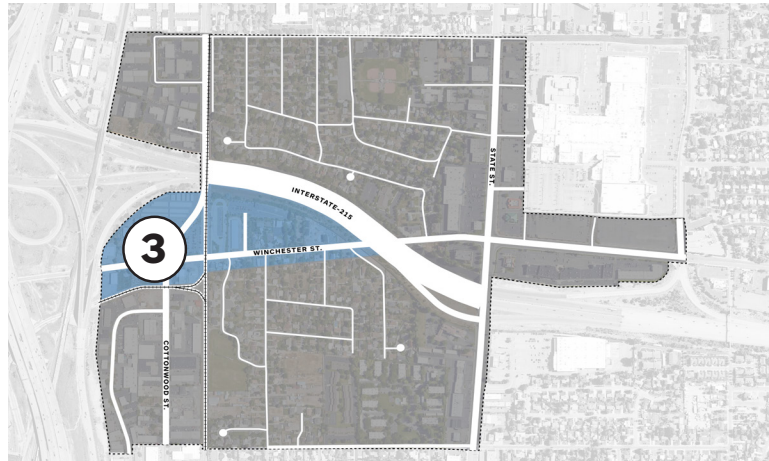


Figure 3.28 Over time the area adjacent to the TRAX station will become even more valuable given its proximity to transit service. New development will be more dense than current land uses and will be primarily residential uses and commercial uses including service related uses, restaurants, as well as other types of uses that support and are supported by the proximity to the TRAX station.

2-4 STORY RESIDENTIAL WITH MIXED-USE



Figure 3.30 Middle density residential with a mix of ground floor uses are appropriate in this sub-area, due to the current land uses and densities, as well as nearby public transit.

ROW HOMES



Figure 3.29 Row homes are a more dense housing type than town homes. Row homes are an appropriate housing type in sections of the sub-area where parcel sizes are smaller and do not allow for development as dense as multi-story multi-family residential.

TOWN HOMES



Figure 3.31 The TRAX station area is immediately adjacent to single-family homes in some areas, and adjacent to freeways, rail lines, and industrial in others. Town homes are an appropriate housing type that can be co-located near single-family homes in this sub-area.



3 HOUSING

SUB-AREA 4: JOBS AND HOUSING MIXED-USE

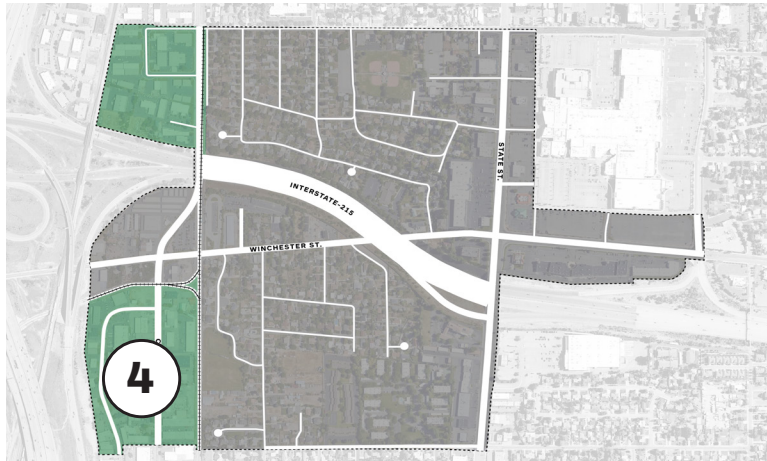


Figure 3.32 In the long term, as the valley increases in population, this area will increase in value and eventually transition from its current land uses to a densified jobs center that incorporates residential components.

OFFICE MIXED-USE DEVELOPMENT



Figure 3.33 With great proximity to transportation networks and other job centers, this area may transition to more office and mixed-use type developments.

2-4 STORY RESIDENTIAL WITH MIXED-USE



Figure 3.34 Middle density residential with a mix of ground floor uses are appropriate in this sub-area, due to the current land uses and densities, as well as nearby public transit.

4+ MIXED-USE DEVELOPMENT



Figure 3.35 As part of the job and housing mixed-use sub-area, condominium developments are an appropriate housing type. Condos provide a for-sale option to home buyers while providing more housing near transit service.



3.8 HOUSING IMPLEMENTATION STRATEGY

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

3.8.1 HOUSING PRIORITIES

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

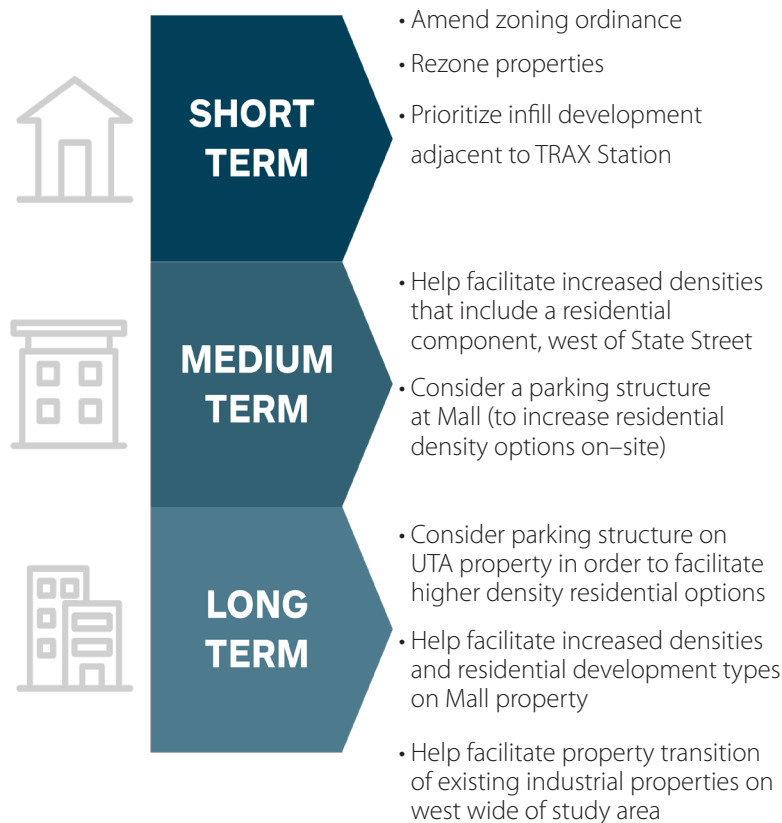
1. Offer services and amenities near housing.
2. Provide housing for all stages of life.
3. Create a walkable neighborhood.
4. Increase residential allowable densities for development along and adjacent to the Fashion Place West TRAX station, I-15, and State Street, by increasing parking densities using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

3.8.2 POLICY UPDATES AND LAND USE AMENDMENTS

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

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

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



4 CONNECTIVITY



4.1 INTRODUCTION

The study area is home to the Fashion Place West TRAX station, a major transit hub located over half a mile from Fashion Place Mall. Transporting people, especially to and from the TRAX station to the mall, is key to the area's continued economic vitality. While motorized vehicular infrastructure is well-established, pedestrian, bicycle, and transit infrastructure are not consistent through the area, and safety features could be added.

4.2 PREVIOUS PLANNING EFFORTS

4.2.1 2008 LIFE ON STATE

In 2008, the Life on State project established a shared vision for the future of the valley's 17-mile-long central corridor, State Street. The project was a collaborative effort between all six cities along State Street, Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Salt Lake County (SLCo), Salt Lake Chamber, Murray Chamber of Commerce, and the Downtown Alliance.

The vision for State Street was built on broad involvement with residents and stakeholders, and was detailed in the document. The belief was that this collaborative effort would create a safe environment for private investment consistent with the vision. The concept was that moving in a new direction was not as risky a proposition if it is backed by a strong, enduring commitment from the partnership.

4.2.2 MURRAY CITY GENERAL PLAN

The Murray City General Plan emphasizes the City's desire to improve accessibility for pedestrians, bicyclists, and public transit riders in the corridor between I-15 and State Street to provide adequate infrastructure for existing and planned commercial development.



Figure 4.0 Walkable and human scale nodes create a more inviting place.

4.3 BEST PRACTICES

4.3.1 CONNECTIVITY

Establishing better connections and improving the street grid between commercial areas, public transit, and surrounding neighborhoods begins by identifying locations, such as Fashion Place Mall, where the established street grid is not maintained, and establishing a plan to extend the grid when new development or redevelopment occurs. This will increase connectivity and diminish the island effect that is commonly created by these types of commercial land uses.

Designing and planning to implement more human-scale building design standards and improved streetscapes will help to guarantee that future development follows the grid with street design, building massing, and connectivity.

4.3.2 WALKABILITY

The experience of an individual on foot in an urban place can have lasting impacts on how a person feels about their community. Walkability is influenced by many factors, many of which are the degree to which human-scale design concepts are addressed. Slowing auto



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traffic, encouraging ground-floor activation of buildings, improving streetscapes, incorporating public art elements, and shortening distances between destinations can create more walkable places. According to Foot Traffic Ahead, published in 2019 by the George Washington University School of Business and Smart Growth America, retail space in well connected walkable commercial areas can rent for 121 percent (over two times) over drivable suburban commercial space.

Walkable places are increasingly valued by potential residents, visitors, business owners, developers, and property owners. Findings in a recent report show that walkable urban places are also extremely economically beneficial to the local municipalities in which they reside, with properties in these areas also highly valued. Walkable urban office space has a 105 percent rent per square foot over drivable suburban space.

4.3.3 PLANNING FOR FUTURE TRAFFIC

With projected growth and development in and around the study area, traffic is likely to increase. The following measures offer a variety of ways to mitigate traffic and plan for future growth.

4.3.4 TRAFFIC ANALYSIS AND MITIGATION

Personal vehicles are a primary mode of transportation in Murray, leading to congestion on certain roadway segments during peak hours. Signals throughout the study area should be optimized and synchronized as an inexpensive and quick way to mitigate congestion. If signal timing adjustments do not alleviate the congestion—turn bays might need to be added or lengthened. Adding lanes should be a last resort in alleviating traffic congestion as implementation is expensive, occupies valuable right-of-way, increases the number of conflicts, and increases crossing distances for pedestrians and bicyclists.

The oncoming development around Winchester Street and 700 West



Figure 4.1 Successful connectivity includes consideration of active transportation.

will increase traffic along Winchester, likely impacting the study area. The intersection should be properly adjusted using the above techniques to ensure a satisfactory level of service. Additionally, the signal at Winchester Street and Cottonwood Street should be synchronized with the signal at Winchester Street and 700 West to prevent backups and delay. As of 2016, Winchester Street had 11,000 annual average daily traffic (AADT) of its 16,000 AADT capacity. Winchester still has 5,000 AADT capacity to absorb additional traffic from new development.

4.3.5 LEVEL OF SERVICE AS A MEASURE

Level of Service (LOS) has been the standard method to evaluate the operational efficiency of an intersection for vehicles and for determining vehicular impact from developments. LOS is a calculation of delay per vehicle at a given intersection, ranging from A (least amount of delay) to F (worst amount of delay). It is not until recently that communities have begun to revise their measures of intersection quality and development



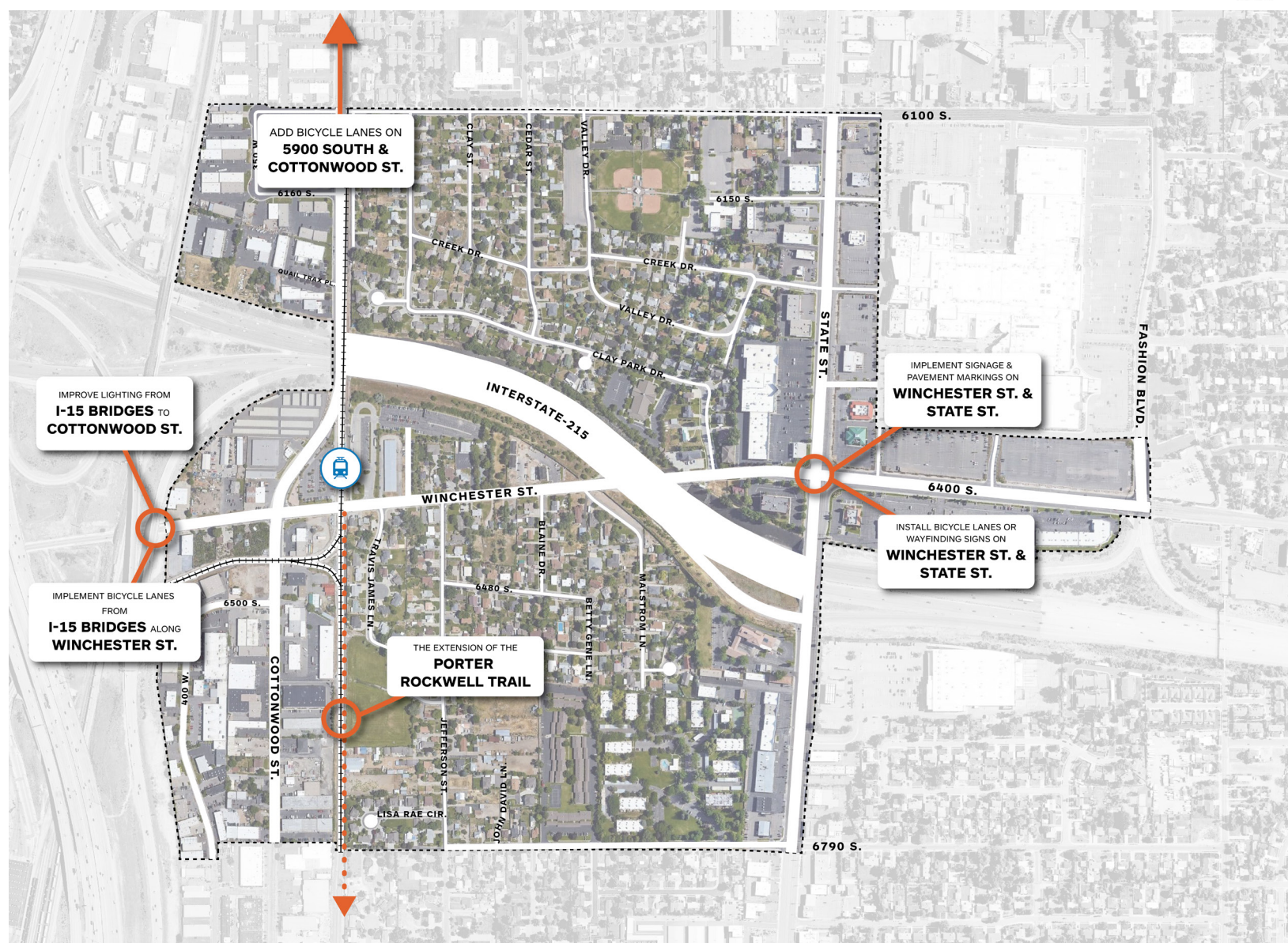


Figure 4.2 The Fashion Place West neighborhood lacks adequate bicycle infrastructure. The map above shows suggested future improvements that would increase overall bicycle connectivity within the area and to the rest of the neighborhood

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impact. The state of California adopted Vehicle–Miles Traveled (VMT), a method that measures the total distance traveled by individual roadway users along a corridor or in a network, as the new method for roadway flow evaluation, replacing LOS under SB-743. This new method analyzes traffic along with land use to reduce necessary trips and accounts for all users of a roadway network whereas LOS only analyzes the flow of motorized vehicles through an intersection. VMT was prioritized over LOS in California to report on the efficiency of a roadway network as well as describe the environmental effects associated with fuel consumption, emissions, and public health.

VMT is calculated by the Institute of Transportation Engineers (ITE) Trip Generation rate multiplied by the individual trip length. The further users are required to travel, the higher the VMT. Similarly, as the number of users required to travel increases, the VMT increases as well. Different land use scenarios affect VMT— integrating daily services within residential areas lowers the distance required to travel, thus lowering the VMT.

VMT projections are already included in the Wasatch Front Regional Council (WFRC) travel demand model and should be used when planning for future growth. This can be analyzed by an individual project (i.e., the trips to and from a new grocery store) or by the impact of an individual project on a network (i.e., the trips to and from a new grocery store would reduce VMT to and from existing grocery stores, thus decreasing the VMT for the greater area). While VMT does not have specific thresholds as LOS does, generally a reduction in overall network VMT is considered successful.

In addition to utilizing VMT as a metric, accepting a lower LOS (i.e. LOS E or F) is becoming more popular in the more urbanized areas throughout the western United States. The Sugar House neighborhood in Salt Lake City is a local example where priority has been given to all other modes



Figure 4.3 Traffic congestion along Winchester Street is a major community concern as expressed in a recent survey of residents in the area.

of transportation before motorized vehicles. This has helped keep the right-of-way at a manageable size for all modes of transportation and also encouraged more economic growth. This same approach can be taken throughout the Fashion Place study area, particularly along State Street, Winchester Street, and Cottonwood Street as they provide direct connections to major attractions and residential neighborhoods in the study area. Prioritizing VMT over LOS will encourage a more multi-modal and mixed-use environment, therefore reducing pollution and noise, making the area more enjoyable for both residents and roadway users. The entire study area itself has the potential to become a destination, rather than solely the pockets around popular attractions.

Recommendations for the Fashion Place West study area include considering VMT in evaluating the efficiency of traffic flow with the understanding that a low-ranking LOS at certain intersections might in fact promote other modes of transportation and move more vehicles through a corridor.



4.3.6 INDUCED DEMAND

Induced demand is the additional travel associated with a lower cost or lower time necessary to make a trip. These extra trips often occur due to the widening of an already congested roadway as additional lanes initially reduce travel time and fuel costs. However, the corridor soon reaches its capacity in a matter of years, as shown by a study done by Fehr & Peers in conjunction with Caltrans, U.C. Davis, and the California Governor's Office of Planning and Research. Induced demand also applies to the installation of walkways and bike lanes. Creating a safe space for these vulnerable users encourages an increase in non-motorized traffic. Induced demand explains both the idea that more lanes mean more traffic, and the notion that building infrastructure for alternative modes encourages people to use those modes. Overall, induced demand is the concept that proper infrastructure brings more users than existing conditions.

Implementation recommendations include safe pedestrian and bicycle infrastructure to encourage an increase in non-motorized users to reduce the amount of vehicular traffic on area roadways. Connections to the Fashion Place West TRAX station are particularly important as the station is a hub for pedestrians and cyclists. Implementing bike lanes and wide sidewalks along Winchester Street and Cottonwood Street would provide safe access for cyclists and pedestrians to the area's neighborhoods and to Fashion Place Mall. A crosswalk on Cottonwood Street at the northern side of the TRAX station would provide convenient pedestrian access to jobs and homes on the northern side of I-215. Providing safe and convenient infrastructure to non-motorized users, particularly at this transit hub, offers a competitive alternative to driving a car. This will in turn induce a higher use of active transportation modes which activates spaces and increases the vibrancy of the area. Adding more lanes to roadways in the study area should be avoided where possible as this will encourage more vehicles on these already high-volume roadways.



Figure 4.4 15-minute neighborhoods provide all necessary services and conveniences within a 15-minute walk from home.

4.3.7 15-MINUTE NEIGHBORHOODS

The concept of the 15-minute neighborhood entails mixing land uses and optimizing transportation networks so that daily needs—from work, to shopping, to recreation—are within 15 minutes of the home by foot or by bike.

Proper transportation infrastructure increases the reach of this 15-minute neighborhood. Implementing pedestrian and bicycle infrastructure in and around key destinations such as grocery stores, office centers, and parks is an effective way to achieve this concept. Pedestrian and bicycle infrastructure should not only be installed wherever possible, but also designed as a fluid connection from one destination to another. Increasing the number of daily trips that can be

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made without a car will in turn reduce roadway congestion.

Implementing the 15-minute neighborhood concept in the Fashion Place West neighborhood would improve public health and well-being, create more diversity in access to services, and better place-based design.

More than anything, living as locally as possible cuts down on transportation costs, which has a positive effect on improving the affordability of housing in the neighborhood. This principle is important for the residents in Murray's Fashion Place West neighborhood who may have limited resources for housing and transportation.

The Fashion Place West study area is well-suited for a 15-minute neighborhood. Fashion Place Mall is a central service hub, providing several daily needs in a single location. Furthermore, the Fashion Place West TRAX station provides access to other major urban nodes in the Salt Lake City metropolitan area.

Implementing safe and consistent infrastructure—wide, well-lit buffered sidewalks, well-maintained crosswalks, and dedicated bike lanes—will greatly increase non-motorized access to daily services.

To complete the 15-minute neighborhood concept, first and last mile connections will require similar bicycle and pedestrian infrastructure. Sidewalks and bike lanes should be improved within Fashion Place Mall parking lot, connecting users from the street to the mall doors. Likewise, residential areas should feature trails and bikeways to connect users directly to their home.

This concept aligns with many of the Fashion Place West Small Area Plan's stated goals for improved transit and active transportation use, improving connectivity and improving overall neighborhood quality.

4.3.8 ACCESS TO OPPORTUNITIES (ATO)

Access to Opportunities (ATO), is a way to measure how well people can connect to basic needs and amenities including jobs, schools, grocery, retail, parks, community centers, and entertainment. On a broad scale, ATO metrics quantify how well current and future transportation networks and infrastructure coordinate with land uses in order to assist local economies and communities to thrive.

Increased accessibility can have significant impacts on overall community livability while improving residents' connections to the services necessary to promote upward mobility such as education, employment, healthcare, social services, and other basic amenities. ATO could also serve as a guide for Murray City to pursue the best possible transportation planning and land use decisions in support of community choice and economic vitality.

4.3.8.1 UNDERSTANDING NEEDS OF VULNERABLE COMMUNITIES THROUGH ATO

The Federal Highway Administration (FHWA) defines under-served individuals as those that are low Income, a minority, elderly, a child, have limited English proficiency, or those with disabilities. Vulnerable Communities are those census block groups where any of the following conditions is met:

- Greater than 25 percent lower income populations are highlighted, as a lack of access to reliable and efficient transportation can be a major barrier to economic mobility
- Greater than 40 percent minority populations are included in this definition, as many land use and transportation investments in the U.S. have, historically, adversely impacted racial and ethnic groups. WFRM strives to prevent future projects from having a similar disproportionate impact



- Greater than 10 percent zero-car households are included, as these are populations which include those with disabilities, depend more on transit, paratransit, walking, and bicycling to reach employment and other destinations

ATO can help communities understand the separation of residents from employment opportunities and other basic needs, at a neighborhood level. This is especially crucial for under-served populations that would benefit most from alternative modes of transportation to access daily services.

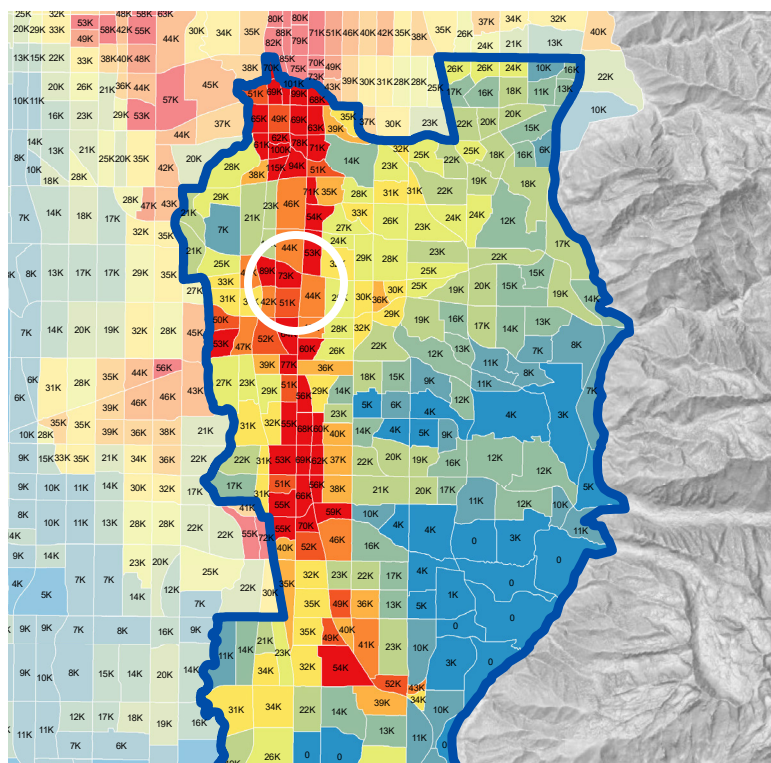


Figure 4.5 Household Access to Jobs: Transit For each traffic analysis zone (TAZ), colors indicate household accessibility to jobs, within a typical transit commute, relative to the average score for the highlighted area. The labels indicate the number of jobs accessible to each TAZ's households within a typical transit commute. (84K = 84,000 jobs) More info: <https://bit.ly/2QRt9gO>

4.3.8.2 STRATEGIES FOR INCREASING ACCESS

An Access to Opportunities measure can facilitate decision-making for and beyond transportation planning, in supporting upward socioeconomic mobility. Cities and developers can improve access to opportunity in a myriad of ways by mixing uses and clustering growth near high speed and high frequency transit.

Land use solutions that improve Access to Opportunities include:

- Growth centers near high-capacity transportation,
- Higher density development between 2-6 stories depending on location,
- Intermixing homes and jobs, and
- Street design that encourages local investment along the street.

Transportation solutions that can improve Access to Opportunities include:

- Reduced congestion,
- A more connected street network,
- Increased transit frequency and coverage,
- Bicycle and pedestrian connections, and
- Higher travel speeds on key commuter (non-neighborhood) routes.



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4.3.9 WAYFINDING

Wayfinding can be a low-cost high-impact tool to increase mobility and promote commercial retail throughout the study area. Including informational signage at popular area destinations that direct pedestrians and bicyclists towards appropriate facilities will improve the convenience and safety of all roadway users.

The TRAX station should feature signs indicating the direction and distance of key areas such as Fashion Place Mall, Clark Cushion Senior Recreation Center, and Grant Park. Likewise, the mall should display informational signs at entrances and exits to direct shoppers and workers to the various transportation options available: parking areas, bicycle infrastructure, walkways, micromobility parking locations, bus stops, and preferred route to the TRAX station.

Furthermore, signage should be implemented along these alternative mode routes to reaffirm the route and encourage economic travel towards the commercial retail centers throughout the study area.

Winchester Street is in particular need of wayfinding as it directly connects the TRAX Station with Fashion Place Mall. Signs should be located at the exits of both the station and the mall to guide users.

Wayfinding signs should also be placed at the intersection of State Street and Winchester Street where cyclists must begin to turn into the mall property. Directing cyclists to the most robust bike infrastructure network can increase comfort and confidence of users.

Other locations that would benefit from wayfinding include Liberty Elementary School, Grant Park, Jefferson Park, as well as the future Porter Rockwell Trail extension.

4.4 STREETS AND BLOCKS

4.4.1 FREEWAY INFRASTRUCTURE

There are two freeway overpass bridges in the study area, one on Winchester Street and one on Cottonwood Street. Both bridges are in need of active transportation improvements due to narrow and cluttered sidewalks. The Cottonwood Street bridge has limited space due to the TRAX rails and only features a sidewalk on the west side of the bridge. This sidewalk is narrow (4 feet wide) and does not connect with the sidewalk on the north side of the bridge. While the Winchester Street bridge features sidewalks on both sides of the roadway, these sidewalks are also narrow (4 feet wide), covered with garbage, are in close proximity to traffic, and only separated by a chain-link fence from the freeway traffic below. It is an uncomfortable experience for the pedestrian and bicyclists. Recommendations include removing the two-way left-turn lane to make space for a wider sidewalk with a buffer when the bridge undergoes repair.

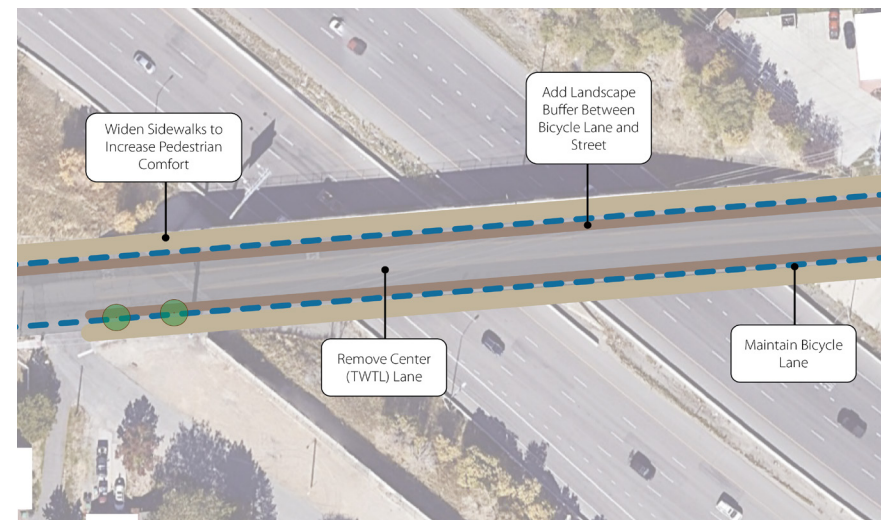


Figure 4.6 Future streetscape improvements along the Winchester Bridge would enhance the pedestrian experience and encourage use of more active transportation methods.



A second innovative option is to reconstruct the Winchester Street bridge with a wider structure to provide space for small shops to be located along the roadway. This would be a first-of-its-kind feature for Murray City and the State of Utah as the nation's first multi-use freeway overpass. A mixed-use environment would also create a lower-stress route for pedestrians to include a buffer between the below freeway vehicles and the vehicles on Winchester Street. This type of project would require heavy involvement from and coordination with UDOT.

4.4.2 INTERSECTION IMPROVEMENTS

The intersection of State Street and Creek Drive had 14 collisions from 2017-2019, 11 of which were making left-turn movements, primarily from State Street northbound onto Creek Drive and from the mall entrance westbound onto State Street. This intersection is located roughly 900 feet from the intersections at 6100 South and 6400 South, well under the threshold of the required 2,640 feet for UDOT signal spacing for this roadway. Restricting left-turn movements from either or both roadways would reduce the number of potential conflicts, increasing safety for the intersection.

The intersection of Winchester Street and 700 West is surrounded by developing property and will experience a growth in traffic volumes in the coming years. This growth will likely cause an increase in traffic towards local destinations such as the TRAX station and Fashion Place Mall, both of which are located along Winchester Street, likely causing an increase in traffic along the corridor.



Figure 4.7 The intersection of State Street and Winchester Street currently lacks a safe bicycle experience. Future improvement recommendations include better bicycle lane signage as well as sidewalk improvements.

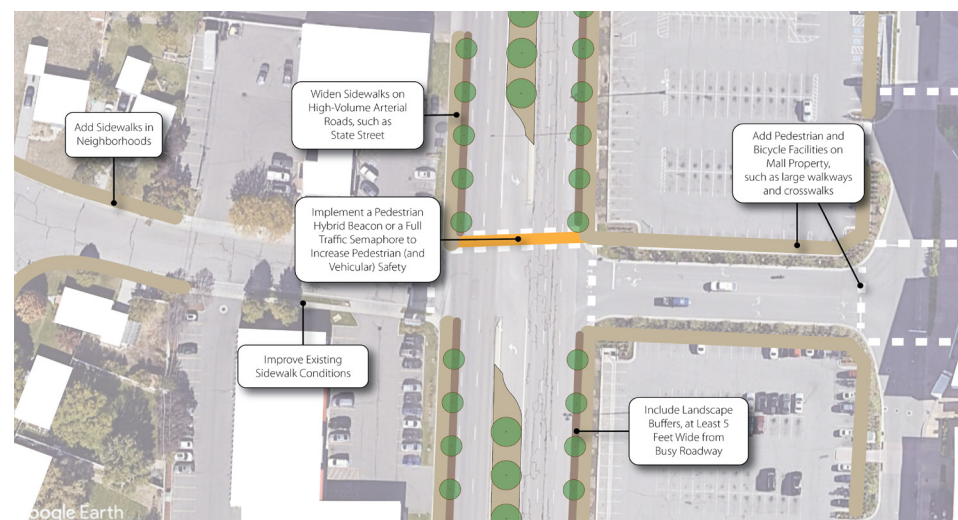


Figure 4.8 The existing intersection at Creek Road and State Street is lacking pedestrian amenities. Improving this intersection will increase connectivity from the neighborhood to Fashion Place Mall.

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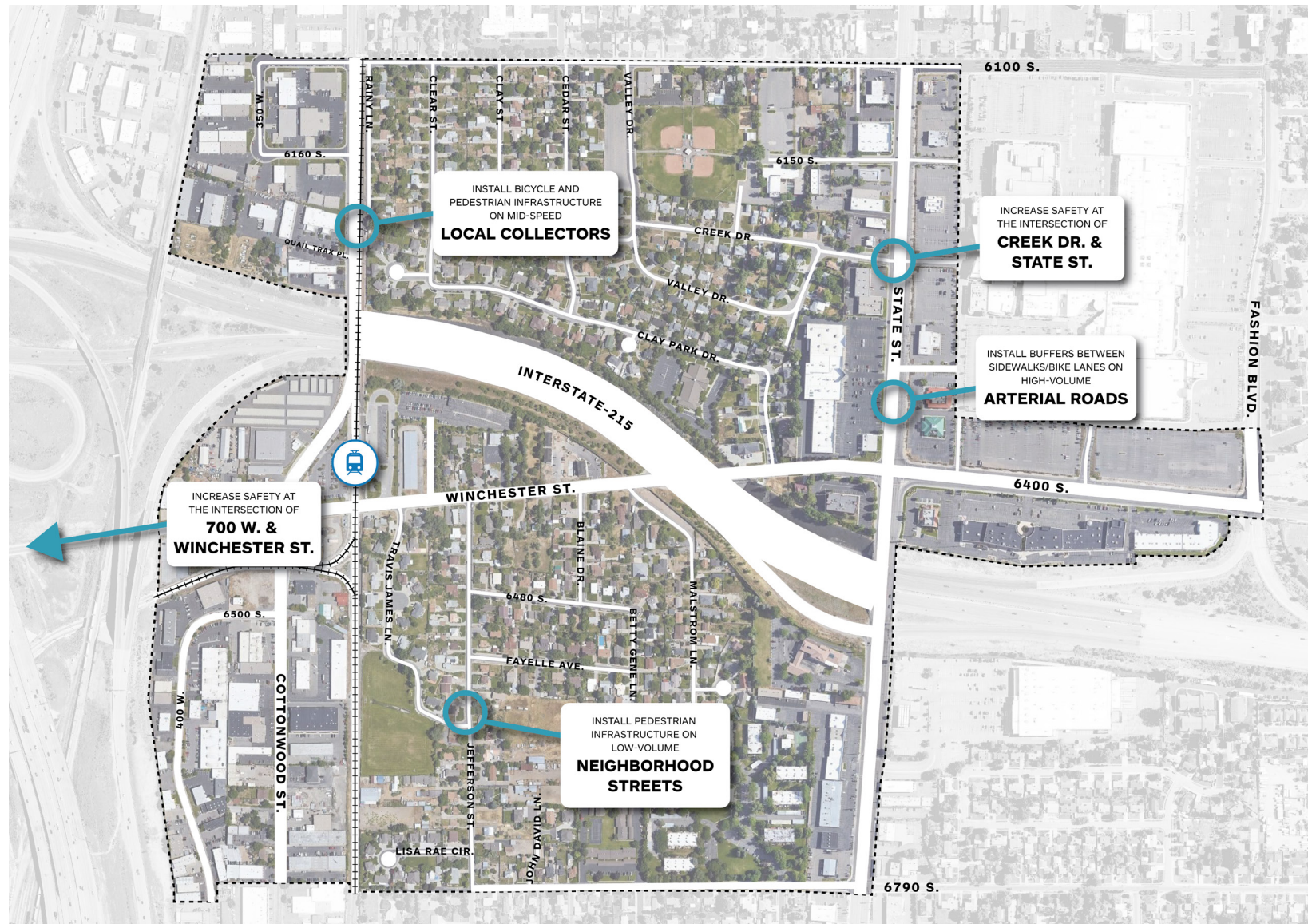


Figure 4.9 The map above illustrates suggested future improvements to the road network.



4.4.3 ROADWAY IMPROVEMENTS

Arterials: High-volume and wide roadways often are accompanied with higher speeds. It is very important to install buffers between sidewalks and bike lanes and the roadway to provide a lower level of stress and better sense of safety to non-motorized users. State Street experiences the highest level of vehicular traffic and has the highest speed limit in the study area. It is very important to implement proper pedestrian infrastructure to ensure the safety of all roadway users. Adding a buffer will increase pedestrian safety and decrease chances of vehicle-pedestrian collisions. All signals along the State Street corridor should be synchronized.

Collectors: These mid-speed roadways with great connectivity are very suitable for bicycle and pedestrian infrastructure. Cottonwood Street and Winchester Street are connectors in the study area. Both roadways should feature continuous bike lanes and sidewalks at least 6 feet wide with a buffer between the roadway.

Neighborhood Streets: These roadways operate at a low speed and volume and are typically safer for cyclists to ride in the roadway. Several neighborhood streets in the study area currently have no pedestrian infrastructure. Pedestrian infrastructure is vital to connecting homes to the larger mobility network. Recommendations include installing sidewalks and advisory shoulders—dashed lanes at the edge of the roadway reserved for non-motorist roadway users—where possible on all neighborhood roadways.

4.5 ACTIVE TRANSPORTATION

According to comments received during the public input process of the 2017 Murray General Plan, citizens would like to walk and bike more but do not feel safe to do so. Implementing the following recommendations can improve a user's comfort when using active transportation infrastructure.

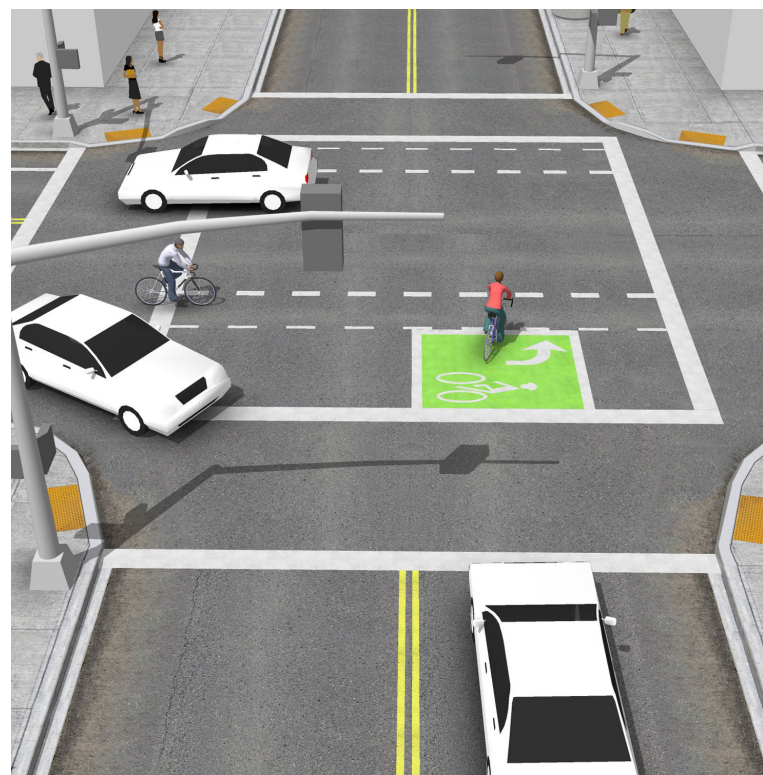


Figure 4.10 The FHWA outlines a two-stage bicycle turn box design similar to the ones implemented along 200 West in Salt Lake City which could be implemented at the Winchester and State intersection (image source: NACTO).

4.5.1 CYCLING ENHANCEMENTS

Incorporating bicycle friendly elements into the Fashion Place West neighborhood can take shape in many forms, including the addition of bicycle amenities, as well as supporting infrastructure improvements. Examples include bike racks, covered or indoor storage, and service stations for quick tune-ups or to fill flat tires.

Finally, bike lanes should be added to Cottonwood Street and 5900 South to provide a bypass for Winchester Street to the neighborhoods north of I-215 and to Fashion Place Mall.



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Figure 4.11 Effective bicycle connectivity within the Fashion Place West neighborhood has the capacity to increase activity in the area and reduce vehicular traffic.

4.5.2 BIKING RECOMMENDATIONS

The Fashion Place area experiences a fair level of bicycle activity as shown by Strava bicycle data, primarily along Winchester Street and Cottonwood Street. Beginning on the western edge of the study area, bike lanes and improved lighting should be installed along Winchester on the Interstate bridges to increase a rider's sense of safety. Further along Winchester Street, between Jefferson Street and Malstrom Lane, the bicycle infrastructure switches from a dedicated bike lane to sharrows back to dedicated bike lane to preserve on-street parking for certain residences. This on-street parking in the public right-of-way should be converted to dedicated bike lanes to reduce chances of conflict between motorized vehicles and cyclists.

Connecting the bicycle infrastructure from Winchester Street to Fashion Place Mall is of particular importance. A two-stage bicycle turn box at the intersection of Winchester Street and State Street, leading to a dedicated northbound bike lane (or sharrows if a bike lane is not possible) on State Street should be implemented to guide cyclists through this intersection that experiences the greatest number of cyclist crashes out of any other intersection in the study area.

In addition to these signs and pavement markings, signs warning motorists of cyclists should also be installed to increase awareness of the multi-modal intersection. From here, sharrows should be implemented from State Street through Fashion Place Mall parking lot to the mall entrance. Sharrows should similarly be installed from the doors of the mall through the parking lot to Winchester Street. Dedicated bike lanes should be implemented along Winchester Street connecting the infrastructure west of the intersection with State Street.

4.5.3 PEDESTRIAN RECOMMENDATIONS

Pedestrian infrastructure throughout the study area needs to be improved, particularly along State Street. The sidewalks along State Street should include a landscaped buffer at least 5 feet wide from the busy roadway to enhance the feeling of safety for users. Furthermore, drainage issues should be repaired at the intersections along State Street. Many crosswalks enter into a pool of leftover storm water making it very difficult for pedestrians to safely cross. Additionally, a Pedestrian Hybrid Beacon (PHB) or a full traffic signal should be implemented at State Street and Creek Drive. Currently, residents around Grant Park must divert up to a third of a mile through either the signal at State Street and Winchester Street or State Street and 5900 South to reach the edge of Fashion Place Mall parking lot. Installing a PHB signal or a full traffic signal would give residents directly west of Fashion Place Mall a convenient, direct and likely safer access point to the mall. It should be noted that under UDOT's current guidelines, a new signal would closer than the allowable standard of 2,650 feet between lights to both



existing State Street signals at 6100 South, as well as at Winchester Street. The current method for determining an appropriate exception for a PHB signal along a roadway such as State Street requires a study of the number of jaywalking pedestrians in a given period of time. Jaywalking across this roadway is unsafe and alternative thresholds should be explored with UDOT. While exceptions in signal spacing are not common, an example currently exists along State Street at Williams Street in Salt Lake City, as shown below.



Figure 4.12 Example of Pedestrian Hybrid Beacon (PHB) signal on State Street.

Outside of the State Street corridor, a sidewalk and crosswalk should be installed on the northern end of the TRAX station westward across Cottonwood Street. Public input indicates that this pattern is already a common route for pedestrians originating north of I-215.

Additionally, pedestrian infrastructure needs to be improved throughout Fashion Place Mall parking lot. Currently, no sidewalks or pathways exist connecting the City sidewalks to the mall entrances. This causes an unclear, uncomfortable, and unattractive experience for mall patrons traveling by foot. Providing a clear and welcoming walkway for pedestrians will increase comfort and attractiveness of walking to the mall.

Finally, general sidewalk conditions throughout the study area need to be improved. Sidewalks should be level, clear of vegetation and debris, at least 6 feet wide where possible, and should include a buffer between the walkway and the roadway. This is particularly important on Winchester Street and Cottonwood street to provide comfortable north-south and east-west access to the study area for TRAX riders who often begin and end their trip on foot.

4.5.4 CONNECTIONS TO SURROUNDING DEVELOPMENT

In order to create a true network of mobility, infrastructure must consistently connect destinations to destinations. All vehicular, transit, pedestrian, and bicycle infrastructure implemented should be designed with connectivity in mind, both inside and outside the study area. The planned extension of the Porter Rockwell Trail will be a key connection to other communities, requiring a robust bicycle and pedestrian network in the study area to encourage trail users to stop in the Fashion Place West neighborhood. Other key destinations to connect to include Murray City Center and the upcoming development at Winchester Street and 700 West.

4.5.5 PARKING LOT PEDESTRIAN IMPROVEMENTS

Currently, Fashion Place Mall parking lots feature no bicycle or pedestrian improvements. These connections are vital for the first/last mile portion of any mall trip. By providing wide walkways and bikeways from mall entrances directly to the adjacent roadways and transit stops, non-motorist users will feel more comfortable and encouraged to travel to/from the mall utilizing alternative modes of transportation.



4 CONNECTIVITY

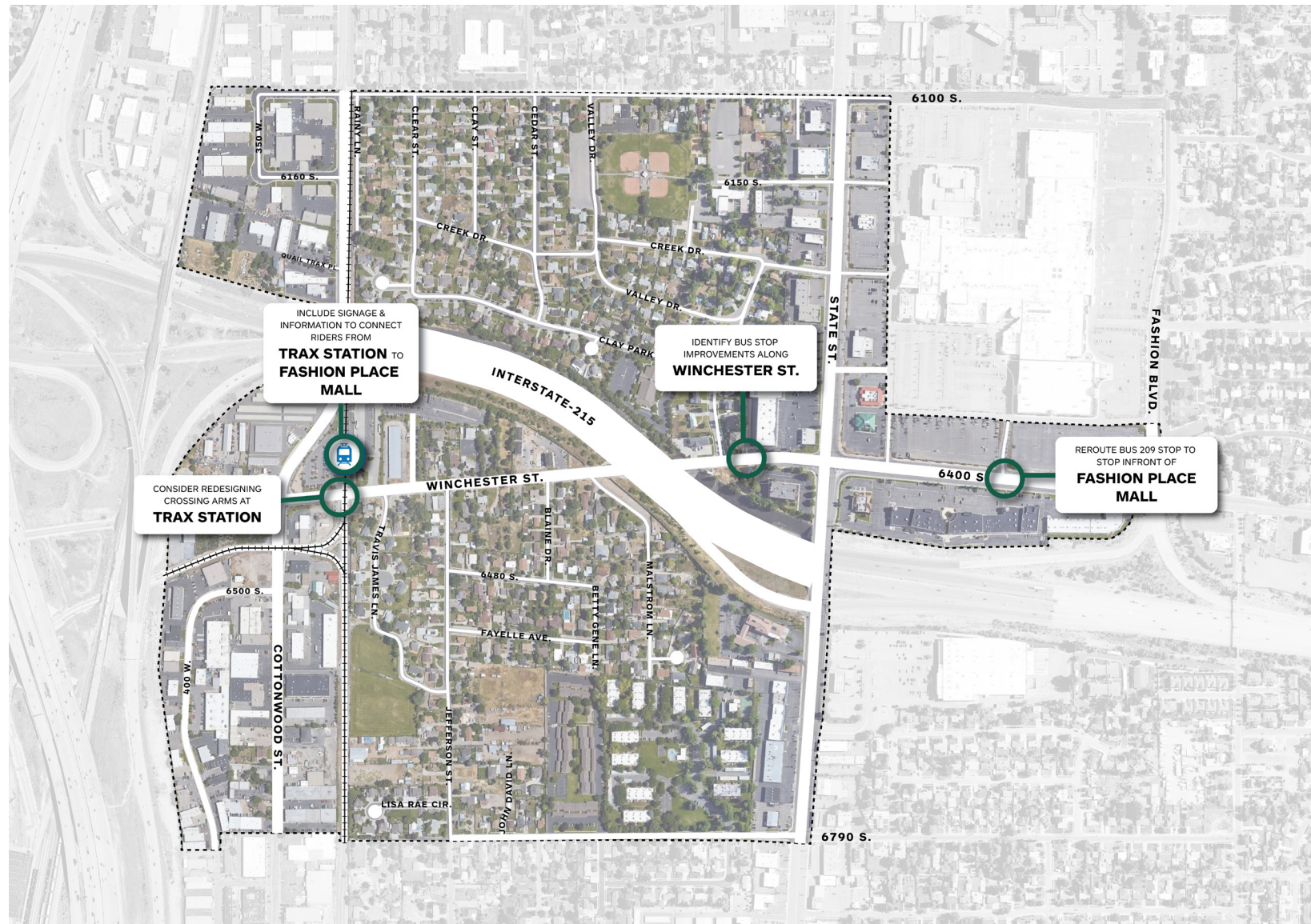


Figure 4.13 Future improvements to the transit system within the Fashion Place West neighborhood would increase ridership and improve the rider experience and quality.



What is Shared Micromobility?

Shared Micromobility encompasses all shared-use fleets of small, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters.



Station-based bike share
(including e-bikes)



Dockless bike share
(including e-bikes)



Scooter share

4.5.6 MICROMOBILITY

Micromobility is an emerging mode of transportation bringing publicly or privately operated e-scooters, bikes (including bikeshare), and other shared mobile lightweight devices to a community. Micromobility can offer a convenient last-mile connection between the TRAX station and Fashion Place Mall, especially once complete cycling infrastructure is implemented along Winchester Street.

To avoid clashes with future installations of micromobility, Murray City should develop policies around micromobility before companies enter the market. Policies should address topics such as fleet caps, service area and distribution, fees and pricing, equity, maintenance and safety, data sharing, community engagement, and parking.

Fleets should be capped by a revocable permit system based on a dynamic rate such as number of residents or operational performance. A cost analysis should be conducted to determine the true costs of administering the program. Dynamic pricing offers the most potential for revenue, and parking fees can generate extra cash while encouraging riders to comply with parking policies. Implementing



Figure 4.14 Micromobility such as scooter and bike share programs offer communities a low cost/ high value option to increase connectivity where it is currently lacking.

pricing policies can help prevent abrupt price changes from operators.

Maintenance and safety guidelines should outline collection of incident reports and inspection requirements. Data sharing is important for infrastructure planning and the permitting process. It is recommended to share data in either the General Bikeshare Feed Specification (GBFS) or Mobility Data Specification (MDS) formats, depending on the preferred level of detail and user privacy.

The City should also develop communication and education policies to ensure operators are engaging with the community in an equitable manner to minimize the burden of micromobility adoption on the City.

Finally, parking policies should detail strategies to enforce parking rules, compliance with ADA requirements, and no parking at loading zones. Infrastructure for micromobility includes parking zones and riding infrastructure. Dedicated parking zones should be located near (but not block) entrances to popular area destinations, such as the TRAX station, Fashion Place Mall, and Grant Park. These parking locations should be easily accessible from riding infrastructure. Bicycle infrastructure should

4 CONNECTIVITY

be used as micromobility infrastructure to discourage riding on the sidewalk where possible in order to avoid conflict with pedestrians and maintain an ADA-friendly environment. Improving bicycle infrastructure therefore improves micromobility infrastructure. Ideally, bike lanes should include a buffer to physically restrict conflict with motor vehicles. This buffer can also provide space for micromobility parking if no extra sidewalk space is available. Other enhancements can improve the non-motorized user experience as outlined in the figure below. Any of these enhancements would be particularly useful along Winchester Street which connects two of the area's destinations—the TRAX station and Fashion Place Mall—along with the continuation of the bike lanes between Jefferson Street and Malstrom Lane as a particularly helpful improvement.

4.5.7 TRAX STATION IMPROVEMENTS

Signage and information about the bike, pedestrian, and transit options could be installed to assist riders in accessing Fashion Place Mall from the TRAX station.

The 209 bus in particular should be utilized as a circulator bus between TRAX and Fashion Place Mall. Furthermore, the City in partnership with UTA should consider redesigning the crossing arms so as not to block access to the sidewalk causing pedestrians to back up onto the tracks. The current crossing configuration also prohibits individuals with mobility needs from crossing the TRAX rail. The following images show an example of improved crossing arm configuration at Central Pointe Station and 2100 South in Salt Lake City. As illustrated, the sidewalk is rerouted to ensure no conflict between the ADA and pedestrian route with the crossing arm or the sidewalk.



Figure 4.15 Example of improved crossing arm configuration at Central Pointe Station and 2100 South. The sidewalk is rerouted to ensure no conflict between pedestrian route and crossing arm.



Figure 4.16 Current crossing arm configuration at the TRAX Station and Winchester Street. Note the conflict of the ADA truncated plate.

Other improvements that should be considered at the Fashion Place West TRAX station include:

- Implementing a crosswalk connecting TRAX to Cottonwood Street
- Creating a connection from TRAX to new sidewalk on the west side of Cottonwood Street
- Including landscape buffers, at least five feet wide from busy roadways adjacent to station
- Widen sidewalks adjacent to the station to improve pedestrian comfort
- Ensure consistency in bike lanes to/from the station
- Improve existing sidewalk conditions along Winchester Street



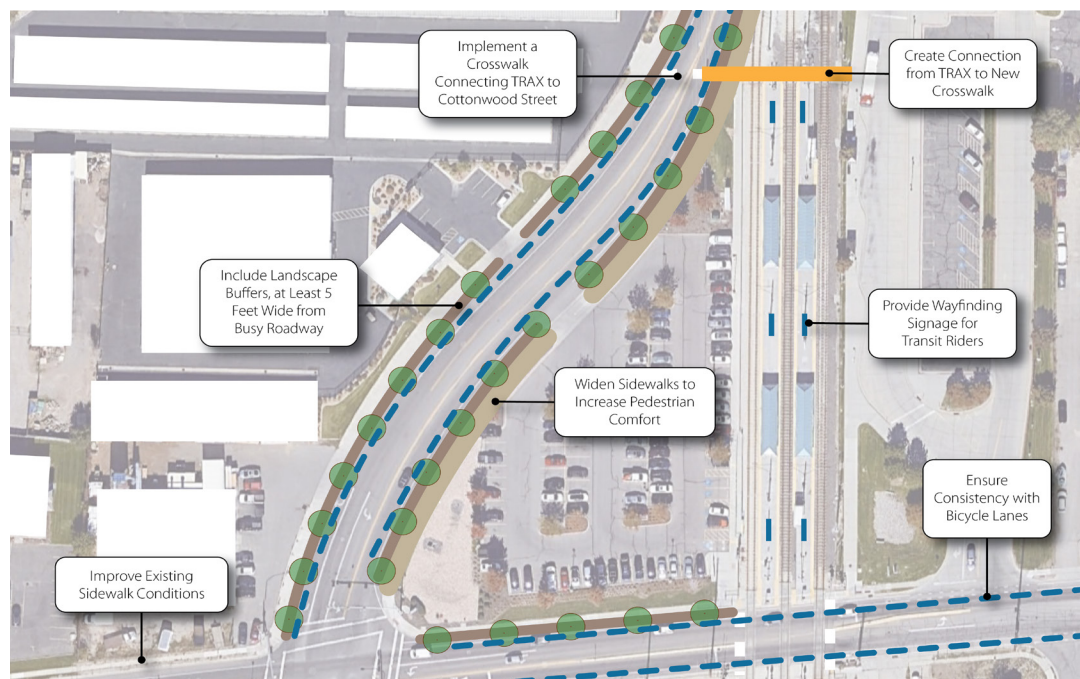


Figure 4.17 The existing access to the Fashion Place West TRAX station is inadequate. Future improvements to the station should include improving access from Cottonwood Street as well as across Winchester Street.



