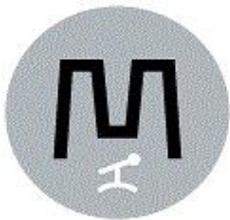




**MURRAY**  
CITY COUNCIL

**Council Meeting  
August 24, 2021**



## Murray City Municipal Council Notice of Meeting

August 24, 2021

Murray City Center

5025 South State Street, Murray, Utah 84107

### Meeting Agenda

5:15 p.m.    Committee of the Whole – Council Chambers  
Diane Turner conducting

### Approval of Minutes

Mixed-Use Workshop – June 29, 2021

### Discussion Items

1. Discussion on HB244 bond parameters – Brenda Moore (15 minutes)
2. Discussion on FY 2021-2022 Budget Amendments – Brenda Moore (15 minutes)
3. Discussion on proposed changes to police officer salaries – Craig Burnett and Mayor Camp (15 minutes)

### Announcements

### Adjournment

The public may view the Council Meeting via the live stream at [www.murraycitylive.com](http://www.murraycitylive.com) or <https://www.facebook.com/Murraycityutah/>.

6:30 p.m.    Council Meeting – Council Chambers  
Rosalba Dominguez conducting.

### Opening Ceremonies

Call to Order  
Pledge of Allegiance

### Approval of Minutes

Council Meeting – July 6, 2021  
Council Meeting – July 20, 2021

### Special Recognition

1. Murray City Council Employee of the Month, Lori Edmunds, Cultural Arts Director – Brett Hales and Kim Sorensen presenting.
2. Presentation of the Certificate of Achievement for Excellence in Financial Reporting (CAFR) to Brenda Moore. Mayor Camp presenting.

## **Citizen Comments**

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

## **Consent Agenda**

1. Consider confirmation of the Mayor's appointment of Robert Wyss to the Murray City Arts Advisory Board to fulfill the remainder of a term that will expire January 1, 2023.
2. Consider confirmation of the Mayor's appointment of Jessica Miller to the Library Board to fulfill the remainder of a term that will expire June 30, 2023.

Mayor Camp presenting.

## **Public Hearings**

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

1. Consider a resolution approving the Transportation Master Plan. Trae Stokes presenting.
2. Consider an ordinance amending sections 13.30.030, 13.30.070 and 13.30.150 of the Murray City Municipal Code relating to restricting geothermal wells in recharge areas and protection zones. Danny Astill and Cory Wells presenting.
3. Consider a resolution approving the city's application for a grant from the Edward Byrne Justice Assistance Grant Program (JAG). Craig Burnett presenting.

## **Business Items**

None scheduled.

## **Mayor's Report and Questions**

## **Adjournment**

### **NOTICE**

Supporting materials are available for inspection on the Murray City website at [www.murray.utah.gov](http://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.

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

On Friday, August 20, 2021, at 9:00 a.m., a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Murray City Center, Murray, Utah. Copies of this notice were provided for the news media in the Office of the City Recorder. A copy of this notice was posted on Murray City's internet website [www.murray.utah.gov](http://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 COUNCIL

# Committee of the Whole



MURRAY  
CITY COUNCIL

# Committee of the Whole Minutes



## MURRAY CITY MUNICIPAL COUNCIL MIXED-USE WORKSHOP

### Minutes

Tuesday, June 29, 2021

Murray City Center

5025 South State Street, Murray, Utah 84107

#### Council Members in Attendance:

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

#### Others in Attendance:

|                   |                              |                   |                                   |
|-------------------|------------------------------|-------------------|-----------------------------------|
| Blair Camp        | Mayor                        | Jennifer Kennedy  | City Council Director             |
| Jennifer Heaps    | Chief Communications Officer | Pattie Johnson    | City Council Office Admin         |
| G.L. Critchfield  | City Attorney                | Danny Astill      | Public Works Director             |
| Briant Farnsworth | Deputy Attorney              | Joey Mittelman    | Assistant Fire Chief              |
| Zach Smallwood    | CED Associate Planner        | Melinda Greenwood | CED Director                      |
| Jared Hall        | CED – Division Supervisor    | Corey Brand       | Galleria Director/Owner           |
| Chris Johnson     | TNW                          | Gary Holland      | Pointe at 53 <sup>rd</sup> /Owner |
| Christine Richman | GSBS Architects              | Murray Residents  |                                   |

Ms. Turner called the meeting to order at 2:00 p.m.

**Introduction and Overview** – Mayor Camp recapped about meetings held with Council Members six months ago to inquire about having their support of a TLUR (Temporary Land Use Regulation) moratorium, which was approved February 2, 2021. He reviewed the main reason for implementing the TLUR was to provide another option for properties in the City that were not conducive to high-density M-U (Mixed-Use) developments. He noted that the Council supported the moratorium because there were no other M-U choices at that time. He reported Ms. Greenwood and City staff worked hard to develop a new proposal, which was what they believed was a good solution for M-U developments. While devising the new M-U proposal other issues were resolved as well related to zoning ordinances.

**Discussion on M-U (Mixed-Use) Ordinances** – Ms. Greenwood reported concepts to M-U Ordinances were updated. She explained the proposal was to amend three existing M-U zones

and create two new M-U zones. Draft ordinances with the proposed text amendments would come from months of research, revisions, and code writing by staff. She noted the moratorium would expire on August 1, 2021 so her hope was to meet that deadline by moving forward with the revised proposal quickly, assuming there would be no major issues from the Council. After the workshop, staff would work to finalize a proposed ordinance and incorporate suggestions attained by the Council.

Ms. Turner asked how additional changes would be applied to new concepts moving forward. Ms. Greenwood thought staff had consolidated legitimate past concerns from the public and the Council, which came about when three proposed zone changes were questioned months ago; she felt all related issues like commercial space, buffers, diverse housing options, and density were well crafted into the updated proposal. However, if the Council had changes, they could be discussed during the public hearing.

Mr. Hall presented a power point to review new concepts and discuss the amendments. (Attachment #1) He provided reasons why M-U projects should be an option for Murray, where they should be located and how they could be implemented. A map was displayed depicting existing M-U zones located in the MCCD (Murray City Center District), TOD (Transit Oriented Development), and the M-U (Mixed-Use) categories. A detailed review of each category occurred. He noted that existing M-U zones are located near transit stations where the main goal is to revitalize these areas. A Future Land Use map from the GP (General Plan) was shared to explain that patterns of development are used as a guide to determine where future M-U projects will work best, particularly at proposed Node locations. Nodes are future concept development areas around and near regional centers, retail spots, neighborhoods, transportation, and bus station areas.

Ms. Greenwood said developers are often denied because the map does not always support proposed projects. Mr. Hall confirmed it was used as a guidepost to determine if projects would be presented to the planning commission for a rezone, which is what led them to create the following two new M-U zones:

- VMU (Village Mixed-Use) – Lower density located in localized shopping areas, further away from transit areas, and closer to Neighborhood Nodes.
- CMU (Centers Mixed-Use) – Medium to high density located at regional centers, TOD Nodes, and bus rapid transit/station areas.

The VMU and CMU zones are intended to provide residential housing to otherwise commercial area properties. New mixed-use development and redevelopment of properties in VMU and CMU zones would first require a zone change on subject properties. All mixed-use development in these zones would require a Master Site Plan review and approval by the Murray Planning Commission.

Ms. Greenwood described the VMU as more compact than the CMU, which would be a larger area. Mr. Hall reiterated both proposed uses would be implemented where commercial businesses already exist, but residential housing would be added to enhance commercial areas to help keep businesses vibrant. He said the residential component would be kept at a scale that does not have significant impact.

Mr. Cox clarified that scale meant density. Mr. Hall agreed scale refers to density, parking, and intensity overall with a good density/commercial ratio. Ms. Greenwood noted a zone change and GP amendment would be necessary for determining whether to apply a VMU or a CMU to specific areas. The zones would be used to guide conversations with developer proposals. Mr. Hall said the VMU and CMU would be most appropriate in transit corridor areas that are already developing as mixed use, like the MCCD, TOD, and

the M-U categories. So it was determined that three acres sites are most appropriate for rezones. Ms. Greenwood agreed and referred to the Node map; she said it was not their intention to change existing neighborhoods but to enhance existing commercial areas.

Ms. Dominguez commented that staff should also keep in mind that older neighborhoods do exist and should also be enhanced along with new commercial/residential projects. Because older neighborhoods have aging infrastructure, she felt it was important to enhance what the City already has in order for old and new concepts to co-exist.