Figure 4.18 Location where sidewalk and crosswalk are needed on Cottonwood Street with access to the TRAX station.

4.5.8 BUS STOP IMPROVEMENTS

Consider rerouting the Route 209 bus route to stop directly in front of a mall entrance. The current mid-block stop location on Winchester Street forces riders to take a long route to reach the mall without proper sidewalk infrastructure through the parking lots. A direct route for riders improves pedestrian safety by decreasing chances of vehicular conflicts.

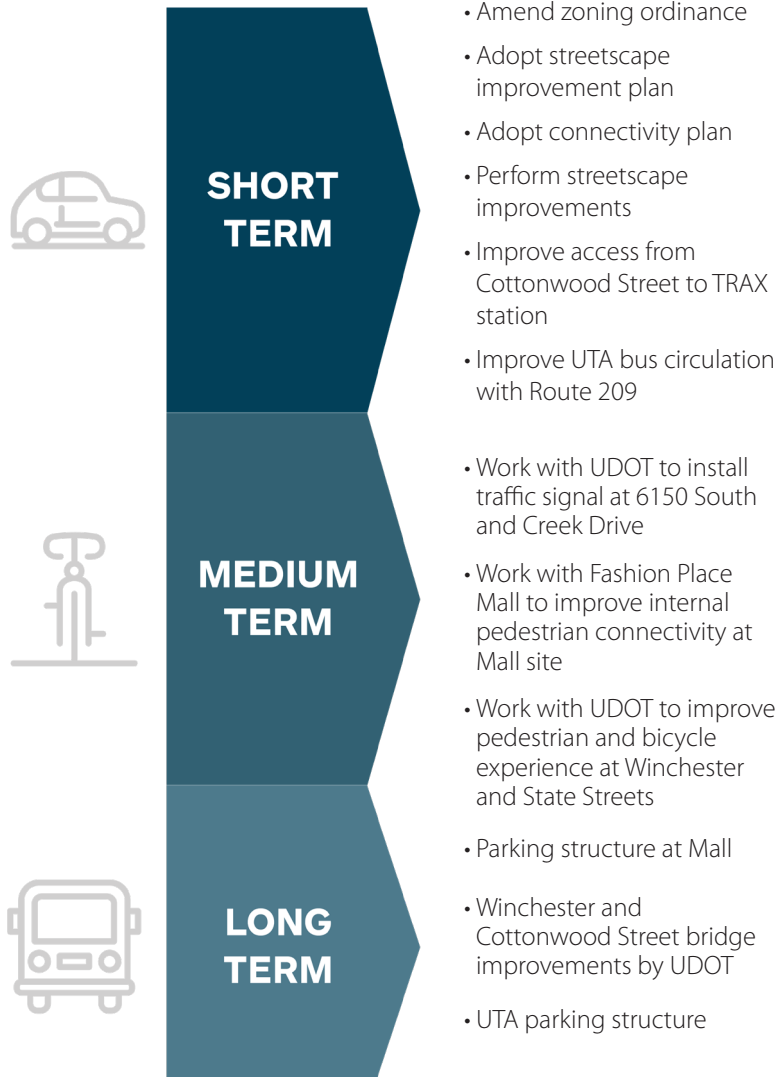
According to the UTA Bus Stop Master Plan, bus stops along Winchester Street and State Street can also be improved to feature additional amenities depending on frequency and ridership. The 209 bus currently runs on 15-minute headways, and the Route 201 bus and the Route 62 bus both operate on headways that are greater than 15 minutes. In the case that ridership does not meet the desired threshold for a

station improvement, Murray City can partner with UTA to fund the implementation of the amenity. Increasing amenities at bus stops makes the system more attractive and can increase comfort and safety of users.



4.7 CONNECTIVITY SUMMARY AND IMPLEMENTATION STRATEGY

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



4.7.1. CONNECTIVITY PRIORITIES

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

4.7.2. POLICY UPDATES AND LAND USE AMENDMENTS

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





5 DESIGN GUIDELINES

5.1 DESIGN GUIDELINES INTENT

5.1.1 DESIGN VISION

The Fashion Place West study area is located in the southwest corner of the City of Murray. The scale of development ranges from single-family and small scale multifamily to single-story industrial, to Fashion Place Mall. The vision for new development is to create a walkable, transit-oriented neighborhood. This type of development in the study area will foster small scale infill projects as well as allow for context sensitive larger scale mixed-use projects that will provide a wide range of housing choices, and an incubator for commercial spaces that serve the neighborhood.

5.1.2 PURPOSE

The purpose of this section is to serve as a design guide for development in the Fashion Place West study area. The guidelines in this section are directly related to achieving the key design objectives for the district.

5.1.2.1 KEY DESIGN OBJECTIVES:

- Context-sensitive solutions for infill development projects in the study area
- Emphasis on mixed-use, pedestrian-oriented developments and streetscapes that promote active use of the streets, sidewalks and public spaces
- Ensure availability of a range of transportation choices including; walking, bicycling, transit, and motor vehicles
- Apply principles of long-term economic, social, and environmental sustainability in the design of infrastructure, site, and building development

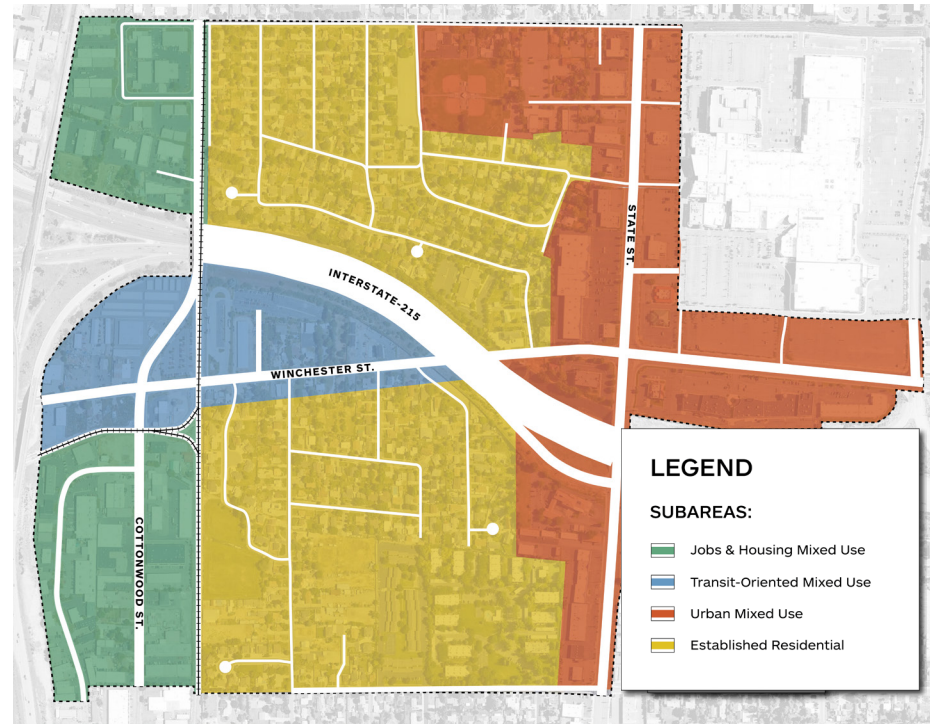


Figure 5.0 Map of future subarea recommendations in the Fashion Place West neighborhood. Design Guidelines will be applied in manner sensitive to the context of the neighborhood and each subarea.

- Provide the Fashion Place West study area with a distinct character

Each guideline includes an intent statement that explains the purpose of the directive to achieve one or more of these overall design objectives. In many cases, alternative solutions to the guidelines may be suggested by the developer, designer, or applicant, as long the solution meets the intent statement.



5.2 DESIGN GUIDELINES STRUCTURE

Design Guidelines for the Fashion Place West study area contain two sections—Site Design and Building Design. Site Design focuses on how the parcel or piece of property is designed, while Building Design is the concept of elements of the building itself. Each section includes the following guidelines:

5.2.1. SITE DESIGN

- **Building Placement** addresses setbacks for buildings, landscaping, and accessory units.
- **Parking Lot Design and Landscaping** guides applicants with the location of parking lots on a site, as well as the use of landscaping to screen parking.
- **Lighting** suggests lighting types and locations for the public realm such as sidewalks, parking lots, and public space.
- **Pedestrian Connections** recommends types such as crosswalks, walking paths, and sidewalks, as well as appropriate features.
- **Corner Sites** explains the importance of corner buildings to a streetscape, and how they should be situated on the lot.
- **Treatment of Outdoor Storage and Equipment** establishes location and screening guidelines for items such as dumpsters and mechanical equipment.
- **Accessory Dwelling Unit (ADU)** guidelines determine the location of the ADU as well as the size in comparison to the size of the site.

5.2.2. BUILDING DESIGN

- **Ground Floor Details** specify what types of features the ground floor of street-facing buildings should have.
- **Ground Floor Transparency** recommends various percentages of ground floor buildings that should be windows, doors, or otherwise



Figure 5.1 Public space with the appropriate location of amenities and landscaping attract people and invite them to stay longer.

transparent.

- **Prominent Entrances** describes the design of building entrances so that they stand out and create an inviting space.
- **Treatment of Blank Walls** advises that blank walls fronting the street or sidewalk are not desirable, and if needed, should be treated with landscape or art features, as examples.
- **Articulation** refers to the variation in materials, height, and general shape that buildings should be designed with.
- **Transition of Scale** addresses the need for new development to consider existing development in terms of height and density. Development adjacent to single-family homes should consider the scale to which the development is near.
- **Sign Design** establishes guidelines for various types of signs in different situation, in terms of materials, size, and location.

5.3 SITE DESIGN

5.3.1. BUILDING PLACEMENT

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

- Commercial and mixed-use buildings should be built along the back of the sidewalk on all Type I and Type II streets, adjacent to any public plaza, courtyard, seating area, or other space intended for public use.
- Multi-family buildings may include a modest front setback (3-7 feet) to create a transition area between the public and private space. Street wall reinforcing elements are encouraged to occupy in this setback, such as:
 - Porches and stoops
 - Landscaping
 - 3 foot maximum fence height
- Single-family and lower density residential structures on Type III streets may have a front setback of 20-25 feet (or average of two adjacent properties) to maintain the existing character.
- Detached accessory residential structures, such as accessory dwelling units or detached garages should be set 0-10 feet from the back lot line.



Figure 5.2 Commercial buildings within the Fashion Place West study area should be built along front property lines and sidewalks to encourage pedestrian activity and a sense of enclosure, whereby creating a sense of place.

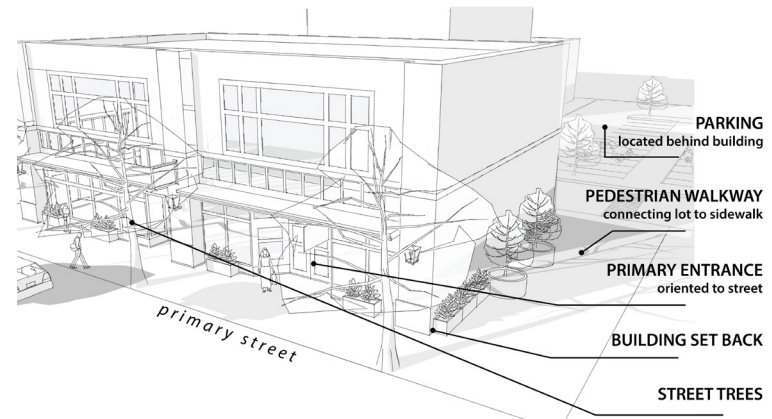


Figure 5.3 The diagram above illustrates the ideal placement of buildings so to maximize the lot as well as addressing the street.



5.3.2. PARKING LOT SCREENING AND LANDSCAPING

To diminish the amount of impervious surface and visual impact of parked cars, parking lots should be buffered from other uses, to offer shade to otherwise bare paved areas, and to visually soften expanses of parking.

- Parking lots should integrate main drive aisles to appear more like streets, and should include sidewalks, landscaping including trees, and pedestrian scaled lighting.
- Masonry walls and other structural screening features should be used only for corner accents or where screening of headlights is necessary, and should not be used as a substitute for landscaping.
- Parking aisles should be organized to create a central pedestrian



Figure 5.4 Parking lots should not be located along the primary frontage but rather along the secondary or at the rear of a building. Parking lots should be screened from sidewalks and streetscape but still remain comfortable for access by pedestrians.

access to building entries. Outer parking aisles may incorporate drainage swales between parking rows.

- Trees should be distributed throughout the parking area to provide ample shading and visually soften the parking area, roughly 1 tree for every 8 parking stalls. Adjacent to single-family residential uses, 1 tree for every 5 stalls should be planted.
- In addition to trees, shrubs and perennials should be planted as understory at the base of tree planting beds.
- Grouping trees may be allowed to accommodate natural features, so long as the equivalent number of trees are planted and so long as the grouping is within the parking area. Curbs or other methods of preventing vehicles from damaging the trees should be installed.
- Retaining existing trees in parking lots is encouraged.

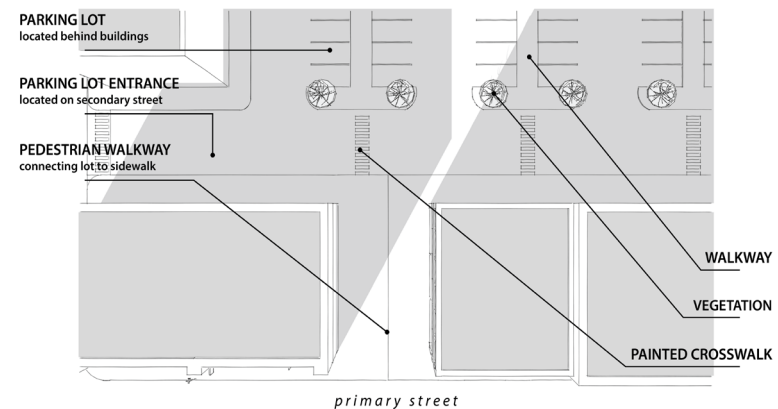


Figure 5.5 Parking lots should be landscaped to soften the hardscape to offer a more aesthetically pleasing environment. Landscaping should break up parking aisles as well as provide paths for pedestrians.

5.3.3. LIGHTING

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

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



Figure 5.6 Street lighting and lighting within public spaces should adhere to character and identity established for the Fashion Place West study area and be at a pedestrian scale. Additionally, this lighting should be down cast lighting to minimize light spillage.



5.3.4. PEDESTRIAN CONNECTIONS

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

- Formalized mid-block pedestrian corridors or connections between public rights-of-way through the blocks and redevelopment sites on 300-350 foot intervals are highly encouraged, with at least one through-block connection for any block face longer than 600 feet.
- All non-motorized corridors and connections should include:
 - A 5 foot minimum building setback on either side of the connection, which could include landscaping, lighting, and other pedestrian amenities,
 - A 6 foot 7 inch minimum walkway, and
 - Appropriately scaled pedestrian lighting.
- Walkways should be paved with a differentiated pavement surface treatment to alert drivers to the pedestrian right-of-way and potential presence of pedestrians. Speed tables may be installed as appropriate to further calm vehicular traffic.
- Alternate building entrances are encouraged to be located on pedestrian connections and alley ways to provide a building face along such pathways.
- Access from the street should include wayfinding signage to notify pedestrians of the facility.



Figure 5.7 The Fashion Place West study area lacks infrastructure for pedestrians. Being bisected by two freeways limits the walkability capacity in the neighborhood. Improving pedestrian connections between commercial and residential developments can greatly increase walkability in nearby areas.



Figure 5.8 Midblock pedestrian crossings are lacking in the Fashion Place West study area. Crosswalks exist mainly at traffic signals. Future streetscape improvements should incorporate safe and highly visible midblock crosswalks along Winchester Street and Cottonwood Street.

5.3.5. CORNER SITES

Corner sites and buildings provide an enhanced pedestrian experience by creating visual gateways, public plazas, courtyards and other gathering spaces.

- Key intersections should be marked with setbacks that allow for public spaces. Rather than meeting the corner, new buildings should incorporate forecourts, plazas, or gardens that welcome the public and offer a dramatic statement at the corner.
- Major entrances should also be located at the corners and highlighted by elements such as higher or more expressive canopies, higher bays, larger windows and doors, projections, different window designs, or other physical features.
- If potential views to noteworthy natural features and points of interest exist, (either nearby or in the distance exist from the development site), entrances and publicly accessible open spaces should be located and oriented to take advantage of this view.



Figure 5.9 Corner sites should be developed to encourage interaction with pedestrians by allowing and requiring specific setbacks that allow for plazas and inviting entrances.

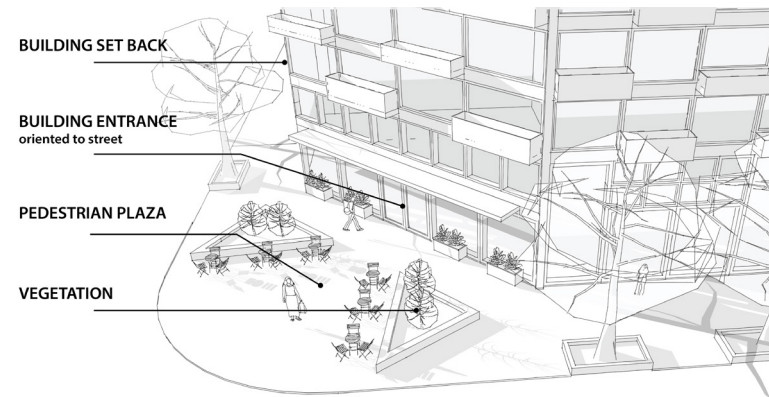


Figure 5.10 Principal buildings on corner sites should have a grand entrance from the sidewalk and offer a public space.



5.3.6. ACCESSORY DWELLING UNITS (ADU)

The City recognizes that accessory dwelling units (ADUs) in single-family residential zones can be an important tool in the overall housing plan for the City. The purposes of the ADU recommendations are to:

- Allow opportunities for property owners to provide social or personal support for family members where independent living is desirable;
- Provide for affordable housing opportunities;
- Make housing units available to moderate income households that might otherwise have difficulty finding homes within the City;
- Provide opportunities for additional income to offset rising housing costs;
- Develop housing units in single-family neighborhoods that are appropriate for people at a variety of stages in the life cycle; and
- Preserve the character of single-family neighborhoods by providing



Figure 5.11 Accessory Dwelling Units (ADUs) can be designed to be stand alone dwelling units that are completely separate from the primary dwelling unit.



Figure 5.12 Accessory Dwelling Units (ADUs) can be constructed as units attached to the principal dwelling unit, but have their own private entrance and yard.

standards governing development of ADUs. (Ord. 09-23 § 2)

5.3.6.1. EXISTING MURRAY CITY ADU STANDARDS

1. Accessory dwelling units (ADUs) are allowed within single-family zones in the City, on lots that are a minimum of 12,000 square feet.
2. The property owner, must occupy either the principal unit or the ADU, but not both, as their permanent residence and at no time receive rent for the owner occupied unit.
3. Only one ADU may be created per lot or property in single-family zones.
4. A separate entrance to the ADU shall not be allowed on the front or corner lot side yard. Any separate entrance shall be located to the side or rear of the principal residence.

5 DESIGN GUIDELINES



Figure 5.13 Accessory Dwelling Units (ADUs) constructed over a single-family garage is an example of a way to provide life-cycle housing in the study area. This dwelling type is encouraged also as a way to increase density.

5. The total area of an attached ADU shall be less than 40 percent of the square footage of the primary residence and in no case shall exceed 1,000 square feet.
6. ADUs shall not contain more than two (2) bedrooms.
7. ADUs shall be occupied by no more than two (2) related or unrelated adults and their children.
8. Two (2) off street parking spaces shall be provided.
9. Detached ADUs shall not be located in a front or corner lot side yard and shall meet the same setbacks as required for the primary residence in the zone.
10. A detached ADU shall not exceed the allowable lot or rear yard coverage standard for the underlying zone or encroach into the required setbacks.
11. Detached ADUs shall be compatible with the exterior color and materials of the principal dwelling.

12. The maximum height for detached ADUs is limited to one story and to 20 feet or the height of the principal structure, whichever is less.
13. The total floor area of a detached structure containing an ADU shall not exceed 1,000 square feet.
14. Conversion of existing accessory buildings (such as detached garages) may only occur where the existing accessory building meets the setback requirements for a primary residence in the zone and meets the applicable building code.
15. The planning commission may place other appropriate or more stringent conditions deemed necessary in approving ADUs to protect the public safety, welfare and single-family character of the neighborhood. (Ord. 09-23 § 2)

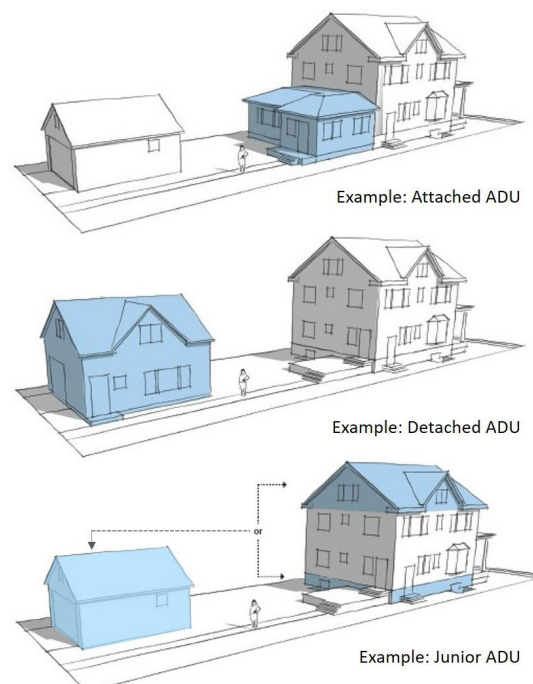


Figure 5.14 Various types of Accessory Dwelling Units that are permitted in most residential areas of Murray.



5.3.7. TREATMENT OF OUTDOOR STORAGE, AND EQUIPMENT

Enclosures and screening should be used to reduce the visual impacts of storage, trash, and service areas.

- The total area allowed for outdoor storage or merchandise display should be less than twenty-five percent (25 percent) of the total gross square footage of building occupied by the use; provided, however, that such area may exceed twenty-five (25 percent) percent if it is fenced and screened. This standard does not apply to temporary uses such as material storage during construction or street vendors.
- Any storage, service and truck loading areas, utility structures, storage tanks, elevator and mechanical equipment on the ground or roof should be screened from public view.
- Trash collection and outdoor storage tank areas should be located within enclosed structures constructed of similar materials and quality of the associated buildings, with a gate that can be closed. The gate should be similarly treated or located in an area not visible from the street.



Figure 5.15 Waste containers and dumpsters should be shielded from view using permanent materials. This screening should decrease the visibility and visual impacts of these types of areas.



Figure 5.16 Buildings that require utilities or mechanical equipment to be positioned on the roof, should be screened from public view using materials complementary to the building facade and the surrounding neighborhood.

5.4 BUILDING DESIGN

5.4.1. GROUND FLOOR DETAILS

Ground Floor Details reinforce the character of the streetscape and provide pedestrian amenities.

- The first floor level should be at least 12 feet in height as measured from the floor to the interior ceiling to provide for a generous space for retailing, services, and restaurant functions.
- Facades of commercial and mixed-use buildings that face the street should be designed to be pedestrian friendly through the inclusion of at least three of the following elements:
 - Kick plates for storefront windows
 - Projecting window sills
 - Pedestrian-scale signage
 - Exterior lighting sconces
 - Containers for seasonal plantings
 - Window box planters
 - Benches and seat walls along 30 percent of the length of the façade
 - Decorative paving in the sidewalk
 - Decorative brick, tile or stone work on the ground floor façade
 - A feature not on the list that meets the intent of the guideline.



Figure 5.17 New construction of residential and commercial buildings should be designed with ground floors that address the street and are built on a pedestrian scale. Elements include landscaping, scaled windows and entrances as well as furnishings.

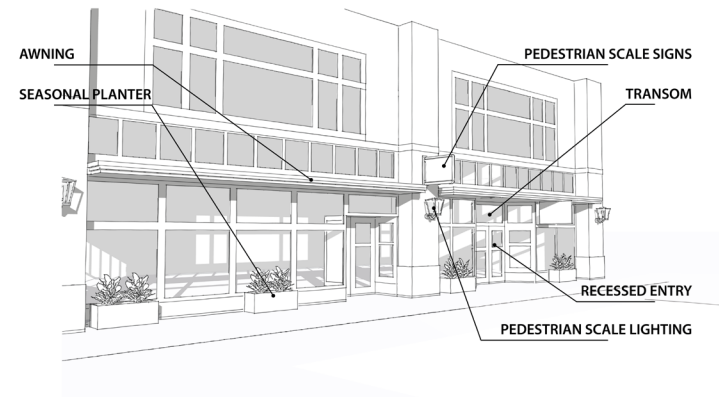


Figure 5.18 The diagram above illustrates specific elements that should be incorporated into the design of new buildings within the Fashion Place West area. Collectively, these elements create a sense of place and create an aesthetically pleasing environment for the pedestrian.



5.4.2. GROUND FLOOR TRANSPARENCY

Ground Floor Transparency should utilize building façades to provide safe and comfortable waiting areas for transit and provide visual connections between activities inside and out.

- All commercial buildings should include windows with clear vision glass on at least 50 percent of the area between two and twelve feet above grade for all ground floor building facades that are visible from an adjacent street.
- Street-facing, ground-floor facades of commercial and mixed-use buildings should incorporate generous amounts of glass in storefront-like windows. Amounts of clear, transparent glass should meet or exceed the following:
 - 60 percent along primary streets
 - 50 percent along secondary streets



Figure 5.19 Whenever possible, the ground floor of buildings along primary frontages should have facades that interact with the pedestrian and the street it sits on. This should be accomplished with the use of windows and clear vision glass that allow for 60 percent transparency along primary streets and 50 percent transparency along secondary streets.

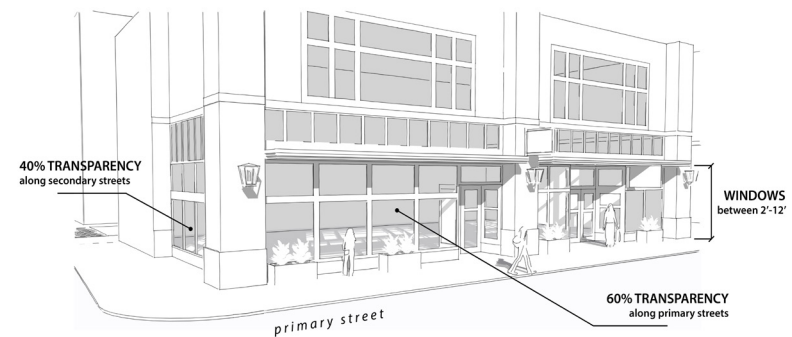


Figure 5.20 The diagram above visually illustrates transparency requirements. Height, width, and location of windows largely contributes to appropriate percentages of transparency.

5.4.3. PROMINENT ENTRANCES

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

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



Figure 5.21 Entrances to buildings within the Fashion Place West study area should be well-marked and oriented toward the primary frontage. Signage should be implemented on a human scale and facades should include a well-articulated entrance.



Figure 5.22 Corner buildings should be constructed as the main building of new development, and should display a prominent entrance on the corner. Entrances can include decorative awnings, stone facade treatments, and stairs that are prominent and address the street.



5.4.4. TREATMENT OF BLANK WALLS

Blank Wall Treatments ensure that buildings do not display blank, unattractive walls to the abutting street or public areas.

- Use vegetation, such as trees, shrubs, ground cover or vines adjacent to the wall surface. Green walls are strongly encouraged to manage stormwater runoff.
- The use of façade articulation such as expressing the structural bays of the building with pilasters or other detailing should be used to help animate an otherwise blank area of wall.
- Use artwork, such as bas-relief sculpture, murals or trellis structures. Use seating areas with special paving.
- Use architectural detailing, reveals, and contrasting materials.



Figure 5.23 In cases where blank walls cannot be avoided, or are on secondary frontages, treatments should be applied to these surfaces. Post-construction applications can include landscaping such as a trellis structure, shown above.



Figure 5.24 Newly constructed buildings that contain blank walls should include architectural detailing, articulation, or artwork, like the building above displays.

5.4.5. ARTICULATION

Building Articulation should reduce the apparent bulk and maintain a human scale proportion in multi-story or large buildings.

- Buildings should incorporate varied articulation on all sides. The street-facing side(s) should receive the greatest amount of attention with respect to richness of forms, details, materials, and craft.
- Elements such as sun shades, terraces, and rain water harvesting features can be used to compose and articulate the building's façade.
- Varied frontages. Building frontages should be divided into relatively small units with storefronts, bays, recesses, offsets, balconies, a varied and rich color palette, and other elements to avoid long, monolithic facades.



Figure 5.25 A key component of good urban design and creating a desirable place to visit is to construct buildings whose facades offer varied materials and articulation. This articulation should vary on all sides that have street frontage.



Figure 5.26 New construction should look to historic buildings for inspiration regarding facade articulation and materials. Historic buildings, like the ones above, often are of timeless architecture styles, and succeed at creating inviting destinations.



5.4.6. TRANSITION OF SCALE

Transition of Scale can be achieved by incorporating additional features into higher density development when located adjacent to properties with lower density single-family use to enhance the compatibility between uses.

- Multi-family and mixed-use development located adjacent to existing single-family residential should incorporate three or more of the following architectural features:
 - Recessed entry
 - Dormers
 - Higher quality material
 - Pitched roof forms

- Upper level balconies
- Upper level step backs
- Gables
- Window patterns
- Flat, blank walls should not be visible from the street or common areas.
- Tree retention or additional vegetative screening along neighboring properties is encouraged.
- Building Height



Figure 5.27 The practice of using transition of scale helps municipalities include a mix of uses in a single area while remaining sensitive to lower density uses.

5.4.7. SIGN DESIGN

5.4.7.1 PEDESTRIAN ORIENTATION

Signs will complement and strengthen the pedestrian realm

- Pedestrian signs include projecting signs (blade signs), window signs (painted on glass or hung behind glass), logo signs (symbols, shapes), wall signs over entrance, and monument signs.



Figure 5.28 Pedestrian scale signage.

5.4.7.2. CREATIVITY AND UNIQUE EXPRESSION

Signage should be interesting, creative, and unique approached to the design of signs.

- The design of signs are encouraged to use color, graphics, and handcrafted elements.



Figure 5.29 Creative signage with a design unique to the business.

5.4.7.3. INTEGRATION WITH ARCHITECTURE

Signage should be part of the overall design approach to a project and not added as an afterthought element.

- The design of buildings and sites shall identify location and sizes for future signs. As tenants install signs, it is expected that such signs shall be in conformance with an overall sign program that allows for advertising which fits the architectural character, proportions, and details of the development.



Figure 5.30 Signage integrated into a brick building's architecture.

5.4.7.4 COORDINATED WAYFINDING

Public signage should reflect and enhance the character of the area.

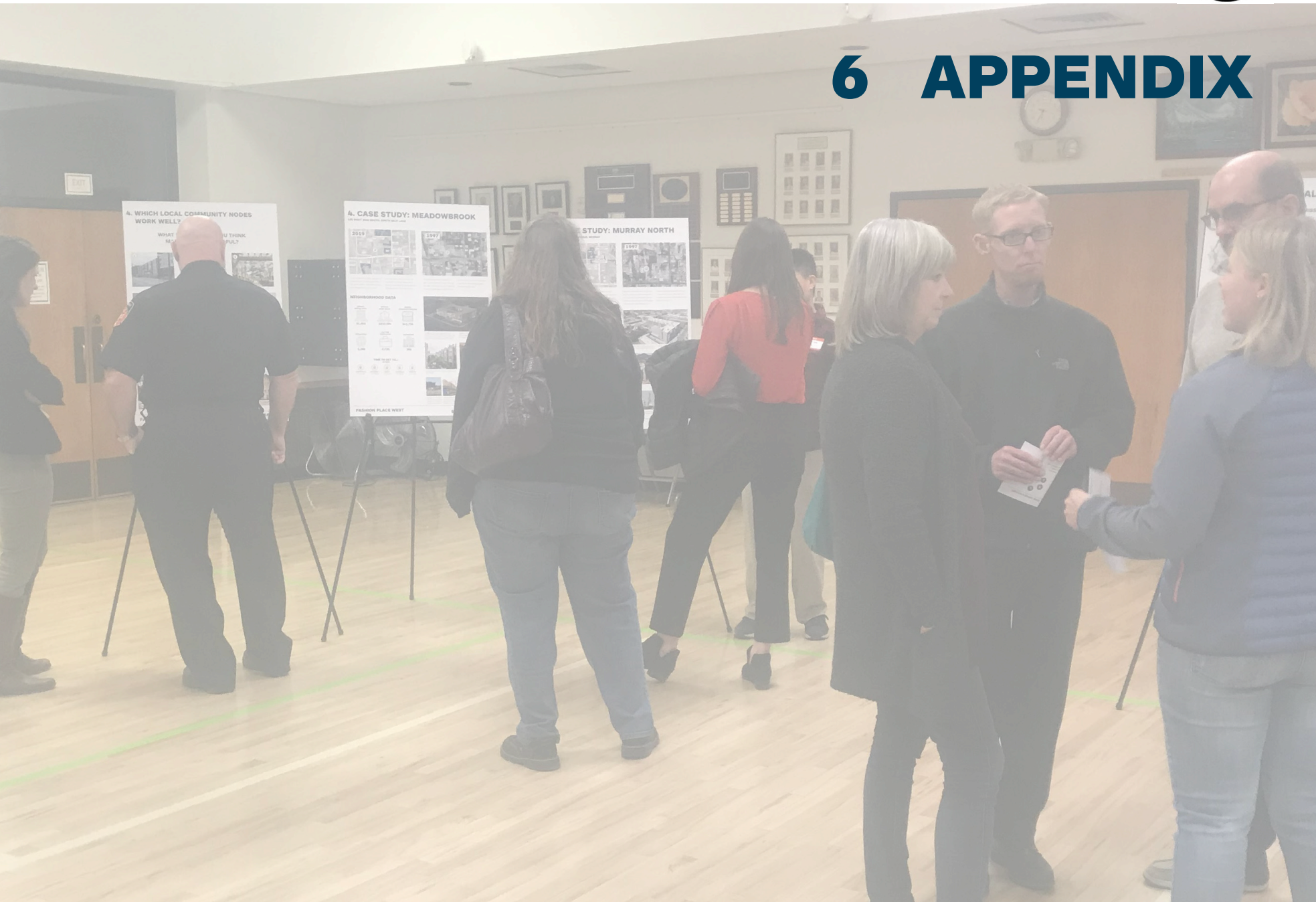
- The City should implement a coordinated neighborhood identity program in the design of wayfinding signage.



Figure 5.31 Wayfinding signage should have a theme and be consistent throughout the area.



6 APPENDIX



6 APPENDIX

6.1 PUBLIC ENGAGEMENT

6.1.1 OPEN HOUSE

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

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

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

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

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



Approximately 35 individuals participated in the Open House at the Cushing Senior Center.

When asked what types of destinations they wished were in the neighborhood, the most common answers were:

- Public space/parks
- Dining
- Grocery/market

When asked what type of housing they would occupy in the next phase of life, the majority of respondents answered:

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



6.1.2 SURVEY

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

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

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

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

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



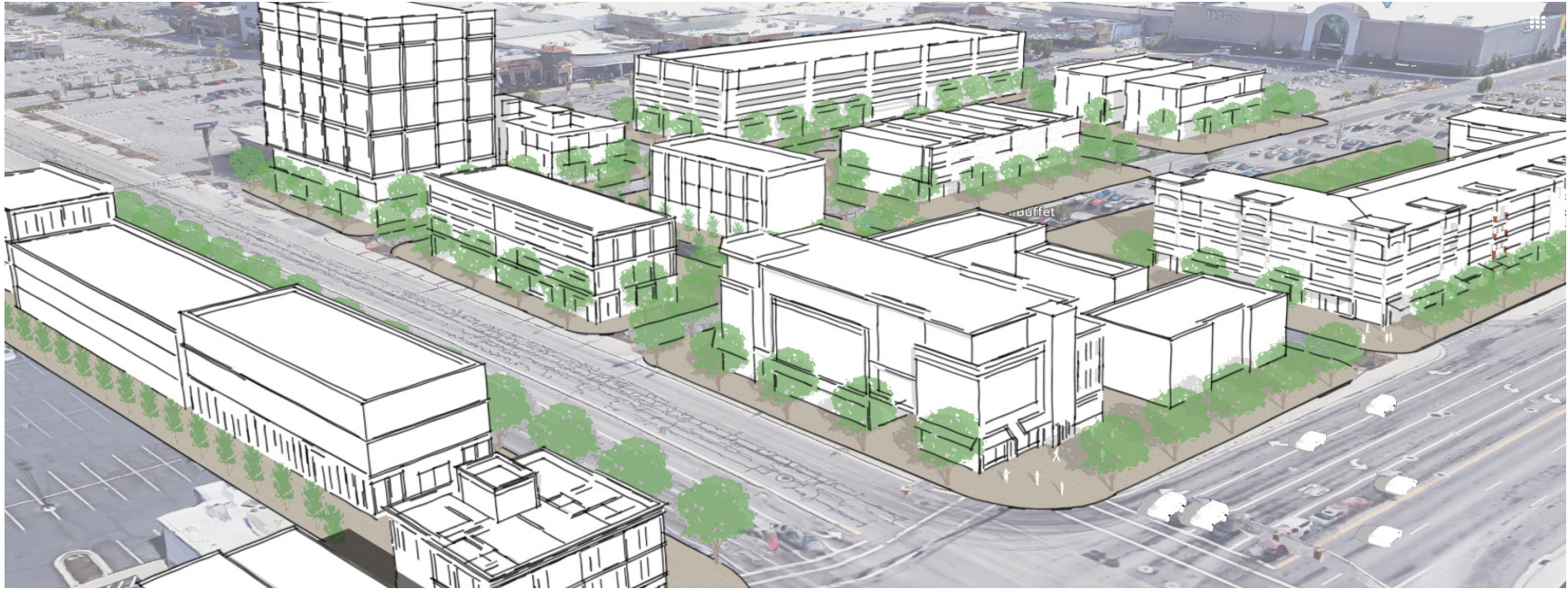
Question 4: What four words would you use to describe the attributes of the Fashion Place West neighborhood?

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

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



6.2.1. CATALYTIC PROJECT: STATE STREET/ WINCHESTER INTERSECTION



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

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

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

SHORT TERM

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

- Perform streetscape improvements

MEDIUM TERM

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

LONG TERM

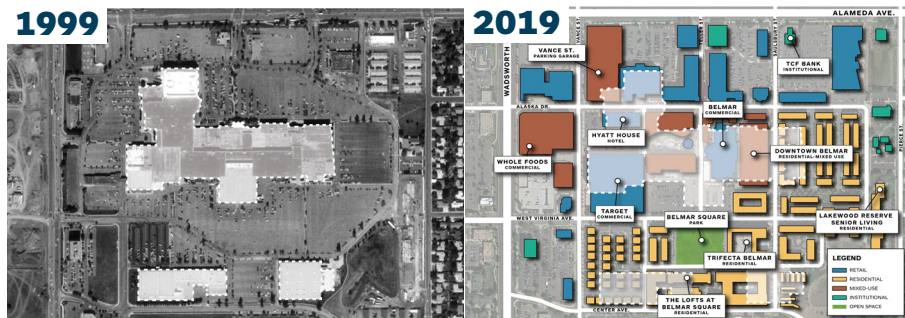
- Help facilitate increased densities and residential development types within mall property, especially adjacent to State Street and 6400 South.



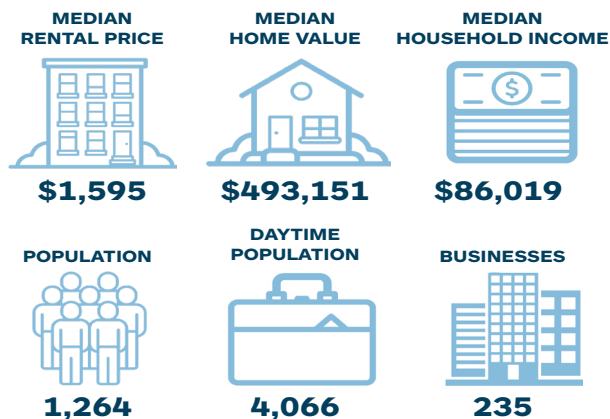
6.2.2. CASE STUDY: BELMAR LAKEWOOD, COLORADO

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

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



NEIGHBORHOOD DATA



The plaza in the warmer months is home to festivals and markets.



The Hyatt House Hotel in the Belmar area.

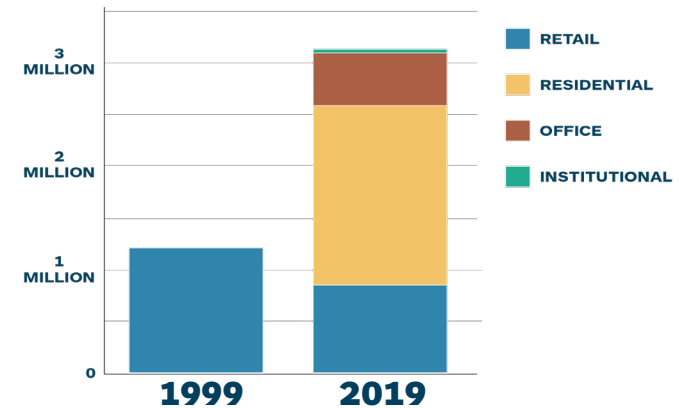


Many of the retail spaces are located on the ground floor, with residential on the upper floors.



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

SQUARE FEET OF DEVELOPMENT BY TYPE

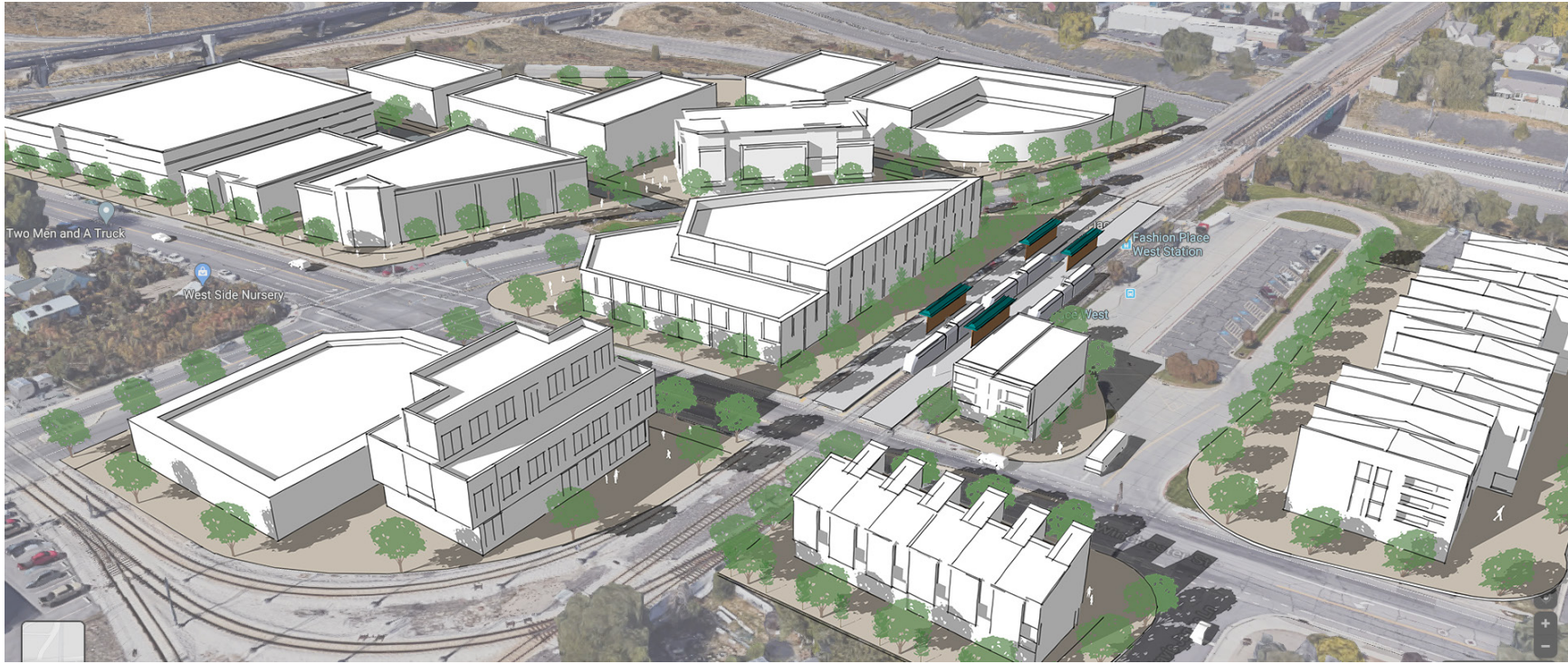


The largest land use after redevelopment of the Belmar area is residential, with a reduction in the overall amount of retail square footage.



6 APPENDIX

6.2.3. CATALYTIC PROJECT: TRAX STATION AREA REDEVELOPMENT



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

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

SHORT TERM

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

- Perform streetscape improvements
- Improve UTA bus circulation and frequency with Route 209.

MEDIUM TERM

- Help facilitate increased densities that includes residential and office uses

LONG TERM

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



6.2.4. CASE STUDY: MEADOWBROOK

188 WEST 3900 SOUTH, SOUTH SALT LAKE

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

Once the Meadowbrook station was built, the surrounding community leveraged Envision Utah and the Wasatch Choice 2040 toolkit for future development around the station. South Salt Lake and Salt Lake County have employed a Form Based Code and other policies to remove barriers and encourage the kind of growth the community envisions.



TIME TO GET TO... via TRAX



DOWNTOWN
13 minutes



UNIVERSITY
24 minutes



SANDY
14 minutes



DAYBREAK
29 minutes



AIRPORT
43 minutes

NEIGHBORHOOD DATA



\$1,062



\$332,394



\$42,736



1,288



5,730



Waverly Station Townhomes and Condominiums, built in 2007.
Plymouth Towns Townhomes, built in 2012.



Construction of the Hub of Opportunity, expected completion in 2020. The Hub will have a total of 156 residential units. 110 income restricted, 46 units market-rate. Another 16 units will be reserved as live/work units as part of Columbus' NextWork Hub that will provide vocational training space to young adults with autism to help them transition to community living and employment.



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



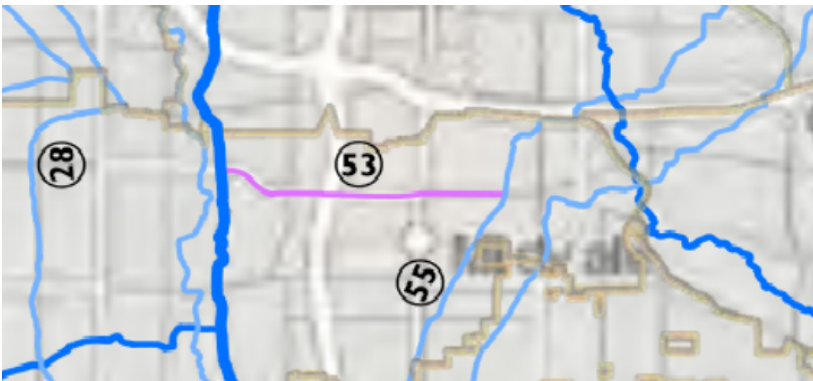
6 APPENDIX

6.2.5. CATALYTIC PROJECT: JEFFERSON PARK



The detention basin on Travis James Lane is a significant opportunity to provide the neighborhood with a unique green space, but also play a role in modernizing elements of the Salt Lake County Flood Control network.

The Jefferson Detention Basin is a large, undeveloped green space that is dry for most of the year. Hillside amenities and facilities that can withstand water when flooded will substantially improve recreation opportunities for nearby neighbors.



The property on Travis James Lane is owned and maintained by Murray City but is under the jurisdiction and control of Salt Lake County as part of their Flood Control Master Plan. Any changes to this property would require permitting through Salt Lake County.



Rendering of potential future improvements to the Jefferson Detention Basin including a looping pedestrian/tricycle path, climbing rocks, a turf play field, and off-leash dog area. Native plantings could naturalize part of the basin to create a green oasis.

FUTURE PLANS

When Murray City adopted its Parks and Recreation Master Plan in April of 2020, the Jefferson Detention Basin park project was identified as an upcoming project. Development opportunities include creating a terraced hill, with seating at the top and a hill slide or hill climber extending down into the basin.

- Jefferson Detention Basin Development: 3-5 years
- Developed Acres Added: 4.3
- Project Description: Add nature play elements, walking paths, and family gathering space to meet the needs of nearby neighbors.
- Project Type: Park Enhancement/ Expansion
- Estimated Capital Cost: \$500,000
- Standard level annual maintenance cost: \$35,000



6.2.6. CASE STUDY: TANNER SPRINGS PARK PORTLAND, OREGON

Tanner Springs Park was designed in 2003 by Atelier Dreiseitl (Germany), Green Works, P.C. (Portland), Portland Parks and Recreation, Portland Development Commission, and a project steering committee of public and private stakeholders.

A series of community workshops were held between January and June 2003 and the park was named Tanner Springs Park in April 2005. The goal was to transform contaminated city blocks (.92 acres) into a healthy urban green space for contemplation and connecting with nature.

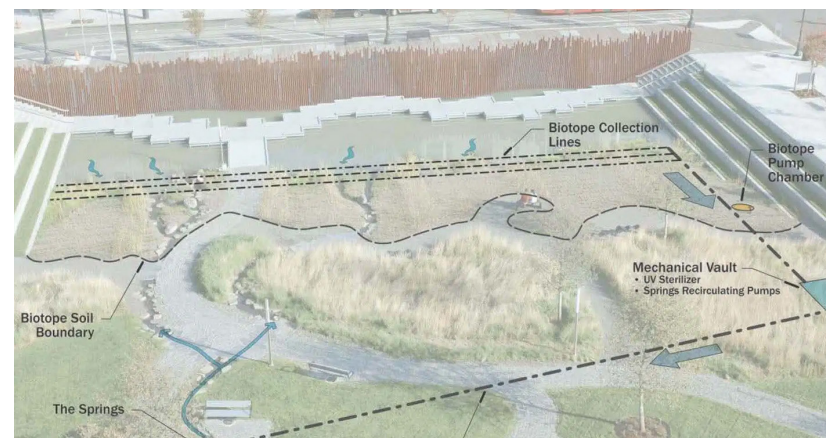
A recirculating bioswale was designed to reference the historical wetlands of Couch Lake and Tanner Creek from the years prior to industrial development. The artistic and synergistic design incorporated sustainability and historical reclamation to make the project unique to Portland and give a strong sense of place.



Sustainability: The impervious surfaces of the urban environment produce excessive precipitation runoff with pollutants and heavy metals. To mitigate this, the park collects stormwater from the sidewalks and streets surrounding it. The park is a large bioswale designed to absorb this runoff. It is a closed system so no pollutants enter the storm water system.



Maintenance: Portland Parks and Recreation maintains the park with a focus on sustainability with an adaptive management approach. Friends of Tanner Springs Park is a community group that grew out of the need for more community support for park maintenance and use. They collaborate with Portland Park and Recreation.



Historical Reclamation: Located in the Willamette Valley, the park was designed to echo the habitat that existed prior to settlement that is now endangered oak savanna and upland prairie. The naturally sloping characteristics of the park mimic the sloping of the Willamette Valley foothills.



6.2.7. CATALYTIC PROJECT: WINCHESTER BRIDGE



Future streetscape improvements along the Winchester Bridge would enhance the pedestrian experience and encourage use of more active transportation methods.

Current conditions on the Winchester Street bridge create a disconnect between the TRAX station and Fashion Place Mall for pedestrians and bicyclists. Improving this bridge in two separate phases would improve overall connectivity as well as access to the TRAX station.

FUTURE PLANS

UDOT and Murray City have determined that the reconstruction of the Cottonwood and Winchester Street bridges are scheduled to occur by 2034.

1. Phase I could include the reconstruction of the current bridge including improved pedestrian and bicycle access, sidewalks, planted park strip, and painted bike lanes.
2. Phase II could entail the construction of an adjacent bridge on the west side of the current bridge. This second bridge could link the two neighborhoods with buildings and storefronts on a single level—creating a pedestrian and bicycle friendly experience across the bridge, and to the TRAX station.



6.2.8. CASE STUDY: RIALTO BRIDGE

COLUMBUS, OHIO

BACKGROUND

The Cap at Union Station in Columbus, Ohio demonstrates how governments can partner with the private sector to create and share value in highway-related investments.

Before the construction of The Cap at Union Station Project, a 200 foot-long, chainlink-fence bordered walkway spanned the busy highway below, creating a no man's land.

To heal the scar created by the interstate, the solution was be to build a hard cap over the expressway. The objective of the Cap was to create pedestrian and retail space. A local developer, approached the City and expressed interest in investing in the Project. The company signed a memorandum of understanding with the City in 1999 to jointly develop a cap.

Under the terms of the Memorandum between the developer and the City:

- The City would pursue clear title to the air rights above the highway and obtained permission from Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) to construct the Cap



platforms

- Once the above was achieved, the developer would enter a ground lease for the platforms and construct the buildings.
- Developer would reimburse the City for up to \$75,000 in architectural fees for work that was necessary prior to construction of the buildings on the Cap.

The Project was composed of three separate bridges: one for through-traffic across the highway, and one on either side for the retail structures. Construction of the Cap structures began in 2002, with the developer beginning work on the buildings in April 2003.

REGULATORY HURDLES

AIR RIGHTS

Gaining air rights over the development proved to be a hurdle. When the original interstate was constructed, the state acquired only ground rights. The process required two years to find the owners of the air rights and for the City to procure clear title to the Project site.

PERMITS FROM FHWA

The FHWA places restrictions on use of highway easements for commercial use. It requires that in order for an easement to be granted, fair market rent must be charged to the developer for use of the Cap platforms. This proved challenging for several reasons. Ultimately, the City was able to negotiate an alternative arrangement whereby the City would share in 10 percent of the ongoing profits of the development in lieu of paying rent (the platforms were leased to the developer for a nominal \$1 per year).

MARKET CONSIDERATIONS

Key to the economic viability of the Project was the developer's ability to secure long-term, above market leases for the new buildings. In advance of securing financing, the developer secured tenants willing to pay rents that were approximately 20 to 30 percent higher than those in the surrounding



6.2.8. CASE STUDY: RIALTO BRIDGE COLUMBUS, OHIO

area. The higher rents were enabled because tenants valued the cachet of the new location, and proximity to nearby attractions. The developer also took care to ensure a mix of day and night tenants to keep the space as active as possible. The space currently features a wine bar, a clothing store, an apparel and gift shop, and a few smaller specialty food stores.

KEY PARTNERSHIPS

CITY-DEVELOPER

The City worked with the Developer on the difficult task of extending utilities to the Project across a bridge.

FHWA-CITY

Since the FHWA funded the original construction of the expressway, the alternative use of the highway easement required FHWA approval and buy-in.

ODOT-CITY

Similarly, since ODOT would be operating the highway, all of the design elements of the Project required close coordination with and sign off from ODOT.

FUNDING DESIGN

The City spent \$115,000 on the preliminary design needed to secure the necessary regulatory approvals. The developer reimbursed the City \$75,000 of this cost.



CONSTRUCTION OF THE CAP AND BRIDGES

ODOT agreed to pay \$1.3 million for the construction of the three bridges. The City paid an additional \$325,000 required to extend utilities to the platform via the concrete bay.

CONSTRUCTION OF THE RETAIL BUILDING

The developer assumed the entire cost of the improvements on top of the cap. To finance the construction, the developer originally used conventional loan options and an equity contribution for the \$7 million dollar price tag. The developer also received a ten-year, 100 percent tax abatement on the property for the City, improving the Projects' economics.

TAKEAWAYS

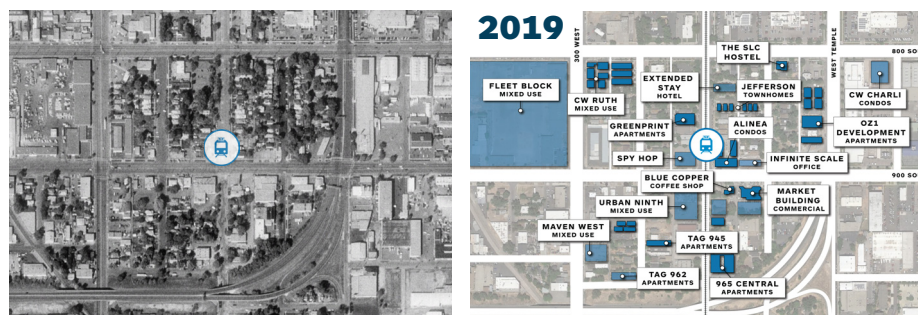
- The Project shows an innovative partnership between a private developer, a City, a state DOT and FHWA to support urban development.
- The project demonstrates how Interstate widening projects can contribute to urban renewal with limited incremental cost to government.



6.2.9. CASE STUDY: CENTRAL NINTH 850 S 200 W, SALT LAKE CITY

The Central Ninth area has a robust, and growing, neighborhood business district on 900 South and is surrounded by an eclectic mix of multi-family developments, single-family homes, and a growing number of small-scale commercial and office buildings. The highlighted building footprints are the newest developments in the area.

Before the construction of the 900 South TRAX station, the neighborhood was mainly industrial with a cluster of single-family homes. According to the Census, there were only 463 housing units within 1/2 mile of the future station in 2000. By 2010, the housing units had more than doubled (1,093 units). The TRAX station was built in 2005.



The Market Building, located on 900 South and in between West Temple and 200 West. The building is home to a market,



restaurants, and a bar. Next door to the Market Building is a smaller development with office space and a coffee shop.

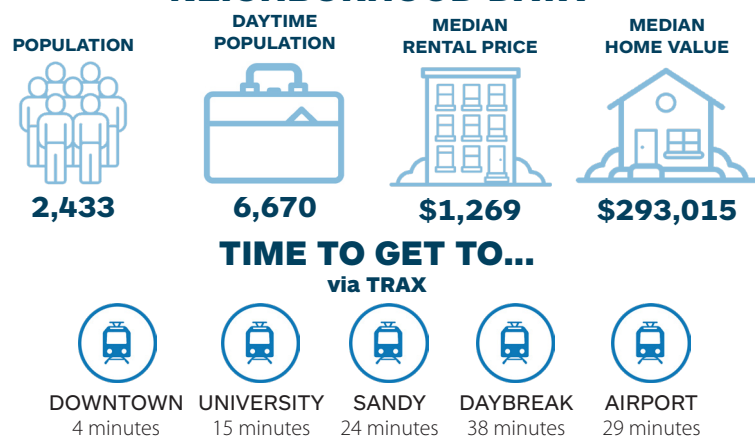


The Alinea Lofts townhomes were built in 2018. The development includes some ground floor commercial space on 900 South.

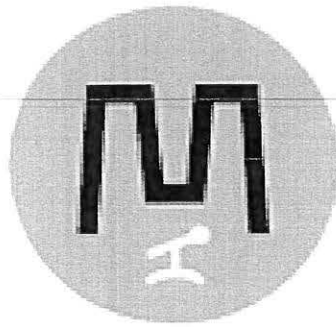


The Jefferson Walkway development (above) includes six cottage-like townhomes and public pedestrian walkway that connects two streets.

NEIGHBORHOOD DATA



Above is a rendering of the new Spy Hop Youth Media Arts Center, located on the corner of 900 South and 200 West.



MURRAY
CITY COUNCIL

Discussion Item #2



MURRAY


Public Works/Water Division

Water Leak Abatement Policy

Council Action Request

Committee of the Whole

Meeting Date: February 2, 2021

Department Director Danny Astill Phone # 801-270-2404 Presenters Danny Astill, Cory Wells Required Time for Presentation 15 Minutes Is This Time Sensitive No Mayor's Approval  Date January 14, 2021	Purpose of Proposal Discussion on a Water Leak Abatement Policy Action Requested Discussion and comments Attachments Water Leak Abatement Policy Budget Impact No direct budget impact Description of this Item <p>In 2017 Murray City hired a consultant to help the city comply with the Utah State Legislature (2016 General Session, SB 28), to have a conservation-based water rate structure. After an extensive and lengthy study, the city developed a tiered water rate system that contains five tiers. These tiers have allowed us to meet our financial needs and were set at levels to help encourage conservation-based watering. The tiered rates were set to cover the continuing operation and maintenance of the water system in a financially sound manner.</p> <p>In an effort to fairly handle the misfortune of a Murray City water customer who experiences a leak in their system, we have developed this policy which outlines a methodology to be used when a water leak occurs.</p>
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WATER LEAK ABATEMENT POLICY

Background:

In 2017, the City consulted with a local engineering firm and developed a Tiered Water Rate System ("Tiered System") made up of five (5) tiers which allows the City to encourage conservation-based watering while still meeting the financial requirements necessary to operate the City's water systems. Under the Tiered System, a City water customer ("Customer") is billed based on the volume of water used during a single billing cycle. The volume of water used by a Customer is measured in "units", with a single unit of water equaling 100 cubic feet. Customer water usage per billing cycle under the Tiered System is broken down as follows:

- Tier 1 = 0-8 Units (0-800 cubic feet)
- Tier 2 = 9-25 Units (900-2,500 cubic feet)
- Tier 3 = 26-49 Units (2,600-4,900 cubic feet)
- Tier 4 = 50-79 Units (5,000-7,900 cubic feet)
- Tier 5 = 80+ Units (8,000+ cubic feet)

Purpose:

The purpose of this Water Leak Abatement Policy ("Policy") is to establish procedures to be followed in the event that a Customer experiences a water leak on their property.

Policy:

1. **Leak Repair, Abatement and Payments:** The repair of leaks and service of plumbing on a Customer's side of the service connection to the City's water system is the responsibility of the Customer. Any water lost through a leak or open valve on the Customer's side of the service connection shall be paid for by the Customer. To the extent possible, payments for lost water shall be at the rates of the prevailing Tier of the Customer's normal water usage. However, no payments under this Policy for lost water shall be at a rate lower than Tier 3. The City may attempt to notify a Customer if a leak is suspected, but absence of notice from the City does not excuse a Customer of any obligation to be aware of a leak or to pay for the lost water.

- a. **Customer Responsibilities:**

- i. Section 13.08.010 of the Murray City Municipal Code (the "City Code") requires all Customers to "keep their service pipes, connections, and other apparatus in good repair and protected from frost at their own expense." In addition, Section 13.08.120 of the City Code requires Customers to remedy any leaks or to address other wasteful uses of City water once they are discovered.
- ii. Once a Customer is aware of a leak or a wasteful use, they must immediately take the appropriate actions necessary to adequately address and repair the problem.

b. City Responsibilities:

- i. The City shall verify that any leak or wasteful use has been adequately repaired by the Customer. Once the City has determined that the Customer has acted appropriately, the City will charge the Customer as outlined in this Policy for the total amount of water lost as a result of the leak or wasteful use.

2. **Customer Bill Adjustment:** A Customer may request an adjustment to their water bill from the City for water lost because of a leak using the form provided. The City, at its discretion, may adjust the Customer's bill by charging a rate determined by the Public Works Director or Designee contained within the Tiered System. This rate shall consider the cost associated with providing water (i.e. Pumping, Treatment, Storage, Transporting, Delivery, Monitoring, Repair, Replacement, Billing and Customer Service activities). Any approved adjustments will only be considered for amounts over and above a Customer's normal water usage during that billing period and will not be considered for more than two (2) billing periods.

The City shall not consider any adjustments to a Customer's bill until the Customer has presented sufficient proof to the City that the leak has been fully repaired.

a. Customer Requirements for Adjustment Eligibility:

- i. Requests for adjustments must be made within two (2) billing periods after the leak is repaired.
- ii. Adjustments may be available for leaks that are concealed or hidden from view or detection due to landscaping, concrete, structures or a leak inside the cavity of a wall.
- iii. Evidence must be provided to the satisfaction of the Public Works Department that the leak has been repaired (i.e. repair bills, invoice from a plumbing company, or receipts if self-repaired).
- iv. Customers will only be granted one (1) adjustment in a rolling 24-month period.
- v. Granting of an adjustment is at the sole discretion of the City.

Policy Adoption: The Murray City Water Leak Abatement Policy is hereby approved and adopted and shall be incorporated into the Public Works Department, Water Division policies.

Effective Date: This Murray City Water Leak Abatement Policy shall be effective immediately.

[Signature Page to Follow]

DATED this ____ day of _____, 2020.

D. Blair Camp, Mayor

ATTEST:

City Recorder

APPROVED AS TO CONTENT:

APPROVED AS TO CONTENT:

Danny Astill, Public Works Director

Brenda Moore, Finance Director

APPROVED AS TO FORM:

G.L. Critchfield, City Attorney

History.

- Adoption Date: _____, 2020

BILL ADJUSTMENT REQUEST FORM

COMPLETE THIS FORM TO REQUEST A BILL ADJUSTMENT FOR A LEAK

REQUIREMENTS FOR ELIGIBILITY

- Requests for adjustments must be made within two (2) billing periods after the leak is repaired.
- Adjustments may be available for leaks that are concealed or hidden from view or detection due to landscaping, concrete, structures or a leak inside the cavity of a wall.
- Evidence must be provided to the satisfaction of the Public Works Department that the leak has been repaired (i.e. repair bills, invoice from a plumbing company, or receipts if self-repaired).
- Customers will only be granted one (1) adjustments in a rolling 24-month period.
- Granting of an adjustment is at the sole discretion of the City.

CUSTOMER INFORMATION

Name _____

Account Number _____

Phone Number _____ Email _____

Service Address _____

City _____ State _____ Zip _____

LEAK AND REPAIR DETAILS

Date Leak First Noticed _____

Date Repaired _____

Where is the leak? ☐ Underground

☐ Under or within concrete

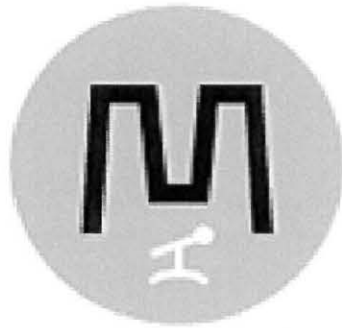
☐ Beneath a building

☐ Within a wall or cavity

☐ Other _____

Describe the leak and the actions taken to complete the repairs. (attach all receipts)

Customer Signature _____ Date _____



MURRAY
CITY COUNCIL

Discussion Item #3



MURRAY


Power Department

Electric Vehicle (EV) Charger Rate Discussion

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Blaine Haacke Phone # 801-264-2715 Presenters Blaine Haacke Matt Youngs Required Time for Presentation 20 Minutes Is This Time Sensitive no Mayor's Approval  Date January 19, 2021	Purpose of Proposal Discussion of proposed Electric Vehicle(EV) charger rate Action Requested Discussion in COW in preparation for February 16 adoption of Electric Vehicle (EV) charger rate. Attachments 1- General Summary of Rate Proposal. 2 - Ordinance establishing a rate for public electric vehicle charging stations. Budget Impact A new rate would be adopted for use of public access to Electric Vehicle (EV) chargers. The revenue amount realized is not known. Rate is not meant to be a huge revenue source. Description of this Item Three EV charger units have been installed at The Park Center for public access. Each unit has two charger "cords". The city was awarded \$157,000 from a VW settlement and the Power Department opted to use the award to install the chargers. A use rate has to be implemented before we deem the chargers operational. Our discussion will review the history of this project and will also propose a rate that has been examined by a third-party consultant. The Attorney's office and Mayor's office have also been involved with this rate formation.
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Murray City Power Public Electric Vehicle (EV) Charging Rate Proposal

- Volkswagen Settlement – The State of Utah is beneficiary of over \$35 million from the Volkswagen (VW) Environmental Mitigation Trust, part of a settlement with VW for violations of the Clean Air Act. The Governor designated the Utah Department of Environmental Quality (DEQ) as the lead agency to administer this funding, including the development of an Environmental Mitigation Plan. Utah is funding through the settlement to reduce the excess nitrogen oxide (NOx) emissions from the VW, Audi, and Porsche vehicles that were not in compliance with the Clean Air Act.
 - Approximately 7,000 vehicles in Utah were affected by the emissions cheat device on VW vehicles.
 - Utah's total allocation from the settlement is \$35,177,506
 - Majority of these funds are allocated to reducing NOx emissions from Class 4-8 local freight trucks, and school, shuttle, and transit buses.
 - 11% of funds allocated for light duty zero-emissions-vehicle supply equipment (EVSE)
 - Targets government-owned facilities, providing double benefits to taxpayers
 - Prioritizes facilities in nonattainment areas, near major transportation corridors, and allows public access.
- VW Settlement Application - Murray applied for VW settlement funding and was awarded funding up to \$157,608.24 in December 2019 to install one (1) DC Fast Charger and two (2) Level 2 Chargers at the Park Center in Murray. When the project is complete, we will submit paperwork for reimbursement from the State.
 - The application required that Murray follow the City's competitive bid process to select a vendor for the project. Murray solicited bids from five vendors on the State's approved vendor list and the bid was awarded to LilyPad EV out of Kansas City Missouri.
 - ChargePoint, the manufacturer of the installed EV chargers, was chosen by the State of Utah through a selection process to be used in VW EVSC projects.
- EV Charging Proposed Rates / Cost-of-Service Study
 - Power Department contracted with Dave Berg Consulting to:
 - Use our latest cost-of-service study (compiled by Dave Berg Consulting) to determine recommended EV rates for L2 and DC fast chargers, and
 - Provide justification for the recommended EV rates
 - Dave Berg Consulting Recommended EV Rate Letter: Proposed EV charging fees were derived using data from Murray's latest cost-of-service study. This study details the actual cost of serving a customer with electricity based on power supply, transmission, distribution, and administrative costs. In addition to the cost-of-service data, the proposed fees also take into consideration ChargePoint fees and operation and maintenance of the EV chargers.
 - Rates
 - \$0.20 / kilowatt hour – Level 2 Charger (two Level 2 Chargers at Park Center)
 - \$0.30 / kilowatt hour – DC Fast Charger (one DC Fast Charger at Park Center)
 - Fees / Penalties
 - 4 hour parking limit
 - \$10 fee for violation of 4 hour limit – assessed at hour 5

- EV users make payment via ChargePoint account / App
 - Similar to parking payment Apps
 - ChargePoint administrative fee is 10% of all rates / fees collected
- Revenue
 - Murray's VW Award includes cost of EV chargers and a 5 year maintenance / warranty for equipment
 - Propose that rate / fee revenue go the Power Fund, towards cost of power, system, and future EV charger maintenance and infrastructure.
- Local EV Public Charging Rates
 - The proposed rate also takes into consideration the variety of public EV charging rates in Salt Lake County. Some cities give power away for free for a limited amount of time and some charge a flat dollar amount per hour. Some charge a connection fee in addition to a kilowatt hour rate.
 - Murray's proposed EV rate is designed so that the cost of EV charging is borne by the EV customers and does not create a subsidy for all rate payers.
- Sample charging costs and battery % for a 1-hour charging session at proposed rates:
 - Level 2 Chargers (\$0.20/kilowatt hour)
 - Chevy Bolt - \$1.48, 11% charge
 - Tesla Model S - \$2.17, 9% charge
 - DC Fast Charger (\$0.30/kilowatt hour)
 - Chevy Bolt – \$13.33, 58% charge
 - Tesla Model S – \$13.33, 38% charge

ORDINANCE NO. _____

AN ORDINANCE ENACTING SECTION 15.20.145 OF THE MURRAY CITY MUNICIPAL CODE RELATING TO THE ESTABLISHMENT OF PUBLIC ELECTRIC VEHICLE CHARGING STATIONS AND RATES AND AMENDING SECTION 10.08.020 OF THE MURRAY CITY MUNICIPAL CODE RELATING TO THE REGULATION OF PARKING AT AN ELECTRIC VEHICLE CHARGING STATION.

Section 1. Purpose. The purpose of this ordinance is to enact Section 15.20.145 and amend Section 10.08.020 of the Murray City Municipal Code relating to the establishment of Public Electric Vehicle Charging Stations and Rates and the regulation of parking at an Electric Vehicle Charging Station.

Section 2. Enactment of Section 15.20.145 of the Murray City Municipal Code. Section 15.20.145 of the Murray City Municipal Code relating to the establishment of Public Electric Vehicle Charging Stations and Rates shall be enacted to read as follows:

15.20.145 PUBLIC ELECTRIC VEHICLE CHARGING STATIONS AND RATES

A. PURPOSE: To set the policies and procedures for charging station rates relating to the use of public Electric Vehicle ("EV") Charging Station Facilities ("Charging Stations") owned and operated by Murray City Corporation (the "City") and managed by the Murray City Power Department (the "Power Department").

B. TERMS AND RULES FOR CHARGING STATION USE

- 1. RATES ESTABLISHED:** The rates and charges for EV Charging Stations furnished by the City to users and consumers shall be established as set forth in this Chapter.
- 2 FINANCIAL TRANSACTIONS:** All Charging Station financial transactions and payments for vehicles charging at a City Charging Station shall be wholly managed and handled by a third-party vendor as posted at each Charging Station. The third-party vender(s) shall receive a percentage of all fees collected at the individual Charging Stations.

C. CHARGING STATION ACCESS:

1. Charging Stations may be used by any member of the public.

2. Charging Stations located within City Parks shall be unavailable for use during the hours of 11:00 PM to 6:00 AM when the parks are closed for public use.
 3. Vehicles parked at a Charging Station must be connected to the Charging Station and in the process of charging.
- D. CHARGING STATION TIME LIMITS AND FEES:** Charging Stations may have limits on the length of time a Charging Customer ("Customer") may charge an EV in a certain parking space. Each parking space at a Charging Station shall have charging requirements clearly posted indicating the charging time limits for that specific Charging Station. It is the responsibility of the Customer to adhere to the charging requirements and time limits as posted.
1. **FEES:** If the charging and time requirements for a Charging Station are violated, Customers may be subject to a fee (assessed at the time of use) for non-compliance with the posted requirements.
- E. EV CHARGING STATION RATES:** Charging Station rates assessed by the City shall be cost-based and designed to recoup the capital and operating costs of the charging equipment, plus the cost of electricity as determined by the relevant retail rate, plus appropriate taxes and overhead costs. The total rate charged shall include the appropriate electricity charges, operating costs, and any applicable third-party vendor fees. Charging Station rates shall be clearly posted on each Charging Station and shall be broken down in detail.
1. **EV CHARGING STATION RATE SCHEDULE:** Charging Station Customers will be charged per kWh for electricity consumed based on the following rates:

EV Charging Station Rates	
DC Fast Chargers	\$0.30/kWh
Level 2 Chargers	\$0.20/kWh

Section 3. Amendment of Section 10.08.020 of the Murray City Municipal Code.
Section 10.08.020 of the Murray City Municipal Code relating to the regulation of parking at Electric Vehicle Charging Stations shall be amended to read as follows:

10.08.020: PROHIBITED PARKING

...

- F. A person may not park a vehicle at an Electric Vehicle Charging Station:
1. unless the vehicle is connected to the Electric Vehicle Charging Station and in the process of charging; or
 2. beyond the charging time limit requirements posted at the Charging Station.

Section 4. Effective date. This Ordinance shall take effect upon first publication.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on
this ____ day of _____, 2021.

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2021.

D. Blair Camp, Mayor

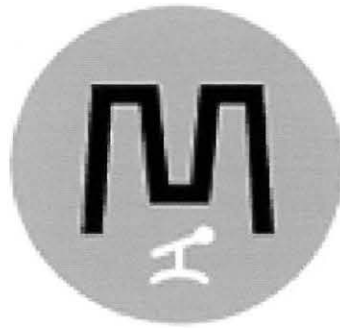
ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

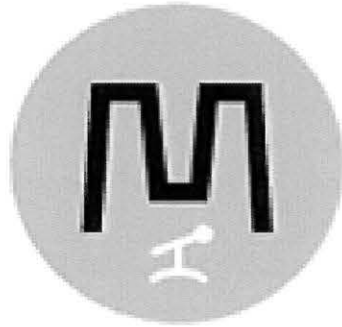
I hereby certify that this Ordinance, or a summary hereof, was published
according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder



MURRAY
CITY COUNCIL

Adjournment

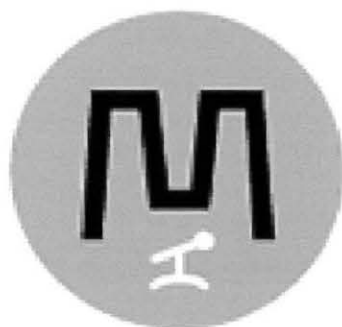


MURRAY
CITY COUNCIL

Council Meeting 6:30 p.m.

Call to Order

Pledge of Allegiance



MURRAY
CITY COUNCIL

Council Meeting Minutes

Murray City Municipal Council Chambers Murray City, Utah

The Murray City Municipal Council met on Tuesday, January 5, 2021 at 6:32 p.m. for a meeting held electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Council Chair determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

The public was able to view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

Council Members in Attendance:

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

Others in Attendance:

Blair Camp	Mayor	Jan Lopez	Council Director
G.L. Critchfield	City Attorney	Jennifer Kennedy	City Recorder
Doug Hill	Chief Administrative Officer	Jennifer Heaps	Chief Communications Officer
Danny Astill	Public Works Director	Brenda Moore	Finance Director
Brooke Smith	Purchasing Agent/Deputy City Recorder	Melinda Greenwood	Community & Economic Development (CED) Director
Pattie Johnson	Council Office Administrator III	Priscilla Kowalski	Business License Specialist
Jared Hall	Community Development Supervisor	Bill Francis	Utah VOD
Paul Thompson	Judge	Jeremy Lowry	Fortis Private Bank, Cottonwood Heights, Utah
Jake Pehrson	Premier Medical Distribution, Draper, Utah		

Opening Ceremonies

Call to Order – Councilmember Cox called the meeting to order at 6:32 p.m.

Pledge of Allegiance – The Pledge of Allegiance was led by Councilmember Martinez daughter, Jenny.

Approval of Minutes

Council Meeting – December 1, 2020

Council Meeting – December 8, 2020

MOTION: Councilmember Brett Hales moved to approve both sets of minutes. The motion was SECONDED by Councilmember Rosalba Dominguez.

Council roll call vote:

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

Nays: None

Abstentions: None

Motion passed 5-0

Special Recognition

1. Councilmember Cox introduced Murray City Council Employee of the Month, Priscilla Kowalski, Business License Specialist – Brett Hales and Melinda Greenwood presenting.

Staff Presentation: Brett Hales, Councilmember and Melinda Greenwood, Community & Economic Development Director

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

Melinda Greenwood expressed her appreciation for the work Ms. Kowalski has done for the department.

Public Notice

Public notice was read by Councilmember Cox explaining that the council meeting is held electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus.

Citizen Comments – Comments are limited to 3 minutes unless otherwise approved by the Council. The following comments were received via email and read into the record by Jan Lopez, Council Executive Director:

Deanna Hoyt, Murray City, Utah, District 4

I want to make a Public Comment.

For sometime now I have been bothered by a constant noise that we hear at our home in Erickson Dairy area. During the summer it was present but not as loud as it has been for probably 6 months now. I went to city hall during the summer and told them about this noise and they sent out a police officer and I took him in backyard and in the house but he couldn't hear any-thing I was trying to explain to him. I let it go and the last several months

the noise has got even louder and for hours without a let up. It present when I wake up around 7 a.m. and still going late into the night. (I put earphones on and turn on the radio to go to sleep-sometimes as late as 1-2 a.m.

The noise is a low sound and very steady and very loud and nerve racking. When I mentioned it to some people I got funny looks and told to turn up the volume on the tv, and told maybe it was a train or a car going by. It is not traffic and certainly not a train or plane. This sounds like it is coming from the northwest of my area and is very steady in "wave sounds". It overrides the noise from the refrigerator, the furnace, etc. It is both outside and inside of my home and so upsetting at times that I leave and go drive around in the car to get away from it.

One of my daughters lives east of me on Royalton Dr. My sister lives on Dunbarten Dr east of 9th east. Some of my friends live west of the Murray High's stadium. Other neighbors in the Erickson area have questioned what it is and in all these areas are bothered by the constant sound.

I have gone over by Tosh to see if it is from all the equipment on their roofs and it is not there.

My daughter called and she had found where people around Murray are texting about it so she printed it off for me: This is enclosed with my letter.

Please can an some agency track down this problem and quiet it down. I think this can turn into mental problems when there is no relife or possibility of quiet inside our homes or outside either. You are all welcome to my home anytime and listen Thank for your consideration.

Jan reported that Doug Hill has looked into this and he believes it could be coming from construction work on I-15.

Robert Hanson, Murray City, Utah, District 2

This is Robert Hansen and I live in District 2. I just received my utility bill and saw the changes stated in the recycling sheet concerning pick up days and have some questions:

Why are pickups being changed to every other week?

Why are residents east of 900 east not being changed?

Why were there no reasons stated for the change in the notice sent out with the utility bill, and on the website pages "Recycling Changes Coming" and "Curbside Recycling".

As you are probably aware Murray used to have every other week pickup and changed to a weekly schedule. A reduction in service, especially at a time when home deliveries have skyrocketed just doesn't make sense.

Thanks for taking the time to read this and any reply will be appreciated.

Jan reported that Doug Hill has looked into this and it may be from construction on I-15.

Matthew Schneider, Murray, Utah

I am writing as a Murray resident who is deeply concerned about all the zoning changes in the city.

I wish the city would not look at every piece of land as an opportunity to cram more people into this city. Why is it Murray's job at the detriment of current residents to continue allow medium-high density housing? Not to mention all the designs are horrendous.

Has anyone even given a thought to the infrastructure? Are the roads getting bigger? No resident wants it. It's city center, then RC Willey, then the Sports Mall. Just stop. No one is forcing the city council to do this.

Kate Sturgeon, Murray City, District 5

Please take into account the neighborhood which will be affected by this change.

Jan clarified that this letter is referring to RC Willey Planning Changes.

The new development further west on Winchester has blind spots for those exiting the neighborhood onto Winchester, creating a dangerous situation. The mobile home park even further west on Winchester also has blind spots, with same results.

The planning commission/city council needs to take these problems into account. As well as the decreasing trees found in the city, and the general ugliness Murray is becoming. If you like asphalt, Murray is your town. That's not why a lot of us live here. The redo on Vine street (btw 9th and 13th E) is now one hot asphalt track. Return to requiring trees as part of any development in Murray.

Please think about those who live here, not just developers with deep pockets.

Joseph Silverzweig, Murray, Utah

I'm Joe Silverzweig, a Murray resident

Councilmembers, Mr. Mayor- thank you for the opportunity to speak with you today. I have had the opportunity to review the plan for the RC Willey site and I wanted to speak in support.

The proposed plan is exactly the sort of development that will bring vibrancy and a sense of togetherness to Murray. Where big box retail has been a good way to make people want to visit our city, a rezoning to mixed use will make people want to live here. I look forward to the community that promises to spring up at this attractive junction near freeways, job opportunities, and amenities.

I understand the concerns of neighbors about density. Given the distance from rail lines and the location on prime throughfares like 900 E and I-215, this development will be a better fit for traditional car commuters and more established families. The plan is already setting up for this future by lowering the typical density of 100 units per acre down to 40

units per acre. I can't wait for when I can visit Wheeler farm with my family and then stop by this development for a bite to eat or some shopping on my way home. It's an exciting future for this desirable area, and this rezone will prove to be in the city's long term best interest.

Consent Agenda

1. Consider confirmation of the Mayor's appointment of Jake Pehrson to the Murray City Planning and Zoning Commission for a three-year term beginning January 15, 2021 to expire January 15, 2024.
2. Consider confirmation of the Mayor's appointment of Jeremy Lowry to the Planning and Zoning Commission for a three-year term beginning January 15, 2021 to expire January 15, 2024.

Councilmember Cox asked for comments. Councilmember Hales expressed thanks to Philip Markham and Scott Woodbury who both served three terms on the Planning and Zoning Commission.

MOTION: Councilmember Martinez moved to approve the Consent Agenda. The motion was SECONDED by Councilmember Dominguez.

Council roll call vote:

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

Nays: None

Abstentions: None

Motion passed 5-0

Business Item

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

1. Consider a resolution approving an agreement between the City and Utah Department of Transportation to receive funding from the Federal Aid Highway Funds for the project consisting of the intersection at 5300 South Street and College Drive.

Staff Presentation: Danny Astill

Mr. Astill spoke about receiving funds from Utah Department of Transportation (UDOT) for intersection repairs. UDOT is responsible to oversee the federal aid projects to ensure adequate supervision and inspection so the Project is completed in conformance with the approved plans and specifications, including compliance with all federal requirements.

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

Council roll call vote:

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

Nays: None

Abstentions: None

Motion passed 5-0

2. Consider a resolution of the Murray City Municipal Council appointing Jennifer Kennedy as the new City Council Executive Director.

Staff Presentation: Rosalba Dominguez

Councilmember Dominguez shared the city council's excitement to announce that Jennifer Kennedy has accepting the role and responsibility as their Executive Director. Ms. Dominguez also expressed her gratitude towards Jan Lopez for her years of service.

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

Council roll call vote:

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

Nays: None

Abstentions: None

Motion passed 5-0

Swearing-In administered by Judge Thompson.

Jennifer Kennedy expressed her gratitude to the council and thanked them for this opportunity.

3. Consider a resolution approving the Mayor's appointment of Brooke Smith as the City Recorder.

Staff Presentation: Mayor Camp

Mayor Camp congratulated Jennifer Kennedy for accepting the role and responsibility as the new Council Executive Director with that change announced to the City Council that he has extended an offer to Brooke Smith to fulfill the role as City Recorder. Mayor Camp shared that Brooke was recently recognized as Employee of the Month, has completed her master's degree, and received her Certified Municipal Clerk (CMC) designation.

MOTION: Councilmember Martinez moved to adopt the resolution. The motion was SECONDED by Councilmember Dominguez.

Council roll call vote:

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

Nays: None

Abstentions: None

Motion passed 5-0

Swearing-In administered by Judge Thompson.

Brooke Smith expressed her gratitude to the mayor and council and thanked them for this opportunity.

4. Consider a resolution approving the Mayor's appointment of representatives to boards of interlocal entities.

Staff Presentation: Mayor Camp

Mayor Camp announced there are no changes to representative to the interlocal entity board. The following people will remain appointed in 2021:

1. Blaine Haacke as the City's representative to the Utah Associated Municipal Power Systems (UAMPS) Board with Greg Bellon as the alternate representative.
2. Mayor Blair Camp as the City's representative to the Central Valley Water Reclamation Facility Board with Danny Astill as the alternate representative.
3. Doug Hill as the City's representative to the Salt Lake Valley Emergency Communications Center (VECC) Board with Mayor Blair Camp as the alternate representative.
4. Russ Kakala as the City's representative to the TransJordan Cities Board with Danny Astill as the alternate representative.
5. Mayor Blair Camp as the City's representative to the Utah Telecommunication Open Infrastructure Agency (UTOPIA) Board with Brenda Moore as the alternate representative.
6. Brenda Moore as the City's representative to the Utah Infrastructure Agency (UIA) Board with Mayor Blair Camp as the alternate representative.
7. Councilmember Diane Turner as the City's representative to the Wasatch Front Waste and Recycling District Board.
8. Blaine Haacke as the City's representative to the Intermountain Power Agency Board with Greg Bellon as the alternate representative.
9. Doug Hill as the City's representative to the Metro Fire Agency Board.
10. Melinda Greenwood as the City's representative to NeighborWorks Salt Lake Board.
11. Mayor Blair Camp as the City's representative to the Jordan River Commission with Kim Sorensen as the alternate representative.

Mayor Camp expressed thanks to the people who have served and continue to serve as representatives on these interlocal entity boards.

MOTION: Councilmember Turner moved to adopting the resolution. The motion was SECONDED by Councilmember Dominguez.

Council roll call vote:

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

Nays: None

Abstentions: None

Motion passed 5-0

5. Elections of City Council Chair and Vice-Chair for calendar year 2021.

Councilmember Cox asked for nomination for City Council Chair.

Councilmember Martinez thanked Councilmember Dominguez for her service and nominated Diane Turner for City Council Chair. No other nominations were given.

Voice vote taken, all "ayes."

Councilmember Cox asked for nomination for City Council Vice-Chair.

Councilmember Turner nominated Brett Hales for City Council Vice-Chair. No other nominations were given.

Voice vote taken, all "ayes."

6. Elections of City Council Budget and Finance Committee Chair for calendar year 2021.

Councilmember Cox asked for nomination for City Council Budget and Finance Committee Chair.

Councilmember Turner nominated Kat Martinez for City Council Budget and Finance Committee Chair. No other nominations were given.

Voice vote taken, all "ayes."

Elections of City Council Budget and Finance Committee Vice-Chair for calendar year 2021.

Councilmember Cox asked for nomination for City Council Budget and Finance Committee Vice-Chair.

Councilmember Hales nominated Rosalba Dominguez for City Council Budget and Finance Committee Chair. No other nominations were given.

Voice vote taken, all "ayes."

Mayor's Report and Questions

Mayor Camp reported on the following items:

- Golf course will re-open January 6, 2021 due to the warmer weather.
- Work on cell tower site is underway near the new city hall location. Footings are currently being dug at the new location and it is anticipated that in the end of February the cell tower will be moved.

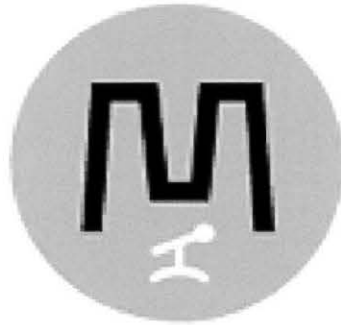
The floor was opened for questions and none were asked.

Adjournment

The meeting was adjourned at 7:18 p.m.

Brooke Smith, City Recorder

DRAFT



MURRAY
CITY COUNCIL

Citizen Comments

Limited to three minutes, unless otherwise approved by Council



MURRAY
CITY COUNCIL

Consent Agenda



MURRAY


Mayor's Office

Appointment of Laurie Densley to the History Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Kim Sorensen	Purpose of Proposal Appointment of board member.
Phone # 801-264-2619	Action Requested Consider confirmation of the Mayor's appointment of Laurie Densley to the History Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Laurie Densley will be appointed to the History Advisory Board from January 1, 2021 - August 1, 2023. Laurie will be replacing Pamela H. Benson.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Laurie Densley

Murray, UT 84107

Professional Summary

Successful former teacher with 30 years experience teaching history and other basic subjects. Works well with others. Loves Murray, its people, and its history.

Skills

- Social Studies/History
- Teaching
- Program Development and Management
- Team Collaboration
- Problem-solving skills
- Activity Planning

Work History

Elementary School Teacher 08/1980 to 07/2011
Jordan School District - Sandy, UT

As an elementary school teacher, I enjoyed teaching Utah, United States, and World History during my 30 year career.

I've had an interest in history since I was a child.

I'm a fourth generation Murrayite who has always been fascinated by its history. I'm excited to learn more.

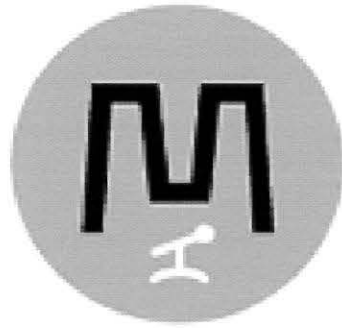
Seven generations of my family are buried in the Murray City Cemetery. I've done extensive research on most of them and have compiled a book about them. Many of them helped settle the South Cottonwood area.

I think being a member of the Murray History Board would be a good fit for me.

Education

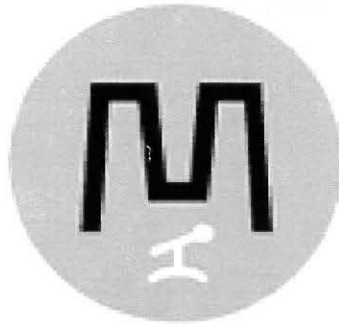
Bachelor of Science: Elementary Education 06/1980
University of Utah - Salt Lake City, UT

Murray High School - Murray, UT 05/1977



MURRAY
CITY COUNCIL

Public Hearings



MURRAY
CITY COUNCIL

Public Hearing #1

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 2nd day of February, 2021, at the hour of 6:30 p.m., the Murray City Municipal Council will hold and conduct a hearing on and pertaining to the consideration of amending the General Plan from General Commercial to Mixed Use and amending the Zoning Map from the C-D (Commercial Development) zoning district to the M-U (Mixed Use) zoning district for the properties addressed 5157, 5177, 5217 And 5283 South State Street & 151 East 5300 South, Murray, Utah.

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

Public Notice is hereby given that this meeting will occur electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Council Chair has determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

***Citizen comments or public hearing comments may be made as follows:**

- Live through the Zoom meeting process. Those wishing to speak during these portions of the meeting must send a request to city.council@murray.utah.gov by 3:00 p.m. on the meeting date. You will receive a confirmation email with instructions and a Zoom link to join the meeting.
- Read into the record by sending an email in advance or during the meeting to city.council@murray.utah.gov.
- Comments are limited to less than three minutes, include your name and contact information.

DATED this 14th day of January 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink, appearing to read "Brooke Smith", is written over a horizontal line.

Brooke Smith
City Recorder

DATE OF PUBLICATION: January 17, 2020
21-04

DATE OF PUBLICATION: January 15, 2020

ORDINANCE NO. _____

AN ORDINANCE RELATING TO LAND USE; AMENDS THE GENERAL PLAN FROM GENERAL COMMERCIAL TO MIXED USE AND AMENDS THE ZONING MAP FROM C-D TO M-U FOR THE PROPERTY LOCATED AT 5157, 5177, 5217 AND 5283 SOUTH STATE STREET & 151 EAST 5300 SOUTH, MURRAY CITY, UTAH. (Howland Partners, Inc., Applicant)

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

WHEREAS, the owner of the real property addressed 5157, 5177, 5217 And 5283 South State Street & 151 East 5300 South, Murray, Utah, has requested a proposed amendment to the General Plan of Murray City to reflect a projected land use for the property as Mixed Use and to amend the zoning map to designate the property in an M-U zone district; and

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

WHEREAS, it appearing to be in the best interest of Murray City and the inhabitants thereof that the proposed amendment of the General Plan and the Zoning Map be approved.

NOW, THEREFORE, BE IT ENACTED:

Section 1. That the Murray City General Plan be amended to show a Mixed-Use projected use for the following described property addressed at 5157, 5177, 5217 And 5283 South State Street & 151 East 5300 South, Murray City, Salt Lake County, Utah:

Tax Parcel Numbers: 22-07-304-027
22-07-304-028
22-07-304-029
22-07-304-030
22-07-304-031

A TRACT OF LAND WHICH IS LOCATED IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 2 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, MURRAY CITY, SALT LAKE COUNTY, UTAH, SAID TRACT IS MORE PARTICULARLY DESCRIBED AS, BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF STATE STREET; POINT BEING MORE PARTICULARLY DESCRIBED AS SOUTH 89°59'23" EAST 896.04 FEET TO THE EAST RIGHT OF WAY LINE, AND 1313.70 FEET SOUTH 00°04'38" WEST ALONG SAID RIGHT OF WAY LINE, FROM THE WEST QUARTER CORNER OF SAID SECTION 7, THENCE NORTH 00°04'38" EAST 744.40

FEET; THENCE SOUTH 89°55'22" EAST 209.12 FEET; THENCE SOUTH 80°18'37" EAST 5.94 FEET; THENCE NORTH 00°04'38" EAST 130.00 FEET; THENCE NORTH 80°19'29" WEST 15.50 FEET; THENCE NORTH 00°00'31" WEST 129.95 FEET; THENCE SOUTH 71°48'51" EAST 120.81 FEET; THENCE SOUTH 74°59'50" EAST 24.84 FEET; THENCE SOUTH 86°18'25" EAST 133.45 FEET; THENCE SOUTH 82°21'39" EAST 84.77 FEET; THENCE SOUTH 01°14'54" EAST 108.30 FEET; THENCE SOUTH 07°51'48" WEST 45.45 FEET; THENCE SOUTH 01°12'52" WEST 121.24 FEET; THENCE SOUTH 05°10'37" EAST 55.50 FEET TO THE BEGINNING OF A RADIUS OF 550.00 FEET TO THE RIGHT; THENCE SOUTHWESTERLY 250.66 FEET ALONG THE CURVE THROUGH A DELTA OF 26°06'46" (CHORD BEARS SOUTH 7°52'46" WEST 248.50 FEET); THENCE SOUTH 20°56'09" WEST 94.96 FEET; THENCE SOUTH 00°04'38" WEST 514.02 FEET TO THE NORTH RIGHT OF WAY LINE OF 5300 SOUTH STREET; THENCE ALONG SAID NORTH RIGHT OF WAY LINE NORTH 89°52'50" WEST 119.58 FEET; THENCE NORTH 80°57'10" WEST 71.54 FEET; THENCE NORTH 89°53'32" WEST 54.37 FEET; THENCE NORTH 89°53'22" WEST 220.89 FEET; THENCE NORTH 0°06'38" EAST 5.94 FEET TO THE BEGINNING OF A 15.50 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY 24.34 FEET ALONG THE ARC OF SAID CURVE THROUGH A DELTA OF 89°58'01" (CHORD BEARS NORTH 44°54'21" WEST 21.91 FEET); THENCE NORTH 89°54'37" WEST 6.03 FEET; THENCE NORTH 00°04'38" EAST 203.48 FEET TO THE POINT OF BEGINNING.

CONTAINS 5 LOTS: 575,957 SF OR 13.222 ACRES

Section 2. That the Zoning Map and the zone district designation for the property described in Section 1 be amended from the C-D zone district to the M-U zone district.

Section 3. This Ordinance shall take effect upon the first publication and filing of copy thereof in the office of the City Recorder of Murray City, Utah.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council
on this ____ day of February, 2021.

MURRAY CITY MUNICIPAL COUNCIL

Dianne Turner, Chair

ATTEST:

Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of _____, 2021.

MAYOR'S ACTION:

DATED this ____ day of _____, 2021.

D. Blair Camp, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder

4800 LOFTS, LLC – 447 West 4800 South & 380 West 4850 South – Project #20-115

This item was withdrawn from the agenda and no action was taken on this item.

HOWLAND PARTNERS, INC. – 5157, 5177, 5217, 5283 South State Street & 151 East 5300 South – Project #20-088 and Project #20-089

Gary Howland was present to represent this request. Jared Hall reviewed the location and request for a General Plan and Zone Map amendment. The properties are collectively known as the Pointe at 53rd and are located in the C-D Zone. The request is to change the zone from C-D to Mixed-Use (M-U). Currently the General Plan's Future Land Use Map shows these properties as General Commercial. In order to support the requested change to the M-U Zone, the Future Land Use Map needs to be modified.

The public improvements that are required and the way a property is developed in the M-U Zone is significantly different than in the C-D Zone. Parking in the C-D Zone is in the front between the buildings and the street. In the M-U Zone, 50% to 80% of the frontage of the street should have buildings rather than parking between the buildings and the street. Sidewalks in the C-D Zone are typically 5' with 5' park strips and in the M-U Zone sidewalks are 7' with 8' park strips.

Permitted uses in the C-D Zone include hotels, retail stores, restaurants, grocery stores, funeral homes, assisted living facilities, beauty salons, personal services, business services, professional services, entertainment and sports, contractors, vehicle sales, rental, and repairs, convenience stores and gas stations, and athletic clubs. No residential uses are allowed in the C-D Zone. The M-U Zone allows residential uses such as townhomes, apartments, and condominiums with a Conditional Use Permit and requires those residential developments to include commercial components on the ground floor. Other allowed uses include hotels, transportation services, department stores, restaurants, grocery stores, funeral homes, assisted living facilities, beauty salons, personal services, business services, professional services, entertainment and sports, contractors, manufacturing, and wholesale trade (both with restrictions). No auto-oriented businesses and services (e.g. vehicle sales, rental, or repair) are allowed in the M-U Zone.

The uses that are currently on this site include retail, office, restaurant, personal services and business services and would all be conforming to the M-U Zone. There is a parking structure on the property, however the majority of the parking is surface parking.

When the General Plan was adopted in 2017 there was an understanding in the category of General Commercial that higher density housing would be considered for mixed-use projects only. Requests to rezone from General Commercial to the M-U Zone would be considered, but requests to rezone from General Commercial to straight residential would be rejected. The M-U designation is intended for areas near, in, and along centers and corridors, and near transit stations. This site is about 1/3 of a mile from the Murray Central Trax and Frontrunner stations and is along very intense transportation corridors. The General Plan has identified 5300 South and State Street as a Bus Rapid Transit (BRT) Station Village. The BRT planning for State Street is moving ahead and within several years there will be a BRT route along State Street. A Mixed-Use development will respond better to the BRT line than the current C-D Zoning. Additionally, Objective 2 in Section 5 of the General Plan has the goal to encourage revitalization along key transportation corridors and in the core of the City. State Street and 5300 South are major transportation corridors that are located close to the center of the City.

Staff is recommending that the Planning Commission forward recommendations of approval to the City Council for both the General Plan and Zone Map amendments.

Gary Howland said he has owned this property since 2002 and it has been a difficult property to develop. His intent is to give the property a complete facelift and allow it to change with the changing market conditions. Their average occupancy of this site has been 98% since 2002.

The meeting was open for public comment.

The following comment was read into the record:

Joe Silverzweig –Murray City

I want to make comments in support of the development plans in these items, as they are parts of the city I live near and frequent.

Point @ 53rd: A mixed use development in this location will create a walkable, entertaining community space as well as provide convenient housing for Murray's employment hub, and I'm confident that we can adjust to the stress on our sewer and transportation infrastructure. Hoping to see this zoning change approved and for the developer to take advantage of the possibilities.

The public comment portion for this agenda item as closed.

Mr. Nay said he thinks this is the right direction for this property to go. However, currently this is not a walkable property and is dangerous for pedestrians. The pedestrian experience will need to be improved in whatever project comes forward.

Ms. Milkavich said the project should be walkable all the way over to the transit system and there will be more conversation about that in the future. She appreciates that Mr. Howland is a resident of Murray and is concerned about density as well.

A motion was made by Ned Hacker to forward a recommendation of approval to the City Council for the requested amendment to the General Plan Future Land Use Map, re-designating the property located at 5283, 5157, 5217, and 5177 South State Street, and 151 East 5300 South from General Commercial to Mixed Use.

Seconded by Phil Markham.

Call vote recorded by Mr. Hall.

 A Ned Hacker
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Maren Patterson
 A Phil Markham
 A Scot Woodbury

Motion passed 7-0.

A motion was made by Travis Nay to forward a recommendation of approval to the City Council for the requested amendment to the Zoning Map designation of the property located at 5283, 5157, 5217, and 5177 South State Street, and 151 East 5300 from C-D, Commercial Development to M-U, Mixed Use.

Seconded by Ned Hacker.

Call vote recorded by Mr. Hall.

 A Ned Hacker
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Maren Patterson
 A Phil Markham
 A Scot Woodbury

Motion passed 7-0.

FASHION PLACE WEST SMALL AREA PLAN – Project #20-001

Zac Smallwood reviewed the General Plan Amendment to adopt the Fashion Place West Small Area Plan that roughly encompasses 6100 South to 6790 South and I-15 to just east of State Street. The 2017 General Plan calls for certain areas to be further researched and developed. Fashion Place West, as well as all the transit stations, are areas needing further research and development.

The City obtained a grant from the Wasatch Front Regional Council's (WFRC) Transportation and Land Use Connection (TLC) program. The TLC program is a partnership between WFRC, Salt Lake County, the Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. The City put out a Request for Proposal (RFP) to find the most qualified consultant to help with this project. The City selected VODA Landscape and Planning.

Mark Morris, VODA, said in planning for development, they looked at what is feasible and what investments the City needs to plan for. One of the key objectives of this plan is to try to improve the connection between the Trax Station at Fashion Place West on Winchester Street and the Fashion Place Mall. He reviewed the sections of the plan.

The Fashion Place West Small Area Plan includes sections related to existing conditions, housing, connectivity, and design guidelines. The following goals for the study area were established through the small area planning process:

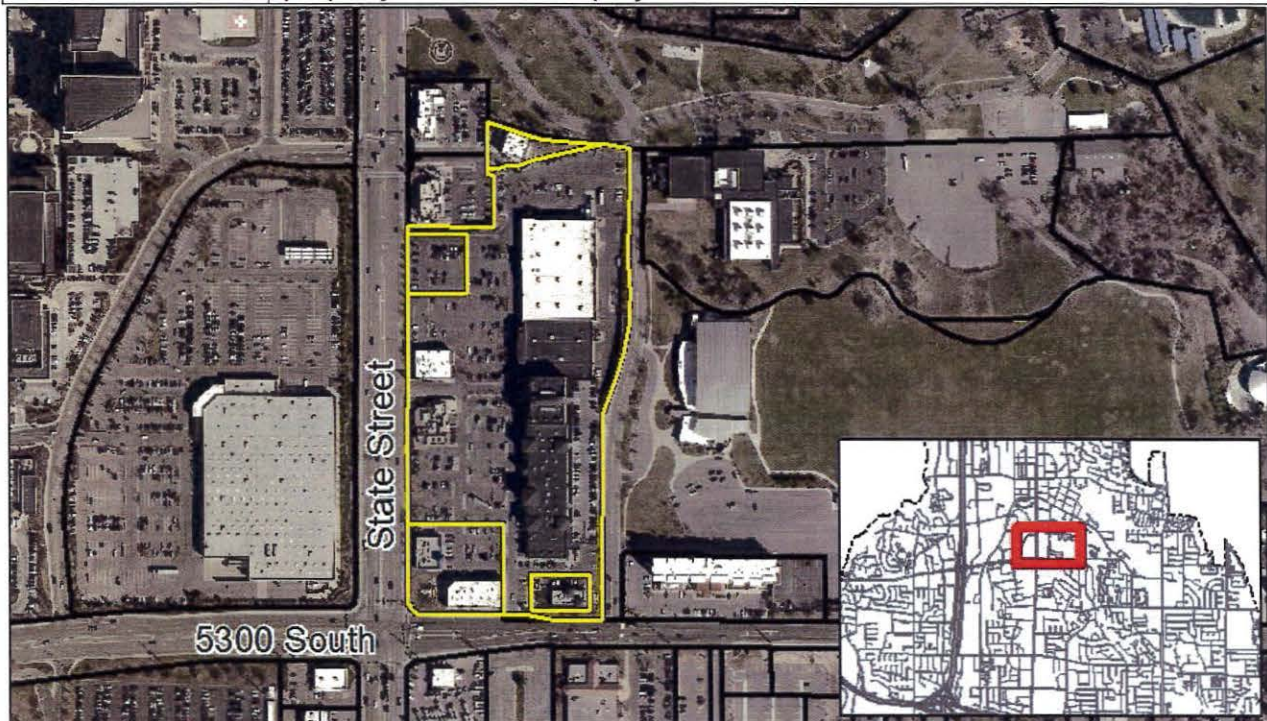
- Strengthen relationship between the TRAX Station and Fashion Place Mall.
- Improve connectivity for the neighborhood.
- Improve the overall neighborhood quality.
- Promote transit use and active transportation.

Mr. Morris went over the public outreach that was done for this project. One open house was



AGENDA ITEMS #6 & #7

ITEM TYPE:	General Plan Amendment / Zone Map Amendment		
ADDRESS:	5283, 5157, 5217, and 5177 South State Street, and 151 East 5300 South	MEETING DATE:	December 17, 2020
APPLICANT:	Howland Partners Inc.	STAFF:	Jared Hall, Planning Division Manager
PARCEL IDs:	22-07-304-030, 22-07-304-031, 22-07-304-028, 22-07-304-029, 22-07-304-027	PROJECT NUMBER:	20-088 20-089
CURRENT ZONE:	C-D, Commercial Development	PROPOSED ZONE:	M-U, Mixed Use
LAND USE DESIGNATION	General Commercial	PROPOSED DESIGNATION	Mixed Use
SIZE:	13.22 acres		
REQUEST:	The applicant would like to amend the Future Land Use Map designation and Zoning of the subject property to support future redevelopment of the property as a mixed use project.		



I. BACKGROUND & REVIEW

Background

The subject property is an active, 13+ acre shopping center called the Pointe @ 53rd. The property is currently a mix of retail “box” stores (including Best Buy and Barnes & Noble), offices, strip retail shops and restaurant pad sites. The center includes surface parking and a parking structure. Because of the location near the downtown, the adjacency to Murray Park, and proximity to both the Intermountain Medical Center and the transit opportunities at Murray Central Station, the property owners are currently interested in reimagining and potentially redeveloping the existing shopping center as a true mixed use project, which would include higher density, multi-family housing on the site. A potential mixed use development would require the requested amendments to the Future Land Use Map and Zoning Map.