Mr. Hall reviewed eight development standards for the VMU and the CMU. At least five of the eight goals must be met before future developments are considered. Ms. Greenwood confirmed any type of application would undergo scrutiny from the proposed set goals. She explained goal requirements were created from concerns about adequate buffers, connections to surrounding neighborhoods and from past dialogues about providing other housing type options.

Mr. Hall spoke about the development process for both proposed and existing zones and discussed the differences between those processes. He clarified that the proposed VMU and CMU zones would exist outside the core of the City, so a size restriction of three acres or more was established.

Ms. Dominguez affirmed the Council would need to approve zone changes from what they are now in order to consider new VMU and CMU projects. Mr. Hall confirmed after a rezone, approval of an MSP (Master Site Plan) would be required to develop a project. Applications would first be reviewed by the planning commission where the MSP Agreement containing various required components and provisions would be recognized. Ms. Dominguez asked if the MSP was similar to an MOU (Memo of Understanding). Mr. Hall agreed in the past an MOU was used, which is now referred to as an MSP and is technically the same. He explained MSP Agreements would be presented to the Council so that oversight of development would include governmental control.

Mr. Hales understood that the MSP Agreement would prevent approved VMU and CMU projects from changing during the construction phase. Ms. Greenwood stated the TLUR forced them to devise more options within the allowance for M-U projects, so staff would determine where projects are best placed throughout the City, along with density, housing type and commercial components that correlate with the agreement. She felt the MSP was responsive to the concern of having a builder construct something other than what was initially agreed upon. If approved, the VMU and the CMU would provide a total of five mixed-use options instead of just three, and the required amendments would include new VMU and CMU options.

Mr. Cox concluded that by having an MSP Agreement within a proposed VMU zone for a parcel like RC Willey, density would be reduced, and a general idea would be gained for what could be constructed, instead of the unknown. Ms. Greenwood said without an MSP, that site could see a development of 40 du/acre (dwelling units per acre), which was concerning. But with the proposed new zone options a project could be 20-35 du/acre. Mr. Cox thought the MSP Agreement was similar to a Development Agreement. Ms. Greenwood explained the thought for devising the MSP was to codify Development Agreement items and require a zone change, which was more transparent for the community than the Overlay Development Agreement previously suggested. A brief conversation followed about what is currently allowed in the TOD zone.

Mr. Hall reviewed components of the MSP Agreement, what the applicant must provide and what the MSP would govern. Required elements within the MSP were discussed. He noted that many, but not all proposed projects in the existing M-U zone would require an MSP; and the City always required commercial components as part of mixed-use projects, which would not change.

Commercial use requirements were listed related to collector and arterial roads, horizontal mixed-use, and the reduction of calculated commercial requirements allowed in the proposed VMU and CMU zones. Mr. Hall said live/work units could fill some required commercial space, but only a limited amount of the total requirement. He noted current residential density in the MCCD and TOD, which is 100 du/acre in the MCCD and unlimited in the TOD. Proposed density for the MCCD is 80 du/acre east of State Street, 100 du/acre west of State Street, and 100 du/acre in the TOD.

In the MCMU (Murray Central Mixed-Use zone) the density currently ranges from 40-100 du/acre depending on distances from the Murray Central TRAX Station. It is suggested that the current MCMU zone be divided into an MCMU-West zone that would allow 40 du/acre, and an MCMU-East allowing residential density ranging from 40 to 80 du/acre. Density development ranges from 1/8 of a mile, up to one half mile.

Ms. Martinez felt density reductions were drastic for the proposed MCMU East and West subdistricts. Mr. Hall said the walkability component was the single most important component for the use of the Murray Central Station. Mr. Cox understood densities would increase as properties are situated further from actual TRAX station platforms. Mr. Hall confirmed.

Ms. Dominguez inquired about how specific measurements for distance were determined for proposed density. Ms. Greenwood said staff carefully considered and measured the distance of several routes leading away from TRAX stations, all of which were walkable. Mr. Hall said development areas near TRAX stations are complicated because there are only two places for crossing the tracks. He said the 40 du/acre is significant and plenty of density, and roughly twice that of which is allowed in the City's highest multi-family zone. Ms. Greenwood noted the K-mart project would be 40 du/acre, and the Murray Crossing project near the Vine Street TRAX station is 68 du/acre.

Mr. Hall stressed if the proposed concepts presented were not suitable, staff needs to know soon. Ms. Greenwood reported draft versions of the ordinances were close to completion.