Surrounding Land Uses & Zoning

<u>Direction</u>	<u>Land Use</u>	<u>Zoning</u>
North	Commercial, park	C-D, O-S
South	Commercial (across 5300 South)	C-D
East	Park, hotel	O-S, C-D
West	Commercial, hospital (across State Street)	C-D

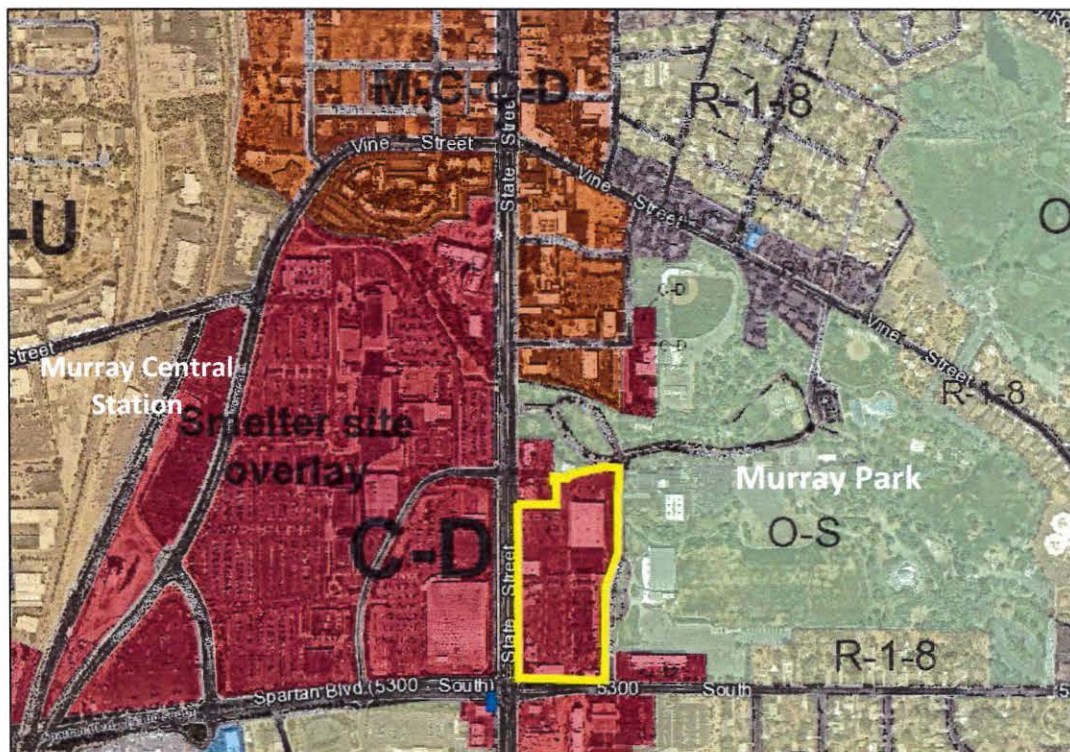


Figure 1: Zoning Map segment, subject property highlighted

Zoning Districts & Allowed Land Uses

- Existing C-D, Commercial Development Zone:
Permitted and conditional uses allowed in the existing Commercial Development (C-D) Zone include hotels, retail stores, restaurants, grocery stores, funeral homes, assisted living facilities, beauty salons, personal services, business services, professional services, entertainment and sports, contractors, vehicle sales, rental, and repairs, convenience stores and gas stations, and athletic clubs. No residential uses are allowed in the C-D Zone.
- Proposed M-U, Mixed Use Zone:
Permitted and conditional uses allowed in the proposed Mixed Use Zone include hotels, transportation services, department stores, restaurants, grocery stores, funeral homes, assisted living facilities, beauty salons, personal services, business services, professional services, entertainment and sports, contractors, manufacturing, and wholesale trade (both with restrictions). Multi-family residential uses such as townhomes, apartments, and condominiums are allowed with conditional use permit and planning commission review, but they are only allowed in “mixed use” projects which include commercial development as well. No auto-oriented businesses or services (e.g. vehicle sales, rental, or repair) are allowed in the M-U Zone

Regulations

The regulations for setbacks, height, parking, buffering and other considerations are distinct between the existing C-D Zone and the proposed M-U Zone. A brief summary of some of the more directly comparable requirements is contained in the table below.

	C-D Zone (existing)	M-U Zone (proposed)
Height of Structures	35' max if located within 100' of residential zoning. 1' of additional height per 4' of additional setback from residential zoning	50' max if located within 100' of residential zoning. 1' of additional height per 1' of additional setback from residential zoning.
Landscaping and Buffer Requirements	10' along all frontages 10% min coverage 10' buffer required adjacent to residential 5' buffer where parking abuts property line.	Building setbacks from frontages must be landscaped (where allowed) 15% min coverage (required as open space, to include amenities) 10' buffer required adjacent to residential 10' buffer where parking abuts property line.
Parking	Retail – 1 per 200 sf net Medical/Dental Office – 1 per 200 sf net	Retail – 1 per 265 ft ² net Medical/Dental Office – 1 per 265 sf net

	General Office – 4 per 1,000 sf net Special Requirements: none	General Office – 3 per 1,000 sf net Special Requirements: Buildings exceeding 4 stories in height must provide 75% of the parking within the exterior walls or within a structure (podium).
Building Setbacks	20' front setback from property line.	Between 15' and 25' from the back of curb (effectively between 0' and 10' from property line). Greater setbacks are allowed for courtyards or plazas.
Public Improvements	Standard (typically 4' sidewalk, 5' park strips)	7' sidewalks, 8' park strips or 15' paved sidewalks with tree wells. Street trees and street furniture (benches, bicycle racks) are required.

A significant difference between the C-D and M-U Zones is the requirement for buildings in the M-U to be located very near the street. The aerial photo of the subject property (shown on the left) is a good example of a shopping center developed with the setback requirements of the C-D Zone. The graphics added to the aerial photo on the right show buildings placed close to the street, as required by the M-U Zone. [JH1]



Figure 2: Aerial photos of the property illustrating building placement in the C-D and M-U Zones.

Other regulations included in the M-U Zone that are not found in the existing C-D Zone are intended to foster an active street frontage and encourage pedestrian activity. For example, the M-U Zone does not allow parking between the building and the street. The M-U Zone also requires new buildings to include ground floor windows with clear glass on building facades along street frontages, and includes language prohibiting blank walls and requiring entries along street frontages as well.

Public improvements required in the M-U Zone are also distinct. As indicated in the table, new development in the M-U Zone requires minimum 7' wide sidewalks with 8' wide park strips, or a total of 15' paved sidewalks with tree wells and street furniture.



Subject property, C-D Zone improvements.



[JH3]

M-U Zone improvements, Vine Street.

Residential Uses in the Proposed M-U Zone

Residential uses are not allowed in the C-D Zone, but the proposed M-U Zone is intended to foster development that mixes commercial and higher density, multi-family uses. Multi-family uses must be accompanied by commercial development in the same project, and the residential density that is allowed is based on a project's proximity to the nearest transit center (in this case, the Murray Central Station).

- Density Allowed in the M-U Zone: The table below illustrates residential densities allowed in the M-U Zone.

Project distance to transit station	Residential density allowed
within ¼ mile	up to 100 units per acre
within ½ mile	up to 80 units per acre
within 1 mile	up to 50 units per acre
more than 1 mile	up to 40 units per acre

The subject property is located (measuring closest points in a straight line as prescribed by ordinance) .33 miles from the Murray Central Station. The allowed residential density of the property if rezoned to M-U would be up to 80 units per acre.

- Commercial Required in the M-U Zone: The M-U Zone allows residential uses but requires commercial components. Residential and commercial components can be mixed either vertically (with commercial on the ground floor of residential buildings fronting public and private streets) or horizontally (with commercial buildings that

are equivalent to the square footage that would otherwise have been required on the ground floor.

General Plan Considerations

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

- Existing: The subject property is currently designated as “General Commercial”. No dwelling units of any kind are contemplated by this designation. The General Commercial designation is intended primarily for larger retail destinations and shopping centers. The only corresponding zoning designation identified for General Commercial is the C-D, Commercial Development Zone. The General Plan’s description recognizes the shift in these types of “retail destinations” in spite of the single corresponding zoning designation, and states: “High density, multi-family residential complexes will only be considered as part of a larger master-planned mixed-use development.” While the corresponding C-D Zone does not currently support mixed-use developments, these statements lend support to the proposed amendment.

- Proposed: The applicants have proposed amending the Future Land Use Map designation of the property to “Mixed Use”. The Mixed Use designation is intended for city center and transit station areas and along centers and corridors. Both residential and commercial uses are contemplated in the same areas and/or on the same properties. The designation is also intended to allow high-density, multi-dwelling structures at an urban scale. Corresponding zoning designations include the M-U, Mixed Use Zone and the T-O-D, Transit Oriented Development Zone.

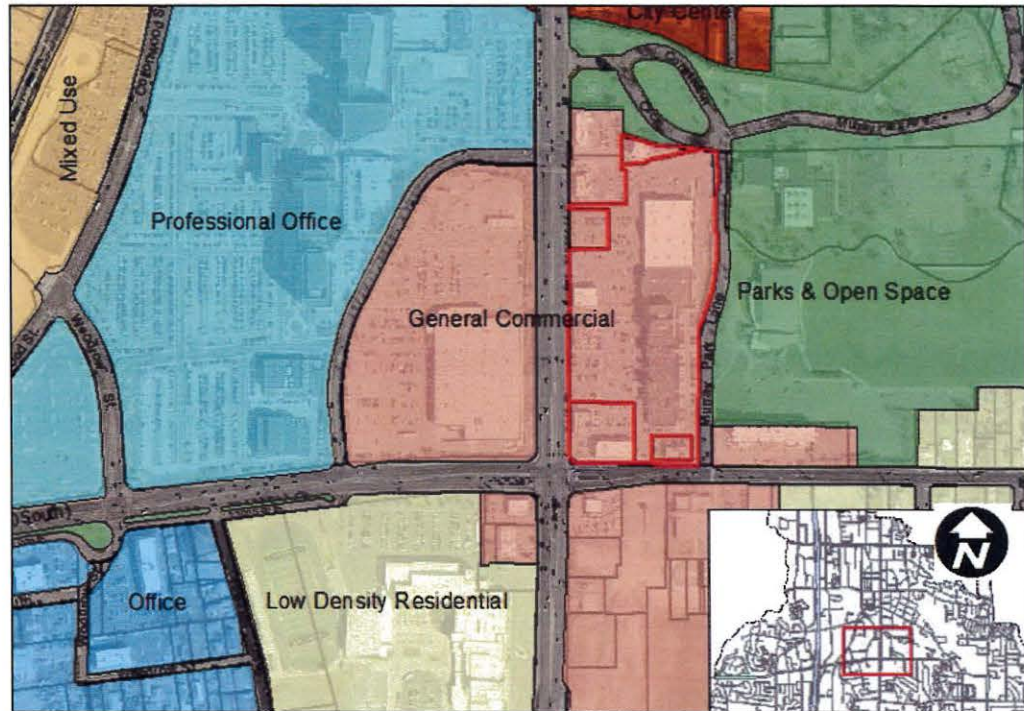


Figure 3: Future Land Use Map segment, subject property highlighted.

Consideration of General Plan Objectives: Objectives and goals of the 2017 General Plan support the consideration of mixed-use zoning on the subject property.

- Compatibility – The Mixed Use designation is intended for areas near, in, and along centers and corridors, and near transit stations. The subject property was not included in the Mixed Use designation at the adoption of the General Plan in 2017, but it is located near a significant transit station [JH4] (Murray Central) and along a significant corridor (State Street). The subject property is also located adjacent to a locally and regionally significant open space (Murray Park), and is very near Murray’s downtown: Vine Street is just over one quarter mile to the north, and the closest property located in the Murray City Center District (MCCD) Zone is only 510 feet away. Taken together and considered with the busy commercial activity that already exists on the site, these circumstances demonstrate that the subject property has significant compatibility with the Mixed Use developments expected in Murray’s downtown area.

- **Access to Transit** – Mixed-use zoning is most appropriate where there is good access to services and to public transportation. The property is located near the Murray Central Station with access to commuter rail, light rail, and bus services. Additionally, a Bus Rapid Transit (BRT) service is intended for State Street, and a station stop to serve the area of the intersection of 5300 South and State Street. The 2017 General Plan identifies this area for further study and consideration as a BRT station village. Redevelopment of the subject property under M-U zoning supports this goal.

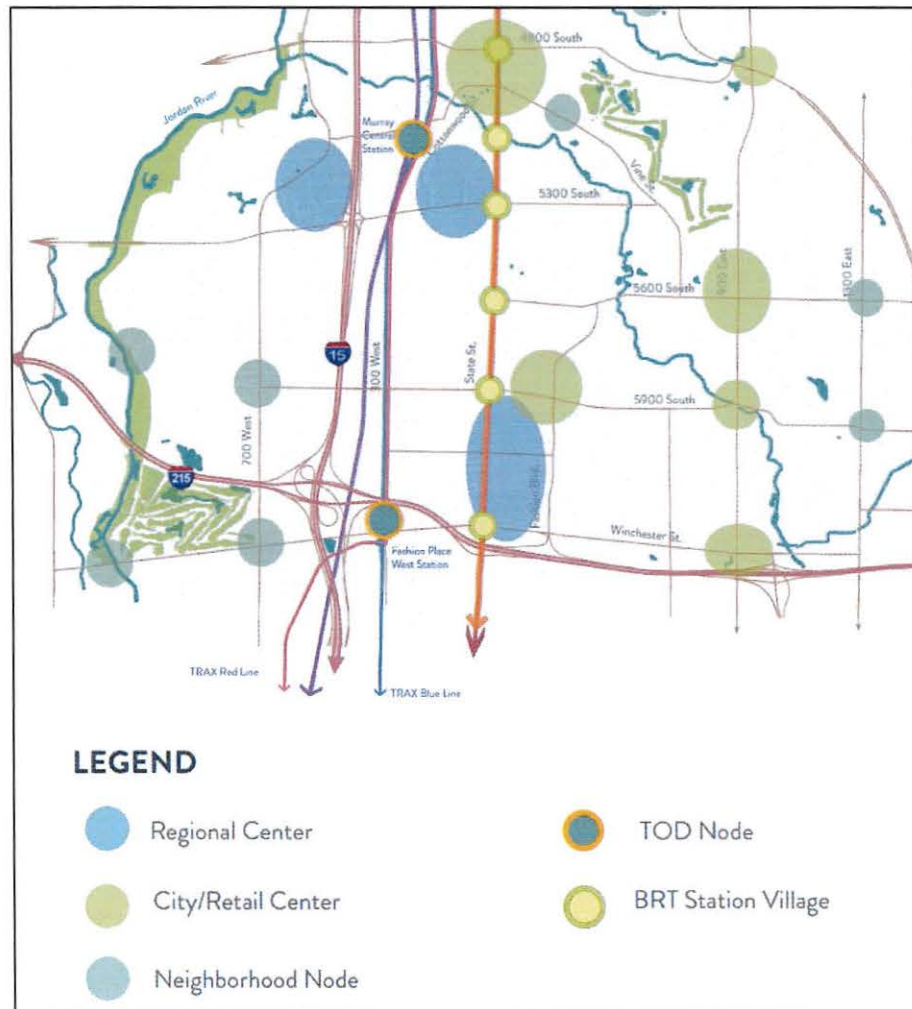


Figure 4: Small Area Plans Identified, Murray 2017 General Plan

- **Revitalization** – Section 5-3, Objective 2 of the General Plan promotes revitalization along key transportation corridors like State Street and supports that through a strategy to “offer zoning, density, street improvements and other indirect incentives.”

OBJECTIVE 2: ENCOURAGE REVITALIZATION ALONG KEY TRANSPORTATION CORRIDORS AND IN THE CORE OF THE CITY.

Strategy: Offer zoning, density, street improvements and other indirect incentives for areas targeted for revitalization.

II. CITY DEPARTMENT REVIEW

The applications were made available for review by City Staff from various departments on August 3, 2020 and again on November 30, 2020. The following comments have been received from reviewing staff:

Engineering Division

The Public Works Department and the Engineering Division support the General Plan Amendment and Zone Change with a 350 residential unit count as proposed by Howland Partners' Inc. The existing infrastructure should have adequate capacity for the proposed site changes. However, a substantial unit increase above the proposed amount could impact the City's utility and transportation infrastructure in the area and may result in parking and traffic bleed into Murray Park.

Fire Department

Increased Fire operation costs are expected. This is due to the increase of calls expected with Mixed Use Zoning.

Other reviewing staff indicated they had no concerns with the applications.

III. PUBLIC COMMENTS

42 Notices were mailed to property owners within 500' of the subject property, and to affected entities. As of the writing of this report no comments have been received regarding the applications.

IV. ANALYSIS & CONCLUSIONS

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

The subject property has the potential to contribute more fully to the goals and objectives of the General Plan and become an important part of the redevelopment of Murray's downtown if redevelopment can occur under the proposed M-U Zone.

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

The proposed M-U Zone would allow higher density housing on the site in addition to the commercial uses, which are already developed on the site. Allowing a mixed use project redevelopment will further enhance the existing commercial, and at the same time allow residential uses adjacent to a significant open space amenity.

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

The City has undertaken an update of the Sewer Master Plan to address the need for adequate public facilities. Previously, sewer capacity for the addition of higher density housing was modeled and planned in anticipation of mixed-use developments in the MCCD Zone and M-U zoned areas north and west of the Murray Central Station. Modeling and planning for the sewer capacity in the areas along and east of State Street are now underway. There are limits to overall capacity considering mixed use redevelopment of other properties in the larger area but needed upgrades to accommodate that additional growth have been identified and are being planned for. Other utilities (water, power) have indicated ability to serve the potential development that would be allowed by a Mixed-Use Zone. Transit options and compact development contemplated by the Mixed Use Zone are intended to promote pedestrian and other active transportation in lieu of vehicle traffic, and this site is ideally located close to large amenities, shopping, services and transit. These combined factors will reduce potential for heavy traffic impacts.

V. FINDINGS

1. The General Plan provides for flexibility in implementation and execution of the goals and policies based on individual circumstances.
2. The proposed amendment to the Future Land Use Map of the 2017 Murray City General Plan has been considered based on the circumstances of the subject property and is in harmony with the purpose and intent of the proposed Mixed Use designation.
3. The proposed Zone Map Amendment from C-D, Commercial Development to M-U, Mixed Use has been considered based on the characteristics of the site and surrounding area, the potential impacts of the change, and supports the policies and objectives of the 2017 Murray City General Plan.
4. The proposed amendment of the Zoning Map from C-D, Commercial Development to M-U, Mixed Use is supported by the description and intent statements for the General Commercial land use designation which recognizes the appropriateness of mixed use developments including high-density, multi-family housing in the General Commercial designation.

VI. STAFF RECOMMENDATION

The requests have been reviewed together in the Staff Report and the findings and conclusions apply to both recommendations from Staff; however, the Planning Commission

must take actions on each request individually. Two separate recommendations are provided below:

REQUEST TO AMEND THE MURRAY CITY GENERAL PLAN

Based on the background, analysis, and the findings in this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL to the City Council for the requested amendment to the General Plan Future Land Use Map, re-designating the property located at 5283, 5157, 5217, and 5177 South State Street, and 151 East 5300 South from General Commercial to Mixed Use.**

REQUEST TO AMEND THE MURRAY CITY ZONING MAP

Based on the background, analysis, and the findings within this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation of the property located at 5283, 5157, 5217, and 5177 South State Street, and 151 East 5300 from C-D, Commercial Development to M-U, Mixed Use.**



NOTICE OF PUBLIC MEETING

Electronic Meeting Only - December 17th 2020, 6:30 PM

Public Notice is hereby given that this meeting will occur electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Planning Commission Chair has determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

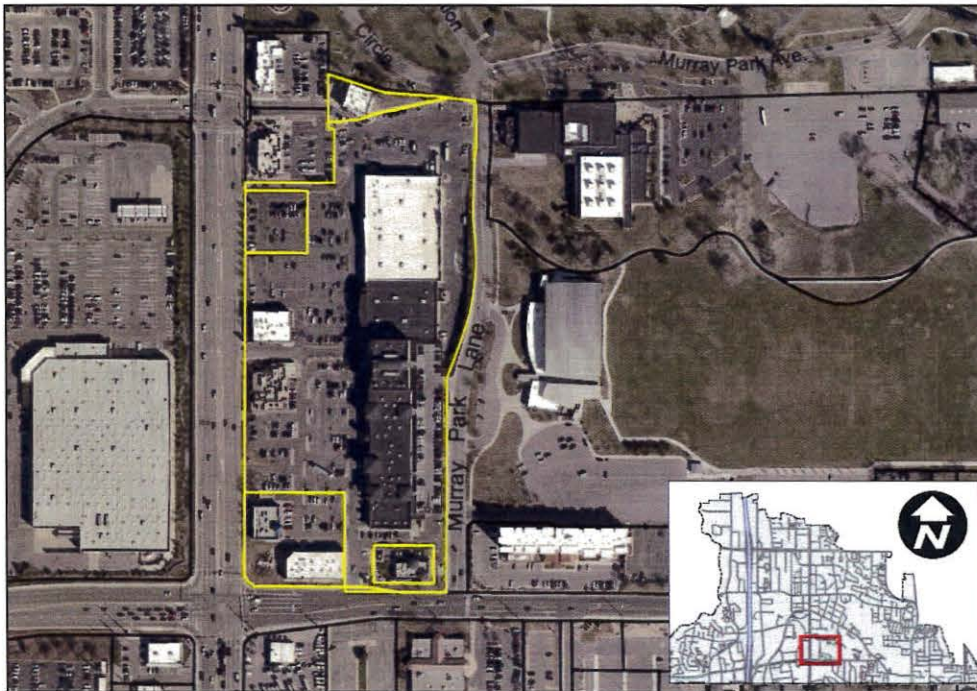
The Murray City Planning Commission will hold a public meeting regarding the following applications made by representatives of Howland Partners Inc. regarding the properties located at 5283, 5157, 5217, 5177 South State Street and 151 East 5300 South.

Amend the Future Land Use Map designation of the properties from General Commercial to Mixed Use.

Amend the Zoning Map for the properties from C-D, Commercial Development to M-U, Mixed Use.

If you would like to comment on this agenda item at the meeting please register at:

<https://tinyurl.com/y2nsppnq> or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting only you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.



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

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

Public Notice Dated | December 3, 2020

Murray City Public Works Building | 4646 South 500 West | Murray | Utah | 84123

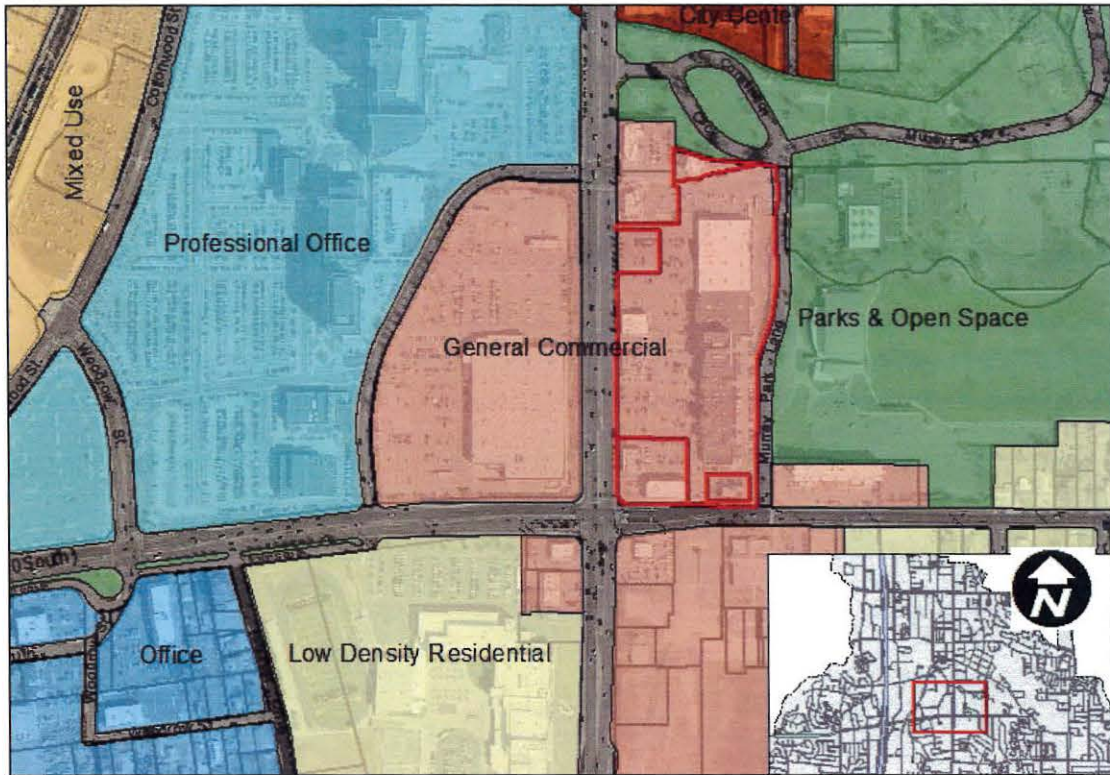


Figure 1: Future Land Use Map segment, subject properties highlighted

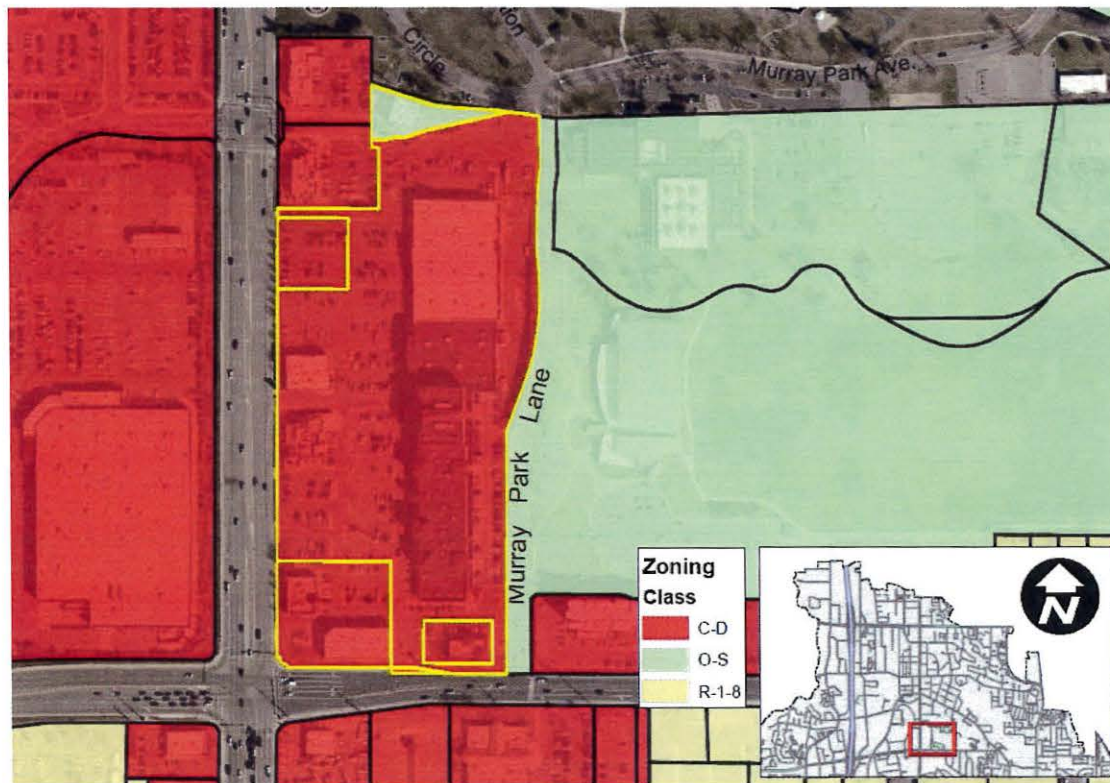


Figure 2: Zoning Map segment, subject properties highlighted

GENERAL PLAN AMENDMENT APPLICATION

Type of Application (check all that apply):

☐ Text Amendment

☒ Map Amendment

Project # 20-088

Subject Property Address: 5283, 5157, 5217, 5177 South State, 777 Wm
151 East 5300 South 777 Wm

Parcel Identification (Sidwell) Number: 22-07-304-030 22-07-304-028
22-07-304-031 22-07-304-029
22-07-304-027

Parcel Area: 13.222 Current Use: Commercial

Land Use Designation: C-1D Proposed Designation: 777-LL

Applicant Name: Howland Partners, Inc.

Mailing Address: 9450 S. Redwood Road

City, State, ZIP: South Jordan, UT 84095

Daytime Phone #: 801-253-8950 Fax #: 801-253-8951

Email Address: Gary@Howlandinc.com; Tina@Howlandinc.com

Business Name (If applicable): Howland Partners, Inc.

Property Owner=s Name (If different): George M. James Family Limited Partnership
The Pointe 253rd, LLC, JFRB-532, LLC

Property Owner=s Mailing Address: 9450 S. Redwood Road

City, State, Zip: South Jordan, UT 84095

Daytime Phone #: 801-253-8950 Fax #: 801-253-8951 Email: Gary@Howlandinc.com
Tina@Howlandinc.com

Describe your request in detail (use additional page if necessary):

The owners desire to revise the General Plan to allow
for residential apartments to be built above commercial
retail space where Barnes & Noble and Best Buy currently stand.

Authorized Signature: [Signature] Date: 7/21/2020

Property Owners Affidavit

Project # _____

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

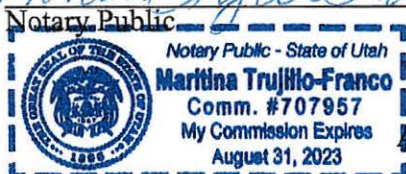
Cegge M. James Family Limited Partnership
Deanna J Butler
Owner's Signature _____ Owner's Signature (co-owner if any) _____

State of Utah

County of Salt Lake §

Subscribed and sworn to before me this 16th day of July, 20 20.

Martina Trujillo-Franco



Residing in Salt Lake City, Utah
My commission expires: August 31, 2023

Agent Authorization

I (we), Deanna Butler, the owner(s) of the real property located at 5283.5 State Street, in Murray City, Utah, do hereby appoint Howard Perkins, Jr., as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize Cory Howard or Tina Franco to appear on my (our) behalf before any City board or commission considering this application.

Cegge M. James Family Limited Partnership
Deanna J Butler
Owner's Signature _____ Owner's Signature (co-owner if any) _____

State of Utah

County of Salt Lake §

On the 16th day of July, 20 20, personally appeared before me Deanna J Butler the signer(s) of the above Agent

Authorization who duly acknowledge to me that they executed the same.

Martina Trujillo-Franco
Notary public

Residing in: Salt Lake City, Utah
My commission expires: August 31, 2023



Property Owners Affidavit

Project # _____

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

The Property is owned by Buland Partners, Inc. Its Manager

Owner's Signature

Owner's Signature (co-owner if any)

State of Utah

County of Salt Lake §



Subscribed and sworn to before me this 20th day of July, 20 20.

Martina Trujillo-Franco
Notary Public

Residing in Salt Lake City, Utah
My commission expires: August 31, 2023

Agent Authorization

I (we), Gary Z. Buland, CEO of Buland Partners, Inc., the owner(s) of the real property located at 2075177 S State St, 151 E 5300 S, in Murray City, Utah, do hereby appoint Buland Partners, Inc., as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize

Gary Buland or Tina Franco to appear on my (our) behalf before any City board or commission considering this application.

The Property is owned by Buland Partners, Inc. Its Manager

Owner's Signature

Owner's Signature (co-owner if any)

State of Utah

County of Salt Lake §



On the 20th day of July, 20 20, personally appeared

before me Gary Z. Buland the signer(s) of the above Agent

Authorization who duly acknowledge to me that they executed the same.

Martina Trujillo-Franco
Notary public

Residing in: Salt Lake City, Utah
My commission expires: August 31, 2023

Property Owners Affidavit

Project # _____

I (we) Ronald C. Currell, 71 Manager, being first duly sworn, depose and say that I (we) am (are) the current owner of the property involved in this application: that I (we) have read the application and attached plans and other exhibits and are familiar with its contents; and that said contents are in all respects true and correct based upon my personal knowledge.

JFR-552 LLC
Owner's Signature

Owner's Signature (co-owner if any)

State of Utah

County of Salt Lake §



Subscribed and sworn to before me this 2nd day of July, 2020.

Martina Trujillo-Franco
Notary Public

Residing in Salt Lake City, Utah
My commission expires: August 31, 2023

Agent Authorization

I (we), Ronald C. Currell, 71 Manager, the owner(s) of the real property located at 5157 S. State Street, in Murray City, Utah, do hereby appoint Howard Partners Inc, as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize Greg Howard or Tina Franco to appear on my (our) behalf before any City board or commission considering this application.

JFR-552 LLC
Owner's Signature

Owner's Signature (co-owner if any)

State of Utah

County of Salt Lake §



On the 2nd day of July, 2020, personally appeared before me Ronald Currell the signer(s) of the above Agent

Authorization who duly acknowledge to me that they executed the same.

Martina Trujillo-Franco
Notary public

Residing in: Salt Lake City, Utah
My commission expires: August 31, 2023



THE POINTE @ 53RD
PROPERTY DESCRIPTION

A TRACT OF LAND WHICH IS LOCATED IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 2 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, MURRAY CITY, SALT LAKE COUNTY, UTAH, SAID TRACT IS MORE PARTICULARLY DESCRIBED AS, BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF STATE STREET; POINT BEING MORE PARTICULARLY DESCRIBED AS SOUTH 89°59'23" EAST 896.04 FEET TO THE EAST RIGHT OF WAY LINE, AND 1313.70 FEET SOUTH 00°04'38" WEST ALONG SAID RIGHT OF WAY LINE, FROM THE WEST QUARTER CORNER OF SAID SECTION 7, THENCE NORTH 00°04'38" EAST 744. 40 FEET; THENCE SOUTH 89°55'22" EAST 209.12 FEET; THENCE SOUTH 80°18'37" EAST 5.94 FEET; THENCE NORTH 00°04'38" EAST 130.00 FEET; THENCE NORTH 80°19'29" WEST 15.50 FEET; THENCE NORTH 00°00'31" WEST 129.95 FEET; THENCE SOUTH 71°48'51" EAST 120.81 FEET; THENCE SOUTH 74°59'50" EAST 24.84 FEET; THENCE SOUTH 86°18'25" EAST 133.45 FEET; THENCE SOUTH 82°21'39" EAST 84.77 FEET; THENCE SOUTH 01°14'54" EAST 108.30 FEET; THENCE SOUTH 07°51'48" WEST 45.45 FEET; THENCE SOUTH 01°12'52" WEST 121.24 FEET; THENCE SOUTH 05°10'37" EAST 55.50 FEET TO THE BEGINNING OF A RADIUS OF 550.00 FEET TO THE RIGHT; THENCE SOUTHWESTERLY 250.66 FEET ALONG THE CURVE THROUGH A DELTA OF 26°06'46" (CHORD BEARS SOUTH 7°52'46" WEST 248.50 FEET); THENCE SOUTH 20°56'09" WEST 94.96 FEET; THENCE SOUTH 00°04'38" WEST 514.02 FEET TO THE NORTH RIGHT OF WAY LINE OF 5300 SOUTH STREET; THENCE ALONG SAID NORTH RIGHT OF WAY LINE NORTH 89°52'50" WEST 119.58 FEET; THENCE NORTH 80°57'10" WEST 71.54 FEET; THENCE NORTH 89°53'32" WEST 54.37 FEET; THENCE NORTH 89°53'22" WEST 220.89 FEET; THENCE NORTH 0°06'38" EAST 5.94 FEET TO THE BEGINNING OF A 15.50 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY 24.34 FEET ALONG THE ARC OF SAID CURVE THROUGH A DELTA OF 89°58'01" (CHORD BEARS NORTH 44°54'21" WEST 21.91 FEET); THENCE NORTH 89°54'37" WEST 6.03 FEET; THENCE NORTH 00°04'38" EAST 203.48 FEET TO THE POINT OF BEGINNING

CONTAINS 5 LOTS: 575,957 SF OR 13.222 ACRES

ZONING AMENDMENT APPLICATION

Type of Application (check all that apply):

Project # 20-089

☒ Zoning Map Amendment

☐ Text Amendment

☐ Complies with General Plan

☐ Yes

☒ No

Subject Property Address: 5383, 5157, 5213, 5177 South State Mary
151 East 5300 South Mary

Parcel Identification (Sidwell) Number: 22-07-304-030 22-07-304-028
22-07-304-031 22-07-304-029

Parcel Area: 13.222 Current Use: Commercial

Existing Zone: C-D Proposed Zone: MU-L

Applicant

Name: Howland Partners Inc.

Mailing Address: 9450 S Redwood Road

City, State, ZIP: South Jordan UT 84095

Daytime Phone #: 801-253-8950 Fax #: 801-253-8951

Email address: Gary@howlandinc.com Tina@howlandinc.com

Business or Project Name: The Pointe 53rd

Property Owner's Name (If different): George B. Dornig Family Limited Partnership
The Pointe 53rd, LLC JFRE-532, LLC

Property Owner's Mailing Address: 9450 S. Redwood Road

City, State, Zip: South Jordan, UT 84095

Daytime Phone #: 801-253-8950 Fax #: 801-253-8951 Email: Gary@howlandinc.com Tina@howlandinc.com

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

The owners desire to revise the current property zone from
Commercial (C-D) to Multi-Use (MU) to allow for residential
apartments to be built above commercial retail space where
homes + mobile and best they currently stand.

Authorized Signature: [Signature] Date: 7/21/2020

Property Owners Affidavit

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

George M. James Family Limited Partnership

Deanna J. Butler
Owner's Signature

Co-Owner's Signature (if any)

State of Utah

County of Salt Lake

§

Subscribed and sworn to before me this 16th day of July, 20 20.



Martina Trujillo-Franco

Notary Public

Residing in Salt Lake City, Utah

My commission expires: August 31, 2023

Agent Authorization

I (we), Deanna Butler, the owner(s) of the real property located at

52835 State Street, Murray, Utah, in Murray City, Utah, do hereby appoint

Edward Partners, Inc., as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize

Gary Edward or Tina Franco to appear on my (our) behalf before any City board or commission considering this application.

George M. James Family Limited Partnership

Deanna J. Butler
Owner's Signature

Co-Owner's Signature (if any)

State of Utah

County of Salt Lake

§

On the 16th day of July, 20 20, personally appeared before me

Deanna J. Butler the signer(s) of the above Agent Authorization who duly acknowledge to me that they executed the same.



Martina Trujillo-Franco

Notary Public

Residing in Salt Lake City, Utah

My commission expires: August 31, 2023

Property Owners Affidavit

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

The Route 253 rd, LLC, by Howland Partners, Inc. Its Manager

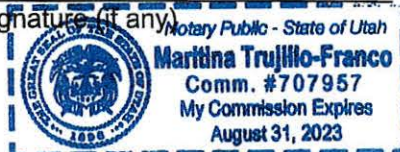
Owner's Signature

Co-Owner's Signature (if any)

State of Utah

§

County of Salt Lake



Subscribed and sworn to before me this 20th day of July, 20 20.

Martina Trujillo-Franco

Notary Public

Residing in Salt Lake City, Utah

My commission expires: August 31, 2023

Agent Authorization

I (we), Gary Howland, CEO of Howland Partners, Inc., the owner(s) of the real property located at

5217, 5775 State St, 151 E. 5300s., in Murray City, Utah, do hereby appoint

Howland Partners, Inc., as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize

Gary Howland or Tina Franco to appear on my (our) behalf before any City board or commission considering this application.

The Route 253 rd, LLC, by Howland Partners, Inc. Its Manager

Owner's Signature

Co-Owner's Signature (if any)

State of Utah

§

County of Salt Lake



On the 20th day of July, 20 20, personally appeared before me

Gary Howland the signer(s) of the above Agent Authorization who duly acknowledge to me that they executed the same.

Martina Trujillo-Franco

Notary Public

Residing in Salt Lake City, Utah

My commission expires: August 31, 2023

Property Owners Affidavit

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

JFRG 532, LLC

[Signature]

Owner's Signature

Co-Owner's Signature (if any)

State of Utah

§

County of Salt Lake



Subscribed and sworn to before me this 20th day of July, 2020.

Martina Trujillo-Franco

Notary Public

Residing in Salt Lake City, Utah My commission expires: August 31, 2023

Agent Authorization

I (we), Ronald C. Cornell Manager, the owner(s) of the real property located at 5157 S. State Street, in Murray City, Utah, do hereby appoint Zbawland Partners Inc., as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize

Cary Zbawland or Tina Franco to appear on my (our) behalf before any City board or commission considering this application.

JFRG 532, LLC

[Signature]

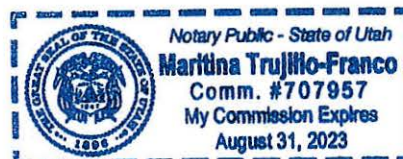
Owner's Signature

Co-Owner's Signature (if any)

State of Utah

§

County of Salt Lake



On the 20th day of July, 2020, personally appeared before me

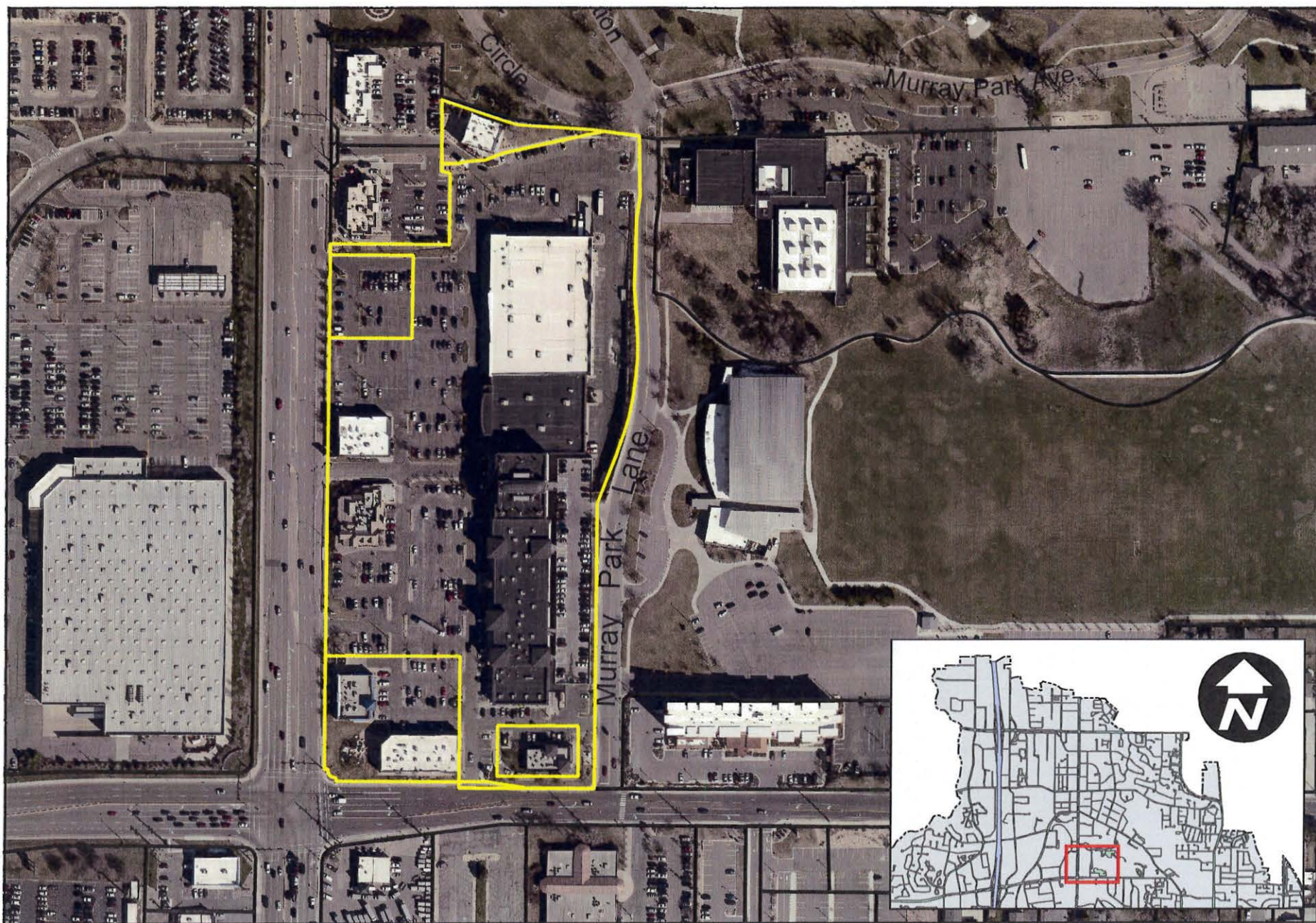
Ronald Cornell the signer(s) of the above Agent Authorization who duly acknowledge to me that they executed the same.

Martina Trujillo-Franco

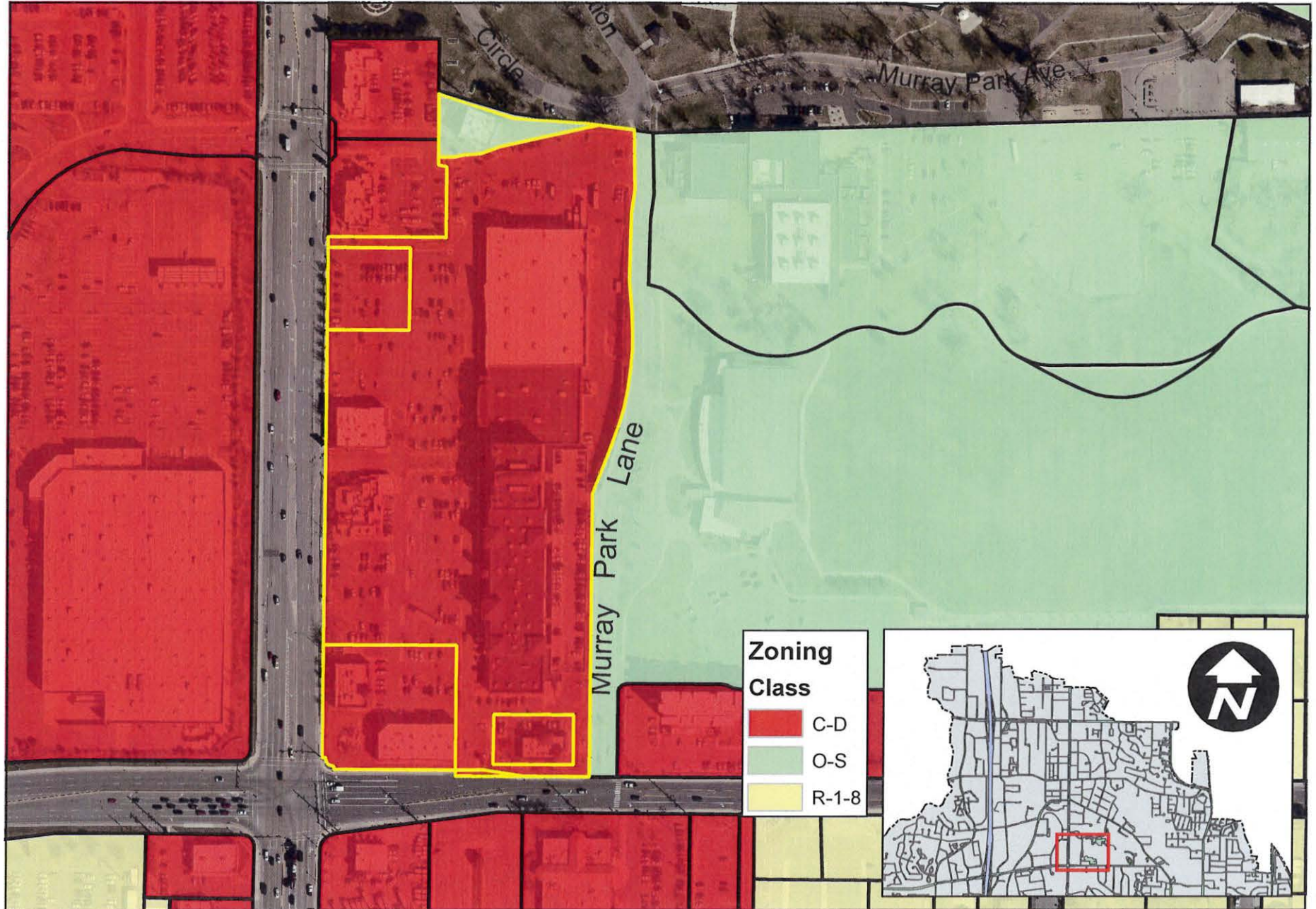
Notary Public

Residing in Salt Lake City, Utah My commission expires: August 31, 2023

5157, 5177, 5217, 5283 South State Street + 151 East 5300 South



5157, 5177, 5217, 5283 South State Street + 151 East 5300 South



Order Confirmation for 0001296224

Client	MURRAY CITY RECORDER		
Client Phone	8012642660	Account #	9001341938
Address	5025 S STATE, ROOM 113	Ordered By	SUSAN
	MURRAY, UT 84107	Account Exec	ltapusa2
		PO Number	PUBLIC HEARING NO
Email	snixon@murray.utah.gov		

Total Amount \$75.56
Payment Amt \$0.00
Amount Due \$75.56

Text: PUBLIC HEARING NOTICE

Ad Number 0001296224-01 **Ad Type** Legal Liner

Ad Size 1 X 42 li **Color**
WYSIWYG Content
**MURRAY CITY
CORPORATION
NOTICE OF
PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on the 20th day of August 2020, at the hour of 6:30 p.m. of said day the Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to General Plan Amendment from General Commercial to Mixed-Use and a Zone Map Amendment from C-D to M-U for the properties located at 5157, 5177, 5217, 5283 South State Street and 151 East 5300 South, Murray City, Salt Lake County, State of Utah. The public may view the meeting via the live stream at www.murraycitylive.com. If you would like to submit comments for this agenda item you may do so by sending an email in advance or during the meeting to planningcommission@murray.utah.gov. No physical meeting location will be available.

 Jared Hall, Manager
 Planning Division
 1296224 UPAXLP

<u>Product</u>	<u>Placement</u>	<u>Position</u>
Salt Lake Tribune	Legal Liner Notice	Public Meeting/Hear
<u>Scheduled Date(s):</u>	08/09/2020	
utahlegals.com	utahlegals.com	utahlegals.com
<u>Scheduled Date(s):</u>	08/09/2020	
Deseret News	Legal Liner Notice	Public Meeting/Hear
<u>Scheduled Date(s):</u>	08/09/2020	

The Pointe at 53rd
P/C 12/17/20
Projects #20-88 & 20-89
500' radius + affected entities

Myrtle Avenue, Llc
154 E Myrtle Ave # 303
Murray UT 84107

Apple Nine Hospitality Ownership
Inc
814 E Main St
Richmond VA 23219

Spartan Investments, Llc
5092 S Boabab Ct
Holladay UT 84117

Amerco Real Estate Company
Po Box 29046
Phoenix AZ 85038

Corp Of Pb Of Ch Jc Of Lds
50 E Northtemple St
Salt Lake City UT 84150

Freeze Family Llc
1155 Kelly Johnson Blvd
Colorado Springs CO 80920

Board Of Education Murray City
School District
5102 S Commerce Dr
Murray UT 84107

George M James Family Limited
Partnership
4259 S Adonis Dr
Millcreek UT 84124

lhc Health Services Inc
Po Box 3390
Salt Lake City UT 84110

Freeze Family Llc
5643 S Lolene Wy
Taylorsville UT 84129

Sgf & Slf Int Viv Tr; J Bradley
Freeze Family Trust 09/17/1999
5643 S Lolene Wy
Taylorsville UT 84129

Murray City Corp
5025 S State St
Murray UT 84107

Murray City School District
5102 S Commerce Dr
Murray UT 84107

Lc The Pointe @ 53Rd
Po Box 951010
South Jordan UT 84095

Murray City School District Board Of
Education
5102 S Commerce Dr
Murray UT 84107

Salt Lake County
Po Box 144575
Salt Lake City UT 84114

Utah Transit Authority
669 W 200 S
Salt Lake City UT 84101

Murray Park Office Condominium
Owners Association Inc
154 E Myrtle Ave # 303
Murray UT 84107

Accinelli-Cantrock Family Trust
07/15/2009
42 Cameron Ct
Danville CA 94506

Jfrg 53Z, Llc
Po Box 951010
South Jordan UT 84095

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

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

Lc The Pointe @ 53Rd
9450 S Redwood Rd
South Jordan UT 84095

UTAH TRANSIT AUTHORITY
ATTN: PLANNING DEPT
669 West 200 South
SLC UT 84101

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

ROCKY MOUNTAIN POWER
ATTN: KIM FELICE
12840 PONY EXPRESS ROAD
DRAPER UT 84020

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

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

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

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

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

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

HOLLADAY CITY
PLANNING DEPT
4580 S 2300 E
HOLLADAY UT84117

COMCAST
ATTN: GREG MILLER
1350 MILLER AVE
SLC UT 84106

CENTRAL UTAH WATER DIST
1426 East 750 North, Suite 400,
Orem, Utah 84097

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

CENTURYLINK
250 E 200 S
Salt Lake City, Utah 84111

Utah Division of Water Rights
1594 West North Temple Suite 220,
P.O. Box 146300,
Salt Lake City, Utah 84114-6300

SALT LAKE COUNTY FLOOD
2001 S STATE #N3100
SLC UT 84190

BUREAU OF WATER QUALITY
C/O HEALTH DEPT
788 WOODOAK LN #120
MURRAY UT 84107

ARMY CORP OF ENGINEERS
533 W 2600 S #150
BOUNTIFUL UT 84010

STATE OF UTAH
DEPT OF WATER QUALITY
P.O. Box 144870
SLC UT 84114



MURRAY


Community & Economic Development

General Plan Amendment from General Commercial to Mixed Use & Zone Map Amendment from C-D, Commercial Development to M-U, Mixed Use for 5283, 5157, 5217 & 5177 South and 151 East 5300 South

Committee of the Whole

Meeting Date: January 19, 2021

Council Action Request

Department Director Melinda Greenwood Phone # 801-270-2428 Presenters Melinda Greenwood Jared Hall Required Time for Presentation 15 Minutes Is This Time Sensitive No Mayor's Approval  Date January 5, 2021	Purpose of Proposal Amend the Future Land Use Map designation and Zoning of the subject properties to facilitate mixed-use development Action Requested Approval of General Plan & Zone Map Amendment for 5283, 5157, 5217, and 5177 South State Street and 151 East 5300 South. Attachments Presentation Slides Budget Impact None. Description of this Item Background Howland Partners have submitted applications for a General Plan Amendment from General Commercial to Mixed Use, and a Zone Map Amendment from C-D, Commercial Development to M-U, Mixed Use for their properties in the Pointe @ 53 rd shopping center located at 5283, 5157, 5217, and 5177 South State Street and 151 East 5300 South. The subject property is an active, 13+ acre shopping center with a mix of retail "box" stores, strip retail shops, offices, and restaurant pad sites with both surface and structured parking. Because the property is in close proximity to Murray's downtown, the Murray City Park, the Intermountain Medical Center, as well as the transit opportunities at the Murray Central Station, the property owners are interested in potential redevelopment opportunities as a true mixed-use project. A potential mixed use redevelopment would require the requested amendments to the Future Land Use Map and the Zoning Map.
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Continued from Page 1:

Zoning Regulations

The existing **C-D Zone** allows for retail and commercial activities as permitted or conditional uses. It does not allow any single or multi-family residential uses. The proposed **M-U Zone** allows for commercial uses to be mixed with residential uses, and in this case would allow residential densities of up to 80 dwelling units per acre because of the proximity to the Murray Central Station.

Staff Review

Planning Division Staff circulated the proposed application to multiple Murray City Departments for review on August 3, 2020 and again on November 30, 2020. As a result of initial concerns about utility capacities, modeling for the potential densities on the subject property and others as mixed use developments was performed. After that data was received the application was circulated again. The Public Works Department and Engineering Division noted that the existing infrastructure should have adequate capacity for the proposed changes, and no other department comments were of concern.

Public Notice and Planning Commission

Forty-two (42) public meeting notices were mailed to all property owners for parcels located within 500 feet of the subject property, and to affected entities. The Planning Commission held a public hearing for this item for this item on December 17, 2020. A comment in support of the project was received by email prior to the public meeting. No other comments were received. The Planning Commission voted 7-0 to forward recommendations of approval to the City Council based on the findings below.

1. The General Plan provides for flexibility in implementation and execution of the goals and policies based on individual circumstances.
2. The proposed amendment to the Future Land Use Map of the 2017 Murray City General Plan has been considered based on the circumstances of the subject property and is in harmony with the purpose and intent of the proposed Mixed Use designation.
3. The proposed Zone Map Amendment from C-D to M-U has been considered based on the characteristics of the site and surrounding area, the potential impacts of the change, and supports the policies and objectives of the 2017 Murray City General Plan.
4. The proposed amendment of the Zoning Map from C-D to M-U is supported by the description and intent statements for the General Commercial land use designation which recognizes the appropriateness of mixed use developments including high-density, multi-family housing in the General Commercial designation.

General Plan Amendment Recommendation

Both staff and Planning Commission recommend the City Council **APPROVE** the requested amendment to the General Plan Future Land Use Map, re-designating the properties located at 5283, 5157, 5217, and 5177 South State Street and 151 East 5300 South from General Commercial to Mixed Use.

Zone Map Amendment Recommendation

Both staff and Planning Commission recommend the City Council **APPROVE** the requested amendment the Zoning Map designation of the properties located at 5283, 5157, 5217, and 5177 South State Street and 151 East 5300 South from C-D, Commercial Development to M-U, Mixed Use.

General Plan Amendment & Zone Map Amendment

Address: 5283, 5157, 5217, and 5177 South State Street and 151 East 5300 South

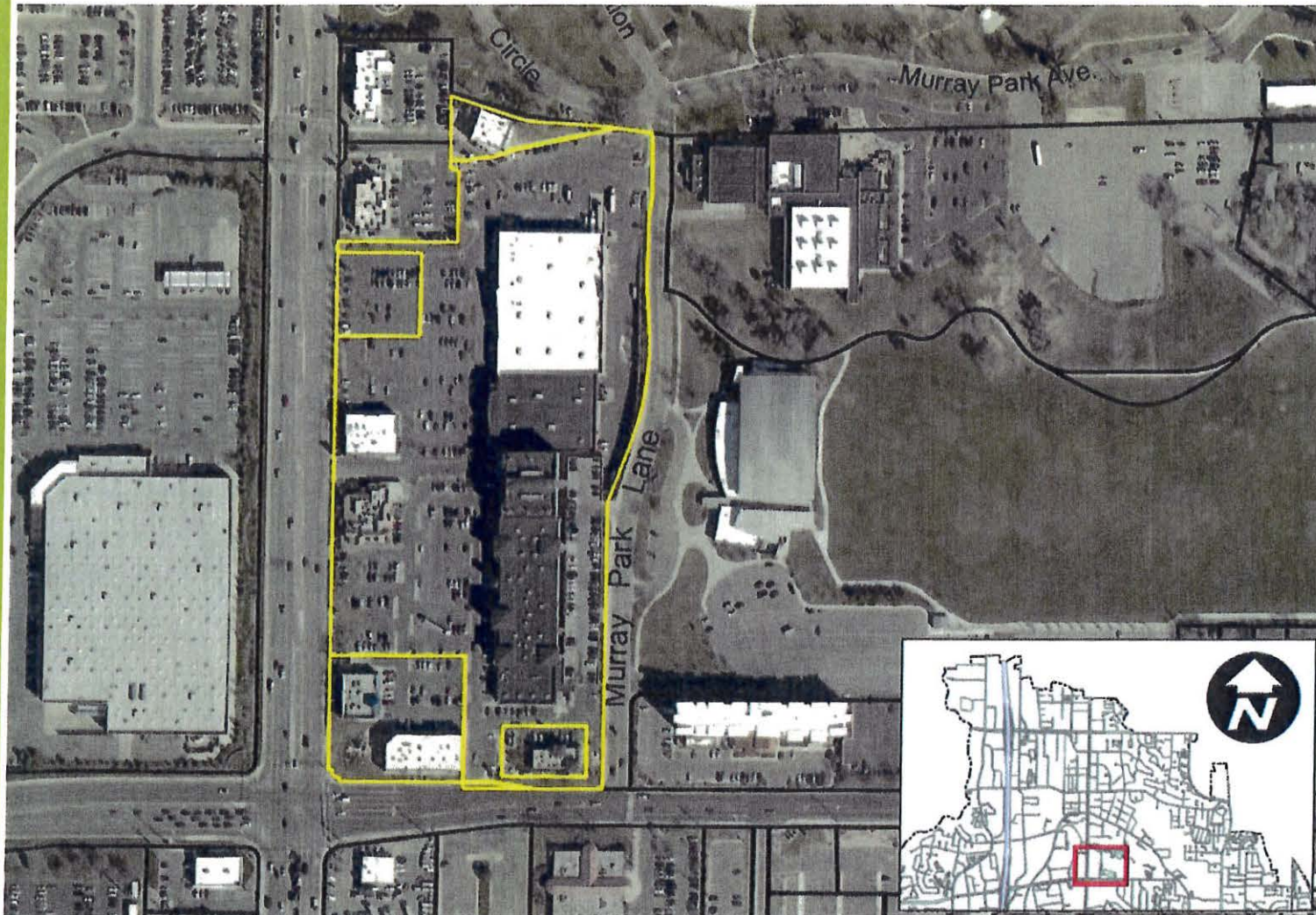
Property Size: 13.22 acres

Applicant: Howland Partners

General Plan Amendment: Mixed-Use (from General Commercial)

Zone Map Amendment: M-U, Mixed-Use (from C-D, Commercial Development)



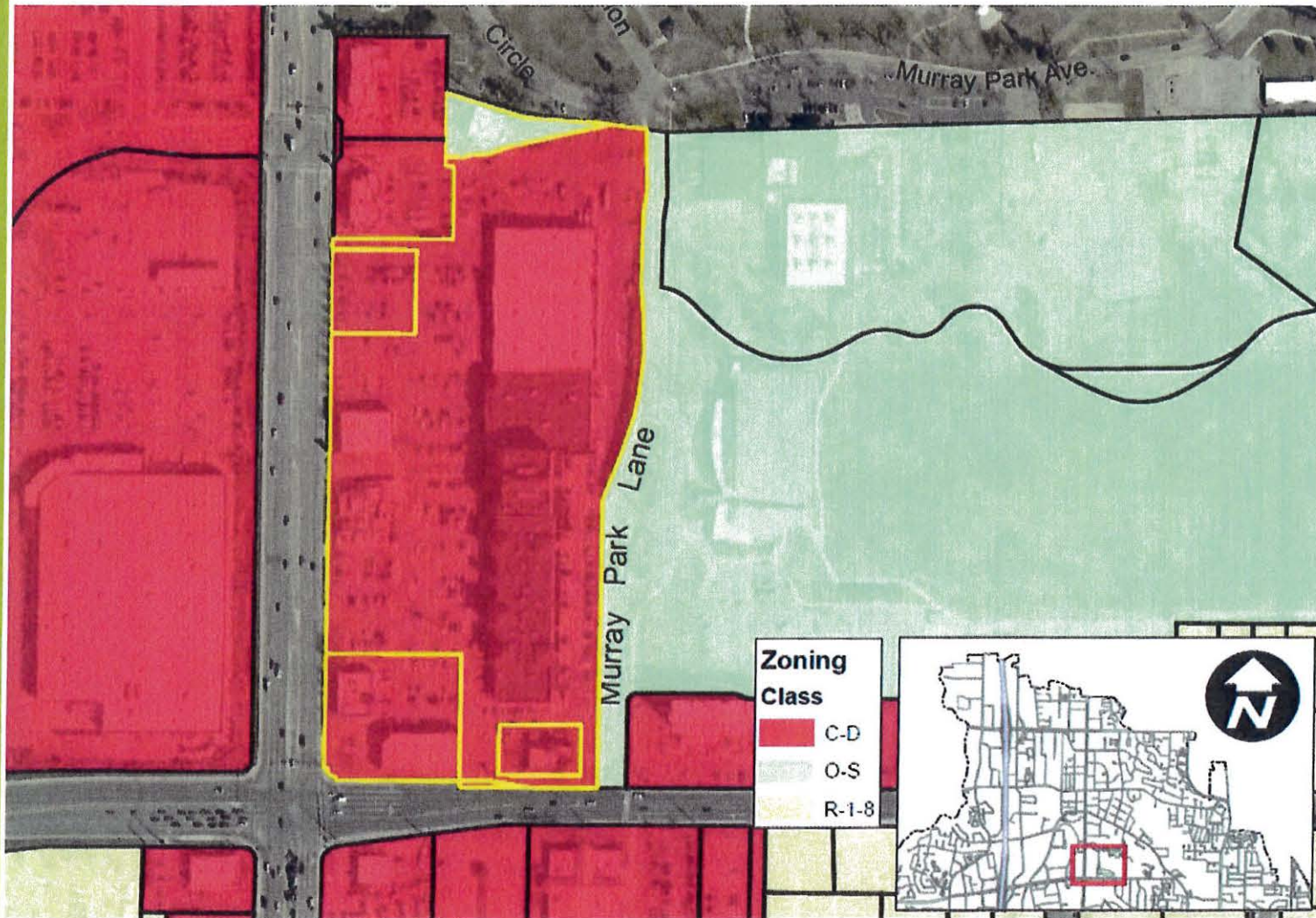


Aerial View

Pointe @ 53rd

5283, 5157, 5217, and
5177 South State Street
and 151 East 5300 South



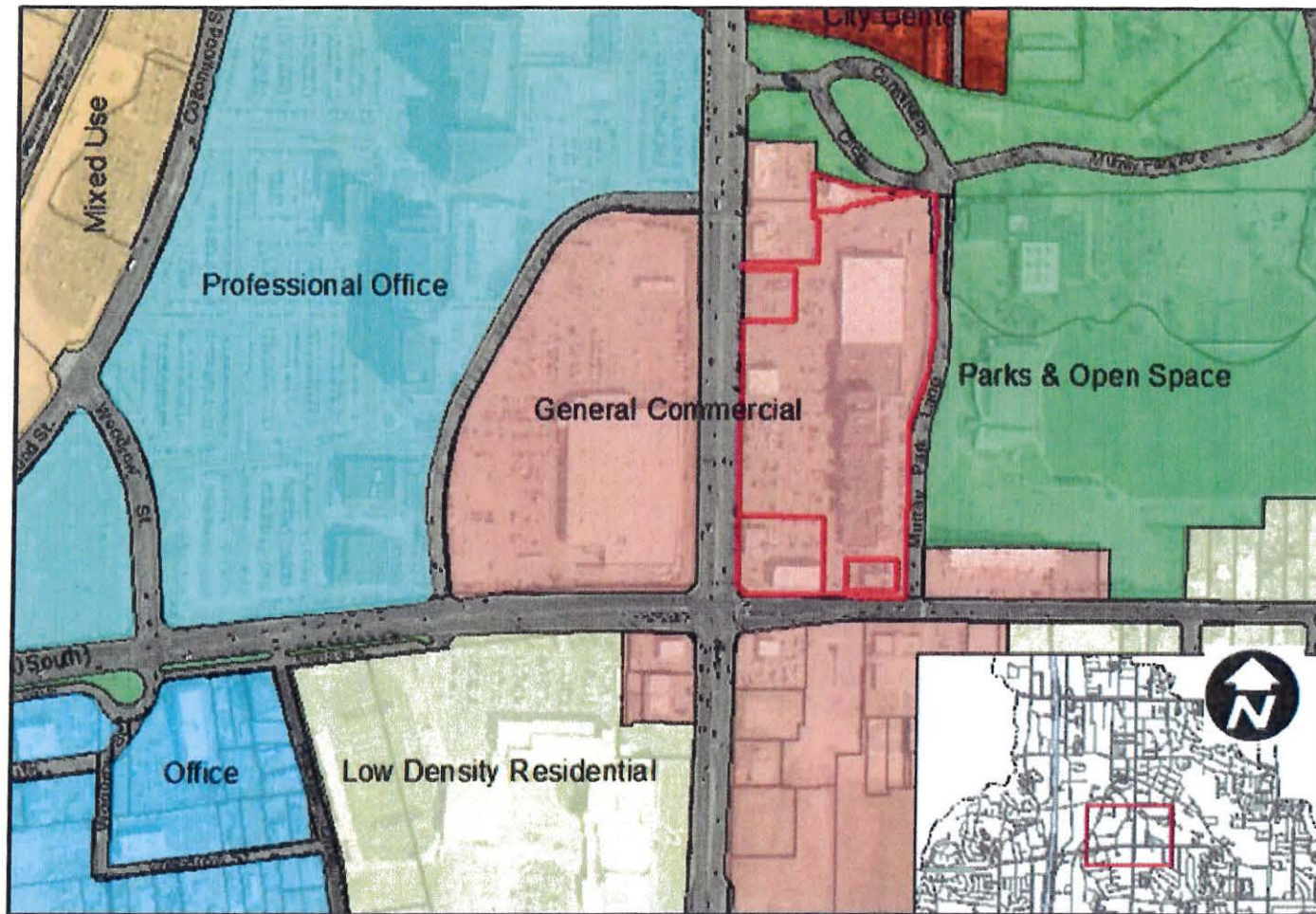


Current Zoning

C-D

Commercial Development





Future Land Use Map

General Commercial

C-D Zone (existing)

M-U Zone (proposed)

Height of Structures	35' max if located within 100' of residential zoning. 1' of additional height per 4' of additional setback from residential zoning	50' max if located within 100' of residential zoning. 1' of additional height per 1' of additional setback from residential zoning.
Landscaping and Buffer Requirements	10' along all frontages 10% min coverage 10' buffer required adjacent to residential 5' buffer where parking abuts property line.	Building setbacks from frontages must be landscaped (where allowed) 15% min coverage (required as open space, to include amenities) 10' buffer required adjacent to residential 10' buffer where parking abuts property line.
Parking	Retail – 1 per 200 sf net Medical/Dental Office – 1 per 200 sf net General Office – 4 per 1,000 sf net Special Requirements: none	Retail – 1 per 265 sf net Medical/Dental Office – 1 per 265 sf net General Office – 3 per 1,000 sf net Special Requirements: Buildings exceeding 4 stories in height must provide 75% of the parking within the exterior walls or within a structure (podium).
Building Setbacks	20' front setback from property line.	Between 15' and 25' from the back of curb (effectively between 0' and 10' from property line). Greater setbacks are allowed for courtyards or plazas.
Public Improvements	Standard (typically 4' sidewalk, 5' park strips)	7' sidewalks, 8' park strips or 15' paved sidewalks with tree wells. Street trees and street furniture (benches, bicycle racks) are required.

Planning Commission Meeting

December 3, 2020

- **42 public notices mailed (500' distance)**
 - ✓ One public comment was received from a Murray resident agreeing with the proposed change, hoping to see more walkability, mixed uses, and reinvestment.
- **Planning Commission voted 7-0 to recommend APPROVAL based on the findings:**
 - ✓ The General Plan provides for flexibility in implementation and execution of the goals and policies based on individual circumstances.
 - ✓ The proposed amendment to the Future Land Use Map of the 2017 Murray City General Plan is has been considered based on the circumstances of the subject property and is in harmony with the purpose and intent of the proposed Mixed-Use designation.
 - ✓ The proposed Zone Map Amendment from C-D to M-U has been considered based on the characteristics of the site and surrounding area, the potential impacts of the change, and supports the policies and objectives of the 2017 Murray City General Plan.
 - ✓ The proposed amendment of the Zoning Map from C-D to M-U is supported by the description and intent statements for the General Commercial land use designation which recognizes the appropriateness of mixed-use developments including high-density, multi-family housing in the General Commercial designation.



Recommendation

General Plan Amendment

Both staff and Planning Commission recommend the City Council **APPROVE** the requested amendment to the General Plan Future Land Use Map, re-designating the properties located at 5283, 5157,217, and 5177 South State Street and 151 East 5300 South from General Commercial to Mixed Use.

Zone Map Amendment

Both staff and Planning Commission recommend the City Council **APPROVE** the requested amendment to the Zoning Map designation of the property located at 5283, 5157,217, and 5177 South State Street and 151 East 5300 South from C-D, Commercial Development to M-U, Mixed Use.





MURRAY
CITY COUNCIL

Public Hearing #2

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 2nd day of February, 2021, at the hour of 6:30 p.m., the Murray City Municipal Council will hold and conduct a hearing on and pertaining to considering enacting Chapter 17.67 of the Murray City Municipal Code relating to residential chicken keeping standards.

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

Public Notice is hereby given that this meeting will occur electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Council Chair has determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

***Citizen comments or public hearing comments may be made as follows:**

- Live through the Zoom meeting process. Those wishing to speak during these portions of the meeting must send a request to city.council@murray.utah.gov by 3:00 p.m. on the meeting date. You will receive a confirmation email with instructions and a Zoom link to join the meeting.
- Read into the record by sending an email in advance or during the meeting to city.council@murray.utah.gov.
- Comments are limited to less than three minutes, include your name and contact information.

DATED this 14th day of January 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink, appearing to read "Brooke Smith", is written over a horizontal line.

Brooke Smith
City Recorder

DATE OF PUBLICATION: January 17, 2020
PH21-07

DATE OF PUBLICATION: January 15, 2020

ORDINANCE NO. _____

AN ORDINANCE ENACTING CHAPTER 17.67 OF THE MURRAY CITY MUNICIPAL CODE RELATED TO RESIDENTIAL CHICKEN KEEPING STANDARDS

BE IT ENACTED BY THE MURRAY CITY MUNICIPAL COUNCIL:

Section 1. Purpose. The purpose of this ordinance is to enact chapter 17.67 of the Murray City Municipal Code relating to residential chicken keeping standards.

Section 2. Enact chapter 17.67. Chapter 17.67 of the Murray City Municipal Code shall be enacted as follows:

Chapter 17.67
RESIDENTIAL CHICKEN KEEPING STANDARDS

17.67.010: PURPOSE

The purpose of this ordinance is to enable chicken keeping on residential lots for the purpose of family food production. This ordinance is intended to encourage urban residential agriculture while preserving the health, safety and well-being of both humans and animals, minimizing potential nuisances to neighboring property owners, as well as minimizing issues with rodents, insects, vermin, pests, and diseases. This ordinance establishes the requirements for keeping chickens which are intended to reduce potential negative impacts that may otherwise be associated with residential chickens in populated areas.

17.67.020: APPLICABILITY

This chapter applies to all properties used as a single-family detached home.

17.67.030: DEFINITIONS

The following words and phrases when used in this chapter shall be construed as defined in this section:

COOP: An enclosed structure designed for the purpose of keeping and securing chickens.

DOMESTIC CHICKEN: Breeds of *Gallus gallus domesticus*. Not a household pet.

HEN: A female chicken, and may also be referred to as a pullet.

RUN: An area outside of the coop where hens can roam, and that is completely enclosed with chicken wire or equivalent material.

ROOSTER: A male chicken.

17.67.040: STANDARDS FOR RESIDENTIAL CHICKEN KEEPING

A. General Provisions

1. Number of Chickens Permitted: Hens are permitted under this ordinance as determined in the table below:

Lot Size	Maximum Chickens Permitted
Less than 6,000 square foot lot	Four (4)
6,000 – 9,999 square foot lot	Five (5)
10,000 – 11,999 square foot lot	Six (6)
12,000 square foot lot or greater	Eight (8)

2. Roosters are not permitted.

3. Residential Chickens are required to be kept in a coop, and when outside of the coop chickens shall be confined to a run.

4. Chickens are not permitted to roam free outside of a coop or run structure on a single-family residential lot.

B. Requirements

1. Lot Requirements:

a. Chickens and coops are permitted in a fenced rear yard or completely fenced corner lot side yard. A chicken run may not be considered as a fence or substituted for a fenced yard.

b. Chickens may not be kept in any front or side yard area;

c. Coops shall be located a minimum of five (5) feet away from all property lines;

d. Coops shall be located a minimum of ten (10) feet away from all dwellings;

e. Coops shall be located a minimum of twenty-five (25) feet from all dwellings on adjacent lots.

2. Coop and Run Structure Requirements:

a. The combined coop and run structures shall have a minimum floor size of four (4) square feet per chicken;

b. All coop and run structures shall not exceed seven (7) feet in height;

c. All sides of a coop and run are required to be enclosed, and secured from predators and rodents by including a rodent-proof ceiling and floor;

d. A coop and run shall have adequate ventilation with access to light and air on more than one side;

e. All openings shall be covered with predator proof wire with openings no greater than one-quarter (1/4) inch in diameter.

3. Health and Sanitation Requirements:

a. Coops and runs are required to be kept clean and maintained in such a manner to promote the health of the chickens, to mitigate odor sources, and to limit the presence of rodents, insects, vermin, pests, and disease;

b. Feed containers shall be made of rodent and predator proof materials;

c. Fresh water is required for chickens at all times and shall be enclosed within both the coop and run structures;

d. Slaughtering of chickens is prohibited outdoors;

e. Dead birds and rotting eggs are required to be removed within 24 hours.

17.67.050 REGISTRATION REQUIRED

A. Residents keeping chickens in a single-family residential zone must register the following information with the City:

1. Address of the property;

2. Primary person responsible for chicken keeping;

3. A valid phone number and/or email address;

4. Number of chickens proposed to be kept; and
5. Acknowledgement and agreement to the standards of this ordinance;

17.67.060 INSPECTION

Upon receiving a complaint or observation that the standards of this section are in violation, the ordinance enforcement officer or representatives of the Salt Lake Valley Health Department are authorized to conduct necessary inspections to determine compliance. If a violation is determined, then city staff may require removal of animals in conformance with the provisions of Title 17 of the Murray City Land Use Ordinance.

Section 3. Effective date. This Ordinance shall take effect upon first publication.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on
this ____ day of _____, 2021.

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2021.

D. Blair Camp, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance, or a summary hereof, was published
according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder

moving forward, the City can help the area improve. She thinks recognizing this area needs improvement is a good first step.

Mr. Woodbury said State Street is controlled by UDOT so this document could help the City go to UDOT and work with them to help with the traffic in the area.

A motion was made by Phil Markham for the Planning Commission to forward a recommendation of approval to the City Council to adopt the Fashion Place West Small Area Plan as an amendment to the 2017 Murray City General Plan.

Seconded by Maren Patterson.

Call vote recorded by Mr. Smallwood.

<u>A</u>	Ned Hacker
<u>A</u>	Lisa Milkavich
<u>A</u>	Travis Nay
<u>A</u>	Sue Wilson
<u>A</u>	Maren Patterson
<u>A</u>	Phil Markham
<u>A</u>	Scot Woodbury

Motion passed 7-0.

RESIDENTIAL CHICKEN KEEPING – Project #20-134

Zac Smallwood reviewed the Text Amendment to allow chickens on residential property. In 2012 there was an increase in code enforcement cases related to chickens so the City Council directed the planning staff to look into chickens in residential areas. The increase in people wanting chickens was in response to urban agriculture growing around the county due to the Great Recession. It has come to the forefront again with the COVID-19 Pandemic; people want to be more self-sufficient in their food sources. Planning Division staff conducted open houses in 2013 and did baseline studies in 2014 looking at other cities around Salt Lake County and what they were doing with chickens. A proposed code was drafted and the Planning Commission recommended approval of the chicken keeping ordinance. In 2016 the City Council reviewed the request and ultimately denied the proposed chicken keeping ordinance. This year, the City Council has requested that the Planning Division bring forward a new ordinance that would allow chickens in residential areas.

Most cities in Salt Lake County allow chickens and the amount of chickens allowed depends on the lot size. Millcreek and Sandy only allow chickens and agricultural zones. Mr. Smallwood went over different cities requirements for coops. He also went over the number of code enforcement cases that cities have received related to chickens.

A survey was sent to Murray Residents to gauge how they would respond to having chickens in Murray. There were over 1,000 replies. Most of the responses came from homeowners that live in a single-family dwelling. Seventy-nine percent said chickens should be allowed in residential zones.

In the proposed ordinance, the maximum number of chickens allowed is based on the property's square footage. Coops need to be 10' from the dwelling on the property, 25' from any adjacent dwelling and 5' from the property line setback. Staff is recommending the Planning Commission forward a recommendation of approval to the City Council to add residential chicken keeping standards to Title 17, Murray City Land Use Ordinance.

Mr. Hacker asked how many households have chickens in cities that allow them. Mr. Smallwood replied he did not ask that question to any of the cities.

Mr. Markham asked who will be enforcing inspections or handle complaints. Mr. Smallwood said if a complaint comes in, the City's Zoning Enforcement Officer could go onto the property to ensure the standards of the proposed ordinance are being met. If they aren't, it could be referred to Salt Lake County for health requirements or the Zoning Enforcement Officer could require the resident come into compliance with the ordinance.

Ms. Patterson verified that roosters will not be allowed. Mr. Smallwood said roosters are prohibited in the proposed ordinance. Every city prohibits roosters and most of the code enforcement cases in Murray and other cities are related to roosters.

Mr. Woodbury said people in Murray have chickens and they are not allowed. He hates enacting an ordinance that can't be enforced. He thinks there should be some type of permit involved so the City knows who has chickens. Mr. Hall asked if there could be a chicken registration rather than a permit. Mr. Woodbury said either a registration or permit would be fine. Mr. Smallwood said he doesn't disagree that a registration would be nice. Staff tried to make this ordinance easily obtainable for all residents without having to get the City involved with it. If this is approved by the City Council, staff could create a flyer that could be given out to citizens that lays out what is required and what happens if you don't meet the requirements.

The meeting was open for public comment. The following comments were read into the record:

D K Slusher – Murray City

Please, no residential chickens. All of the neighbors don't mow lawns and pull weeds now. We do not need another problem! We had an issue with rats living in a neighbor's back yard a few years ago and had to call the Salt Lake county Board of Health. The yard was partially cleaned and sold. It is now a rental with maintenance problems. We have too many neglected properties in our neighborhood now. Please don't add to our problems.

Jann Cox – Murray City

I am opposed to allowing "Residential Chicken Keeping". Chickens, their eggs, feed and feces attract rats, raccoons, fox, skunks and other rodents.

Because many Murray homes border, or are close to, the Jordan River, Cottonwood Creek and many canals we have raccoons, fox and skunks. Allowing chickens will bring these animals into our many neighborhoods.

We already have a skunk and rat problem in Murray and I hate to see it get worse.

Amir Ali Akbar Khah – Murray City

I want to say hi and send short email to Murray City about chicken keeping in Murray area. That would be awesome idea because our children asking for this and our answer is city don't want this. Thanks for reviewing our emails and supporting us.

Samuel Eads – 379 East Vine Street, Murray City

I'd like to vocalize my support for allowing residential chickens. My neighbor had chickens for a while but was told to remove them; they never caused any issues.

Jake Pehrson – Murray City

Code enforcement already deals with chickens so I don't believe it would increase code enforcements time to approve this ordinance. Registration or a permit is not necessary and only takes people's time and city employee resources. No permits please.

The following citizens spoke during public comments:

Heydon Kaddas – Murray City

Ms. Kaddas said she is concerned about the public health aspect of owning chickens. Owning chickens is a huge risk for salmonella outbreaks and it's something the Center for Disease Control (CDC) has had to address frequently over the last 10 years. The CDC has had to repeatedly post guidelines on how to sanitarilly have chickens. She encouraged the Commission to have some type of registration that would provide safe practices on keeping chickens.

Alex Teemsma – Murray City

Mr. Teemsma said this is a great ordinance and is overdue. A well-crafted ordinance should reward transparency. Getting this on the books will encourage people to disclose if they are keeping chickens. He asked if there would be a fine if someone was in violation of the proposed ordinance. He also asked if there is a way to check if there was any survey fraud, such as people submitting multiple answers, with the survey.

Jon Boettcher – Murray City

Mr. Boettcher said there are probably over 100 chickens in his neighborhood already. You're more likely to get salmonella from a store bought egg than eggs from a free range chicken. He asked if this ordinance would allow other forms of poultry, such as ducks.

Kennett Galbraith – Murray City

Mr. Galbraith said he is not opposed to people owning chickens, but he has two dogs that he has to register with the City. He agrees there should be a simple registration process, even if it's free.

The public comment portion for this agenda item was closed.

Mr. Smallwood said a zoning violation is a Class C Misdemeanor. There could eventually be a fine imposed if a case went to court. Mr. Hall added most code enforcement cases do not end up in court. Mr. Smallwood said this ordinance is specific to chickens and does not allow other forms of poultry. Mr. Smallwood said that Survey Monkey does not give him the ability to look up every

IP address.

Mr. Hacker said he thinks there should be some type of permit or registration for chickens, even if there is no fee involved. Mr. Smallwood said the Commission could make a recommendation of approval and insert some language related to needing a permit. Ms. Patterson said she would like to see an online registration that wouldn't require any additional work from the staff.

Ms. Milkavich asked what the difference is between a permit and a registration. Mr. Smallwood replied a permit is giving permission to do something. A registration is telling the City you are doing something. Mr. Hall said the registration process makes sense to him. Permitting is tougher. The registration for chickens would essentially be a listing. Staff would produce an information sheet that lets people know the rules for keeping chickens. People could check a box acknowledging they are aware of the rules. This gives the City some point of reference in case an issue comes up.

Mr. Hacker asked how many complaints the City has received over the past two years related to chickens. Mr. Smallwood said he doesn't have an exact number, but there have not been a lot. Mr. Hall added it's less than one complaint per year.

Ms. Wilson asked if wording could be added that says the Commission wants an addendum requiring those keeping chickens to register with the City. Mr. Smallwood replied yes.

A motion was made by Sue Wilson to forward a recommendation of approval to the City Council for the request to add proposed Chapter 17.67, Residential Chicken Keeping Standards, to Title 17, Murray City Land Use Ordinance with an addendum requiring those keeping chickens to register with the City.

Seconded by Maren Patterson.

Call vote recorded by Mr. Smallwood.

 A Ned Hacker
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Maren Patterson
 A Phil Markham
 A Scot Woodbury

Motion passed 7-0.

OTHER BUSINESS

Phil Markham made a motion to adjourn. Seconded by Sue Wilson. A voice vote was made, motion passed 7-0.

The meeting was adjourned at 9:10 p.m.

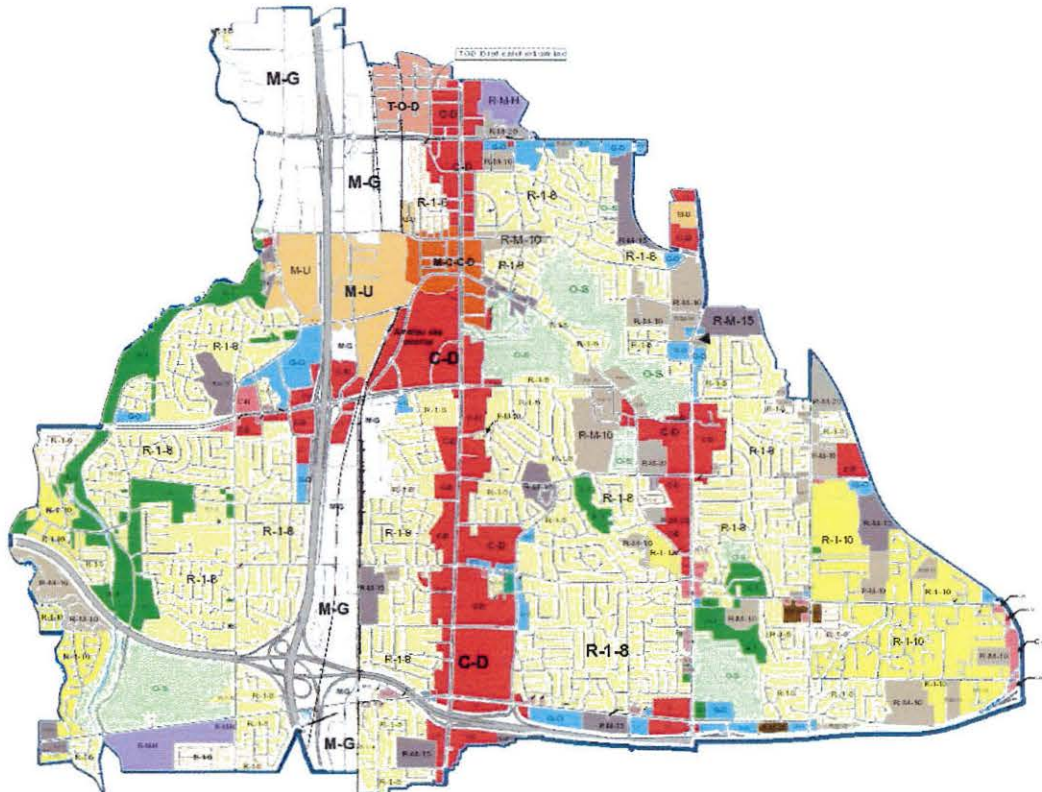
A handwritten signature in cursive script, appearing to read "Jared Hall", is written over a horizontal line.

Jared Hall, Planning Division Manager



AGENDA ITEM #9

ITEM TYPE:	Zoning Text Amendment		
ADDRESS:	City Wide	MEETING DATE:	December 17, 2020
APPLICANT:	Murray City Planning Division	STAFF:	Zachary Smallwood, Associate Planner
PARCEL ID:	Not Applicable	PROJECT NUMBER:	20-134
PROPOSED DESIGNATION	Code Section 17.67		
REQUEST:	The Murray City Planning Division is requesting a recommendation on a draft proposal to add chicken keeping on single-family residential properties to the Murray City Land Use Ordinance.		



I. BACKGROUND & STAFF REVIEW

Background

Keeping chickens on residential properties has gained popularity beginning in the early 2010's. Murray City looked into both bee keeping and chicken keeping in 2012 where the City Council directed the Community and Economic Development (CED) Staff to research the topic and come forward with a proposal. CED Staff conducted two open houses in 2013 where 282 citizens participated. Of those, 78% were in favor of allowing chickens and bees. The results were then provided to the City Council who instructed staff to draft an Ordinance.

In October of 2016, the City Council voted to adopt the Bee Keeping Ordinance and leave chickens as illegal within Murray City. In the summer of 2020, the City Council expressed interest in allowing residential chicken keeping on single-family properties. Staff was directed to research the topic again and bring a new ordinance forward to be considered.

New Research

Planning Division Staff built upon the existing research that was conducted in the previous proposals to permit chickens. Staff contacted multiple municipalities within Salt Lake County to discuss the experiences of those cities. Of the seventeen municipalities that were contacted, fifteen allowed chickens on single-family residential properties. The remaining two allowed chickens only on single-family properties located in agricultural zones.

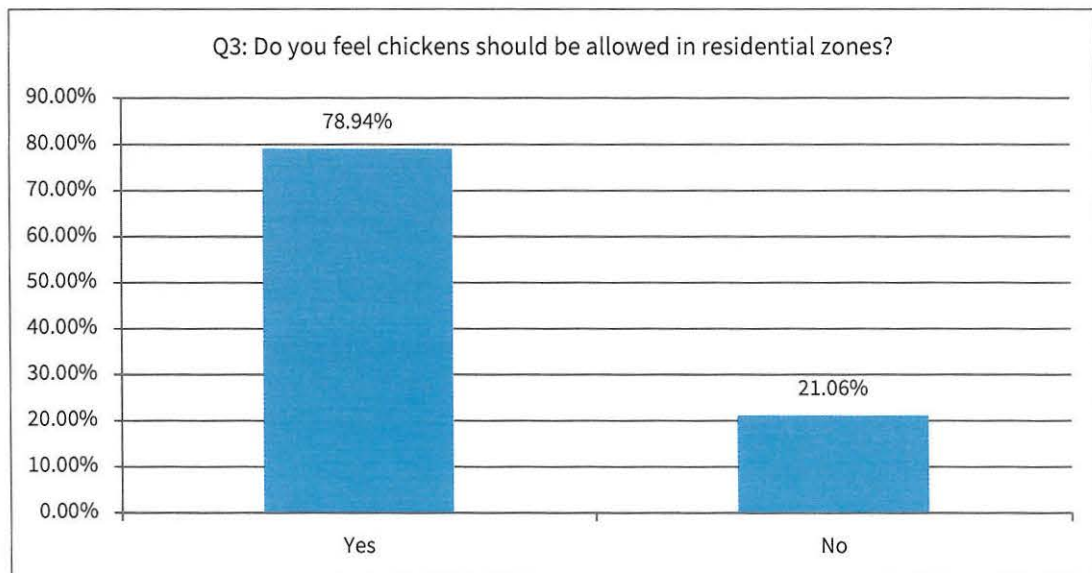
One main focus of Staff's research was code enforcement. The Planning Division was able to contact code enforcement staff from nine (9) municipalities, who provided the following information:

Municipality	2019 & 2020 Cases	Average Per Month	Population
West Valley City	77	1.6	136,401
Holladay City	3	0.06	30,697
Sandy City (not allowed)	10	0.21	96,901
South Jordan City	12	0.25	74,149
Taylorsville City	24	0.50	60,192
Midvale City	8	0.16	33,636
Millcreek City (not allowed)	28	0.59	61,270
South Salt Lake City	4	0.09	25,365
Ogden City	36	0.75	87,325

The two main complaints that were consistently brought up were roosters and the absence of a permit. In the draft ordinance Staff has specifically stated that roosters are not allowed. To address permit issues, the proposed ordinance does not require a permit.

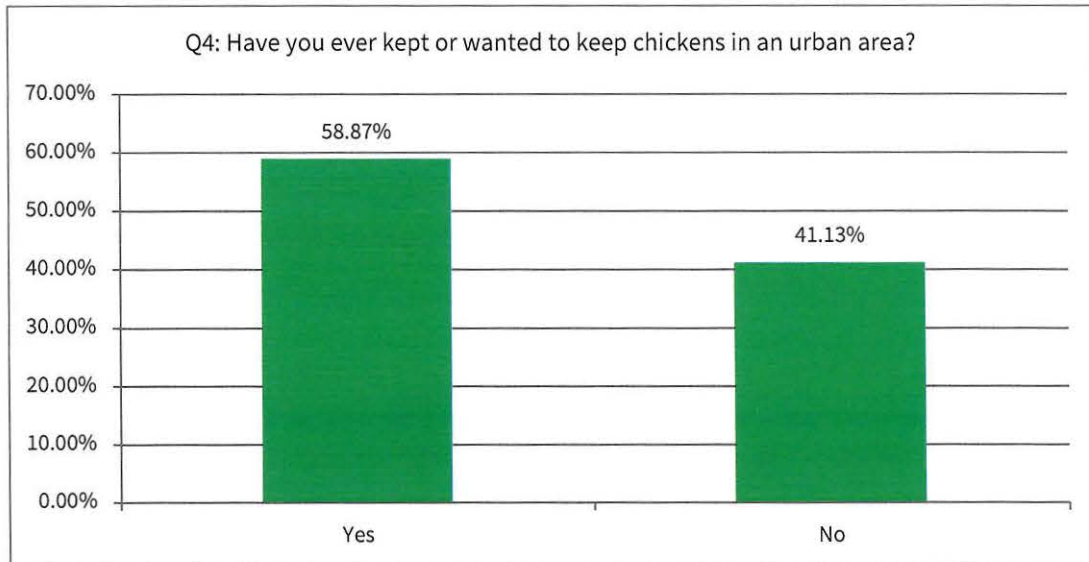
The Planning Division set up a new survey to gauge public interest in residential chicken keeping. A ten (10) question survey was distributed through various social media pages and the Mayor's monthly newsletter. The survey generated over 1,000 responses. A brief overview of the results of the survey are below:

The first two questions are related to who is taking the survey and in what context are they coming from. Question 1 asked what type of person was taking the survey; a homeowner, renter, business owner or nonresident / nonbusiness owner. 81% of respondents stated that they were a homeowner. 10% were renters, 2% were business owners and 7% were a nonresident/non-businessowner. Question 2 asked what type of home the respondent lives in. 89% of the respondents stated that they live in a single-family dwelling. 7% stated they live in a townhouse or condominium and 4% stated they lived in an apartment or mobile / manufactured dwelling.



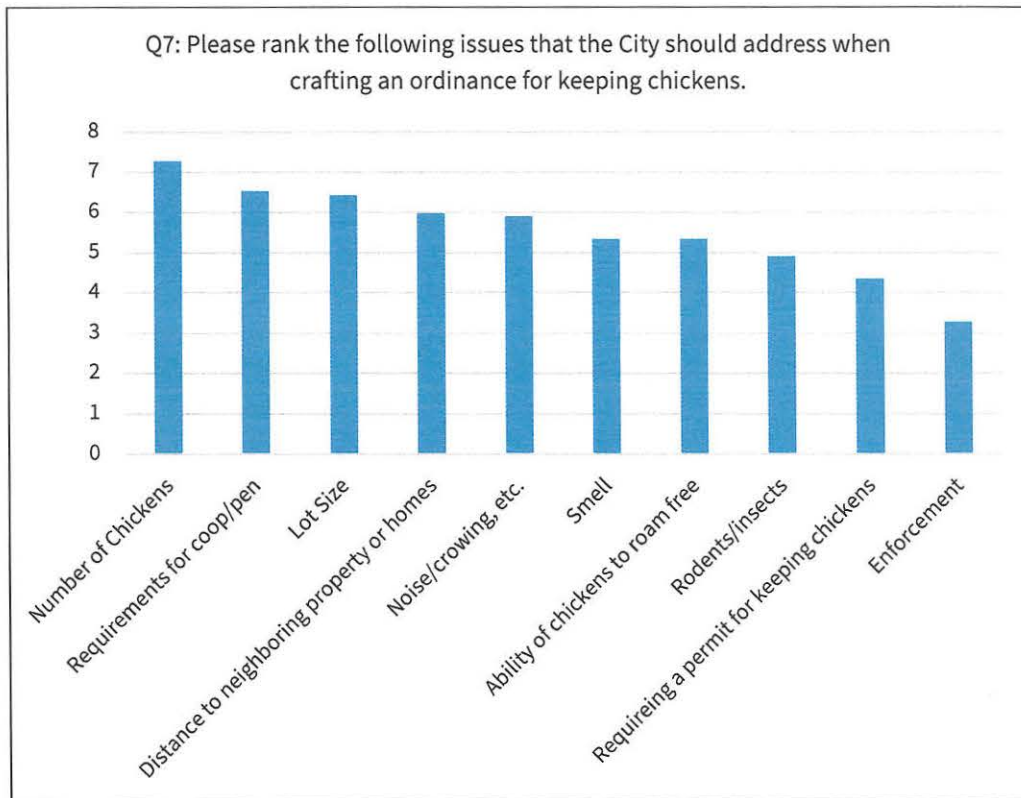
Questions 3 and 4 relate to chicken keeping in general. With regards to question 3, it seems clear that an overwhelming majority believe that allowing chickens is the right direction for the city to take. Question 4 is interesting, in that almost 59% of the respondents have kept or wanted to keep chickens. The comparison of the results of Question 3 and Question 4 seem to

indicate that even though 41% of respondents do not want to keep chickens themselves, they do want the option for their neighbors.

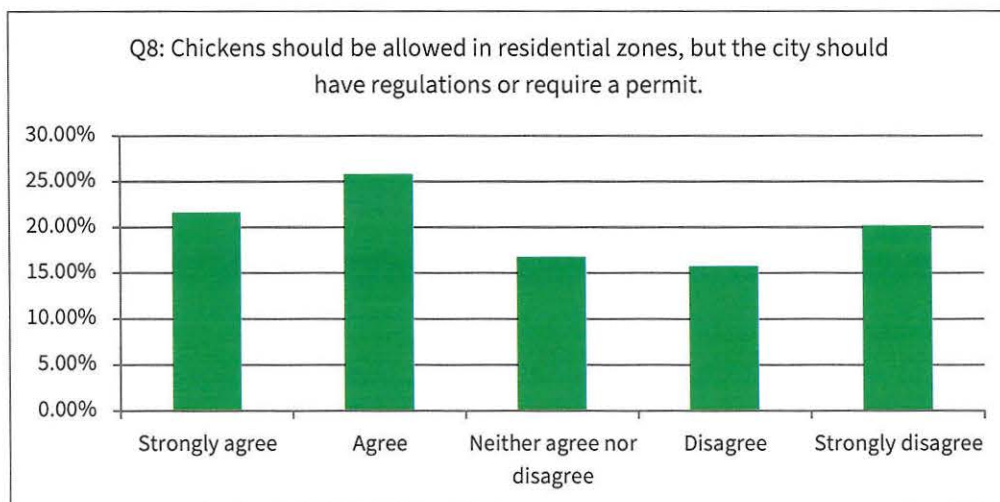


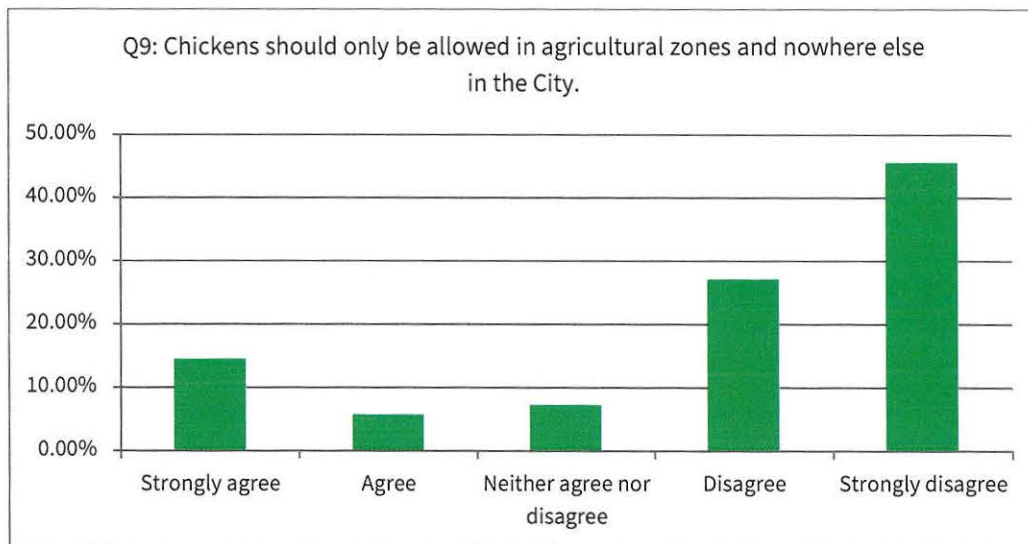
Question's 5 and 6 relate to the number of chickens that should be allowed and whether a permit should be required. 31% of the respondents stated that 1-3 chickens should be kept, 43% believed 4-6, and lastly 26% stated 7-10. This result is largely in harmony with other municipal regulations that Staff reviewed. Surprisingly, 56% stated that a permit should not be required to keep chickens. Staff has proposed an ordinance that does not require a citizen to obtain a permit to keep chickens, in much the same way that Murray City does not require a permit to put up a fence: there are regulations that must be followed, but a review is not required unless an issue arises.

Question 7 asked for respondents to rank terms based on their importance. The resulting rankings are provided below. As we drafted the ordinance, we made sure that we were looking at these rankings and comparing them with what other municipalities and scientific research suggests.



Question's 8 and 9 asked how someone felt about a statement. It became clear when respondents were able to provide comments in question 10 that question 8 was unclear and seemed to ask two things at once. Staff has included the graph of the responses to the questions below.





The last question was an open-ended question that asked for additional comments or concerns related to Residential Chicken Keeping. There were approximately 606 responses with 337 in support of allowing chickens, 92 opposed to allowing them. The remainder were general comments that were neither positive nor negative.

Proposed Ordinance

The proposed regulations are divided into five sections:

1. Purpose
2. Applicability
3. Definitions
4. Standards for Residential Chicken Keeping
5. Inspection

The purpose and applicability sections are used to provide intent of the code. Community and Economic Development Staff have proposed that any chicken keeping will be limited to single-family dwellings. The Definitions section provides information to the general public to help understand verbiage that is used in the standards.

The proposed standards for residential chicken keeping were crafted to allow for simplicity and ease of use. After review of multiple city's regulations staff proposes the maximum number of chickens allowed be based upon lot size. The number of chickens allowed has been proposed based partially on a research paper titled "Illegal Fowl: A Survey of Municipal Laws Relating to Backyard Poultry and a Model Ordinance for Regulating City Chickens" by Jaime

Bouvier. Specifically, the model ordinance states that “a chicken ordinance should allow for at least four chickens. Because chickens are flock animals, they do not thrive when left alone.” To allow the greatest number of citizens the opportunity to keep chickens, Staff has proposed four (4) chickens as the baseline for single-family dwellings. As the lot size increases so do the number of chickens allowed. See the table below, which is also included in the proposed ordinance for review.

Lot Size	Maximum Chickens Permitted
Less than 6,000 square foot lot	Four (4)
6,000 – 9,999 square foot lot	Five (5)
10,000 – 11,999 square foot lot	Six (6)
12,000 square foot lot or greater	Eight (8)

Roosters are not permitted in any form. Additionally, hens are to be kept within a coop and run. This provides safety for the chickens from predators and prevents them from wandering outside of their owner’s lot.

Requirements for lot, coop/run and health and sanitation are included and have been drafted to allow for the safety, health and welfare of the chickens, those caring for the chickens, and neighboring property owners.

As Staff began drafting and editing the proposed ordinance it became clear that for ease of use and implementation a permit should not be required. This allows for citizens to participate in residential chicken keeping without the burden of obtaining a permit and the costs that are associated with doing so. Staff believes that if the regulations are clear and concise, they can be used to benefit the community without creating an unnecessary burden on the citizens of Murray.

The inspection section gives the Code Enforcement Officer the authority to make inspections and, if a violation has occurred, to work with the resident to bring their property into compliance. Any such issues would be addressed on a per compliant basis through the City’s “Report a Concern” system.

Planning Division Staff believes that this is the simplest and most fair way of allowing the greatest good for the greatest number of residents possible. The proposed ordinance makes keeping chickens available to a vast majority of households within Murray City’s boundaries. It also allows for more sustainable practices in food production and other benefits.

II. CITY DEPARTMENT REVIEW

The proposed ordinance was made available for review by City Staff from various departments on November 30, 2020. No issues or comments were made by any of the reviewing departments.

III. PUBLIC COMMENTS

Notices of the public hearing for the requested text amendment to affected entities, the local newspaper and posted on the State's public notice website. As of the writing of this report, staff has not received any written comments or phone calls regarding the application, besides the survey respondents.

IV. FINDINGS

1. The General Plan's primary goal is to "Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray."
2. Initiative #3: Livable + Vibrant Neighborhoods calls for Murray to keep established neighborhoods livable and vibrant. Allowing the keeping of chickens on single-family dwelling lots can provide an opportunity for communities to provide locally grown food for their households.
3. The proposed text amendment to allow residential chicken keeping conforms to goals and objectives of the 2017 Murray City General Plan and will support the continued vibrancy of its neighborhoods
4. The proposed text amendment to the Murray City Land Use Ordinance has been carefully considered based on the characteristics of the city and region, and on the policies and objectives of the 2017 Murray City General Plan and is in harmony with the goals of the Plan.

V. STAFF RECOMMENDATION

Based on the background, staff review, and the findings in this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL to the City Council for the request to add proposed Chapter 17.67 Residential Chicken Keeping Standards to Title 17, Murray City Land Use Ordinance.**

Attachments



December 4, 2020

Notice of Public Meeting

Public Notice is hereby given that this meeting will occur electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Planning Commission Chair has determined that conducting a meeting with an anchor location presents substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers. (See attached Planning Commission Chair determination.)

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>. If you would like to comment on an agenda item at the meeting please register at: <https://tinyurl.com/y2nsppnq> you may submit comments via email at planningcommission@murray.utah.gov. *Comments are limited to 3 minutes or less, and written comments will be read into the meeting record. Please include your name and contact information.*

This notice is to inform you of a Planning Commission meeting scheduled for Thursday, December 17, 2020 at 6:30 p.m., in the Murray City Municipal Council Chambers, located at 5025 S. State Street.

Murray City Community Development Planning Division, applicant, has requested a Land Use Text Amendment, specifically, to Section 17, Residential Chicken Keeping Standards.

Public input is welcome at the meeting and will be limited to 3 minutes per person. A spokesperson who has been asked by a group to summarize their concerns will be allowed 5 minutes to speak. If you have questions or comments concerning this proposal, please call the Murray City Community & Economic Development Department at 801-270-2420, or by email at planning@murray.utah.gov.

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

Order Confirmation for 0001305054

Client	MURRAY CITY RECORDER	Account #	9001341938
Client Phone	8012642660	Ordered By	SUSAN
Address	5025 S STATE, ROOM 113	Account Exec	Itapusa2
	MURRAY, UT 84107	PO Number	TITLE 17 RESIDENTIA
Email	snixon@murray.utah.gov		

Total Amount \$70.52
Payment Amt \$0.00
Amount Due \$70.52

Text: TITLE 17 RESIDENTIAL CHICKEN KEEPING

Ad Number 0001305054-01 **Ad Type** Legal Liner

Ad Size 1 X 39 li **Color**
WYSIWYG Content
**MURRAY CITY
CORPORATION
NOTICE OF
PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on the 17th day of December, 2020, at the hour of 6:30 p.m. of said day the Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to a Land Use Ordinance Text Amendment for modifications to the Land Use Code, Title 17, to allow Residential Chicken Keeping. If you would like to comment on this agenda item at the meeting please register at: <https://tinyurl.com/y2nspnq> or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting only you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/. No physical meeting location will be available.

 Jared Hall, Manager
 Planning Division
 1305053 UPAXLP

<u>Product</u>	<u>Placement</u>	<u>Position</u>
Salt Lake Tribune	Legal Liner Notice	Public Meeting/Hear
<u>Scheduled Date(s):</u>	12/06/2020	
utahlegals.com	utahlegals.com	utahlegals.com
<u>Scheduled Date(s):</u>	12/06/2020	
Deseret News	Legal Liner Notice	Public Meeting/Hear
<u>Scheduled Date(s):</u>	12/06/2020	

Proposed Ordinance

RESIDENTIAL CHICKEN KEEPING STANDARDS

SECTION:

- 17.67.010: Purpose
- 17.67.020: Applicability
- 17.67.030: Definitions
- 17.67.040: ~~Development~~ Standards for Residential Chicken Keeping
- 17.67.050: Inspection

17.67.010: PURPOSE

The purpose of this ordinance is to enable the chicken keeping ~~of a limited number of residential chickens on single-family~~ residential lots for the purpose of family food production ~~without a conditional use permit~~. This ordinance is intended to ~~facilitate~~ encourage urban residential agriculture ~~purpose~~ while preserving the health, safety and well-being of both humans and animals, minimizing potential nuisances to neighboring property owners, as well as ~~preventing~~ minimizing issues with rodents, insects, vermin, pests, and diseases ~~proliferation~~. This ordinance establishes certain the requirements ~~of sound chicken for~~ keeping chickens practices which are intended to reduce potential negative impacts ~~avoid problems~~ that may otherwise be associated d with residential chickens s in populated areas.

17.67.020: APPLICABILITY

This chapter applies ~~only to~~ all properties used as a single-family detached home. single-family dwellings in all primarily residential zoning districts in the city that have lot sizes of 8,000 square feet or more. The specific zoning district in which residential chicken is allowed are the following: R-1-6, R-1-8, R-1-10, and R-1-12.

17.67.030: DEFINITIONS

The following words and phrases when used in this chapter shall be construed as defined in this section:

COOP: An enclosed structure designed for the purpose of keeping and securing chickens.

DOMESTIC CHICKEN: Breeds of Gallus gallus domesticus. Not a household pet.