Ms. Dominguez said time to consider the new proposal was important to her. Ms. Greenwood said based on today's feedback staff would present the same concept to the planning commission on July 9, 2021, followed by a public hearing on July 15, 2021. The Council would learn of any changes made by the planning commission on July 20, 2021 during the Committee of the Whole meeting; and consider the final proposal tentatively that same evening during the Council Meeting.

Mayor Camp mentioned the density of the Stillwater Apartments located on 5560 South Vine Street, which was confirmed to be 30 du/acre. Mr. Hall said that since M-U developments include commercial components, he believed a 40 du/acre commercial M-U project, although larger, would not appear to be as dense residentially. He noted that base requirements for lower residential density proposed for the VMU would allow between 25-35 du/acre.

Ms. Turner asked for clarification about an affordable housing piece. Mr. Hall explained as part of property management, 15% of a VMU residential project could be reserved for tenants making 80% AMI (Average Median Income), or 10% reserved for tenants at 60% AMI.

Ms. Greenwood explained the difference between housing affordability, and affordable housing, which is regulated housing. For example, a townhome is more affordable than a single-family home, but *affordable housing* means that an entity like the Salt Lake County Housing Authority is involved to help attain below market rates for those qualified as *low income*. She said that income diverse neighborhoods cannot be regulated - but by offering different housing options, there is an opportunity to encourage *affordable housing* units at M-U developments, which cannot be required in City code.

Mr. Hales led a brief conversation about costly townhomes and twin homes not being affordable by even those not seeking affordable housing benefits. Ms. Dominguez asked how the affordable housing reserved amount of 10% to 15% was achieved for VMU projects. Mr. Hall said it was only suggested by utilizing other municipal codes related to du/acre. Ms. Martinez asked if affordable housing could be made mandatory for a portion of a project. Mr. Hall was open to the idea; however, he did not feel it was necessary because there were other options for providing affordable housing in the City. He felt everything about the updated M-U proposal would improve housing affordability but agreed it would not provide additional affordable housing.

Mr. Hall said the CMU would have similar categories and requirements to the VMU but would offer between 35-45 du/acre; he noted that 45 du/acre was significant density requiring four amenities. Ms. Greenwood confirmed residential amenities in higher density projects include things like a workout room, swimming pool, clubhouse, sports bar for social gatherings, dog parks, outdoor plaza area, and community gardens.

Mr. Hall presented information about parking allowances based on the Urban Land Institute standards, and other elements. A table was displayed related to parking requirements for studio, 1, 2 and 3-bedroom units, as well as, parking structures, off-street parking, visitor parking, reserved parking rates and parking for commercial businesses that would be included in the M-U. He described various options for residential buffering's, which focused on separating buildings, structure height, site design, landscaping, and fencing.

Ms. Greenwood said it was determined that Murray City as a society was not yet the location where citizens would choose not to drive a vehicle. Therefore, M-U developments would not be implemented to deter people from owning vehicles, and parking requirements would be carefully considered. Ms. Dominguez agreed the transition in Utah would take time and incentives would create change.

Mr. Astill commented that the impact to City public works was thoroughly vetted and staff approved of the proposed density. A discussion occurred about the reality of increased construction costs, parking needs for M-U residential projects, possible parking options, and affordability components so that people who want to live in Murray can afford to do so.

There was a discussion about block length as related to factors that impact pedestrian activity. Mr. Hall stated that public space and access would not change, however, the VMU and CMU would see more flexibility with how much of a frontage road would be taken up by the building, versus access to it.

Therefore, a curbside management plan would be required in all M-U zones for drop-off and pick-up, residential deliveries, emergency services and public transport services. The conversation continued about parking code requirements for the proposed project on 4800 South and State Street, where planning is still underway, and a parking analysis would be conducted.

Staff would present a final proposal to first the planning commission on July 15, 2021, then report back to the Council during a Committee of the Whole meeting on July 20, 2021 followed by final consideration during a public hearing at a council meeting.