HEN: A female chicken, and may also be referred to as a pullet.

RUN: An area outside of the coop where hens can roam, and that is completely enclosed with chicken wire or equivalent material.

ROOSTER: A male chicken.

17.67.040: ~~DEVELOPMENT~~ STANDARDS FOR RESIDENTIAL CHICKEN KEEPING

A. General Provisions

~~1. Permit Requirements: A Murray City permit shall be required to register for chicken keeping on a lot and shall include a basic site plan showing the coop and run location meeting the setback requirements as outlined in this chapter. Plans shall also include information indicating that the minimum floor size requirement will be met. A fee is required to obtain the permit. This permit does not run with the land and any change in ownership of the property shall require a new application.~~

21. Quantity/Number of Chickens Permitted: ~~Roosters are not permitted, only hens~~ are permitted under this ordinance as determined in the table below: ~~A lot cannot exceed the quantity of hens as determined below:~~

<u>Lot Size</u>	<u>Maximum Chickens Permitted</u>
<u>Less than 6,000 square foot lot</u>	<u>Four (4)</u>
<u>6,000 – 9,999 square foot lot</u>	<u>Five (5)</u>
<u>10,000 – 11,999 square foot lot</u>	<u>Six (6)</u>
<u>12,000 square foot lot or greater</u>	<u>Eight (8)</u>

- ~~a. 8,000 square foot lots are permitted five (5) hens;~~
- ~~b. 10,000 square foot lots are permitted six (6) hens;~~
- ~~c. 12,000 square foot lots are permitted eight (8) hens.~~

2. Roosters are not permitted.

3. Residential Chickens are required to be kept in a coop, and when ~~permitted~~ outside of the coop chickens ~~are required to remain~~shall be confined to a run.

4. Chickens are not permitted to roam free outside of a coop or run structure on a single-family residential lot.

B. Requirements

1. Lot Requirements:

- a. Chickens and coops are permitted in a fenced rear yard or completely fenced corner lot side yard. A chicken run may not be considered as a fence or substituted for a fenced yard.
- ~~b. No~~ ~~C~~chickens may not be kept in any front or side yard area;
- ~~b.c.~~ Coops shall be located a minimum of ~~three (3)~~five (5) feet away from all property lines;
- ~~c.d.~~ Coops shall be located a minimum of ten (10) feet away from all dwellings;
- ~~d.~~ ~~Coops shall be located a minimum of fifteen (15) feet from all entrances to onsite dwellings;~~
- e. Coops shall be located a minimum of twenty-five (25) feet from all dwellings on adjacent lots.;
- ~~f. Coop structures two hundred (200) square feet or larger are require to be located outside of recorded easements, and shall obtain a building permit.~~

2. Coop and Run Structure Requirements:

- a. The combined coop and run structures shall have a minimum floor size of four (4) square feet per chicken;
- b. All coop and run structures shall not exceed seven (7) feet in height;
- c. All sides of a coop and run are required to be enclosed, and secured from predators and rodents by to including a rodent-proof ceiling and floor;
- ~~d. If a coop and run is stationary then it shall have a buried flange made of one-quarter (1/4) inch hardware cloth, extending vertically downward six (6) inches, and horizontally outward from all sides for twenty-four (24) inches;~~
- e. A coop and run shall have adequate ventilation with access to light and air on more than one side;
- f. All openings shall be covered with predator proof wire with openings no greater than one-quarter (1/4) inch in diameter.

3. Health and Sanitation Requirements:

- a. Coops and runs are required to be kept clean and maintained in order-such a manner to promote the health of the chickens, ~~and~~ to mitigate odor sources, and to limit the presence of rodents, insects, vermin, pests, and disease;
- b. Feed containers shall be made of rodent-~~proof~~ and predator-~~proof~~ materials;
- c. Fresh water is required for chickens at all times and shall be enclosed within both the coop and run structures;
- d. Slaughtering of chickens is prohibited outdoors;
- e. Dead birds and rotting eggs are required to be removed within 24 hours.

17.67.050 INSPECTION

~~1. Coops and runs shall be inspected by an authorized representative of Murray City at such intervals as required by this ordinance which shall consist of, but are not limited to, annual inspections for permit renewal.~~

~~2. Upon receiving a complaint or observation that the standardsrequirements of this section are in violation, the ordinance enforcement officer or representatives of the Salt Lake Valley Health Department are authorized to conduct necessary inspections to determine compliance. with is determined then city staff may the provisions of this chapter. If a violation is determined, then city staff may require removal of animals in conformance with the provisions of Title 617 of the Murray City Land Use Ordinance-Code.~~

Chapter 17.67

RESIDENTIAL CHICKEN KEEPING STANDARDS

SECTION:

- 17.67.010: Purpose
- 17.67.020: Applicability
- 17.67.030: Definitions
- 17.67.040: Standards for Residential Chicken Keeping
- 17.67.050: Inspection

17.67.010: PURPOSE

The purpose of this ordinance is to enable chicken keeping on residential lots for the purpose of family food production. This ordinance is intended to encourage urban residential agriculture while preserving the health, safety and well-being of both humans and animals, minimizing potential nuisances to neighboring property owners, as well as minimizing issues with rodents, insects, vermin, pests, and diseases. This ordinance establishes the requirements for keeping chickens which are intended to reduce potential negative impacts that may otherwise be associated with residential chickens in populated areas.

17.67.020: APPLICABILITY

This chapter applies to all properties used as a single-family detached home.

17.67.030: DEFINITIONS

The following words and phrases when used in this chapter shall be construed as defined in this section:

COOP: An enclosed structure designed for the purpose of keeping and securing chickens.

DOMESTIC CHICKEN: Breeds of Gallus gallus domesticus. Not a household pet.

HEN: A female chicken, and may also be referred to as a pullet.

RUN: An area outside of the coop where hens can roam, and that is completely enclosed with chicken wire or equivalent material.

ROOSTER: A male chicken.

17.67.040: STANDARDS FOR RESIDENTIAL CHICKEN KEEPING

A. General Provisions

1. Number of Chickens Permitted: Hens are permitted under this ordinance as determined in the table below:

Lot Size	Maximum Chickens Permitted
Less than 6,000 square foot lot	Four (4)
6,000 – 9,999 square foot lot	Five (5)
10,000 – 11,999 square foot lot	Six (6)
12,000 square foot lot or greater	Eight (8)

2. Roosters are not permitted.

3. Residential Chickens are required to be kept in a coop, and when outside of the coop chickens shall be confined to a run.

4. Chickens are not permitted to roam free outside of a coop or run structure on a single-family residential lot.

B. Requirements

1. Lot Requirements:

- a. Chickens and coops are permitted in a fenced rear yard or completely fenced corner lot side yard. A chicken run may not be considered as a fence or substituted for a fenced yard.
- b. Chickens may not be kept in any front or side yard area;
- c. Coops shall be located a minimum of five (5) feet away from all property lines;
- d. Coops shall be located a minimum of ten (10) feet away from all dwellings;
- e. Coops shall be located a minimum of twenty-five (25) feet from all dwellings on adjacent lots.

2. Coop and Run Structure Requirements:

- a. The combined coop and run structures shall have a minimum floor size of four (4) square feet per chicken;
- b. All coop and run structures shall not exceed seven (7) feet in height;
- c. All sides of a coop and run are required to be enclosed, and secured from predators and rodents by including a rodent-proof ceiling and floor;
- e. A coop and run shall have adequate ventilation with access to light and air on more than one side;
- f. All openings shall be covered with predator proof wire with openings no greater than one-quarter (1/4) inch in diameter.

3. Health and Sanitation Requirements:

- a. Coops and runs are required to be kept clean and maintained in such a manner to promote the health of the chickens, to mitigate odor sources, and to limit the presence of rodents, insects, vermin, pests, and disease;
- b. Feed containers shall be made of rodent and predator proof materials;
- c. Fresh water is required for chickens at all times and shall be enclosed within both the coop and run structures;
- d. Slaughtering of chickens is prohibited outdoors;
- e. Dead birds and rotting eggs are required to be removed within 24 hours.

17.67.050 INSPECTION

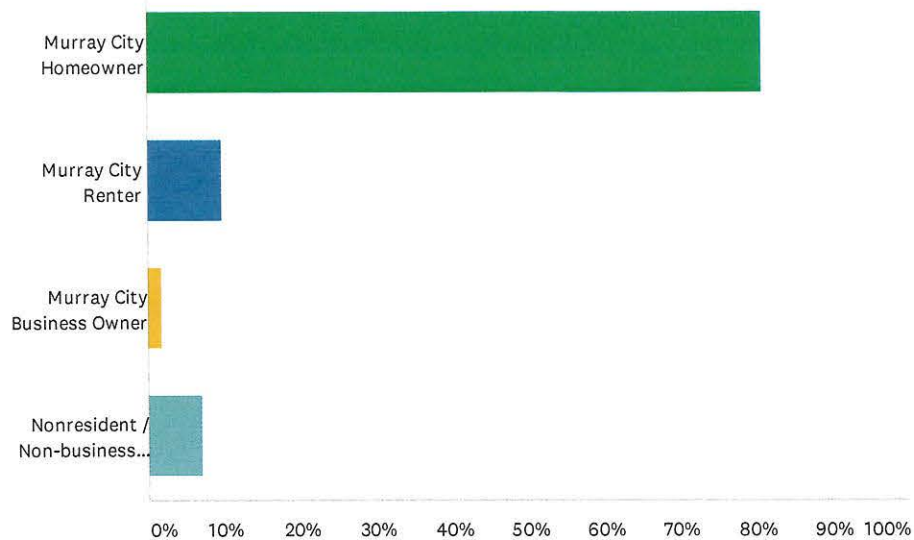
Upon receiving a complaint or observation that the standards of this section are in violation, the ordinance enforcement officer or representatives of the Salt Lake Valley Health Department are authorized to conduct necessary inspections to determine compliance. If a violation is determined, then city staff may require removal of animals in conformance with the provisions of Title 17 of the Murray City Land Use Ordinance.

Survey Results

Murray City Urban Chicken Keeping Survey

Q1 Please select the option that best describes you.

Answered: 1,077 Skipped: 4



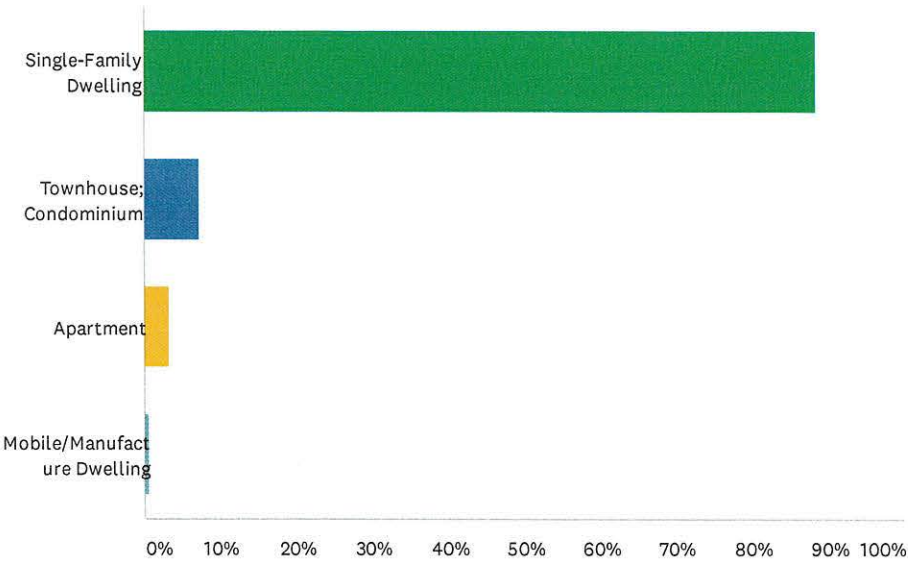
ANSWER CHOICES

RESPONSES

Murray City Homeowner	81.15%	874
Murray City Renter	9.84%	106
Murray City Business Owner	1.86%	20
Nonresident / Non-business owner	7.15%	77
TOTAL		1,077

Q2 What type of home do you live in?

Answered: 1,077 Skipped: 4

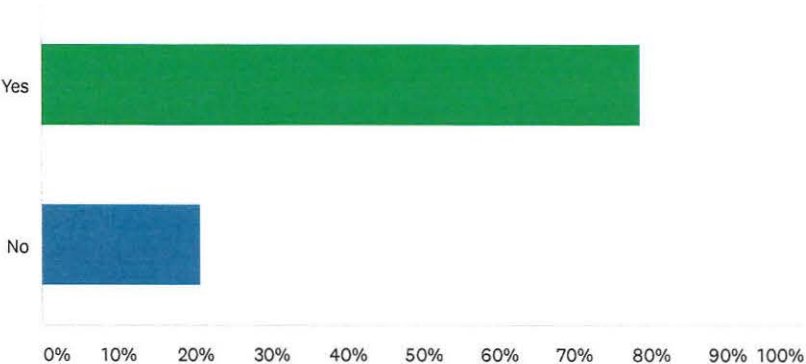


ANSWER CHOICES	RESPONSES	
Single-Family Dwelling	88.67%	955
Townhouse; Condominium	7.34%	79
Apartment	3.34%	36
Mobile/Manufacture Dwelling	0.65%	7
TOTAL		1,077

Murray City Urban Chicken Keeping Survey

Q3 Do you feel chickens should be allowed in residential zones?

Answered: 1,080 Skipped: 1

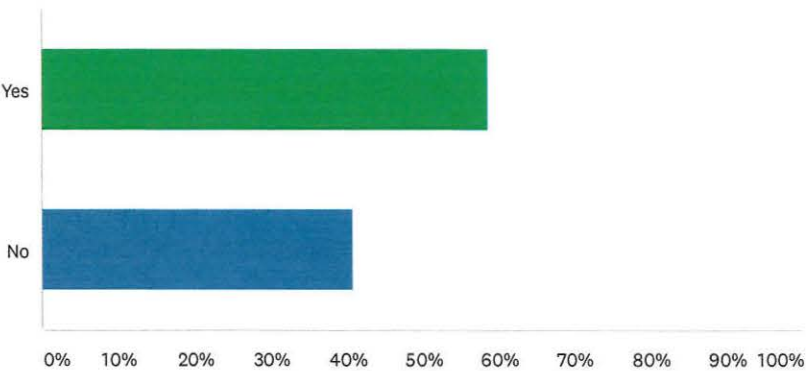


ANSWER CHOICES	RESPONSES	
Yes	78.98%	853
No	21.02%	227
TOTAL		1,080

Murray City Urban Chicken Keeping Survey

Q4 Have you ever kept or wanted to keep chickens in an urban area?

Answered: 1,079 Skipped: 2

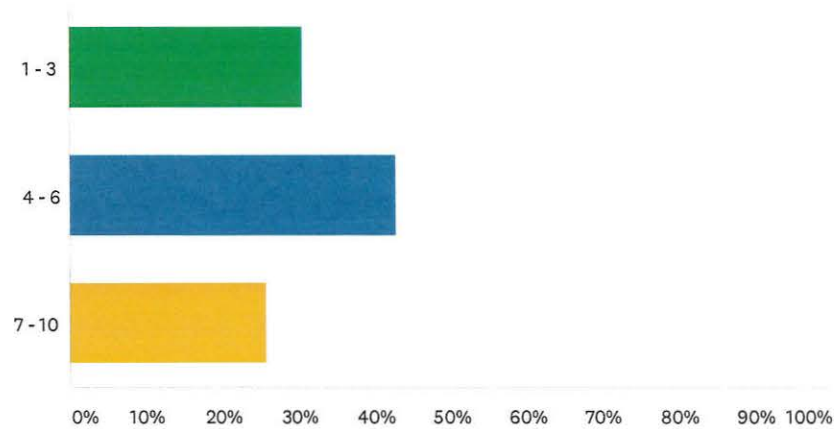


ANSWER CHOICES	RESPONSES	
Yes	58.94%	636
No	41.06%	443
TOTAL		1,079

Murray City Urban Chicken Keeping Survey

Q5 If chickens are allowed in residential zones, how many chickens should a property owner be allowed to have?

Answered: 1,063 Skipped: 18

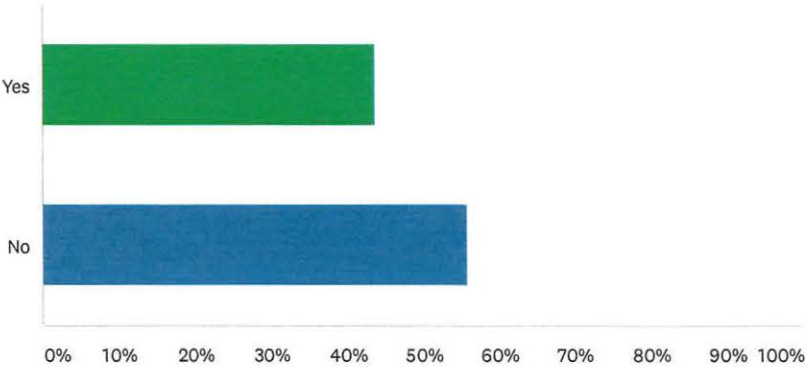


ANSWER CHOICES	RESPONSES	
1 - 3	30.86%	328
4 - 6	43.18%	459
7 - 10	25.96%	276
TOTAL		1,063

Murray City Urban Chicken Keeping Survey

Q6 Should a permit be required to keep chickens in residential zones?

Answered: 1,076 Skipped: 5

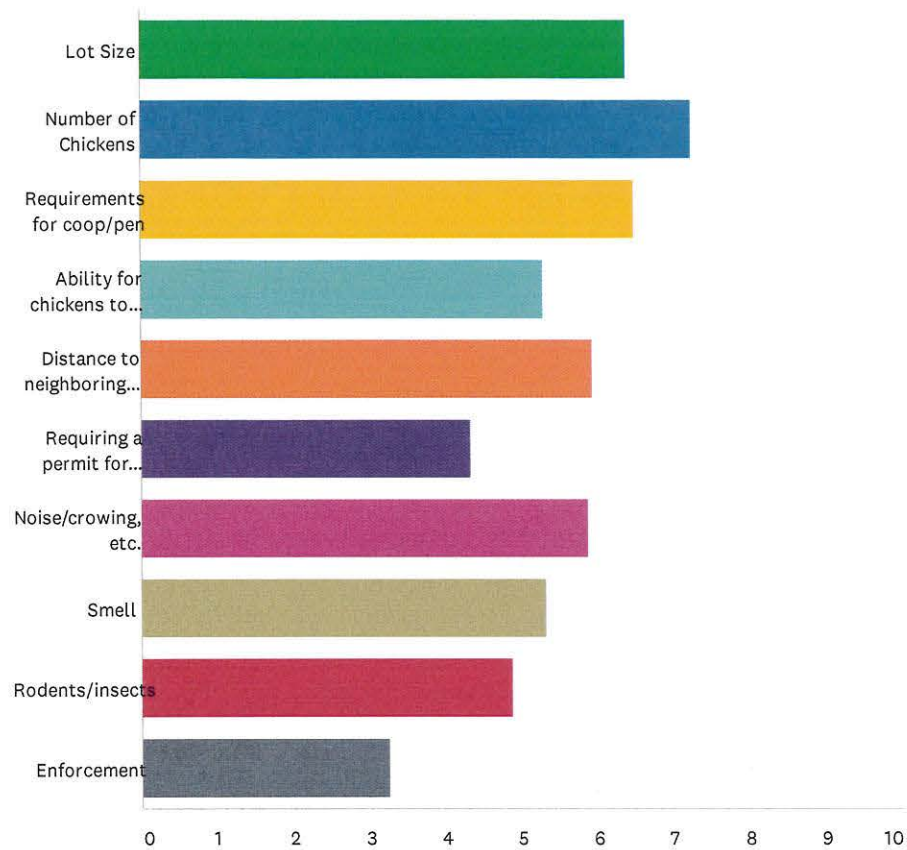


ANSWER CHOICES	RESPONSES	
Yes	43.96%	473
No	56.04%	603
TOTAL		1,076

Murray City Urban Chicken Keeping Survey

Q7 Please rank the following issues that the City should address when crafting an ordinance for keeping chickens.

Answered: 1,057 Skipped: 24



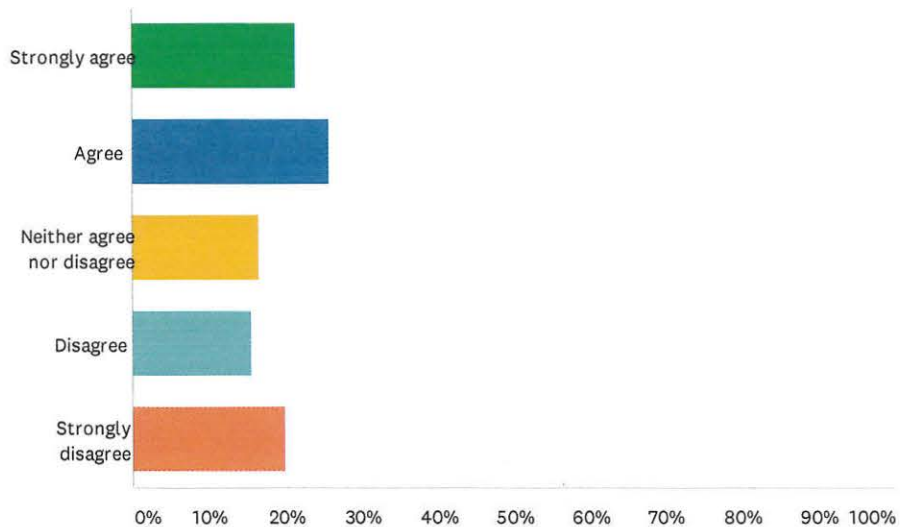
Murray City Urban Chicken Keeping Survey

	1	2	3	4	5	6	7	8	9	10	TOTAL	SC
Lot Size	21.50% 215	10.90% 109	11.60% 116	10.00% 100	9.00% 90	7.20% 72	7.70% 77	8.40% 84	6.30% 63	7.40% 74	1,000	
Number of Chickens	17.35% 177	23.92% 244	12.65% 129	13.04% 133	10.10% 103	8.04% 82	6.37% 65	4.41% 45	2.45% 25	1.67% 17	1,020	
Requirements for coop/pen	11.24% 114	12.82% 130	18.24% 185	14.00% 142	11.74% 119	9.86% 100	6.51% 66	7.50% 76	5.23% 53	2.86% 29	1,014	
Ability for chickens to roam free	6.86% 70	7.35% 75	10.19% 104	14.30% 146	11.07% 113	10.19% 104	10.77% 110	9.30% 95	7.64% 78	12.34% 126	1,021	
Distance to neighboring property or homes	7.89% 80	8.19% 83	10.85% 110	14.00% 142	18.93% 192	13.02% 132	11.14% 113	7.20% 73	5.52% 56	3.25% 33	1,014	
Requiring a permit for keeping chickens	7.16% 72	4.78% 48	4.58% 46	5.97% 60	7.06% 71	13.93% 140	11.14% 112	11.14% 112	17.41% 175	16.82% 169	1,005	
Noise/crowing, etc.	13.85% 142	8.00% 82	9.76% 100	10.15% 104	10.63% 109	10.63% 109	15.71% 161	11.61% 119	6.15% 63	3.51% 36	1,025	
Smell	6.58% 67	12.46% 127	8.54% 87	6.58% 67	9.22% 94	10.89% 111	12.37% 126	19.63% 200	9.42% 96	4.32% 44	1,019	
Rodents/insects	6.31% 65	9.81% 101	10.10% 104	7.09% 73	7.09% 73	7.77% 80	9.32% 96	12.52% 129	22.14% 228	7.86% 81	1,030	
Enforcement	3.71% 38	2.74% 28	4.11% 42	4.89% 50	5.67% 58	7.53% 77	7.82% 80	7.62% 78	16.03% 164	39.88% 408	1,023	

Murray City Urban Chicken Keeping Survey

Q8 Chickens should be allowed in residential zones, but the city should have regulations or require a permit.

Answered: 1,072 Skipped: 9

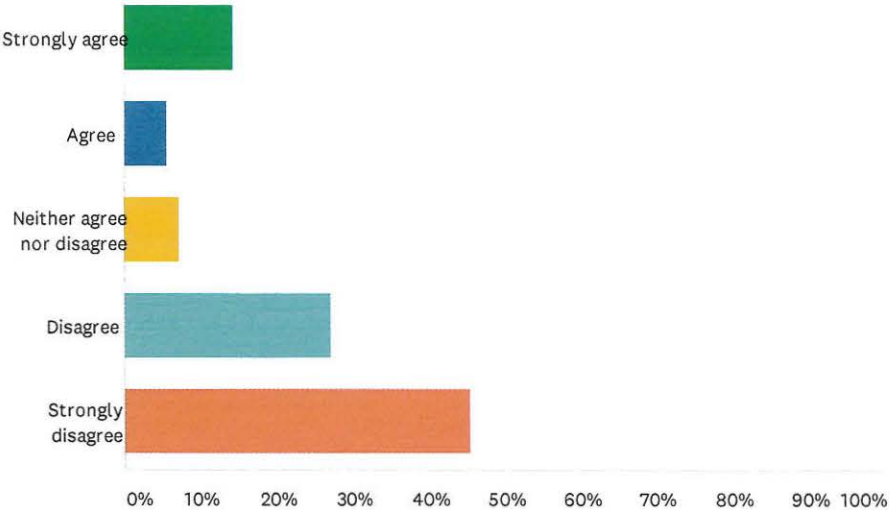


ANSWER CHOICES	RESPONSES	
Strongly agree	21.55%	231
Agree	25.93%	278
Neither agree nor disagree	16.70%	179
Disagree	15.67%	168
Strongly disagree	20.15%	216
TOTAL		1,072

Murray City Urban Chicken Keeping Survey

Q9 Chickens should only be allowed in agricultural zones and nowhere else in the City.

Answered: 1,078 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	14.38%	155
Agree	5.66%	61
Neither agree nor disagree	7.24%	78
Disagree	27.18%	293
Strongly disagree	45.55%	491
TOTAL		1,078

Question 10: Additional Comments or Concerns

- Chickens eat insects, make eggs, are no more inconvenient than other animals, brings joy and w/ the right breed can be quiet and perhaps less annoying than a barking dog or a meandering raccoon. I would love to have chickens in my yard.
- Roosters should not be allowed. Only hens.
- Plenty of people already keep them let's make it legal so other people feel comfortable
- "I think it is important to make a distinction between keeping hens and roosters. Roosters are consistently very loud at early hours, which would be very disturbing to surrounding households.
- It is surprising to me that there is public concern over the ownership of hens. A medium sized dog produces much more fecal material, can make a lot more noise (excepting roosters), and has a potential for violence."
- The benefits some people find in having chickens is the ability to control pests and have a supply of food (through eggs), however, I would hate to see residents having too many chickens in their property and the place feeling too noisy and smelly. If those people who want them can have a minimum amount on their property to reduce noise and smell. I won't have a problem with it.
- it helps community members provide food for them and their neighbors critical during a pandemic. i do it successfully in salt lake following city guidelines
- Its a good learning experience for children and adults
- Roosters should only be in agricultural zones; many other chicken nuisances can be controlled by keeping their populations small. Ticketing and enforcement are key to compliance.
- I think it's important for food security especially during a pandemic
- None. People may rely on chickens for help in feeding their families.
- Thank you for considering allowing chickens.
- Our neighbors have chickens. As a result we have rats!
- I had a neighbor a few years ago with chickens and I was inidated with mice it cast me a lot of money for an exterminator to get rid of the mice, I feel the neighbor should have paid that not me. Once he got rid of them and moved I haven't had a mouse.
- Chickens attract rats, raccoons, skunks and other predators which create problems in residential neighborhoods. In addition, the noise and smell don't belong in our neighborhoods.
- My cousin in Bountiful has 4 chickens, which is a good amount. They are surprisingly clean and quiet. I would like to own chickens, but live in a townhouse and our yard is too small, so lot size should be important. When it comes to noise and smell, they should be treated similarly to other pets.
- During the pandemic times people are wanting to find ways to provide food stability for themselves. If this means keeping a few chickens around for some eggs then they should be allowed too. Small number of chickens up to 10 do not smell at all. Hens are very quiet. A requirement about roosters could be made. Suggesting that only roosters be kept in areas where the lot sizes are bigger to keep noise down.
- People should be able to use their property how they want.
- Chickens are great and the county no rooster policy ensures that.
- We live by some that has chickens and they get into our yard and attract all types of rodents. It's terrible to live by.

- Chickens are as harmless as any household pet
- I don't care as long as they aren't too loud, smelly, or bring in rodent/insects
- Backyard chickens are the most ethical way to have eggs. And given that dogs are noisier than roosters and hens, plus they can't ever cause major damage to someone's home or person like a large dog can, chickens should be allowed.
- No Chickens !!!!
- Permits and proper educational resources or training requirements to ensure proper care and humane treatment of the chickens
- We would love to keep chickens for food security, sustainability, and education for our kids. Thank you for considering this.
- I personally do not want to keep chickens, but I feel others should definitely have that option.
- We are so excited that you're looking into this! We have been wanting chickens for a couple of years now. My child even drew a picture to send to the city council- you can look for it in the mail ;)
- Allowing chickens has been a trend that has been increasing in popularity and it's time for Murray to catch up. It has been successful in many many other cities and the drawbacks are less than with dogs or cats which are already allowed.
- Chickens are simple creatures. They can be setup relatively easy in small section of the backyard. Easily contained. Provide a great learning experience for children. It's also a great way to provide a food source for a family.
- permits are fine, but at as low cost as practical to keep the cost of owning chickens vs purchasing eggs more cost effective
- As long as people take good care of the chickens and their coops, to keep the rodents and smell away and the chickens healthy, it should be allowed.
- Crowing rooster cannot be tolerated in a residential area. Complaints of crowing will need enforcement.
- Residents that own their home should be allowed to have chickens just like any other pet :)
- "Roosters should still only be allowed in agricultural areas. "
- "Chickens are great, but requiring a license should also mean agreed to regulations for health concerns. I'd worry that most people don't know how to care for chickens properly. And let's face it, if I wanted to be woken up by a rooster, I'd live in the country. "
- I think chickens in backyards is great for egg production, children learning about them and they keep insect down while fertilizing the yard. Also their personalities are just fun!
- People should be allowed to be self sufficient
- No roosters
- As long as chickens do not run wild and cause car accidents (people swerving to avoid hitting them), residential chickens sound like a great idea for Murray City.
- Freedom of raising their own food.
- Chickens eat lots of bad insects, sleep when people normally sleep (at night), produce lower cholesterol eggs than what you can buy at the store (and taste better), fertilizer is excellent for gardens (lasts 7 years for keeping plants green), and fun for kids and families. Most avid master gardeners would love to keep a few birds around. They reduce waste going to landfills also in that chickens are omnivores (like us), they eat everything (so you don't have to throw out food

scraps that would go to the landfill. A brochure about the best ways to keep birds safe is a good idea and how to properly store their food in a plastic or metal container (the same as you would with any cat or dog pet food). Thanks for considering allowing! Birds are fun and beautiful and great for the yard. Some people are concerned about them attracting raccoons, but actually recommending people also purchase a raccoon trap can help to eliminate these nuisance animals that are not native to Utah. Actually can increase the overall safety of residential neighborhoods if more people had an incentive to put out live traps for the raccoons. Raccoons although they look cute, can carry rabies and cause much problems so if you can encourage people who want chickens to purchase a raccoon live trap. Imagine if you had 50 residents raising birds all with a raccoon trap, the raccoon problems could be drastically reduced.

- "They are less noisy than dogs.
- "
- So many of my neighbors have them and they have never bothered us. One reason we moved to Murray was for the option, then it was taken away a year after we moved here. If you want to support sustainability and not dependency on everyone, allow chickens. Also, they are not any more of a menace than dogs or cats (sometimes chickens are better because they don't roam the neighborhood or attack my kids!)
- Allow in apartments too
- Let people have a home source for food
- Chickens are wonderful, please allow them
- I would love to raise chickens in my backyard. SLC has allowed them years with few to no issues. Rodents are only an issue if they have access to food (this includes dog, cat, chicken feed). If one has a proper coop with secure food sources there shouldn't be any increase in rodent population. Poison is not needed. Chickens can smell of not properly cared for, but so can dogs and cats. Chicken owners should be given the same consideration as any dog or cat owner. If they are negligent, then they should face similar consequences. Hens are relatively quiet and much quieter than a barking dog. Over the years I've had neighbors with dogs that bark for hours on end and neighbors with cats that fight with other cats in middle of the night (a terrible sound). Chickens can make great companions and help children learn the responsibility of caring for pets.
- chickens should be allowed
- We want chickens! This especially became important to us after we couldn't find eggs on the shelf during the pandemic. Allow us to be self reliant!
- I think that people should be allowed a reasonable number of chickens to be able to supply eggs and meat for their own family. Provided they have adequate space and pens to keep the chickens healthy and they maintain the property so that smell and other such issues do not become a nuisance to neighbors.
- With the earthquake, pandemic, etc. don't we want the Murray citizens to be more self reliant? Chickens are such an easy way to make good gains toward become such.
- only for eggs for owner only. No commerce/slaughtering
- If you want to have chickens, move to a farm
- If the ordinance is too onerous you will continue to have people keeping chickens illegally like my neighbor is doing. We don't call code enforcement because the neighbors chickens have not been a problem. Our neighbor also only has two chickens and a large backyard on a third acre.

That said, permits would be helpful to create a baseline of rules and make sure people are educated about those rules.

- I know many people that have backyard chickens including friends that live in holiday Lehi Salt Lake City Taylorsville and even in Murray illegally. None of these people has ever had a problem with rodents or insects or smells or other issues and when they've gotten roosters by mistake they have sent them to live away on the farm. This is something that should be allowed in Murray without any regulations or permits.
- Noise and smell
- Residents keep Coops clean and free of Smells and/or Rodents!
- This is a silly trend that will go away in a few years because chickens are a pain in the neck for 99% of people, but some will have to try it anyway. In the process, it will cause a great deal of aggravation for neighbors. Disputes will have to be sorted by city staff and council. It's a ridiculous fad that will annoy neighbors and cost the city/ taxpayers more time, resources, and money. Let's be intelligent about this and just say, "No".
- "We live in a city. Having grown up with chickens in a rural area that is where they belong. It adds another area for disagreement between neighbors. Dogs and cats will get into coops and kill chickens. Roosters will crow.
- Some people won't be responsible owners. "
- What a great way to create a sustainability in our community.
- Speak to other cities too
- We love chicken, atleast they not noisy as dogs. Why dogs not chickens?
- I NEVER had nice in my shed for years. Neighbors got chicken Now noise in shed. Thanks for nothing code enforcement.
- We'd love to have chickens! This is such a fantastic proposal!
- It is stupid. If you want chickens go live on a farm not in an established city!!
- It's great to allow residents to have freedoms over plants and animals that are used for sustaining their lives
- Roosters are noisy and up at the crack of dawn. Chickens should not be allowed in residential areas
- Allow bee hives too!
- My greatest concern would be for the health and well-being of the chickens. If people are going to own them perhaps they should have to pass a basic knowledge exam so that we can ensure that the birds have a good life.
- Local eggs! 🥚😊
- Require coop inspections before they can purchase chickens
- Let people be self sufficient
- We have 6 chickens in our Sandy backyard. There is a lot of maintenance but we have asked neighbors about noise and smell and have had no complaints. We do have to set traps for rats
- Roosters should be prohibited
- We are concerned about predators. I have seen fox and racoon in my neighborhood over the years, would not chickens be an invitation to them?
- Permits with inspection of facilities that include rodent mitigation plans and noise/smell containment should be required and enforced.

- No roosters
- No more than 10 chickens, must keep pen cleaned up
- My opinion is that allowing chickens is a terrible idea. Why should the wants or needs of one or a handful of residents be more important than everyone else who has to live near them. Unless the distance from others is great, this will be a nuisance to someone. And once chickens are allowed, the burden will be on the neighbors to show it is a nuisance, which would involve having to call and complain, keep logs of the problems to provide evidence to get anything done, etc, which is ridiculous. I live in a neighborhood where there is at least one dog barking at almost every minute of the day. I can hear the barking inside my house forcing me to wear noise canceling headphones inside my own house. Dog owners usually do not do anything to prevent dog barking and the same is likely true of chicken owners.
- Have a neighbor with chickens. It stinks and attracts rodents and pests.
- This is a horrible idea!!!!
- Having had chickens in the past, they were working pets. I am of the belief that everyone should have 1-2 chickens and enjoy their own eggs..They keep bug population down, gave eggs that were shared with neighbors. It is not cheep to maintain chickens. In a residential setting chickens are a productive hobby. Now, are the chickens for eggs or butcher might be a consideration. A reasonable number for lot size. Say a .25 acre family home w/2 or more is reasonable 12 or more is a part time job to reasonably maintain cleanliness. limitations are reasonable. Adequate shelter/space per #., cannot have free roaming..
- Let them have chickys!
- Having owned chickens, so long as there are some restrictions on number, and the chickens aren't free roaming all the time and are contained in a coup designed to keep chickens in and rodents out, I see no logical reason why people couldn't have chickens.
- "This is a Very bad idea this will bring about rodent problems and what could be neighbor problems I for one
- will not stand for it "
- It's all well and good until people get roosters. The don't just crow once in the morning. The crow all freaking day. Living in a neighborhood with multiple roosters is awful esp since there is rarely enforcement.
- Roosters
- The roosters Crow too loud and too early in the morning
- If an owner does not comply with all of the restrictions, I believe there should be strict penalties with few chances to comply before the chickens would be removed.
- The only problem I have is roosters
- Only concern is rodent control. Chickens do well to keep spiders and bugs down. I think allowing chickens is a wonderful decision, and would make Murray a very popular place.
- Hens should be allowed in city but not roosters.
- Please learn from the experience that Sugarhouse residents had. I've heard from many friends and co-workers that they had a HUGE boom in the rat and other vermin population after their neighbors started keeping chickens. Once they have invaded, it is very difficult to rid an area of them. Please take that into consideration.
- Mice being attracted to chicken feed. Neighbors with cats that roam, potential neighbor conflict. If chickens are allowed it opens the argument to allow ducks and other livestock. Creates more

work of enforcement for the city. People may be messy with their chickens and neglect them. It gets very cold here. This would only affect people who can afford to live in a single family home. Those in apartments may feel discriminated.

- People need to eat
- Should have regulations with no fee or minimal fee such as dog license
- We lived behind a home in West Jordan. When they moved they sold the chickens. After we were infested with rats. Exterminated killed 9 rat's.
- People need to be able to be self sufficient during the pandemic and beyond, and chickens aren't as big a problem as they're made out to be.
- Please allow them
- Chickens can be pets, too.
- Chicken carry diseases. Virus . Not good to mix chicken with humans . They belong in a farm
- Enforcement#1
- Do not over-regulate/micro-manage the methods or circumstances of keeping chickens. Be more permissive and base management on neighbor complaints.
- Like other animals, chickens can be very effective ways to educate children about responsibility. Plus eggs!
- pls let me keep chickens 😞
- Why is this even an issue? Let people do what they want to do with their property.
- Only hens no roosters. The roosters are too loud for a residential neighborhood.
- "When I lived in Sandy I owned chickens. Only female chickens should be allowed. Roosters are SO loud. All day the male would make noise; was given away within a week. Highly disrespectful to other neighbors.
- Additionally our neighborhood already has rodent issues because of an unkempt house and the river nearby. "
- I want you to change the policy on having a goat/goats as a pet as well as chickens. Put that on your agenda at the same time. Goats keep the weeds down and make great pets.
- We had chickens in our Riverton home, many of our neighbors did. They are clean & quieter than dogs
- I've lived next door to chickens and as long as the coop is kept clean, they're great! Roosters should be limited.
- Permits would be nice to prevent Cock-fighting
- Chickens must remain on the owner's property and cannot wander to the neighbor's property.
- Chickens are awesome
- Chickens are awesome pets, easy to care for, and provide food for families. But you have to be willing to keep a clean pen or the smell comes and the mice do too. Houses that are stacked on top of each other (where you have 10' on every side of you house between the house and fence) shouldn't keep chickens. Be a decent neighbor and only have them if you have a decent space between where your coop is going and your neighbors. Chickens cluck and can get annoying if right by a window. NO ROOSTERS.
- This has been a very challenging and decisive year for most of us. Politics, Covid, masks, education, working from home, keeping businesses open, isolation from family and friends and much more. This controversial issue regarding urban chickens has been addressed in Murray

several times and ALWAYS causes contention, arguing and division between neighbors. Many citizens aren't even aware this subject is being revisited and many of us do not have the time or energy to get involved. PLEASE lets direct our attention towards love, compassion and ways to unite our wonderful community instead of putting focus on one more topic that will stir up conflicting conversation between neighbors, friends and the Murray community that so many of us love.

- Allowing chicken in a residential area will allow for families to become more self sufficient as well as allowing children to learn how to care for an animal that provides a commodity to them. Not onoy will it help tye financial stability of families who choose to have chickens, it will allow children to be aware of where there food comes from and how much work goes into getting the food to the table
- I want some
- It would be a great addition to Murray neighborhoods to allow backyard chickens.
- Hens are fine, but roosters are TOO noisy
- # 8 is a loaded question. I strongly agree chickens should be allowed in a residential area. I'm okay with some regulations within reason. I disagree with requiring a permit. Chickens are quiet & great to have as pets. Roosters are the ones that make Loud noises.
- Good idea
- "Cleanliness of chickens area
- As in ... chicken Poop , how their food is stored and any remainders not eaten , bedding etc...
- You won't be able to get rid of the rats in the neighborhood when chickens are around "
- I feel allowing chickens would reduce the value of all the properties surrounding the chickens. Our family had chickens we lived in a very rural area. They are very smelly and noisy. I would not want to live near them in a city! Please do not approve chickens in Murray! Everyone is concerned about the increasing rates of crime, cars being broken into and stolen, and property items being taken in Murray. It is getting scary! Please work on addressing these problems and let the farmers keep the chickens. Thank you!
- A few chickens for daily egg dose should be allowed for everyone. Kids will have healthy activities.
- Chickens have no business in the city it will be terrible for homeowners that live nearby. On farms only. This is a terrible idea. Of will kill resale value and I would consider moving if you allow this
- A chicken is no different than owning another animal, if taken care of it should be allowed, if abused or neglected it should be treated as an abused or neglected dog, I see no issues with owning an animal that poses no risk, threat or harm, while somewhat noisy they also sleep at night, this argument and topic is a waste of time and taxpayer dollars, allow it and treat it like any other animal.
- Chickens are great pets. They help with insect and rodent issues. They dont smell if cared for same as dogs, just clean up after them.
- No chickens
- I don't want to deal with the noise or smell of farm animals in my neighborhood any more than I want to deal with the irresponsible people who don't pick up after their dogs or make sure their dogs aren't a nuisance. There are already plenty of nuisance pets and pet owners, this just adds one more layer and brings in new problems. Personally, I feel that people who want to own

livestock should have purchased a home where livestock is allowed. IF Murray decides to allow this, it should not happen in neighborhoods with small lot sizes or in those neighborhoods where there is minimal distancing between houses. There should be protections for dog owners, should a chicken escape and find themselves in a yard with a dog. I have a bird dog who will not hesitate to grab and maul a chicken. Does this make my dog a threat? As a licensed dog owner, is this something that I need to worry about as a liability? The city and officers should be prepared to address and enforce the types of conflicts as well as noise and cleanliness issues.

- Residential chickens should be only for personal use, not for businesses. Allowable chickens should be based on available yard space provided for the chickens
- I would love to be able to have my own eggs.
- Rodents should not be a concern with chickens. They will make very short work of any rodent that crosses their path. Give one a mouse and it will be gone in 5 seconds flat. Roosters can be loud without a doubt but the hens tend to only chatter when someone walks back in their space or they hear the house door open. You will know if someone is in your yard. There isn't really a need to have a rooster (many people think you do in order to get eggs - not the case) I would say a limit of one rooster to 10 hens is reasonable.
- Chickens need to be free range to be content not confined to a coop
- Ordinances but not fees.. penalties if not following ordinances.
- I would love to be able to have my own eggs.
- I live in a residential area. And at least one family on my street has roosters. Several has chickens. They are noisy. They never stop making noise. They attract foxes. The foxes scream all night and tease my dogs. The damn rooster crows at the moon! They need to go! This isn't a farm! Eggs are cheap!
- They are an easy animal to help teach responsibility to children and eggs are better for you when taken care of them.
- Allow hen chickens but not roosters in residential zones. I kept chickens as a boy. My parents had them for 40 years. Two dogs in a yard will attract far more flies and produce more odor than a dozen laying hens. Anyone keeping chickens that roam the yard should have a fenced backyard.
- They're just playing good for everyone
- Chickens are a great pet to have.
- Chickens are low on the priority list.
- The city councilman and other residents in Burton acres that are currently breaking the current law should not be allowed to have any chickens or pigeons. We already have a rat problem now and if we allowed chickens in the area we will have a bigger problem. The city would have to spend more money to enforce the ordinance and the rat problem. There are also gopher problems in the neighborhood already that the city isn't taking care of.
- If you require a permit and the regulations are enforced it will eliminate a lot of problems I believe. Then people who want chickens can have them and they'll maintain them responsibly.
- Do not allow chicken in the city limits. Because of the chickens that are in my neighborhood (Burton Acres) we have rats running around. People are breaking the city's ordinances now so they should not be allowed to have them in the future.

- They are quiet(hens). They eat all of the bugs they may attract along with a mouse occasionally. Minimal smell. As long as they are protected from the elements and provided water and food there shouldn't be any problems. Most of the surrounding cities allow chickens.
- Not allowing roosters would be appropriate- i think chickens, however, should be allowed.
- Chickens, not roosters. Roosters/Breeding should be kept in agricultural zones only
- I have a neighbor that lives across the street in an urban area. she has 4 chickens , has 4 kids and works during the day. The chickens are allowed to run across the street and get in my yard. I HaTE that! Fine if she owns them but keep them in her yard!
- Messy
- Chickens are wonderful, and fresh eggs are amazing! 🐔
- Neighbors should be good neighbors and stay with a little government as possible
- Rodents are the #1 concerns.
- Please allow chickens.
- I have seen chickens and chicken pens in peoples yards when I walk and did not know they were only allowed in agricultural areas in Murray. These areas are definitely not agricultural. My point here is not to be a whistleblower put perhaps allowing chickens within reason would help people from going crazy with them (too many, roaming free, dirty, etc) and allow those who want chickens that option and murray city could then enforce reasonable guidelines
- Maybe permit for roosters
- Fried is best
- ALLOW THE CHICKENS! Why the hell is this even an issue? We have covid to worry about!!
- The only thing I think is they should be kept in good, clean, healthy conditions.
- Goats should be able to roam Murray properties also
- I don't live in your city but my neighbor had 6 chickens. We never had a mice problem until they got those chickens. Now despite our best attempts the mice have overrun the area. Its costs the neighbors hundreds of dollars a year to keep them out of our homes. The mice are unsanitary and leave their droppings and urine in the same locations our young kids play in. For that reason alone, I would say please consider not allowing chickens in residential areas of your city.
- Farmers are the backbone of Murray. Let's thank them by making reasonable guidelines for responsible chicken owners in our city. Thank you and have a blessed day.
- There should be online resources to learn how to properly care for chickens.
- Residential chickens should be kept to hens. Roosters bring many problems.
- Grateful that you are review and giving this consideration. Thank you.
- If in residential area "NO" rooster...! Should be determined on lot size, on amount chickens you can have.
- Chickens must stay in the owners property and yard must have rodent fence around the yard so others dont have rodents to deal with
- My main worry is smell. If permit required then city can easily shut down a person who does not maintain their coop properly. A maintained coop will not smell.
- They have brought so much joy in my life this year as a SLC resident and I know I would have been even more reticent to make the leap if there was a permit in the way. We did end up having to pay a permit which was fine except it seems like \$50 spent on nothing. The city didn't

provide any service in return for that chicken permit. Anyway, I'd be very happy to know Murray city encourages self sufficiency by removing obstacles for residential chicken ownership.

- People should be allowed to have chickens. No permits and no restrictions of where they put their coop.
 - Roosters should not be allowed at all.
 - 7-10 chicken no permit need
 - Too noisy for residential areas. Expensive to enforce
 - I don't want to be woken up at dawn by a chicken every day!
 - Chickens should be allowed with a limit on how many you can have
 - Allow chickens without permit. They are an easy way for families to supplement income during a difficult time.
 - Chickens in neighborhoods would be a wonderful addition and make Murray an even better place to live.
 - Number of chickens allowed should be based on lot size
 - "There are many other cities that regulate and allow for chickens to be kept in urban areas. These are great examples of how this can work and be properly regulated. Keeping chickens allows residents to become more sustainable and self-resilient. Fresh eggs are healthy and improve the quality of life for citizens.
-
- Roosters should not be allowed and flock size should be maintained. Those keeping chickens should raise chickens responsibly and be held accountable if they do not follow regulations and/or their chickens create community problems like rats, raccoons or other undesirable pests."
 - There awesome!
 - Approve backyard chickens
 - I live next to a small farm in Murray and the roosters are the ones that are noisy and we do have a rat problem, not necessarily because of the chickens, but it doesn't help. I don't think chickens should be allowed in residential neighborhoods.
 - Provide education for those looking to have chickens so they can raise and management properly
 - Chickens are cool
 - Other ordinances are not enforced, so regulations on chickens would be hard to enforce also
 - I say bring on the chickens! There are already several urban areas in SL Valley that allow chickens without any major impacts to the neighborhood. I think it is important to ensure chickens are well cared for, so limiting number and ensuring proper shelter is important.
 - I think chickens should be considered like any other pet. Owners should be responsible for themselves and work things out with consideration with neighbors like any other animal that is owned. There are no health risks associated with chickens any more than other animals.
 - Chickens are great to have, in the past we had about 10. Requiring people to be able to keep the chickens safe, and their surrounding property safe is a good thing.
 - There should be a chicken farm where people in apartments are able to help with the chickens in return for eggs

- I think if you have the space and the means to care for chickens you shouldn't need a permit.
- I don't really know about if a permit is important or not. If you do have a permit system, it should be free or a minimal fee, and really just a way to make sure people know what they are getting into and maybe managing the number of chickens. I'm personally interested in having 2 chickens as a hobby & pets. We were really close to getting them before realizing they weren't allowed in our zoning. It seems like other Cities allow small scale chickens in urban residential areas, so I'm not sure why Murray would not allow it. My only concern would be someone having a lot of chickens and neglecting them and not maintaining the coupe properly so they become a smelly nuisance.
- "I live technically in Taylorsville but I wanted to offer my advice as I live on the border of Murray. Chickens can be amazing additions to a family's yard. I have kept chickens for years and have a permit in Taylorsville for up to 10 hens but I have 6. The #1 problem with chicken keeping is misinformation. Neighbors assume that stink and rats will come with chickens but that is not the case with proper care.
- Permits should be required
- Proximity to neighbor's home should be considered for sound (even hens make their sweet egg song but aren't normally noisy)
- The chicken owners must have a proper coop AND run that protects the chickens from predators a) neighbor dogs b) hawks c) racoons d) skunks
- chickens should be for egg production and yard improvements (keeping down bugs and creating fertilizer) NOT for the slaughter of meat birds
- the homeowners must have a fenced yard to prevent chickens from entering the neighbor's yard. chickens do not have territory sensitivity :)
- homeowner agrees to random inspections from animal control for the purpose of permit and compliance
- I am happy to help anyone who is making decisions. I have a radio show and podcast that airs on KKAT 860 called Gardening Utah and I teach about proper chicken care on some episodes. I'm happy to provide more information to Murray City for the purpose of creating a sustainable policy that allows for people to have hens in residential areas but does not disturb neighbors or cause a distraction for animal control or the city. "
- Make sure HOA's cant ban them :P

- I would want to know if they attract unwanted critters such as rats, requiring non chicken owners extra expense of pest control.
- We should allow chickens they are beneficial in gardening it would give more people fresh eggs especially during a pandemic where there was a food shortage
- I think people should be able to have there chickens it allows people to raise their own food.
- Being able to affordably feed ones family is a basic need. Please allow our citizens to take care of themselves.
- It's time we allow people alternate sources of home grown and raised food
- No roosters
- "As a chicken owner since 2008 in both Taylorsville and West Jordan, I feel I have some good input. Please don't limit chickens to 4 or 5. Many of us alternate years with new chicks to keep a steady egg supply. I currently have 11 chickens because of transition and it doesn't make a difference in any aspect of keeping them but I'm technically breaking city code.
- I've NEVER had issues with rodents. In fact, chickens are amazing at killing mice. Also smells aren't an issue for backyard flocks. We aren't dealing with hundreds of chickens. There's no point to get a permit when flock numbers change year to year.
- Please see Utah Chicken keepers group and Utah backyard chicken enthusiasts for more in depth about regulating chickens. "
- Keep more government out of our lives
- Only allow it if you're willing to put some teeth behind the regulations.
- They should be allowed I, it's a source of food for people.
- NO CHICKENS and site people who have them already
- We have learned that people need more control over food sources in uncertain times. Egg laying hens would be good for some families. Fewer chickens in factory farm couldn't hurt either.
- No roosters. Keep it clean so there's no smell. In fenced back yards only.
- No chickens. They bring rats and lice. We live too close to the Jordan River Parkway a d chickens will bring raccoons, fox and more skunks.
- Creating ordinance's and creating road blocks to issues such as this only takes away your citizens ability for self-sustainment.
- My neighbor has chickens and they are a nuisance. Loud, smelly, and unsightly. It affects my ability to enjoy my home and yard.
- "Honestly, I'm not a fan of having chickens in tight residential areas. They are dirty and cause rodent problems.
- Maybe the owner of the chickens doesn't care, but the neighbors of the chickens will care because of rodent problems.
- Oversight and regulation is needed. "
- Why do we need to have regulations for them? Just let people keep chickens like they do any other pet.
- When I lived in Bountiful, the main requirement when applying to have chickens was the distance of the coop from neighboring closed structures (sheds, houses, etc.)
- "I want chickens 🐔
- I have not had any but know others that do
- Never see roaming chickens

- I think people are capable of having them and following BASIC rules
- Don't make it not fun to have chickens and regulate it beyond needed regulations "
- I'm not sure what the difference between a license and a permit is, but if dogs need a license, then chickens should require something similar but appropriate to the specific attributes of chickens.
- Chickens supply a reliable, self sustaining food source. They keep pests and insect infestations down. A city like Murray that my great grandparents helped settle was founded on agriculture. Keep our city a welcoming place for all.
- As long as somebody is taking care of the chickens on their property and surrounding neighbors aren't complaining, no big deal.
- It should be alright to provide fresh eggs to your family.
- Maybe have different guidelines for houses vs townhomes or condo because of the size of yards and shared areas. Also the amount of chickens base on how large the yard is. Under .18 (6 chickens) under .25 (10 chickens) and so on.
- thanks for asking us about this. i love our murray community!
- There are currently chickens in residential areas, roosters as well. No enforcement?
- I feel that the people should be able to keep chickens so that they have a way to provide food for their families in certain situations. Condos and apartments should not be allowed to have chickens.
- No roosters (noise) or for-profit poultry ventures in residential zoned areas (smell/intensive pollution). Please require permits and coops.
- Chickens aren't necessarily the problem coming from rural area to city. It was the roosters in residence areas that was the nuisance
- Cities all around the country allow chickens. It's about time Murray allows them.
- "I feel all residents should be allowed to have chickens. Don't make it hard for them to get them either- fees, enforcement, etc.
- we really wanted bees but with all the rules, signs, fees, etc. It doesn't help the need of bees. Same with Chickens. Don't slam us with more money. Times are hard as it is. Being able to grow my own food is important. We all should have a right to be able to provide for our families. Especially now. "
- Bagok
- Chickens are great companions and provide valuable insect and disease control in yards and gardens. Their manure allows for natural fertilization when either allowed to free range or when added to compost as a soil amendment. Smell can be kept to a minimum with proper cleaning of the coop and limiting the number of chickens owned per sq ft of space. I would LOVE to be a backyard chicken ambassador for the citizens and city of Murray. Feel free to contact me crshipes@yahoo.com
- I think if people want chickens, let them have chickens. It's only a rooster noise that I would be concerned about
- America is supposed to be the land of the free...Murray, UT should be one of those places. Let people have their chickens & the city should stay out of it.
- I had a neighbor here in Murray who had chickens. I lived three houses down and the noise was terrible. I severely impacted my sleep and the sleep of my children. The smell was also horrible

and we saw a marked increase in mice after the chicken coop was built. Chickens simply do not belong in residential neighborhoods. If I wanted that kind of noise and smell and rodent problem I would live in the country where you expect it. The neighborhoods in Murray simply do not have large enough plots of land to allow for farm animals like chickens.

- Noise and too many are the biggest problems
- If it does not harm someone else, we should encourage our residents to be self sufficient by raising or growing our own food and not relying of food from foreign locations
- Keep this issue simple.
- If people get chickens let me have a goat.
- Please say yes to chickens!
- Limit number of chickens per lot size minus square footage of buildings on lot. How are you defining chickens? Does this exclude roosters?
- Chickens are farm animals. Not pets
- Its more healthier for us to eat fresh egg. I don't have chicken but I don't mind if the neighbors want to have it.
- 4 chickens per standard size lot. No chickens for townhouses or condos. No roosters.
- That they are kept up properly.
- I have several neighbors who already have them despite them being illegal in Murray city. The smell, sounds and rodents are a problem. It's frustrating to know it doesn't matter what the law is, people won't follow it anyway. I'm not sure it would even be enforced.
- This becomes more of an issue of infringing on the quality of life of neighbors -- nothing against chickens, but crowing at all hours, smell, and lack of care are not worth changing the law
- Roosters should not be allowed unless the property is over an acre. Roosters are just too noisy!
- No roosters
- We don't need more issues for Murray to handle like chickens.
- The welfare of the animals should be paramount. The needs of neighbors to avoid excessive noise, smell, and attracted pests should also be important.
- As long as people keep chickens contained to there own yards. I don't have issues with people having chickens.
- I'd prefer for there to not be roosters allowed (way too loud!) in residential areas, at least when you have neighbors relatively close by.
- Stop trying to regulate your citizens and let them do what they want in
- Really don't want my neighbors to have chickens
- Chickens are much less annoying than roaming cats and barking dogs. To have two dogs at your home, a permit is not required. In cities like Herriman, draper, and many many more, chickens are allowed, without a permit, and many many families are well served by their ability to have chickens. Owners still need to be responsible so there should definitely be sound guidelines in place. I strongly disagree with allowing roosters! Now that is a noise nuisance! Chickens are alot of fun!
- Adhere to property rights, plain and simple. People should have the right to do what they please on their property. If they violate the property rights of others, e.g. right to quiet enjoyment, actually enforce the violations of property rights.
- I like the idea of chickens

- The decision should be up to the homeowners not the city.
- I don't know if an increase in chickens would decrease or increase amount of rodents. This was sort of addressed but I'd love more info on that.
- Chickens will be another reason for Cougars/Mountain Lions to roam around Murray neighborhoods
- A permit should not be a barrier from having. Permit fees, if any should be minimal. The permit should protect owners of chickens from troubling neighbors as much as it protects neighbors from neglecting chicken owners. Size of lot should be considered in number of allowed chickens.
- No roosters, please
- I'm less concerned with backyard chickens but more concerned with how you will regulate roosters. Roosters create noise, they are way meaner if they get out (or are let loose by an irresponsible owner), and are overall not conducive to a residential area.
- Pet or food producer? They are each a different set of rules.
- It would be nice as long as people had permits, and enforcement was done if problems arose
- NO Crows! Figure out rats or chickens around riverbanks... But let's get some chickens! yay!!
- Farm to table fresh eggs would encourage citizens to reduce their carbon footprint, recycle the egg shells for calcium composting in gardens, plus provide a learning experience for families.
- Please let us have chickens! They are less of a nuisance than most dogs and bring a lot of joy to people. Plus, free eggs!
- I ❤️ 🐔
- Worry that someone will have so many chickens that will have smell, noise, rodents,. This is common in agriculture areas with animals and should not be issue for other homeowners to deal with.
- No roosters, chickens are fine. Chickens are great education for children and this around. Chickens provide many mental health benefits as well. They are excellent for gardens AND pest control (chickens eat mice)
- Chickens, if taken care of properly, are a good asset to have for protein.
- I want chickens at my house.
- Let's have the chickens!
- Let us have chickens
- I would like to have chickens in my yard.
- "It's about time!! Murray needs to catch up with the rest of the urban world of urban chickens.
- No roosters just hens. People all over Murray have them and it's not fair that some get to and slime don't just because if neighbors. We should have a right to enjoy pets and raise our own food for our families.
- Thank you!!!"
- I don't want them in residential zones
- I have had chickens while living in Murray, Hens only should strongly be considered Rosters on farming land only. My chicken ate the mice never had issues with smell I did clean the coop once a week and always but them in their coop at night

- Having the ability to raise chickens will help people have food in times of food insecurity. I'm all for it.
- Chicken should be allowed at the lowest amount without a permit. If, all goes well then the number of allowed chickens can be increased.
- "Maybe if it's a large lot and neighbors are distanced. But an unwilling neighbor shouldn't have to deal with a neighbors chicken. Also yards would look terrible from them and some homes already are just weed patches
- "
- Chickens help with bugs as they eat them
- I think people should be able to have them
- Enforcement is a must - surrounding neighbors must not be inconvenienced
- I support backyard chickens as long as conditions are humane
- Do not allow this is not a farm area
- Chickens but no roosters.
- Question 8 was slightly misleading. I strongly agree that chickens should be allowed in residential zones, but do not agree that it should require a permit.
- I don't want chickens but have no objections to people who do. Up to 10 seems fine, and I worry most about smell, rodents, and the humane treatment of the chickens.
- Chickens bring rodents like rats. We do not want rats in our neighborhood!
- No roosters
- buk... buk... BUKKAW
- To each their own
- Depending on distance, neighbors should be allowed to weigh in on their neighbor's homing chickens since their space will potentially be effected.
- I didn't even know I cared about city chickens but the thought of hearing a rooster crowing everyday makes me reconsider. If chickens are allowed I feel like rules should be in place.
- Currently other issues are not addressed by Murray City so eventually this would become another one when problems arise.
- Consider the sustainability and health benefits.
- We want all the chickens!
- they carry disease. attract flies and predators and STINK
- Neighbors with chickens have attracted an excessive number of rats to the neighborhood. Another neighbor had a crowing rooster and he thought it was funny to annoy the neighbors.
- We have a huge rat problem in my neighborhood. As much I would like chickens, I want rats less.
- The number of chickens would vary per lot size
- I think chickens can provide benefits to a community such as insect control, food (eggs), and fertilizer and should be allowed in all cities both urban and agricultural. However I do agree that there should be some regulation to assure they are not a nuisance or health hazard.
- Education can help people that want chickens. Such as they will attract predators such as raccoons and skunks.
- I know one of my neighbors has them and we have seen an increase in rats. Rodents are a big problem and I don't think chickens should be allowed in residential areas.

- My neighborhood in Murray has chickens and it has never been a problem,
- I think that the public survey several years ago demonstrated that the citizens of Murray WANT freedom to raise chickens and have bees. If we want it responsibly done, then clear simple guidelines should be made. Anything expensive or complicated will just tempt people to do whatever they want. If you go the permit route, keep it cheap and easy. And maybe we need a Murray Chicken and Egg Show each year to celebrate :-)
- Due to the current pandemic I believe people should be able to be as self sufficient as possible.
- No grandfathering if the city no longer allows them. Give residents 6 months to find a new home for the chickens.
- Chickens belong on a farm not in the city!
- I strongly support keeping chickens in residential areas within Murray City
- Please DO NOT allow chickens in residential property in Murray! Our backyard neighbors in Murray had chickens for years and it was a nightmare! We didn't know at the time that it wasn't allowed by the city. The chicken feed attracted rats and mice that were constantly in our property. They smelled and were noisy. The chicken coop was ugly and an eye sore right out our back window. We tried to sell our home at the time for unrelated reasons, and every potential buyer that walked through our home mentioned not wanting to buy a house with chickens in the neighboring yard. Our home sat on the market for 6 months and we feel that it dramatically affected our home value. Even with proper rules and ordinances in place, the likelihood of rodents, smells, noise, and ugly structures are unavoidable when owning chickens. They belong only on agricultural zoned land in such a densely populated area! Property owners that want to own chickens should buy agricultural property or should buy property in a more rural area with ordinances for a less dense population.
- As long as people are willing to get a permit and take care of the chickens properly then they should be allowed to have the chickens
- I believe chickens should be thought of as a pet and health and welfare of the chickens should be regulated like dogs, cats, etc.
- If people want to have chickens and can responsibly take care of the chickens then I see no problem with them having them.
- Chickens are awesome. Roosters suck, hens won't make much noise at all.
- I know 4 individual houses keeping chickens in my area.
- No. Homes are too close together as it is and we're feeling and experiencing enough of overcrowding just trying to get along with people & pets we already have.
- Please let families have chickens, they are clean, easy and amazing!
- A few chickens that are well managed should be allowed with a permit
- Chickens keep insect population down and they don't take up a lot of space
- My neighbor has chickens and with these chickens there has been a noticeable increase of rodents.
- No roosters
- My neighbor is always getting chickens. However, she would always have to get rid of them. The condition she kept them in, was terrible. So they took them away. Plus they seem to always be in my yard and there feathers were everywhere. She never cleaned up after them and it started to stink. If you do allow it, she along with others probably wouldn't get a permit anyway. She's never licensed her dogs or cats. And they were neglected also. I think unless someone has a BIG

LOT that the chickens wouldn't bother any neighbors with the feathers and the smells. Then they should be able to have them with a PERMIT and have someone check on the conditions of the chickens every so often without notice. A lot of people think they want them, but have no idea what they are doing. And then what do you do when everyone's tired of the chickens? Where do they go then? There's a lot of people in Murray that have them now. But they need to be regulated some how. If every house hold got 5-10 chickens. Murray would end up having to open a Humane Society just for the unwanted chickens.. Again, I think they need to have a Large Lot, have to get a permit, show they have somewhere like a coop for them to get shelter and not just left out in the cold. I really think you're opening a can of worms. If people can have chickens then we should be able to have a goat for our lawn, a mini donkey, because they're cute. As many dogs and cats as we can afford. Or to foster. There's really no reason residents need to have there own chickens. If they don't know what they are doing, a lot of people will probably get sick from them. I say NO, only because I've lived by someone that doesn't take care of their animals or children for that matter. So glad I moved to a bigger lot in Murray.

- Excited to be able to have chickens!
- They should be allowed. 0-6, any lot bigger the .20 must have coop,
- We hope to see the allowance of chickens in Murray soon. They are good for our community in so many ways!
- I think any responsible, competent food growing endeavor Murray residents would like to do lawfully should be given consideration.
- I like chicken
- I think thst if residents want to have chickens for fresh eggs and poultry, the city should allow it. Murrah has always struck me as a self sustaining city. Besides there are residents who are already raising chickens in the city.
- Have we seen the mountain lion recently? She may eat chickens.
- Keeping chickens is a great, environmentally friendly way to get eggs and keep down pests in the garden! Many neighboring cities allow backyard chickens and Murray should too.
- I think guidelines on coops and sanitation are a good idea. Not necessarily permits.
- Honestly dogs cause the same issues as chickens if an outside dog. Barking, poop, noise, smell.... chickens are no worse
- Let people have chickens. Dogs are also loud and serve no purpose.
- Chickens are noisy and attract rodents
- Most people I know that have chickens are respectful of neighbors and take care of them. I think people should be able to have them so long as they are taken care of, under control and are respectful of neighbors.
- Chickens are more quiet than dogs. Their waste can also be used as fertilizer (dogs' cannot).
- I want chickens for quality of food and self sufficiency. I think urban areas should not allow roosters.
- I understand peoples reasoning for owning chickens. However, in a community that doesn't have a lot of open space, I think a top priority should be consideration and thoughtfulness of how it may affect our neighbors and overall community appearance, relationships, and desirability is highly important.
- For question 8, I agree that there should be regulations but disagree that a permit should be required.

- I feel people should be allowed to have chickens, but should require a permit and some rules to help them be responsible
- If people want chickens they should live in a rural area zoned for agriculture and live animals.
- Bad idea to allow chickens in residential zone.
- Would be cool to have chickens. Require a coop unless lot is zoned as at or large enough. No permit required please. Thanks!
- I like fresh eggs. I don't want to keep chickens, but I like it when people around me do! Seems like a good move for being prepared for disasters too.
- The urban encroached on the rural. Where we live many people have lots sizes of almost 1/2 acre. Several neighbors have chickens. One did have to get rid of a noisy rooster but other than that chickens have been good neighbors. Obviously lot size and distance should be major considerations.
- I think chickens should not be allowed to roam free in Murray. They need to stay on the PERMIT holder's property.
- Chickens in a 1/4 acre lot or larger should be allowed with no permit required! Per 1/4 acre 4-6 chickens per 1/2 acre 7-10 chickens NO ROOSTERS unless 3/4 acre or larger.
- I think people should be allowed to have chickens but limit roosters as they are the noisy ones. Chickens are a great resource for people to have as they reduce waste by eating scrap foods and provide the family that takes care of them with eggs and also meat if they so choose. With hard times occurring chickens act as good food storage for emergency food preparedness.
- there's so many benefits to raising your own chickens, and people in murray should get that chance to experience it
- My lot is tiny and I do not want to be bothered with the noise. If allowed, lot size should absolutely be a consideration.
- Not a fan of chickens in residential areas, but if Murray allows this they need to be extremely diligent about outlawing roosters. They are loud and obnoxious. I would also want a commitment from the city that codes will be strictly enforced. As a previous resident of West Valley City, they did not enforce codes and it made being surrounded by chickens and roosters absolutely unbearable. I chose Murray for my new home to get away from that mess and would hate to end up back in a similar situation.
- Many of my neighbors have chickens and will continue to keep chickens, but right now there is not oversight or guidance which could be provided by a permit process.
- No chickens in Murray!
- Chickens can be good natural pest control. They should be allowed in residential areas, but there should be good regulations in regards to their care and health
- "If taken care of chickens are less maintenance and less a nuisance than dogs. Many urban areas support backyard chickens when kept at a minimum number (~10) for non-commercial enjoyment. They are not prone to fly or stray eliminating any possible means of contracting/spreading disease. Well maintained coops do not attract insects/rodents.
- Most people do not know neighbors have chickens, but they know who has dogs and cats. Appropriate/limited regulations are one thing, but licensing is over-the-top unless enforcement becomes a problem. If license fees are excessive, like for bees, people will not get licensed. Passing ordinances out of unfounded fears or impacts is not appropriate."
- Chickens are great.

- Chickens cause a ton of rodent problems and other animals to get sick!
- I think if people want and can responsibly care for chickens they should be allowed
- Freedom equals keeping chickens if you want to. Disturbing neighbors should be the only thing considered as an enforcement issue
- I feel that chickens should be allowed if the city standards have been met
- We share the eggs and the rest of the obligation
- Chickens bring so many benefits to not only the owner, but their neighbors as well by providing natural weed control and bug control. This beautifies the yards and keeps the bugs down for everyone.
- Let people have them. Every other county allows homeowners have chicken, then why can't Murray?
- We've always wanted a chicken coop and we've lived in Murray for 13 years. But we've always rented, we won't buy a home in Murray until chickens are allowed, otherwise we will be buying a home in a city that allows residential chickens.
- I definitely think they should be allowed!
- City doesn't enforce codes or laws anyways so who cares
- I know many people who have chickens in other residential areas and it has been a very positive experience for their families. It should be unregulated as long as they are careful to avoid impacting their neighbors.
- Please allow chickens in residential areas
- Chickens can be kept with virtually no smell, rodents, or bugs when cleaned regularly. Keeping a small flock will be quieter than the barking dogs that many neighborhoods are used to. In this time of shortages in grocery stores, it is irresponsible to tell residents they can not take this step towards self reliance. There is also a general awareness spreading that factory chickens are unhealthy, produce eggs with less nutrients, and are subjected to terrible conditions and treatment throughout their lives. A loving caretaker can raise birds that are healthy and taken care of throughout their lives, producing eggs that are higher in nutrients. Many times, a chicken keeper has some excess eggs during the summer, and many of us choose to share with our neighbors. It's a great way to create a bond between neighbors and a feeling of togetherness when neighbors may otherwise not have much contact.
- As long as people have proper coops and keep them clean, I believe they should be able to have them. Nothing better than fresh eggs. It also is a way for parents to teach care of animals and responsibility to their children. I am all for people having chickens.
- "1-3 birds
- License
- Enforcement "
- No roosters allowed. Coops should be required. Do not allow chickens in apartments.
- I've owned chickens and they made no noise if you only allow hens. They also don't bring bugs, they eat them.
- We need to get this passed!
- Can we not have more regulations? This city is getting over regulated.
- I don't understand how families can have as many children as they want, but I can't have a few chickens in a coop/pen. Kids are a lot noisier and more destructive than well cared for chickens.

- Salt lake county and all other cities allow it - I lived in SLC on a much smaller property and had chickens and it was fine.
- If people want animals they should have purchased in an area zoned for it. Neighbors shouldn't have to put up with the noise and potential issues or brings.
- Chickens are great! They provide a food source, teach children responsibility, plus they are fun to raise from chicks.
- My biggest concern is the raccoons and skunks that come around chicken coops. My neighbor has a few chickens and I think I obtained raccoons because of that. However, when I capped off my fireplace, I didn't have a raccoon problem after that. Thank you
- These questions did not allow someone to properly give their opinion. I believe residents should be able to keep chickens but they should not have to have a permit. The ranking system on one of the questions does not allow me to remove issues I don't care about at all. The only thing that permit does is creates more work for the city. Chicken keeping issues can fall under normal city code enforcement only when a complaint is made.
- Question 7 is confusing
- Many years ago we lived by someone who had chickens. I wouldn't mind, except they wake you when the sun comes up, even if that is before 6 AM.
- I have been wanting chickens for many years since I moved to Murray. This is my biggest concern: Roosters should not be allowed. They are unnecessary and very loud. Lot sizes in Murray are far too small to have roosters crowing sometimes in the middle of the night. I have had chickens in other places throughout my life and roosters are excessively loud, aggressive, and unaware of what time it is.
- I don't see any problem with having chickens.
- We've heard from pest control that our neighbor with chickens is what is attracting rodents to the area. That is vile and unfair to those of us affected.
- We need chickens. There are so many in Murray all ready.
- Raising chickens teaches responsibility to children, and offer a food source, both in the eggs they provide but also for the meat. Food source, especially with everything going on in the world, is extremely important. Everyone should be encouraged to grow and raise their own food.
- My grandparents, Has & Elizabeth Degen helped found this fair city, except it was called east vine street or east Cottonwood they had chickens & pigs. Then they had to move to a decebt house, since Hiland Dairy bought them out. They had chickens. I should be allowed a few chickens if i went them, rite?
- I think chicken are good for pets and for food there pretty harmless I enjoy chickens
- Chickens should be allowed if properly cleaned up like any other pet
- "Why are we having this conversation yet again?"
- Murray citizens have already weighted in on this topic. Yet, everytime a handful of people want to turn our neighborhoods into farms we have to revisit this issue. THE MAJORITY HAS ALREADY SAID NO. Keep the farm animals where the belong. "
- There should be regulation depending on a permit price. Don't think there should be a high price tag. There should be limits to number of chickens, how close they can be kept to homes or other properties. It should be limited to homes with the space to have them.
- "No roosters, chickens are fine. Chickens eat insects and mice. They rarely make noise.

- Trust residents to be responsible."
- We went over this about 4 years ago... what changed? Did district one stop having a fear of chickens flying and pooping on him? We already have laws on the books about nuisance issues. Stop adding laws and regulations and just enforce the laws already in the books.
- Asking questions in the way you have asked them shows that you are authoritarians. These questions only allow certain answers. We should be able to keep chickens without any form of permit and without any form of oversight from a centrally planned economy. Your desire to restrict citizens from growing their own food shows the extreme amount of upper class privilege you all have. Life may be good for you in your ivory towers but for many citizens we have a desire to provide for ourselves rather than demand that other people take care of us. I truly want to emphasize how rank with upper class privilege you people all have. No regulations should be required. It truly shows ignorance that you have rodent worries.
- Chickens can help keep bugs down and teach kids responsibility
- "Chickens are a great way to encourage self reliance among residents.
- Thank you for considering this allowance. "
- Nice that people want to be self sustaining.
- I think if people have the space for them, and a permit to show they are responsible, then I'd love for my neighbors to be able to share their eggs with me, hahah.
- We have chickens and it was such a relief to have them at the beginning of this pandemic and grocery stores had shelves that were pretty bare. I think residential chicken coops are a fantastic way for people to be more self reliant.
- No roosters in residential areas due to noise concerns?
- No Roosters
- worried about enforcement if this becomes a thing. I think it will not be enforced and will get out of control.
- Use common sense based on the criteria stated in this survey. Permit ownership of chickens on a case-by-case basis.
- Several of our neighbors have chickens which I assume means that no one has complained. Please allow chickens, especially in these difficult financial and pandemic times
- We have attended multiple meetings in the past, have filled out surveys, and have been interested in keeping just a few hens for eggs. We have abided by the current ordinance to not have chickens, but we would very much like the freedom to have them (as we realize some of our neighbors do already). It's good for people to have a source for fresh eggs, especially in these times.
- If home owners can have dogs that bark at all hours, that don't clean up after their pets (letting their yards smell like dog excrement), leaving food out that attracts wildlife/pests without having permits, other homeowners should be able to have chickens/ducks.
- I feel like chicken keeping is a great way to be self reliant, if you have property 1/8 acre or more you should be able to keep chickens
- Coop conditions can get pretty nasty. Should be subject to some specs
- Quality of care and sanitation should be a top consideration
- Chickens keep pests down, which would reduce the chemicals people use to control pests. They are giving creatures, and are a benefit to health, both for our soil and bodies. As long as we all

agree to keep them under control, anyone should be able to make the choice to have chickens as we do gardens.

- Let people have ducks as well
- Let the chicken fly!!!
- The chickens provide a natural source of food especially during these times with the virus. They also provide stress relief for the family and teaches responsibilities for taking care of the chickens. They are also very entertaining to observe. The chickebs are no problem, there is no smell.
- No Chickens in Residential zones.
- Having chickens and not roosters allowed in residential areas will not cause as many problems as the city is anticipating, and will provide a lot of opportunities for education, outreach, and self sustaining living that will improve quality of life for many people living in Murray.
- No roosters
- Each situation should be assessed as they come.
- If one person can have chickens we all should. If not make everyone get rid of them. It's not fair some people get to keep there's and others can't. Rosters should be a definite no but chickens that lay eggs feeds families.
- The noise, smell and insects that go along with them can be very bothersome.
- Chickens are a great food resource for families, especially those struggling during a pandemic. Chickens are low maintenance and are rarely a bother to surrounding neighbors. Homeowners should be allowed to own their own chickens!
- I think that chickens in a pen and coop are a good idea, not free range. I agree with limiting the number of chickens.
- "Cats and raccoons. For chicken safety ,coops need to be a thing. Cats and raccoons roam and that is fair ... soon?????
- I would love to have 3 or 4 chickens, but would need a coop for their safety. "
- Please provide residents with opportunities for education on how to be responsible chicken owners.
- I think people should be allowed to have them as long as they are taken care of very well.
- No roosters
- Backyard chickens help with pest control and provide food for families.
- Would like to see chickens allowed for larger lots
- I am in favor of keeping chickens in residential areas as long as there are a few rules regarding number, cleanliness, and noise. I don't think a permit would be necessary as long as there are guidelines for us to follow. I am in favor of enforcement if there are clear violations of the rules that lead to neighbors' complaints.
- The regulations should reflect the standard already in place for dogs and cats In Murray City.
- Question 8 is a two part question in one question. Misleading. I think chickens should be allowed but I don't necessarily think there need to be regulations. I personally have had no issues with the chickens nearby. And while I think 6 chickens is a lot, I have a friend with chickens who started out with 5 or 6 and only 3 made it to adulthood, so I think limiting it to 3 chickens is rather sad.

- I strongly feel that allowing chickens could get abused by those participating. Who is going to make sure that residence are following the law. We already have tons of codes that are not enforced. I am 100% against the city allowing this.
- Home owners must agree to replace (re-home?) roosters,
- Chickens are almost like pets these days, plus they help people to become self-sufficient and I think that is very important In This day and age.
- All done within reason
- Number of chickens should depend on lot size. Wouldn't exceed 6.
- I know Murray used to be farm country but the landscape of Murray has changed. Having chickens isn't going to help with ones family income. If they were using this as a profit making adventure.
- Recommend to read and follow Herriman City's example
- I don't own chickens but people should be able to have chickens if they choose and if they keep them in a humane way.
- There are many in Sandy who have chickens. Never heard of any complaints
- Chickens are ok. Roosters are not. Definitely a limit on number. Have them at own risk. If they cause problems then they have to go. So a permit of some kind might be good to make sure people understand the rules and responsibilities of having them. And should not be visible to the front of the house.
- Love chicken wings
- Time for murray to move into the next century. Chickens are a good healthy food source that are less of a nuisance than dogs.
- I do t think it should be about whether someone has chickens or how many. If they impact neighbors, noise, smell...then step in. Otherwise there's no need for more regulations.
- Should be able to have up to 6 chickens.
- I think the city should allow chickens, but have rules in place to ensure that the coops are kept clean to reduce issues with rodents and smell.
- A reasonable amount of chickens in my back yard— yes please. It's about time we take a more sustainable stance on where we get our every day food items like eggs from.
- There is no enforcement of "outdoor" cats . There is no enforcement of dogs who live in a back yard. If food is left outside for these animals then rodents will be a problem. If dog droppings are not regularly picked up then a problem with smell will occur. Dogs bark all day and night, and it is very difficult to seek a resolution through enforcement. Outdoor cats fight, meow, and yowl seemingly every time I sleep with my window open. I feel that chickens are facing undue scrutiny. Thanks for your time.
- They should be allowed
- cats and dogs ok too
- Chickens can aid in a healthy ecosystem, more diversity means healthier environment. The only reason I can think of a use for a permit is to use it to educate the owners about the proper care of chickens.
- We are near a greenbelt and our neighbors that have chickens are good neighbors-no problems
- "I don't think anyone should have roosters - they are too noisy but chickens are less noisy than dogs! I think they are great and should be allowed.

- The survey at the top was unclear. I ranked my answers as #1 the highest concern and #10 as the least."
- I think it can be beneficial. I may not keep chickens myself, but I would like more options to buy eggs other than the store.
- Check with other municipalities that allow a few hens to be kept at a residence and see what their experience is.
- Salt Lake City, Holladay, & Cottonwood Heights all have ordinances in place to allow backyard chicken keeping. Murray is surrounded by these. It doesn't make any sense to me that Murray would not allow residents the option to keep their own backyard chickens and provide fresh eggs for their family. Raising backyard chickens is a great way to increase self sustainability. If homeowners provide clean and safe shelter for these animals and there is no nuisance from noise, smell, or otherwise, why wouldn't any Murray homeowner be able to keep these animals? I understand if people think there should be limits on how many birds people are allowed to keep, but I also believe it should be tethered to the property lot size. Hens are not a noise nuisance like roosters.
- Anyone with chickens before an ordinance change should be grandfathered in. They can keep their chickens, but not add new ones beyond new regulations.
- No roosters
- Me and my family have owned chickens for almost 4 years, and I love them more than anything. They offer me so much love and affection. We work so hard to keep their home nice, and I have no idea what I'd do if they got taken away. My Dominique chicken named Arwen is my best friend. Chickens should be allowed everywhere. Not only are they adorable, intelligent, and kind, but they also give you food and help your garden/yard. I love my chickens so much.
- It's ridiculous to not allow chickens. Most cities allow this, it's great for everyone!
- I think allowing residents to have chickens enhances food security, helps the environment, and puts people in touch with the food they eat. It also lessens the burden on animals when they are not all crowded in tiny cages and being mistreated. I strongly think people should be allowed to have chickens
- We should be able to raise our own food source
- "I've had animals on my property since 1947 but because of current code I'm not supposed to. It's aggravating.
- Also the topic of chickens being allowed or not in my opinion is like whether or not we should allow a 10 year old to have a hamster. It's ridiculous. And generations are going to be suffering because the lost practice of self sufficiency. Chickens are a baby step to being self sufficient the way that hamsters are a baby step to owning a dog. "
- If regulated to 1-5 chickens as per size of lot which single dwelling home is on, people could grow natural agriculture.
- Chickens provide a healthy and sustainable food source. They are also key to compost/gardening.
- I've never lived next door to people with chickens, but I've lived within a couple hundred yards. I heard the roosters, but it never bothered me much. The LifeFlight chopper or FrontRunner

trains are much more of a nuisance to me. That said, we live in a city. Noise is expected. I support people raising their own food.

- People should have the right to homestead on their property if they so choose. This includes raising a small flock of chickens.
- I had neighbors several years ago that had chickens. They were allowed to free roam, we had a horrible pest problem and the smell became terrible. I'm not against having chickens but I don't know if you want to take on policing all the hassles.
- It seems this is like opening pandora's box. Next will be pygmy goats, pigs, turkeys etc. I strongly think if chickens will be allowed, then a permit and regulations should be required.
- We have neighbors who do not keep their yards clean/mowed now. Chickens would only make this worse!
- I grew up in Utah County where keeping chickens never seemed to be a problem. I think limiting the number of roosters to 0 or 1 is probably advisable, but hens are really not much of a nuisance and they can be very fun, tame, and productive animals to keep around. I personally would like to keep 1 or 2 hens around for pets and for eggs. My lot is .22 acres and I think that should be sufficient.
- This issue has been in front of the city council and zoning commission 3+ years. Get it settled.
- I would have bought a house in Murray if my chickens would have been allowed. I hope you allow chickens in the future. Thank you.
- There should be no limit to the amount of chickens people should be allowed to have.
- Each home owner should have a chance to have chickens. However neglect or filth should not be tolerated. 2 to 4 birds is more than enough, no roosters, ((responsibility)) is #1
- I don't think government has any business regulating this.
- Let's get this passed.
- If an ordinance is enacted it should focus on the rights of property. If a neighbor or neighbor's property is harmed, then there should be recourse for that neighbor. Also, property owners should have the right to do with their property as they please, provided they don't harm another person or person's property. Numbers of chickens, free roaming requirements, coop/pen requirements don't address direct harm to a person or person's property. Sound ordinances should cover noises made by chickens as well as other animals, damage to property should also be covered by other laws and ordinances. An ordinance specific to chickens may not be necessary as the requirements in them tend to be arbitrary, unenforced, or unequally enforced. I don't want chickens on my property for the foreseeable future, but I don't think a restrictive ordinance may be necessary as harm to a neighbor could be covered by other ordinances and laws. A repeal of the prohibition sounds like a good thing.
- Chickens should not be allowed, period.
- Cluck.
- Chickens are a great way to produce food, there is less food waste since they can be feed scraps, teach responsibility, eat bugs and mice actually
- Don't be dicks. Let people have their damn chickens.
- No chickens!! If you allow one complaint means chickens removed
- Chickens should be allowed in our city with no need for a permit.
- Even if chickens are allowed Roosters should not be allowed in residential zones.

- We are not free if the city requires permits, and other restrictions. Make us a free city
- There are actually a few foxes in the Murray area that roam at night, I'm not sure everyone is aware of that. It should help determine where the chickens will be kept at night.
- Chickens are not like dogs or cats - they are messy, noisy and can create lots of other issues. Do city regulators really have the time to baby sit all these issues?
- I'm surprised this is even a topic of conversation.
- Residents should be allowed to have chickens in residential areas without having to require a permit. They are a source of food and should be looked at as such.
- Chickens are great for the community and are not noisy because roosters are the noisy ones. Roosters should not be allowed
- There are alot of chickens now with little to no problems. No permit needed just basic common decency rules
- Chickens and roosters are harmless and don't need special rules, permits or enforcement. There are already noise and health ordinances to protect citizens from vermin and noise intrusions - let's just enforce those. Let's not punish people out of snobbishness and elitism for trying to be self sufficient and do good things for themselves.
- We are in the largest recession since the Great Depression. Please allow families to keep chickens.
- I have never actually lived around chickens but I don't see a problem.
- No roosters
- We have several neighbors with chickens and we love it! I haven't had to buy eggs in years because of my neighbor's generosity. They are no problem and I enjoy the quiet cooing we hear every once in awhile.
- Even though I don't have chickens, I think this is a strong over-reach of the government. The freedom of a home owner is paramount in my mind as long as the keeping of chickens doesn't take from the rights of others. In terms of sound, dogs are definitely more of a problem. As long as the number of chickens creating smell is under a dozen, I don't see it as a problem. My wife's family has chickens and rabbits and neither of them present any infringement on the rights of neighbors or neighborhoods.
- Murray residents should be allowed to have chickens with a limit on the number of chickens, but no permit required.
- My grandma has chickens and she loves it. Everyone should be able to do so if they have the proper space
- I have had a neighbor who kept chickens in unsanitary conditions, they stank and the flies in our backyard made outdoor living impossible. Code enforcement did nothing even though chickens were not allowed. Furthermore, please check with medical which shows that illness is associated with chickens and can make people sick. Residential is homes, not farms.
- 👍 I like the idea of locally sourced food
- I don't envy you having to sort this out. Thanks for looking into it and serving our city.
- Owners should be aware of predators
- I feel fine about people having chickens, however, rooster's can be loud and a nuisance.

- As long as the chickens are well cared for, they really don't cause problems. It is when their living spaces are neglected and become filthy that rats and insects become an issue. To me, that's why safety guidelines and enforcement of those guidelines should be a priority.
- This is a residential community and not a farm. There have been no chickens in our community since we purchased the house new 25 years ago and there can be no good reason to bring in barnyard smell, unsanitary conditions. and a rodent problem associated with chickens.
- Please allow people to be self-sufficient and own chickens. I'd rather have them be allowed with regulations than not allowed at all. Food is expensive and chickens can provide valuable nutrition (eggs) at a cheaper price in the long run. They also provide valuable and free compost for gardening. Plus it teaches kids valuable skills about responsibility and hard work. Please allow chicken keeping to stay!!
- I agree that we should be allowed to have chickens.
- I'm honestly unsure whether or not there are any agricultural areas in Murray. As long as they are kept cleaned up and reasonably quiet, I have no problem with people having a few for fresh eggs.
- There should be an ordinance on number of dogs and barking before chickens
- They would be lovely
- Keep on clucking
- We have a neighbor with chickens, which has not been a problem.
- Enforcement should be based on complaints
- We could have them before we got forced into Murray
- What are the reasons why people want to have chickens? Is it personal use, are they selling product. It just doesn't seem like a domestic idea - chickens are farm animals and bring noise, smell, and other issues that residences shouldn't have to deal with mitigating through.
- Chickens provide eggs (often called nature's most "perfect food") during uncertain economic times. They can eat most table scraps, which eliminates waste. Hens alone are quiet and, since they are flock birds, you need at least 3 to keep them happy. Also crucial to the quality of their eggs and meat is the ability to roam free - this also helps control insect populations.
- There great pets
- When properly taken care of, chickens serve as a sustainable food source for residents and neighbors. The coop/run does need to be kept clean, food needs to be stored properly and adequate space be provided. Chickens are no more of a nuisance than dogs, cats or any other type of "pet" and can be easily kept in a backyard with proper education and preparation.
- I'd love to see this passed. It may be possible to have breed restrictions - for instance, Bantam chickens or similar species are very quiet and shouldn't cause noise concerns.
- No chickens in the city, there are pest control and disease issues to consider. Given the current pandemic and zoonotic disease issues I'd emphatically say NO. Thanks for the survey.
- I have a neighbor who keeps chickens, they are 70 feet from his home but next to my fence and driveway. they are unkept but away from their home so they do not get how, smelly and rodent infested the area is. If chickens are allowed the numbers need to be limited, they need to be permitted and inspected at least yearly, un-announced in the summer!
- Tough balancing act. I don't want to stop someone who would like to raise chicken like my grandpa did on his farm(much more rural area in Kanab) but I'm worried about one more source of noise and odor.

- We've had our hens for over 4 years now. We've had countless hours of fun and enjoyment from them. And fresh eggs can't be beat. We had no idea we were in violation of any ordinance. We've provided eggs to our neighbors and family for years. When the pandemic hit in March, it was even more important that we were able to have fresh eggs and food from our garden. We even traded eggs to other neighbors for flour and rice. As the days turned to weeks and the weeks to months, we felt some security knowing that we had a sustainable food source right in our backyard. We couldn't visit with friends and family so we spent hours playing with and hanging out with our chickens. It gave us a chance to smile when so much uncertainty surrounded us. Please let my chickens stay. They are part of our family!
- Only single family homeowners or renters should be able to keep chickens. Not recommended for apartment dwellers. 😊
- I don't own or desire to own chickens anytime soon, but I feel whether it goes through a permit or not, there should be an avenue for some to own chickens on their residential property.
- It seems many people already have chickens, so why not make the process easier and allow them in residential zones. I do feel there needs to be a limit on how many are allowed, and if a rooster is allowed or not. Regulate with a license or permit, just as you do for any other pets/animals.
- Chickens aren't an issue at all. Just let people have them. Roosters are the only issue that could be a problem because that turns into a noise issue.
- "Several years back our neighbor had chickens until thankfully Murray Code Enforcement made them get rid of them. If you would like, I still have pictures of the garbage dump we had to deal with and still deal with. They built there so called chicken wire Coop Cage next to our fence then just let chickens run wherever they wanted laying eggs wherever. The fly's and the stench was so bad we couldn't even sit on our back patio. (That's no Exaggeration).
- The neighbor does not take care of there yard, so having chickens on top of that compounds the problem and makes it a real health problem. Trust me, if you had that next to your house you would not put up with it for a second.
- Murray City is residential. If you want chickens move to a agricultural area. (No Way Should This Be Voted In!!!)"
- People have them, regardless of ordinances. This is a great opportunity to provide some oversight. Limiting them controls smell, noise and other problems. We are not talking hundreds of chickens like a farm, but 5-6 is easily control. Address the problems if they occur but don't forbid it when neighbors have shown it can be done properly.
- Question about number of chickens allowed should have had an option to determine number of chickens based on lot size.
- Chickens OK with limits. roosters NO. Roosters crowing before the sun rises is not welcome.
- "We need more eggs
- "
- Question # 8 is very poorly worded. People should be allowed to keep chickens. Let us feed ourselves without having to pay money for permits, please. Limit bureaucracy; as it's a waste of time and money.
- Roosters should probably be excluded. They are to noisy.
- Let us have chickens guys. A lot of people are already doing it, without consequence apparently. So make it okay and regulate it with enforcement.

- Ordinances that are not enforced consistently (i.e., keeping chickens in residential zones) ought to be re-examined. Citizens deserve certainty and regulations, while not necessarily necessary, would protect those for and against urban chicken keeping; those in favor should not be concerned that their neighbors will report them to the city for keeping chickens simply by virtue of proximity when other residents in the same neighborhood are not the targets of citizen policing because their immediate neighbors are not bothered by a benign practice being done on private property.
- Chicken should be allowed with out permit if less than 4 chicken
- Salt Lake County already allows chickens, so we should just adopt their ordinances.
- Absolutely no chickens in residential zones.
- Every city in the county allows chickens except Murray
- If roosters are going to be allowed, I am against allowing chickens. Other cities that allow chickens often exclude roosters. As we encourage people to be self reliant, this is one way to do that.
- I feel the health and well being should be the primary concern of the animals. Self sustainable living should always be an option and encouraged.
- Don't think chickens should be allowed at all, the smell, the rodents, we have a dog and she would go crazy
- Chickens are cute, kind of fun and seem to be the latest fad going around these days; however, they are noisy, smell and they attract skunks, foxes, insects and rats which is definitely a negative and something no one wants in their neighborhoods. Ever had your dog or cat sprayed by a skunk, it's nasty. I believe the City should stand by their residential zoning laws and let the chickens reside in agricultural zones as they should. If you want to be a farmer move to an agricultural zoned property.
- Baaawk! Baaawk bawk bagaaaawk!
- Already too many animals allowed
- Neighbors have chickens and extremely annoying. Noisy in the mornings afternoon evenings
- Who will take care of chickens when a family takes a one to two weeks vacation?
- Residential owners should be allowed to have chickens in Murray City without the necessity of a permit.
- Most people do not know how to raise chickens.
- We would love to have chickens and hope this passes!
- All livestock should be allowed as long as they are cared for and don't cause a nuisance.
- "I've seen it work in other cities. I'm not sure about the regulations in those cities, but the residents take care of their chickens and are mindful of their neighbors. I believe that is partly because the chickens are not seen as pets but as resources (eggs, meat, pest control), and I think that attitude makes a difference.
- Permits might be good if they could be applied for and obtained online or in some other fashion that would not put a strain on city employees beyond investigating complaints. The permit could be obtained by reading or watching videos about the regulations and then answering questions about the general information and their specific situation, agreeing to abide by the regulations, and understanding that complaints will be investigated."

- Chickens should be allowed in residential zones, but the city should have regulations or require a permit: Strongly Agree and Enforcement is Necessary.
 - "NO GODDAMN ROOSTERS ALLOWED!
 - Just chickens please."
 - The government that governs least governs best
 - Regulations are a good idea, but not paid permits.
 - Let's not make things more complicated than they need to be. Put a max on the number of chickens you can have on a property and call it a day. Let people have some eggs for themselves and neighbors.
 - I think Hen should be allowed but not Roasters.
 - Chickens are a problem and if they are allowed in residential zones the consequences will be disastrous. Once they are allowed there will be no turning back. Please don't ruin Murray City by allowing chickens in residential zoning districts!
 - I see no reason Murray residents shouldn't be able to own chickens, as long as there is yard space.
 - Doesn't the county already have measures in place for health issues regarding keeping chickens? Why does the city have to do it too? It seems like creating regulations for the sake of creating regulations.
 - Why do people just get them, knowing they are not permitted (allowed) in the neighborhood? Are they above the law?
 - Question 8: chickens should be allowed in residential zones. A permit should not be required by the city
 - We had chickens when I was young living in a subdivision in Midvale. They are farm animals not pets. They require a lot of care and clean up. They are susceptible to diseases. Not good choice for our city.
 - If you've ever lived near chickens you would realize how ridiculous the idea of chickens in a neighborhood is!!!! No!!!!!!
 - No roosters.
 - I feel "homes" should be allowed "some" chickens if wanted if cared for properly. If care is not taken then the homeowner/renter should not be allowed to have them. Chickens should be treated similar to a pet in having the proper care taken, clean coops, etc.
 - We already have to deal with people not taking care of there pets. We can't even enforce those laws. Chickens stink and I already have to deal with dogs and cats so yea I think this is a bad idea!!!
 - "Question 8 is totally loaded and was written by someone with an agenda to push for permits & regulations. It is an invalid question for gathering information on the topic because it appears to be asking two questions. You should reword that question to something like ""If chickens are allowed in residential areas, the city should have regulations or require a permit.""
-
- Also, #7 is invalid because about half of them are non-issues to me but I have no way of indicating that in this survey.

- I guess that's what happens when someone that wants to have these regulations writes the survey."
- I personally like hearing roosters crow and seeing chickens in yards throughout the neighborhood. It's a nice reprieve from city/suburban living. Plus I completely understand the desire to have fresh healthy eggs available for your family and knowing exactly where your food comes from.
- Chicken being problems and Murray lots sizes are very small. Free roaming cats kill hens which creates issues between neighbors. Chickens should only be allowed on lots with at least half an acre.
- Thanks for doing this survey, and being open to the idea. Chickens would be a welcome residential perk.
- My concern is the city cannot enforce the building and zoning now.. why add to the problem
- I would prefer not the City to continue to not allow chickens.
- I believe that allowing chickens to roam freely without supervision will likely lead to problems with neighbors if allowed in a residential area. I think coops/enclosures should be required in residential areas, with allowances for free roaming under the owner's direct supervision. Coops/enclosures would also limit the amount of chickens that can be kept humanely, which would likely reduce problems with smell, noise, and rodents.
- Mother in law has chickens in Centerville. Number one issue is it smells bad. That smell doesn't stay in their yard. It crosses fences onto other peoples property. Number two issue is the noise. Chickens aren't necessarily quiet...they fight, cluck, etc. Number three issue is they frequently have an outbreak of rodents, specifically rats that like the warm coop and mess of food. I get that people want fresh eggs, but they better have a big yard so the nuisance that comes with it doesn't impact their neighbors property in any way.
- I know they may bother some people and possibly attract rodents but the more self sustained people are , the better their mentioned as long health. Chickens are good pets, they give back with eggs and eat insects.I think they should be in coops unless they have 1/2 acre lots to free range.
- Our neighbors already have chickens and they are a pain in the Ass
- I've lived in a variety of urban neighborhoods. Most allowed chickens. My only issue has been ROOSTERS! Completely unnecessary for egg production, yet a noise nuisance every day, all day.
- We already have a terrible time with rodents with the new homes by the Parkway disrupting the wildlife. Adding chickens will just give them a food source.
- "I'd love to have chickens allowed in residential zones.
- I think it should be regulated, permits required etc"
- I think if there are any complaints by neighbors about the chickens, it should be investigated. Neighbors would be able to accurately report on changes they may have noticed since the chickens arrived next door. Complaints such as rodents, smell, noise, etc..... Just because you can have chickens does not mean the homeowner is taking good care of the chickens.
- love them
- I personally don't mind having neighbors who have chickens provided that it requires permits, kept in a coop, and there's enforcement of the number of chickens.
- Enforce no roosters. The crowing is the only problem I have run into.

- Hens are fine, roosters should be limited to 1 or none. They're noisy and start crowing right at first light at dawn.
- Disease, family had chickens in SLC & as time went on the upkeep went down. Smell, noise were always issue with neighbors. Chickens are meant for agricultural ground /areas not in residential. Home values WILL be affected.
- My sister has chickens in South Jordan in a residential area and they aren't a problem at all. Plus it is a great form of self reliance. They are even friendly and A stress relief for her. We love to visit the chickens. We have been wanting to get some and have been waiting for Murray to allow it.
- If the lot is big enough to not disturb neighbors and the welfare of the animals is taken into account, I don't see why people couldn't keep them. Permitting to maintain the welfare of the animals with a yearly renewal to ensure people actually want to take care of the animals.
- I was a homeowner in Murray until recently. Backyard chickens have educational value, helping the community understand its connection to food systems.
- Hens are OK. Roosters, not so much.
- Why not? More free eggs to neighbors from chicken holders. Possible cheap or even free chicken meat.
- A lot of it depends on are they per eggs or are they to eat The coop needs to be sturdy and and and closure not to roam the neighborhood I don't know if you can really find a balance that's affordable for people that want to get the eggs
- Please stop the needless over regulation. Chickens are great for our community.
- Noise, smell, and see issues with animals like cats and others killing the chickens. Then it takes resources to monitor. Just see more depth then just having chickens.
- When properly cared for chickens are not a problem at all I believe people should be able to keep them as long as they have adequate space - probably pens to keep them from wandering out into the street. Honestly it wouldn't bother me at all to have chicken neighbors.
- The health of the chickens and neighbors should be the only concern of the city. No permit. No fees.
- Noise would be the worst! Trying to sleep.
- No roosters. I think chickens are fine. I personally do not want them, but think they should be allowed. But absolutely NO ROOSTERS.
- I think fresh eggs is the best!!!
- We should be able to have chickens as a source of food
- Chickens
- Barking dogs, clucking chickens, what next? Pigs and sheep?
- Question 6: Should have requirements but not require a permit.

From: [amir ali akbar khah](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] 371 e vine st murray 84107
Date: Thursday, December 17, 2020 6:45:02 PM

I want say Hi and send short email to Murray city about chicken keeping in murder area.that would be awesome idea because our children asking for this and our answer is city don't want this.thanks for reviewing our emails and supporting us.

From: [D K SLUSHER](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Chicken Keeping
Date: Wednesday, December 16, 2020 3:38:06 PM

Please, no residential chickens. All of the neighbors don't mow lawns and pull weeds now. We do not need another problem! We had an issue with rats living in a neighbor's back yard a few years ago and had to call the Salt Lake county Board of Health. The yard was partially cleaned and sold. It is now a rental with maintenance problems. We have too many neglected properties in our neighborhood now. Please don't add to our problems.

Thank you.

Agenda item #9
Chicken Keeping

From: [Elizabeth Brimley](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] chickens
Date: Thursday, December 17, 2020 8:59:58 PM

I hope Murray will let residents have chickens. Personally, my lot can accommodate chickens. We used to have chickens years ago and have tried to get permission to have them again but have been told no.

From: [Jake Pehrson](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL] Chickens
Date: Thursday, December 17, 2020 8:48:21 PM

Code enforcement already deals with chickens so I don't believe it would increase code enforcements time to approve this ordinance. Registration or a permit is not necessary and only takes people's time and city employee resources. No permits please.

Jake Pehrson Murray Resident

From: [Jann Cox](#)
To: [Jared Hall](#)
Subject: [EXTERNAL] Chickens
Date: Thursday, December 17, 2020 11:27:42 AM

I am opposed to allowing "Residential Chicken Keeping".

Chickens, their eggs, feed and feces attract rats, raccoons, fox, skunks and other rodents.

Because many Murray homes border, or are close to, the Jordan River, Cottonwood Creek and many canals we have raccoons, fox and skunks. Allowing chickens will bring these animals into our many neighborhoods.

We already have a skunk and rat problem in Murray and I hate to see it get worse.

Thank you,
Jann Cox
Walden Hills Resident

From: [Samuel Eads](#)
To: [Planning Commission Comments](#)
Subject: [EXTERNAL]
Date: Thursday, December 17, 2020 7:01:36 PM

I'd like to vocalize my support for allowing residential chickens. My neighbor had chickens for a while, but was told to remove them; they never caused any issues.

Thanks,

Sam Eads
379 E Vine Street, Murray
562.726.3237
s@mueleads.com

RESIDENTIAL KEEPING
TEXT AMENDMENT
"AFFECTED ENTITIES"

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

UTAH TRANSIT AUTHORITY
ATTN: PLANNING DEPT
669 West 200 South
SLC UT 84101

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

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

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

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

MIDVALE CITY
PLANNING DEPT
7505 S HOLDEN STREET
MIDVALE UT 84047

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

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

ROCKY MOUNTAIN POWER
ATTN: KIM FELICE
12840 PONY EXPRESS ROAD
DRAPER UT 84020

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

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

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

CENTRAL UTAH WATER DIST
1426 East 750 North, Suite 400,
Orem, Utah 84097

HOLLADAY CITY
PLANNING DEPT
4580 S 2300 E
HOLLADAY UT 84117

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

SANDY CITY
PLANNING & ZONING
10000 CENTENNIAL PRKWY
SANDY UT 84070

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

COMCAST
ATTN: GREG MILLER
1350 MILLER AVE
SLC UT 84106

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

CENTURYLINK
250 E 200 S
Salt Lake City, Utah 84111

RANDY WILLIAMS
SLCO HEALTH DEPT
RWilliams@slco.org
(385) 468-3800



MURRAY


Community & Economic Development

Text Amendment for Residential Chicken Keeping

Council Action Request

Committee of the Whole

Meeting Date: January 19, 2021

Department Director Melinda Greenwood Phone # 801-270-2428 Presenters Melinda Greenwood Jared Hall Required Time for Presentation 20 Minutes Is This Time Sensitive No Mayor's Approval  Date January 5, 2021	Purpose of Proposal Approval of adding chicken keeping on single-family residential properties to the Murray City Land Use Ordinance. Action Requested Approval of adding chicken keeping on single-family residential properties to the Murray City Land Use Ordinance. Attachments Presentation Slides Budget Impact None. Description of this Item Background In 2012, City Council directed the Community and Economic Development (CED) staff to research the topics of bee keeping and residential chicken keeping. CED staff conducted two open houses in 2013 where 282 citizens participated. Of those, 78% were in favor of allowing chickens and bees. The results were then provided to the City Council who instructed staff to draft an Ordinance. In October of 2016, the City Council voted to adopt the Bee Keeping Ordinance and leave chickens as illegal within Murray City. In late 2020, the City Council expressed interest in allowing residential chicken keeping on single-family properties. Staff was directed to research the topic again and bring a new ordinance forward to be considered.
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Continued from Page 1:

In December of 2020, the Planning Division set up a new (non-scientific) survey to gauge public interest in residential chicken keeping. A ten (10) question survey was distributed through various social media pages and the Mayor's monthly newsletter. The survey generated over 1,000 responses. An analysis of the survey results shows nearly 79% of respondents feel chickens should be allowed in residential zones.

Based on this information, staff drafted an ordinance that would allow chickens to be kept in all single-family residential zones. A few key elements of the proposed ordinance include:

- Chickens are only allowed if the yard is fully fenced.
- Roosters will not be allowed in a single-family residential zone.
- Hens are to be kept contained within a coop and run.
- There are sanitation requirements.

There are a maximum number of chickens permitted based on lot size.

Less than 6,000 s.f. - 4

6,000 - 9,999 s.f. - 5

10,000 - 11,999 s.f. - 6

>12,000 s.f. - 8

City Department Review

The proposed ordinance was made available for review by City Staff from various departments on November 30, 2020. No issues or comments were made by any of the reviewing departments.

Planning Commission

On December 17, 2020, the Planning Commission held a public hearing on the topic, and received several public comments, both for and against the ordinance proposal. With a vote of 7-0 the Planning Commission recommended APPROVAL to the City Council with the addition of a registration requirement for those who are keeping chickens.

Findings

1. The General Plan's primary goal is to "Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray."
2. Initiative #3: Livable + Vibrant Neighborhoods calls for Murray to keep established neighborhoods livable and vibrant. Allowing the keeping of chickens on single-family dwelling lots can provide an opportunity for communities to provide locally grown food for their households.
3. The proposed text amendment to allow residential chicken keeping conforms to goals and objectives of the 2017 Murray City General Plan and will support the continued vibrancy of its neighborhoods
4. The proposed text amendment to the Murray City Land Use Ordinance has been carefully considered based on the characteristics of the city and region, and on the policies and objectives of the 2017 Murray City General Plan and is in harmony with the goals of the Plan.

Recommendation

Based on the findings above, staff and the Planning Commission recommend the City Council **APPROVE** the request to add proposed Chapter 17.67 Residential Chicken Keeping Standards to Title 17, Murray City Land Use Ordinance.

Residential Chicken Keeping

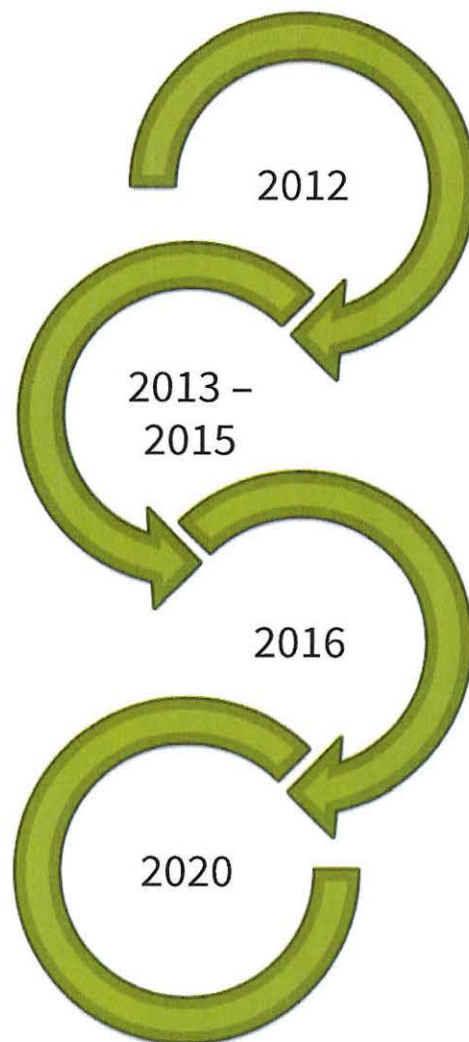
Text Amendment to allow chickens on residential property



Timeline

Planning Division Staff conducts open houses in 2013 and further research in 2014. Proposed code is drafted, and the Planning Commission forwards a recommendation of approval.

The City Council requests that the Planning Division bring forward a new ordinance that would allow chickens in residential areas



With an increase of code enforcement cases, the City Council directs Planning Staff to look into chickens in residential areas

The City Council reviews the request and ultimately denies the proposed chicken ordinance.



Proposed Standards

Number of Chickens Allowed

Lot Size	Maximum Chickens Permitted
Less than 6,000 square foot lot	4
6,000 – 9,999 square foot lot	5
10,000 - 11,999 square foot lot	6
12,000 square foot lot or greater	8

Coop Standards

Standard	Requirement
Property line setback	5'
Adjacent property line setback	25'
Dwelling setback	10'
Coop height	7' maximum
Minimum area requirement	4 square feet per chicken



City	Number of Chickens	Permit Required?	Fee?
Cottonwood Heights	10	Yes	Yes
Draper	6	No	No
Herriman	1 – 10 based on lot size	No	No
Holladay	25 – 62 only on lots >10,000 square feet	Yes	No
North Salt Lake	6 – 30 based on lot size	No	No
Riverton	6, more allowed if lot is greater than ½ acre.	No	No
Sandy	Only in Agricultural Zone		
Salt Lake City	15	Yes	Yes
South Jordan	6	Yes	Yes
Taylorsville	2 – 10 based on lot size	Yes	No
West Jordan	5	Yes	Yes
West Valley City	Treated as pet up to 4 pets allowed	No	No
Midvale	2 – 8 based on lot size	Yes	Yes
Millcreek	Only in Agricultural Zone		
South Salt Lake	4 – 6 based on lot size	Yes	Yes
Salt Lake County	3 – 8 based on lot size	Yes	Yes



City	Setback for Coop	Area Per Chicken
Cottonwood Heights	40' from dwellings, 3' from property line	3 – 6 sq ft
Draper	50-75' from dwellings	N/A
Herriman	25' from all dwellings	N/A
Holladay	40' from dwellings and street	N/A
North Salt Lake	35' from dwellings, 5' from property line	N/A
Riverton	No standards found	N/A
Sandy	Only in Agricultural Zone	N/A
Salt Lake City	25' from adjacent dwelling	2 – 6 sq ft
South Jordan	40' from adjacent dwelling; 5' from property line; 10' from dwelling	N/A
Taylorsville	25' from adjacent dwelling; 3' from property line; 15' from dwelling	1.5 – 6 sq ft
West Jordan	20' from dwelling; 5' from property line	1.5 – 6 sq ft
West Valley City	No standards found	N/A
Midvale	30' from adjacent dwelling; 10' from dwelling	2.5 – 6 sq ft
Millcreek	Only in Agricultural Zone	N/A
South Salt Lake	50' from adjacent dwelling; 5' from property line; 25' from dwelling	N/A
Salt Lake County	40' from adjacent dwelling; 25' from dwelling	2 sq ft



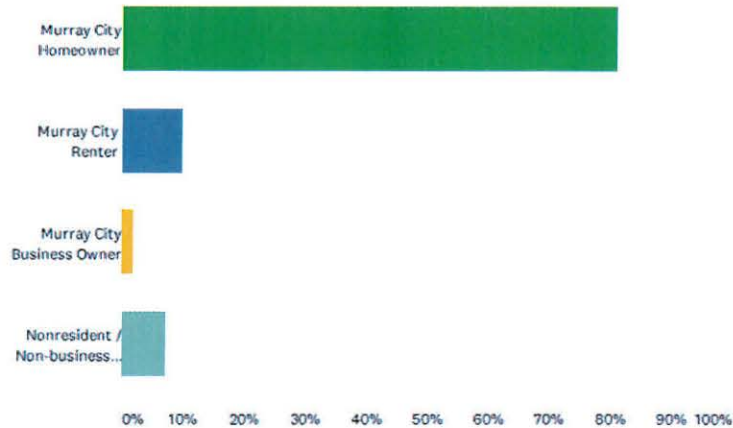
Code Enforcement Cases

Municipality	2019 & 2020 Cases	Average Per Month	Population
West Valley City	77	1.6	136,401
Holladay City	3	0.06	30,697
Sandy City (not allowed)	10	0.21	96,901
South Jordan City	12	0.25	74,149
Taylorsville City	24	0.50	60,192
Midvale City	8	0.16	33,636
Millcreek City (not allowed)	28	0.59	61,270
South Salt Lake City	4	0.09	25,365
Ogden City	36	0.75	87,325



Q1 Please select the option that best describes you.

Answered: 1,077 Skipped: 4



ANSWER CHOICES

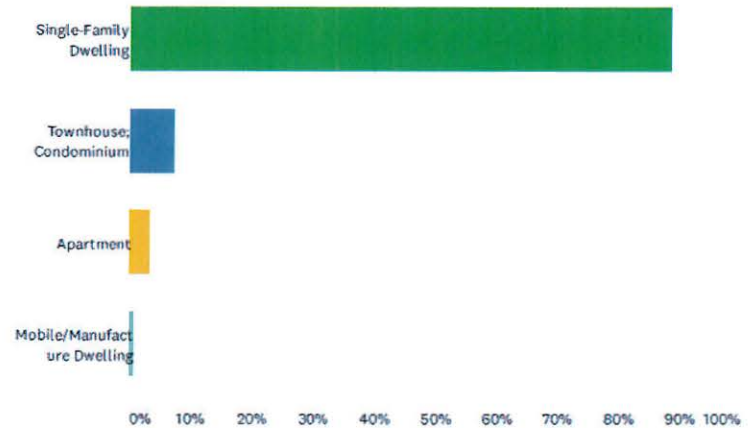
Murray City Homeowner
Murray City Renter
Murray City Business Owner
Nonresident / Non-business owner
TOTAL

RESPONSES

81.15%
9.84%
1.86%
7.15%

Q2 What type of home do you live in?

Answered: 1,077 Skipped: 4



ANSWER CHOICES

Single-Family Dwelling
Townhouse; Condominium
Apartment
Mobile/Manufacture Dwelling
TOTAL

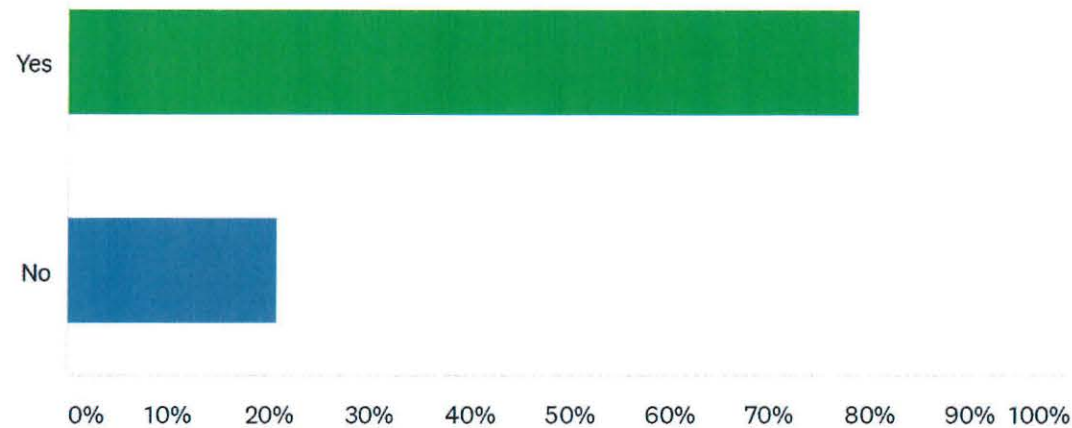
RESPONSES

88.67% 955
7.34% 79
3.34% 36
0.65% 7
1,077



Q3 Do you feel chickens should be allowed in residential zones?

Answered: 1,080 Skipped: 1



ANSWER CHOICES

Yes

No

TOTAL

RESPONSES

78.98%

21.02%

853

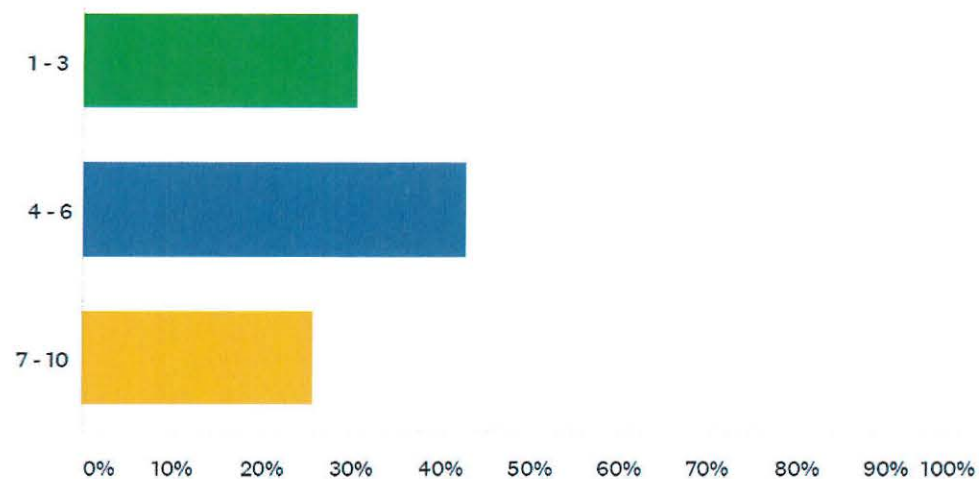
227

1,080



Q5 If chickens are allowed in residential zones, how many chickens should a property owner be allowed to have?

Answered: 1,063 Skipped: 18



ANSWER CHOICES

1 - 3

4 - 6

7 - 10

TOTAL

RESPONSES

30.86%

43.18%

25.96%

328

459

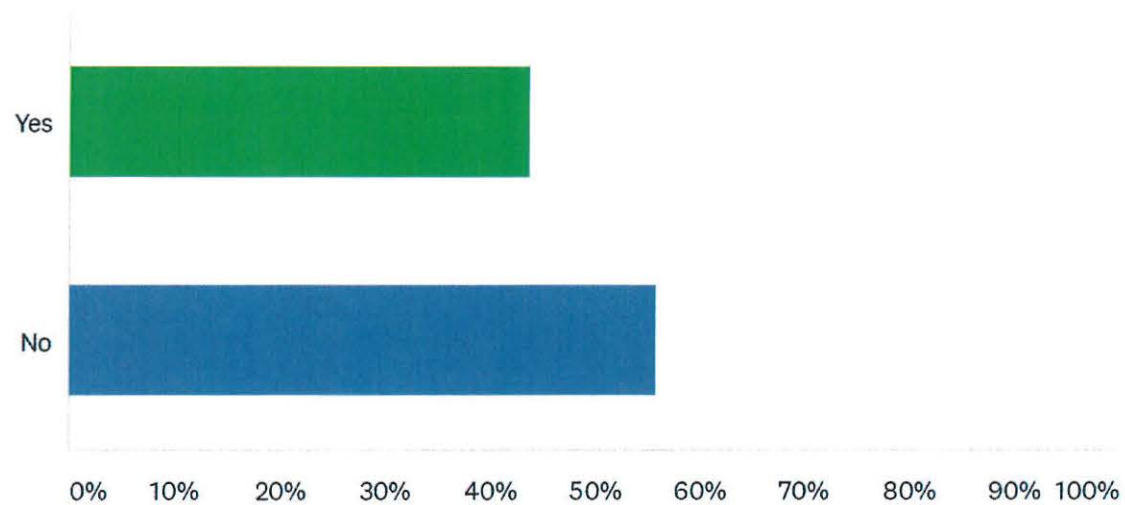
276

1,063



Q6 Should a permit be required to keep chickens in residential zones?

Answered: 1,076 Skipped: 5



ANSWER CHOICES

Yes

No

TOTAL

RESPONSES

43.96%

56.04%

473

603

1,076



Proposed Standards

Number of Chickens Allowed

Lot Size	Maximum Chickens Permitted
Less than 6,000 square foot lot	4
6,000 – 9,999 square foot lot	5
10,000 - 11,999 square foot lot	6
12,000 square foot lot or greater	8

Coop Standards

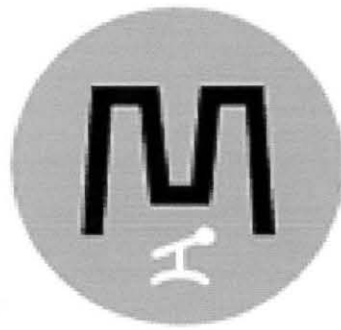
Standard	Requirement
Property line setback	5'
Adjacent property line setback	25'
Dwelling setback	10'
Coop height	7' maximum
Minimum area requirement	4 square feet per chicken



Recommendation

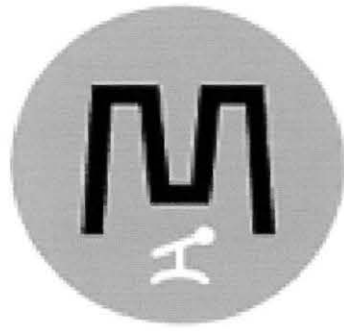
The Planning Commission recommended **APPROVAL** of the draft ordinance, Chapter 17.67 Residential Chicken Keeping Standards to the City Council with the addition of a requirement for those who are keeping chickens to register with the City.





MURRAY
CITY COUNCIL

Business Items



MURRAY
CITY COUNCIL

Business Item #1



MURRAY


Mayor's Office

Appointment of Deborah Crane to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Mayor Camp	Purpose of Proposal Appointment of board member.
Phone # 801-264-2600	Action Requested Consider confirmation of the Mayor's appointment of Deborah Crane the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Deborah Crane will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2023.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Deborah Lynne Crane

Murray, 84107

Community Experience

Volunteer –

Murray 4th of July Races
Classroom School Volunteer
Neighborhood Student Tutor
Pathway Education Missionary

Professional Summary

Elementary School Educator 2010 – 2017
Highland Park Elementary
Salt Lake School District

Elementary School Secretary 1997 – 2010
Nibley Park Elementary
Salt Lake School District

Administrative Assistant 1992 - 1997
District Special Education Department
Salt Lake School District

Sales Representative 1987 - 1992
West American Distributing
Salt Lake City, Utah

Education

Education Technology Endorsement 2016
Salt Lake School District

ESL (English Second Language) Certification 2013
BYU

Masters of Teaching 2010
Elementary Education (K-8)
WGU

Bachelors of Science 2006
Business Management
WGU

General Studies 1985
Salt Lake Community College

Personal Information

Murray Resident 1988-



MURRAY

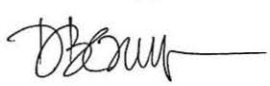
Mayor's Office

Appointment of Allison Garrison to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Mayor Camp	Purpose of Proposal Appointment of board member.
Phone # 801-264-2600	Action Requested Consider confirmation of the Mayor's appointment of Allison Garrison to the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Allison Garrison will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2024.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Allison I. Garrison

Murray UT 84123

Profile

- Over a decade's experience in nonprofit organizations with keen business acumen driving efficiencies and productivity
- Intensely mission-focused balancing unlimited needs with scarce resources
- Critical thinker with technology systems, business requirements, and the data feeding both
- Deft communicator gracefully adapting to different audiences from boardroom to nonprofit volunteers and program beneficiaries

Experience

Oracle NetSuite

December 2019 – Present

Senior Solution Consultant, Social Impact Industry Vertical

- Work with the Account Management Organization to help existing clients automate business requirements and increase efficiencies using NetSuite's cloud-based applications
- Clearly articulate the benefits of NetSuite's applications to all levels including line of business managers and "C" level executives
- Perform requirements analysis, solutions development, and in-depth product demonstrations in the following areas: Financials, Constituent Relationship Management, Sales Force Automation, Marketing Automation, eCommerce, Revenue Recognition, Project and Resource Management, Inventory Management, Procurement, Fixed Asset Management, Human Capital Management, Payroll, and Customer Support Management

Make-A-Wish Foundation of America, Inc.

February 2016 – December 2019

Senior Manager, Programs & Capabilities

July – December 2019

- Understand resourcing and system integration implications across Galaxy (enterprise-wide cloud-based software migration) initiatives
- Decision on and communicate recommendations about system priorities, design requirements and implementation on behalf of stakeholders, escalating issues requiring broader discussion or feedback
- Support business owners on all aspects of product ownership, escalate issues requiring broader discussion or decisioning, and ensure business goals (viability, satisfaction) are met
- Serve as a key member of the core Galaxy project team and individual project teams as needed
- Partner with stakeholders to plan product design and rollout with a focus on business process mapping, requirements gathering, product development and prioritization, UAT testing and demos, change management and communication, training and implementation strategies with chapter partners

Manager, Development Operations Solutions

June 2018 – July 2019

- Partner with national office development operations team to create, implement, and manage comprehensive chapter development operations solutions program

Allison I. Garrison

-
- Drive development data consistency and sustainable processes across the enterprise through hands-on support and application of service and program partnership
 - Support Tier-three IT requests for development-supporting CRM products; connects chapters to existing national office-provided resources and training; provides deeper support as needed
 - Co-creator of Foundations of Fundraising Success program to improve data entry, standardize system usage, and increase revenue at chapters
 - Complete redesign of database assessment tool for chapters; partner with Development Operations team to complete high-impact, low-effort deliverables, provide ongoing guidance focused on donor data integrity and process improvement through the Foundations of Fundraising Success Program. Provide onsite Chapter consultation, as required
 - Monitor chapter progress toward full completion of action plan in partnership with Chapter Advancement team and / or chapter leadership
 - Provide on-boarding training for new chapter database staff to ensure data integrity
 - Lead partner in enterprise-wide implementation of new CRM tools, including all steps of project management from assessing and scoping project, developing an implementation plan, data mapping, conversion testing, user training, and providing go-live support
 - Create process and training for Corporate Alliances Revenue Projections Reporting to support enterprise revenue from on-going corporate partners
 - Partner with Finance and Compliance teams to ensure alignment between operations best practices are guided by fiscal controls and policy

Applications Training and Support Specialist I

February 2016 – June 2018

- Provide exceptional customer support for Chapter staff using applications, e.g. Raiser's Edge (RE), Financial Edge (FE), ImportOmatic, Salesforce, Centralized Technology Services (CTS) etc.
- Perform Chapter RE & FE database assessments to validate compliance with *Standards of Use*, National Office business requirements, and industry best practices; review findings with designated Chapter staff; and mandate recommendations for corrective actions, if needed
- Lead Chapters on an ad hoc basis with developing processes, work flows, and policies to adhere to *Standards of Use* and industry best practices
- Subject-matter expert for ATS team on Development usage and database management
- Create new processes and policies to increase efficiency and quality in Help Desk Manager role
- Assist in project management of Raiser's Edge and Financial Edge version upgrades
- Produce customized training courses in response to Chapter recommendations
- Regularly deliver CTS, data management, and fundraising-related trainings to Chapter and National Office Staff online, at National Office, and at Chapters upon request

Make-A-Wish Utah

June 2014 – January 2016

Operations & Information Manager

- Manage data producing constituent records, gift batch processing, gift coding, IRS-required acknowledgement letters, and internal Chapter reporting
- Execute database analysis and comprehensive cleanup project – deduping, revenue realignment, and importing constituent and gift data

Allison I. Garrison

-
- Assist CFO/COO in the annual audit preparation
 - Create policies and procedures for Chapter financial and operational tasks
 - Attend Board of Directors' and Board Committee meetings and disseminate minutes
 - Remodeled Chapter gift batch processing reducing input time from 8+ hours to < 60 minutes
 - Script new reports for Executive Committee resulting in pipeline tracking for prospective donors
 - Improve relations with Wish Families by instituting a process for regular, sensitive communication avoiding unintentional offences and de-selecting high-risk Wish Families
 - Administer and train Chapter staff on Raiser's Edge, BoardMax, Kintera, and DonorScape
 - Manage technology (computers, hardware, software licenses, and phones) and office supplies

Duffy Health Center, Inc.

December 2006 – October 2013

SAMHSA Data Coordinator/Case Manager

- Collect and manage data for all Federal grant programs including in-person interviews with high-risk clientele
- Create and maintain data tracking system for supplemental grant program; logging information on 120 clients serviced by program by engaging in milestone interviews and touchpoints
- Found and liaise the Consumer Advisory Board
- Create, promote, and coordinate annual Stand Down Cape Cod to serve local homeless and at-risk Veterans
- Work with a case load of 20 clients, focusing on high-risk, homeless Veterans with co-morbidity, addiction, and mental health issues
- Member of the Health Information Technology Council leading the agency to achieve the required usage and reporting levels of Electronic Medical Records to receive financial incentives as required for the Federal Meaningful Use grant program

Barnstable County Sheriff's Office

Deputy Sherriff/Correctional Officer

August 1999 – October 2002

- Responsible for the care, custody, and control of inmates in the County jail system in accordance with local, county, state, and federal laws and regulations
- Graduated from 1999 BSO Sherriff's Academy – Class Guide-on (top student)

Academic History, Certifications, and Awards

- | | |
|------------------------------------------------------------------|-----------------------------------------------|
| • Six Sigma LEAN Green Belt Certification | Make-A-Wish Foundation of America, Inc., 2019 |
| • Six Sigma LEAN Yellow Belt Certification | Make-A-Wish Foundation of America, Inc., 2018 |
| • Silver Star Award | Make-A-Wish Foundation of America, Inc., 2017 |
| • Blackbaud Professional Certification, <i>The Raiser's Edge</i> | Blackbaud.com, 2019 |
| • bCRE – <i>Blackbaud Certification in The Raiser's Edge</i> | Blackbaud.com, 2018 |
| • bCFE – <i>Blackbaud Certification in The Financial Edge</i> | Blackbaud.com, 2018 |
| • MBA, Strategy & Management | Western Governors University, 2014 |
| • BS, Business Management | Western Governors University, 2012 |



MURRAY


Mayor's Office

Appointment of Scott Goodman to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Craig Burnett	Purpose of Proposal Appointment of board member.
Phone # 801-264-2531	Action Requested Consider confirmation of the Mayor's appointment of Scott Goodman to the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Scott Goodman will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2024.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Anthony Scott Goodman

Murray, Utah 84107

Objective

Seeking to obtain an appointment to the Murray City Public Safety Advisory Board where my skills, knowledge and experience will be contributed towards the improvement of the city. My innovative ideas and active personality will be an asset to Murray City.

Work Experience

PrimeSource Building Products, Distribution Manager

November 2005--Present

- Distribution Manager ensures the overall cost effectiveness of the branch by managing truck routes, inventory shrinkage, employee efficiencies and economical acquisition of supplies; maintains constant contact with drivers and sales department to achieve customer satisfaction; as the Safety Manager for the branch, the operations manager must stay abreast of all OSHA and DOT regulations.

United States United States Army, Command Sergeant Major

April 1987---Present

- The command sergeant major carries out policies and standard of the performance, training, appearance and conduct of enlisted personnel. The command sergeant major advises and initiates recommendations to the commander and staff in matters pertaining to the local Non-Commissioned Officer support channel.

Education

Salt Lake Community College

Associate degree in General Science, January 2010

Awards

Defense Meritorious Service Medal, DoD, January 2016

Bronze Star Medal, DoD, June 2009

Activities

Level II coach Murray/Taylorsville Mountain Bike Team—2nd year

References

Available upon request



MURRAY


Mayor's Office

Appointment of Brian Lohrke to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Mayor Camp	Purpose of Proposal Appointment of board member.
Phone # 801-264-2600	Action Requested Consider confirmation of the Mayor's appointment of Brian Lohrke to the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Brian Lohrke will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2024.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Brian A. Lohrke, MBA

Murray, UT

Progressive public safety leader with 20+ years of experience in law enforcement, media relations, and emergency management within fast-paced environments. Skilled in communicating and collaborating with various members of the community to achieve operational safety and security objectives. Highly adept at personnel management, enhancing performance through coaching, strategic planning, and proactively leading high performing employees. Influential in introducing new technology, ideas, and directing the development of a new system of reporting and record keeping. Proficient in time management, problem solving, resource allocation, and budget development.

PROFESSIONAL EXPERIENCE

BIOFIRE DIAGNOSTICS, Salt Lake City, UT

2020 – Present

Security and Emergency Response Manager (2020-Present)

- Provide expertise, guidance, and direction in the areas of security, emergency preparedness and emergency response.
- Responsible for evaluating, managing, improving, revising, and/or developing all aspects of the BioFire security and emergency response programs, protocols, and activities to reduce risk and protect company assets and employees.
- Directly manage the site security supervisors, security technicians, and contract security services at multiple locations including hiring, orientation, onboarding, schedules, training, development, preparation, response activities, performance appraisals, and discipline.
- Coordinates and manages the efforts and activities of the employee volunteer BERT across multiple business functions and multiple locations to include monthly, quarterly and annual training in First Aid/CPR/AED, chemical spill response, and other emergency response initiatives
- Conducts security and emergency response risk assessments, post event assessments, and incident investigations.
- Ensure team members complete timely investigations of security and emergency incidence and identify and implement corrective actions to mitigate a re-occurrence of the incident.
- Manage the company security control system (Genetec version 5.9 and NDE) and learn and manage the security camera surveillance system (Genetec version 5.9).

UNIFIED POLICE DEPARTMENT, Salt Lake City, UT

2000 – 2020

Deputy Chief, Kearns Precinct Commander (2018-2020)

- Spearhead and supervise 38 personnel in patrol, investigative, and civilian assignments; prepare and manage a \$5M annual budget, overseeing all expenditures and the implementation of programs.
- Negotiated and presented an approved budget that would increase precinct staffing by 5% continuously over the next five years.
- Collaborate with the Kearns Metro Township Council and the Kearns Community Council, as well as two other executive boards; discussing issues, coordinating activities, and resolving problems.
- Present at meetings to promote services, exchange ideas, or achieve objectives; review and analyze legislation to ensure proper enforcement and compliance by members; actively maintain open, community communication as a liaison between the department and citizens.

Lieutenant, Public Information Officer (2016-2018)

- Served as the spokesperson for the Unified Police Department and Salt Lake County Sheriff's Office; collaborated with other agencies, members of the media, the public, and community organizations.

Continued...

Brian A. Lohrke, MBA

Page Two of Two

- Composed and organized press documents, presentations, social media, and public service announcements to inform and educate citizens, promoted the Office of the Sheriff, and increased positive media exposure.
- Directed the Media Services Unit, including members of Unified Police Department, Corrections and Protective Service Bureaus; maintained and approved all expenditures of the Media Services Unit budget.
- Headed the reestablishment of the Unified Police Department Child Abduction Response Team (CART).

Lieutenant, Executive Officer, Millcreek Precinct (2015-2016)

- Responsible for aiding the Precinct Chief by managing the day-to-day operations of the Millcreek Precinct, consisting of 50 personnel; operated as the Acting Division Commander, in the absence of the Chief.
- Rearranged the organization and patrol schedule to align with the needs of officers and to better serve the community, resulting in improved patrol officer coverage levels and officer relocation.
- Coordinated travel for various staff members to go to Washington D.C. to honor a fallen officer.

Sergeant Investigator, Internal Affairs (2014-2015)

- *Actively investigated highly sensitive acts of misconduct, policy violations, and complaints identified by division commanders, the public, or outside agencies.*
- Maintained confidentiality of all information, while communicating pertinent details to command staff members who were involved in the investigation.
- Successfully learned and complied with all elements of administrative investigations, proper documentation, and discipline processes.
- Updated and developed new, innovative policies and procedures for the Unified Police Department.

Sergeant Patrol Officer, Riverton Precinct (2012-2014)

- Directed and led a shift of 5-7 patrol officers, while overseeing major critical incidents and requesting additional resources as needed.
- Effectively coached, mentored, and motivated officers with a wide range of experience; maintained appropriate staffing levels, conducted performance evaluations, and managed scheduling.

Police Officer / Training & Certification Officer (2009-2012)

- Headed the planning and implementations of training for new officers and annual training for over 400 sworn staff.
- Utilized various law enforcement skills to lead high-quality classroom and realistic scenario training.
- *Transformed and revamped the Field Officer Training Program; composed a training manual and conducted training for 25 field training officers.*

SALT LAKE COUNTY SHERIFF'S OFFICE, Salt Lake City, UT

Detective, Community Policing (2007-2009)

- *Identified community problems; developed innovative solutions to resolve issues in a practical manner.*
- Cultivated and maintained relationships with business owners and other stakeholders within the community; established and supported new and existing neighborhood watch programs.
- Served as the School Resource Officer (SRO) for two middle school in Riverton City.

Brian A. Lohrke, MBA

Page Two of Two

Previous Experience with Salt Lake County Sheriff's Office: Patrol Deputy, Corrections Officer, Firearms Instructor

EDUCATION & MEMBERSHIPS

Volunteer: Salt Lake County Council on Diversity Affairs (CODA) | Salt Lake County Mayor's Office

National Organization of Black Law Enforcement Executives (NOBLE)

Master of Business Administration | University of Phoenix

Bachelor of Science in Sociology | University of Utah

Certificates: Criminology Certificate Program, Law Enforcement Leadership Certificate Program | University of Utah

Professional Development: Utah P.O.S.T – Law Enforcement Officer, Special Function Officer, Corrections Officer, General Law Enforcement Officer, Law Enforcement Firearms Instructor, Defensive Tactics; Bowmac Education Services – Critical Incident Management



MURRAY


Mayor's Office

Appointment of Wayne Manu to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Mayor Camp	Purpose of Proposal Appointment of board member.
Phone # 801-264-2531	Action Requested Consider confirmation of the Mayor's appointment of Wayne Manu to the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Wayne Manu will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2023.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Wayne P. Manu

Murray, Utah 84107

SUMMARY

Highly motivated and skilled educator with 15+ years' experience in all phases of education and curriculum development, including work with at-risk and gifted youth, now seeks to move towards more challenging fields in personal motivation and development.

Successful activities include strengthening communication between home/family/school, collaboration on organizational policies and procedures with team building and leadership activities, and a passion for coaching and mentoring young people towards success in the classroom, athletic competition, the community, and life.

QUALIFICATIONS

- Associates Degree, Liberal Arts (Long Beach City College) – December 1990.
- Bachelor's Degree, History (Southern Illinois University) – May 1994.
- 15+ years of Public School Teaching.
- 15+ years of Program development and implementation.
- Academic advising and adult student development.
- Learning theory and teaching methods.
- Career assessments and positive communications with clients.
- Social/educational resources and services available in the community
- Family counseling to help overwhelmed family members to cope with a loss.
- Preparing presentations at public events or clients' homes.
- Communicate effectively orally and in writing.
- Lead discussions and make presentations to large and small groups.
- Maintain open communication with colleagues and administrators.
- Plan and assess own work to meet given objective and processes.
- Advise students in developing life goals and educational plans.
- Demonstrate initiative, creativity, and attention to detail.
- Sensitive to the needs and concerns of diverse populations.
- Prioritize assignments to plan and carry out objectives.
- Computer literate in a variety of computer software, including the internet and the Microsoft Office Suite.
- An excellent advocate for children.
- Lesson planning, classroom management and creating projects for the students.
- Set activities and teaching programs designed to be conducive to the mental and emotional development of the youth.
- Excellent work ethic with great concern for confidential information.

ACHIEVEMENTS

JC Gridwire Academic All-American 1990 (LBCC)

All-Mission Conference - Football 1990 (LBCC)
 All-Gateway Conference - Football 1992 (SIUC)
 Long Beach City College Scholar/Athlete Award 1990
 Long Beach City College/SIUC Football - Team Captain
 LDS Seminary Scholarship - 1985
 Dean's List - Long Beach City College - Spring 1990
 Football Scholarship – Southern Illinois University - 1991-1994
 Dean's List - Southern Illinois University - Spring 1992

PROFESSIONAL EXPERIENCE

03/2018-Present	Assistant Medical Coordinator Chrysalis, Inc.-Salt Lake City, UT
02/2018-03/2018	6th Grade Schoolteacher Endeavor Hall Charter School-West Valley City, UT
09/2017-02/2018	Customer Service Rep UHaul, Inc.-Murray, UT
06/2017-09/2017	Direct Support Staff Chrysalis, Inc.-Salt Lake City, UT
03/2017-6/2017	Instructional Assistant- Taylorsville High School -Taylorsville, UT
04/2013-03/2017	Family Service Counselor McDougal Funeral Home – Taylorsville, UT
08/2012-04/2013	Insurance Agent- Bankers Life & Casualty -Salt Lake City, UT
09/2002 to 04/2012	Schoolteacher Salem Keizer Public Schools – Salem, OR
06/2002 to 09/2002	Law Clerk Pierson, LaMont, Carlson, Gregg-Salem, OR
08/1994 to 06/2001	Schoolteacher Pattonville School District-St Louis County, MO

EDUCATION AND TRAINING

High School Diploma-Paramount High School (CA)-1985
 AA Degree-Liberal Arts-Long Beach City College (CA)-1989-1990
 B.S. Degree-History-Southern Illinois University-1991-1994
 Some graduate work at University of Missouri at St. Louis
 Pacific Lutheran University (WA)
 Willamette University College of Law (OR)

CERTIFICATIONS

Insurance License-state of Utah
 Pre-funeral insurance license-State of Utah
 Teacher licenses-States of Oregon, Missouri, and Illinois (not current)
 High School Football Federation training on First Aid and CPR (current)

COMMUNITY INVOLVEMENT

Merit Badge Counselor-Boy Scouts of America
 Assistant Football coach-Taylorsville High School
 Church leader

AFFILIATIONS

Utah High School Football Coaches Association




Mayor's Office

Appointment of John Prestwich to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Mayor Camp	Purpose of Proposal Appointment of board member.
Phone # 801-264-2600	Action Requested Consider confirmation of the Mayor's appointment of John Prestwich to the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item John Prestwich will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2022.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

JOHN PRESTWICH

Murray, UT

SALES DIRECTOR

Sales Manager with over 20 years of success

Skilled at all levels of the Consultative/Solution/Channel Selling process; particularly strong in closing the sale and building rapport with customers, VARS, as well as prospecting at the C-level

- ♦ Tenacious manager with the proven ability to build/grow a territory and team, penetrate new markets/key accounts and build market share for employers such as MARS INC, NETWORK ASSOCIATES / MCAFEE, NIKSUN CORP, VIAVI SOLUTIONS, WIREX SYSTEMS, BEYONDTTRUST selling complex application and security performance tools for network, cloud and security applications at the enterprise level, Also versed in any PAM Technologies, Threat Centric Platforms, CPaaS/PAAS service provider, multi-level cloud, on prem, Well-developed sales with strategic alliances.
- ♦ Vibrant 26-year career of making magic happen with key partners, Channel Sales Director winning deals for Fortune 500 global corporations and VC start-ups and hyper-growth companies. Promoted into increased responsibility roles based on exceeding sales targets avg 112%, business acumen, drive for results and proven leadership in managing and executing business strategies, possessing lasting relationships at C-level. Presidents club 9 years, able to move deals through complex matrixed organizations
- ♦ Acute persuasive communication skills; able to interact with individuals at all levels, excellent organizational, time management and follow-through abilities
- ♦ Technically dependable, easily learn new product lines; adaptable, creative and innovative, with exceptional strategic, conceptual, analytical, and execution skills. Confident, quick-thinking, perceptive, personable, and energetic, consistent forecast accuracy
- ♦ Ingrained in selling Privileged Access Management covering infrastructure, databases, network devices and endpoint, extending to cloud environments, selling big data projects and automated for DevOps, covering hundreds of containers. Providing Prioritized threat data automatically.

EXPERIENCE

BEYONDTTRUST, JOHNS CREEK, GA • 2018-CURRENT

Regional Sales Director WEST

Sales Director and CAM in Western Region, Engaging and enabling core groups of 10-15 strategic partners, also recruiting and on-boarding through vertical segments. Working with Sales VP and exceeding personal territory sales goals with Key fortune 100 companies.

- ♦ Managing my pipeline and partners pipeline at 10X quota, and providing detailed forecasting of sales opportunities to Director of Channels.
- ♦ Exceeding personal sales quota by 114%, exceeding channel quotas combined by 101%, Presidents club.
- ♦ Selling network control, security, and cloud solutions. Solutions for software-defined networking, microservices, virtualization. Web based threats and pre endpoint detection. Proficient in selling solutions for Incident Response, Spear Phishing, Threat Hunting, Sandbox, Vulnerability Management and Threat Intel solutions etc.
- ♦ Focusing on greenfield new logos partners and growing current footprint in key partners. Selling a security focused, unified platform that can build to scale.
- ♦ Deep relationships with key partners in former CAM roles and MSSP's-Redsky, Presidio, NCA Seattle, ENS PHX, Fishtech Midwest-Rockies, Right Systems Seattle, Zones, WWT-Microsoft, ConvergeOne, Sentinel Technologies, Solutions 2, Network Magic Unlimited-LA, Softchoice, Fusionstorm San Francisco.

WIREX SYSTEMS, CUPERTINO, CA • 2017 – 2018

Director of Sales West

Sales Director in Western Region, recruiting and training key partners, implementing market plans, and setting sales target and exceeding sales goals, implementing CRM (Salesforce.com) involved in sales structuring & negotiating large deals.

- ◆ Selling machine data analytics and DDI integration to help IT to operate in a more business-like manner to become more efficient. 22 New customers.
- ◆ Managing named accounts in the Fortune 300 space, to build 10X pipelines, penetrated 40 new logos.
- ◆ Exceeded sales quota by 140%. By focusing on a multicloud technology platform solution to monitor, troubleshoot and optimize applications. Identity threat sensors for blockchain and real-time data streams.
- ◆ Selling Incident Response, indicators of compromise, cloud, forensic and baseline solutions, zero-day threats and APT attacks solutions, Realtime anti-malware across organization's endpoints, core and key servers. Breaches – privileged access abuse, and least privilege access.
- ◆ Technical collaborative effort with partners and customers such as Microsoft, Adobe, AmEx, Nike, Adidas, Costco, XPO, to work through projects with many contributors to achieve overall goals.
- ◆ Manage Channel Accounts for Western Region, obtaining 149% of quotas.

VIAVI SOLUTIONS, MILPITAS, CA • 2010 – 2017

Western Territory Manager and RSM

Sales Manager in Western Region, utilizing direct relationships and a collaborative team of Channel Partners to develop solutions addressing customer pains, working with SAS customers and online technology partners, developing emerging technologies to complete highly technical projects, exceeding sales targets for 2 years in a row.

- ◆ Responsible for innovatively selling Application Performance and Unified Network Solutions in any cloud environment- Saas, Iaas, Paas etc and for building the Viavi brand, brand recognition and joining with technical partners for an overall solution sale, selling migration management, cloud, forensic and baseline solutions.
- ◆ Joint key efforts with VARS and fortune 100 customers, solving complex issues to over achieve sales targets.
- ◆ Exceeding individual quota by 120% at \$3M, 5 years running, primarily selling 7-figure deals.
- ◆ Vision oriented project management utilizing cross-departmental team resources.
- ◆ Develop and design technical solutions, multi-tenant technology to roll out to thousands of users and developers.

NIKSUN INC, MONMOUTH JUNCTION, NJ • 2008 – 2010

Enterprise Sales Manager

Responsible for sales in Western Region, Team of 6 VARS, selling a range of highly developed tools in IDS, forensics, anomaly detection, VoIP, application performance, statistical reporting etc. Marketing primarily to enterprise customers such as Visa, McKesson, MasterCard, Amazon, Verizon, Discover, Downey Savings, Qwest, US Bank, Lockheed Martin and Boeing, developed and maintained relationships with end user client senior management up to the C-level.

- ◆ Exceeded current \$2.2M quota in 18 months sales cycle.
- ◆ Project manager for test track of Connected Home project at Qwest, \$2M.
- ◆ Gathered top 6 VARS in Western US, 18 net new customers to NIKSUN, \$1.7M.
- ◆ Increased new account demos/evals 90%, to 20 per month.
- ◆ Rescued \$1M in renewal business, turned negative customers to positive.
- ◆ Top new business producer at 23 potential new customers.

WILDPACKETS, WALNUT CREEK, CA • 2006 – 2008

Enterprise Named Account Manager

In charge of marketing a broad range of portable and distributed analysis products for use on enterprise networks and in testing and measurement laboratories to optimize network services and uptime, gained and managed accounts such as Boeing, Wells Fargo, Chase Bank, Cisco, Safeway, Qualcomm, Sony, AmEx, Intel, IBM, MGM Mirage, and Kodak, as well as Microsoft and Oracle, developed high level relationships.

- ◆ Gained 4 major accounts that brought in \$4M in new business on an annual basis.
- ◆ Boosted territory sales from \$1M to \$2.1M, exceeding quotas every year.
- ◆ Outpaced 2008 goal, at 104% of \$2M objective.
- ◆ Increased new business in the region by 211%.
- ◆ Recognized as the #1 representative in the firm out of 12 peers for 2 consecutive years.
- ◆ Noted as #1 for obtaining more Fortune 1000 key enterprise accounts than peers.

NETWORK ASSOCIATES / MCAFEE, SANTA CLARA, CA • 2000 – 2006

Major Account and Regional Channel Manager

Sold Antivirus/Intrusion Detection and Sniffer Products to a wide range of C-Level customer's for 4 years including Wells Fargo, Washington Mutual, PG&E, T-Mobile, and Starbucks. Directed VARs for 2 years in meeting sales goals and territory market penetration to Enterprise, SMB, state and local government departments, and schools, initiated and conducted product educational seminars, and facilitated partner training to increase productivity, managed a territory of 12 states from CA to AK

- ◆ Exceeded every annual quota (\$1.3M to \$1.8M) by an average of 15% and as high as 45% representing \$1.88M in sales.
- ◆ Increased customer base year-over-year from 112 to 201.
- ◆ Attained key wins and displaced competition at numerous accounts
- ◆ Added valued partners to Rockies Region bringing 2MIL in additional revenue while keeping margins and profitability at high levels.

MARS INCORPORATED, HACKETTSTOWN, NJ • 1992 – 2000

Regional Account Manager

Marketed snack foods to headquarter based retail outlets including Albertsons, Smith's Food, Associated Food Stores, also responsible for Mountain Region retail conditions.

- ◆ Exceeded sales goals 6 of 8 years, boosting annual sales increase by 22% annually.
- ◆ Secured a \$4M contract for retail events around the Olympic Winter Games in Salt Lake City.
- ◆ Managed a team of retail specialists to ensure rapid adoption of new and current products to market.

TRAINING

Pain-Gain Funnel - Sandler Sales Institute
Seven Habits Seminar - Steven Covey
Business Writing Seminar - Wilma Davidson, ED.D.
The Definitive Path to Sales Mastery/Sandler Certified
Excellence in Speaking Course - Deborah Tannen, PhD
Steps to Enhance Professional Selling Skills Course I & II - M&M Mars
Business Finance – M&M Mars

Board of Directors Council of Utah ISSA (Information Systems Security Association)

Infragard FBI Cybercrime Defense Member

Cybersecurity/Network and Application Performance

References available upon request



MURRAY


Mayor's Office

Appointment of Andrea Washburn to the Public Safety Advisory Board

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Mayor Camp	Purpose of Proposal Appointment of board member.
Phone # 801-264-2600	Action Requested Consider confirmation of the Mayor's appointment of Andrea Washburn to the Public Safety Advisory Board.
Presenters Mayor Camp	Attachments Resume
	Budget Impact None
Required Time for Presentation	Description of this Item Andrea Washburn will be appointed to the Public Safety Advisory Board from February 1, 2021 - January 31, 2022.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date January 19, 2021	

Andrea Washburn

Murray, Ut, 84107 |

Objective

To serve my community as a member of the Murray City Public Safety Advisory Board by applying my varied life experiences, along with excellent listening and problem-solving skills, toward building a more just and equitable community.

Education

UNIVERSITY OF UTAH- COMPLETED 90 CREDIT HOURS

Major: Environmental Studies

- Related coursework: Abnormal Psychology, Sociology, Environment and Behavior, Women's Studies

LETTER OF COMPLETION 1998 SALT LAKE COMMUNITY COLLEGE

Major: General Studies

Related coursework: Psychology, Organizational and Interpersonal Communication, Sociology

Volunteer Work

BIG BROTHERS BIG SISTERS 2017- PRESENT

Providing leadership and guidance to an at-risk child by planning regular activities that help little build confidence and find what she is passionate about.

THE INN BETWEEN 2015-2018

Served on the 11th Hour Team sitting bedside with dying persons, helping prepare meals and clean for critically ill unsheltered people. Tasked with organizing groups of volunteers for larger facility projects.

VISIONS OF ALTITUDE 1996-1997

Receptionist for early homeless youth resource center, assisted unsheltered teens with meals and clothing.

Skills & Abilities

MANAGEMENT

- Small business owner for 14 years. Position requires managing multiple projects simultaneously through bidding, design, and installation of low-water landscapes, as well as organizing people, materials and time. Responsible for all aspects of business operations including estimating and invoicing.
- Management of 46,000 square foot facility, overseeing contractors from multiple construction trades, directing volunteers for facility improvement projects, overseeing and implementing federally funded capital improvement projects, ensuring repairs are completed and documented in a timely fashion. Ensuring compliance with Utah Administrative Code for Assisted Living Facilities.
- Responsible for managing and reporting on federally funded capital improvement projects, ensuring repairs are completed and documented in a timely fashion, ensuring compliance with Utah Administrative Code for assisted living facilities.

COMMUNICATION

- Skilled interpersonal communicator with experience in a wide variety of contexts including public, commercial, and governmental applications. Communicates effectively with underserved populations, work clients, donors, contractors, and others.

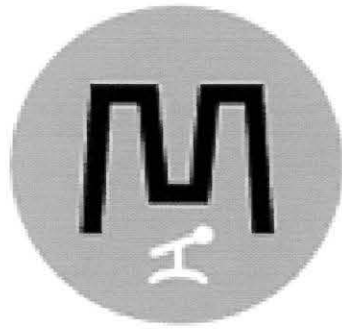
LEADERSHIP

- Lead teams of people to complete projects on time and budget. Working with employees to help them develop their talents and expand their knowledge.

Experience

OWNER | ANDREA WASHBURN LANDSCAPING | 2006-PRESENT

FACILITY MANAGER | THE INN BETWEEN | 2018-PRESENT



MURRAY
CITY COUNCIL

Business Item #2



MURRAY

City Council

Holiday Ordinance

Council Action Request

Council Meeting

Meeting Date: February 2, 2021

Department Director Jennifer Kennedy	Purpose of Proposal To discuss an ordinance amending Section 2.62.120 of the Murray City Municipal Code relating to employee holidays.
Phone # 801-264-2622	Action Requested Approval of attached ordinance
Presenters Dale Cox	Attachments Ordinance
	Budget Impact
Required Time for Presentation 10 Minutes	Description of this Item Add four hours of paid vacation for Christmas Eve.
Is This Time Sensitive Yes	Christmas Eve: December 24, the last four hours of an employee's workday. (When Christmas Eve day falls on a Friday, Saturday or Sunday, the four-hour provision shall not apply.)
Mayor's Approval	
Date January 21, 2021	

Murray City
Fiscal note
Additional 4 hours of holiday

Cost of giving an additional 4 hours holiday:

Police in lieu wages and taxes	15,915.82
Police in lieu wages and taxes	<u>8,787.00</u>
	24,702.82

Also depending on staffing needs there will be some employees who will work the 4 hours and either be paid overtime or comp time. It is hard to tell who those people are and give a cost.

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 2.62.120 OF THE MURRAY CITY MUNICIPAL CODE RELATING TO EMPLOYEE HOLIDAYS.

BE IT ORDAINED BY THE MURRAY CITY MUNICIPAL COUNCIL:

Section 1. Purpose. The purpose of this Ordinance is to amend section 2.62.120 of the Murray City Municipal Code relating to employee holidays.

Section 2. Amendment for Calendar Year 2019. For the calendar year 2019, ~~Section 2.62.120 of the Murray City Municipal Code shall be amended to read as follows:~~

2.62.120: HOLIDAYS:

- A. Each regular full time employee in City service shall be granted holiday vacations at full pay in accordance with the following schedule:

New Year's Day: January 1

Martin Luther King Day: Third Monday in January

Presidents' Day: Third Monday in February

Memorial Day: Last Monday in May

Independence Day: July 4

Pioneer Day: July 24

Labor Day: First Monday in September

Veterans Day: November 11

Thanksgiving Day: Fourth Thursday in November

Day after Thanksgiving: Friday after Thanksgiving

Christmas Eve: December 24, the last four hours of an employee's workday. (When Christmas Eve day falls on a Friday, Saturday or Sunday, the four-hour provision shall not apply.)

Christmas Day: December 25

3 employee appreciation days

...

Section 3. Effective date. This Ordinance shall take effect upon first publication.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on
this day of , 2021.

MURRAY CITY MUNICIPAL COUNCIL

, Chair

ATTEST:

Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of
_____, 2021.

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2021.

D. Blair Camp, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance or a summary hereof was published according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder



MURRAY
CITY COUNCIL

Business Item #3



MURRAY

Council Action Request

Meeting Date:

Department Director	Purpose of Proposal
Phone #	Action Requested
Presenters	Attachments
	Budget Impact
Required Time for Presentation	Description of this Item
Is This Time Sensitive	
Mayor's Approval	
Date	

ORDINANCE NO. ____

AN ORDINANCE ESTABLISHING A TEMPORARY LAND USE REGULATION PURSUANT TO UTAH CODE ANN. SECTION 10-9A-504 RELATING TO MIXED USE DEVELOPMENTS WITHIN THE CITY.

BE IT ORDAINED BY THE MURRAY CITY MUNICIPAL COUNCIL:

PREAMBLE

Section 10-9a-504 of the Utah Code Annotated grants the City authority to enact an ordinance establishing a temporary land use regulation for all of the area within the City without prior consideration or recommendation from the Planning Commission for a period not to exceed six (6) months.

The City Council ("Council") is concerned with the potential proliferation of high density mixed-use developments in the City including potential problems with parking and traffic congestion and impacts to successful delivery of essential public services such as police, fire, emergency, and other public services such as utilities. The "mixed-use zoning districts" include the Murray City Center District, the Transit Oriented Development District, and the Mixed-Use Development District.

The Public Works Department is currently revising the City's Master Transportation Plan to assist in evaluating, among other things, the transportation infrastructure impacts of evolving patterns of high-density mixed-use developments. The Council finds that there is a compelling, countervailing public interest in completing this review and revision to ensure that the City can safely provide for the transportation needs of its residents and visitors.

The Public Works Department is currently evaluating the City's sewer infrastructure and capacity to accommodate new growth and increased density. The Council finds that there is a compelling, countervailing public interest in completing this review to ensure that the City can provide adequate sewer services for the needs of its residents both present and future.

The Council is concerned that the mixed-use zoning districts have a high-density residential component that may not adequately protect existing surrounding residential neighborhoods from the potential adverse effects of these more intense land uses. By way of example, mixed-use development has not always adequately addressed how to regulate parking for residential and required commercial elements. Inadequate parking regulations cause detrimental impacts including (without limiting) overflow parking into nearby neighborhoods, blocking access to existing residences and businesses, creating

unsafe pedestrian and bicyclist routes, and impeding emergency response vehicles and personnel.

The City's mixed-use zoning districts are intended to encourage compact mixed-use development that includes sustainable neighborhood oriented commercial and restaurant space. However, the Council has concerns that these mixed-use zoning districts may not properly balance sufficient commercial opportunities commensurate with the increased residential densities. Such an imbalance does not promote street life and activity as intended and negatively impacts the quality of life of City residents.

The Council has determined it is in the best interests of the City, in the protection of public health, safety and welfare, that the regulations of mixed-use developments should be analyzed by the City staff, the regulated development community and the residents of the City for the purpose of determining the best possible approach for such development under the Constitution of the United States and the laws of the State of Utah.

In order to preserve the status quo pending further analysis of the regulation of mixed use developments, the Council has determined that a temporary land use regulation regarding mixed use developments should be imposed prohibiting the issuance of any land use or other required approvals ("approvals") for mixed-use developments.

BE IT ENACTED BY THE MURRAY CITY MUNICIPAL COUNCIL:

Section 1. Purpose. The purpose of this ordinance is to establish a temporary land use regulation prohibiting the issuance of approvals for mixed-use developments.

Section 2. That there be and hereby is imposed for a period not to exceed one hundred eighty (180) days from the effective date of this ordinance a temporary land use regulation prohibiting the issuance of approvals for mixed-use developments. The City shall not accept, process or approve any application for any proposed mixed-use development.

Section 3. That during the one hundred eighty (180) day temporary land use regulation period, the City staff shall work to develop and present to the City Council a proposed ordinance or ordinances regulating mixed-use developments and present to the City Council in sufficient time that the ordinance(s), if adopted, may take effect prior to the expiration of the one hundred eighty (180) day temporary land use regulation.

Section 4. In order to protect the public health, safety, and welfare and allow sufficient time to implement the policy goals and objectives of the City as more fully described above, the Murray City Municipal Council hereby expressly invokes the Pending Ordinance Doctrine with respect to this Temporary Land Use Regulation.

Section . Effective date. This Ordinance shall take effect February 2, 2021.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this 2nd day of February 2021.

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2021.

D. Blair Camp, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

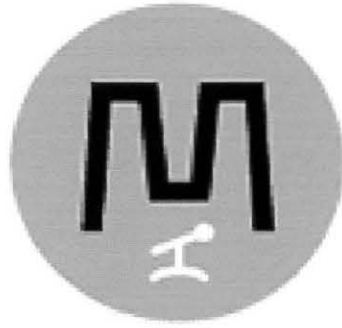
I hereby certify that this Ordinance or a summary hereof was published according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder



MURRAY
CITY COUNCIL

Mayor's Report And Questions



MURRAY
CITY COUNCIL

Adjournment