**Adjournment:** 4:25 p.m.

**Pattie Johnson**  
**Council Office Administrator III**

DRAFT

# **Mixed-Use**

# **City Council Workshop**

## **June 29, 2021**

# Why Mixed-Use?



Revitalize  
Downtown

Increase  
Private Investment



## Increased Economic Viability

## Lower Infrastructure Costs



Support Good  
Business Climate

## Healthier, Walkable Places

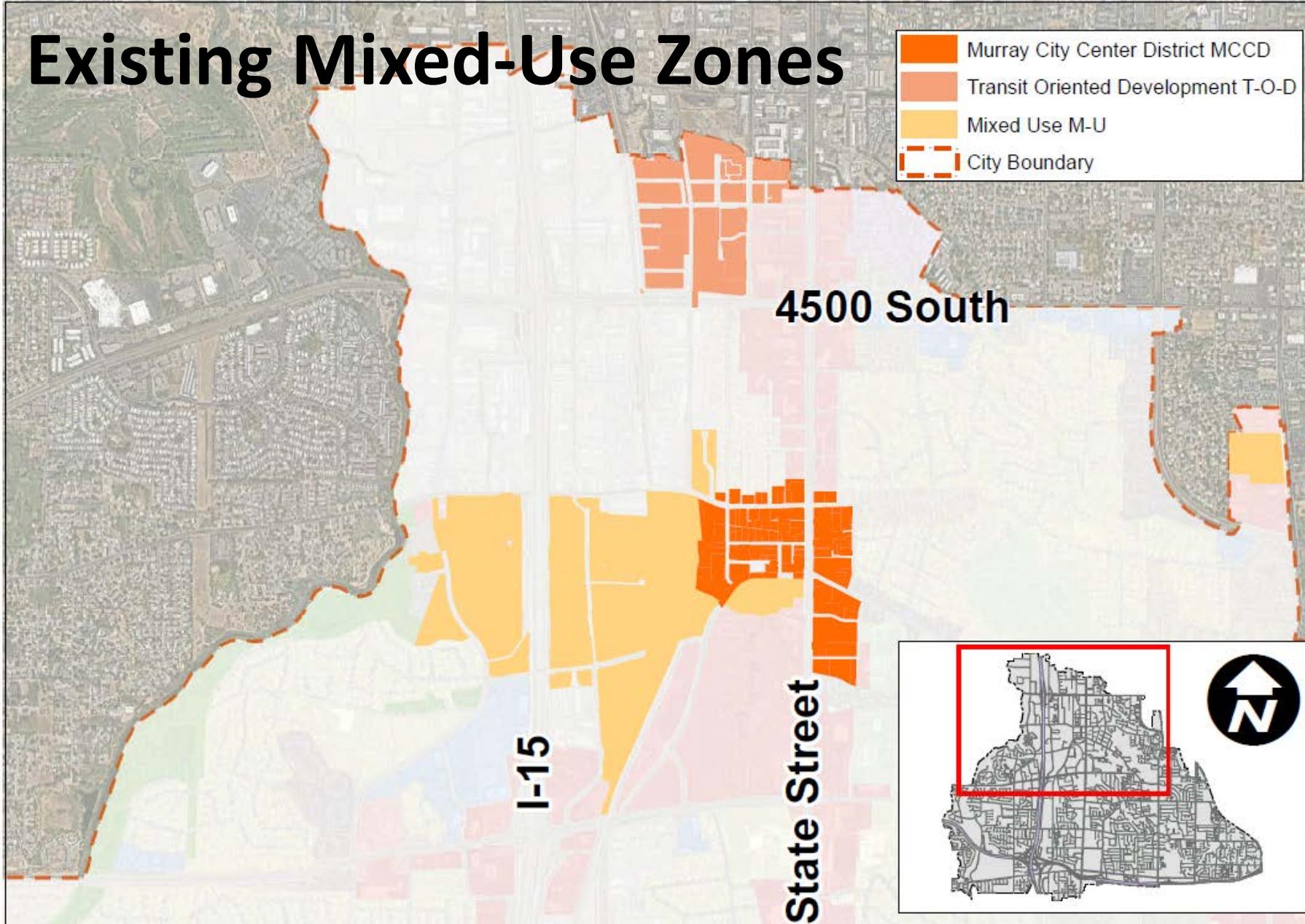
Where mixed-use zoning can be appropriately implemented, it represents a more sustainable land-use pattern that will support the surrounding area as well.

# Where?

## **Where have we – and how should we – apply mixed-use zoning?**

Mixed-use zoning represents a return to traditional land uses forms before residential and commercial uses were so strictly segregated by zoning. While “traditional” zoning that is more familiar remains useful and necessary, mixed land uses can be well-suited for the purposes that we’ve reviewed in some specific areas with special circumstances and needs.

# Existing Mixed-Use Zones

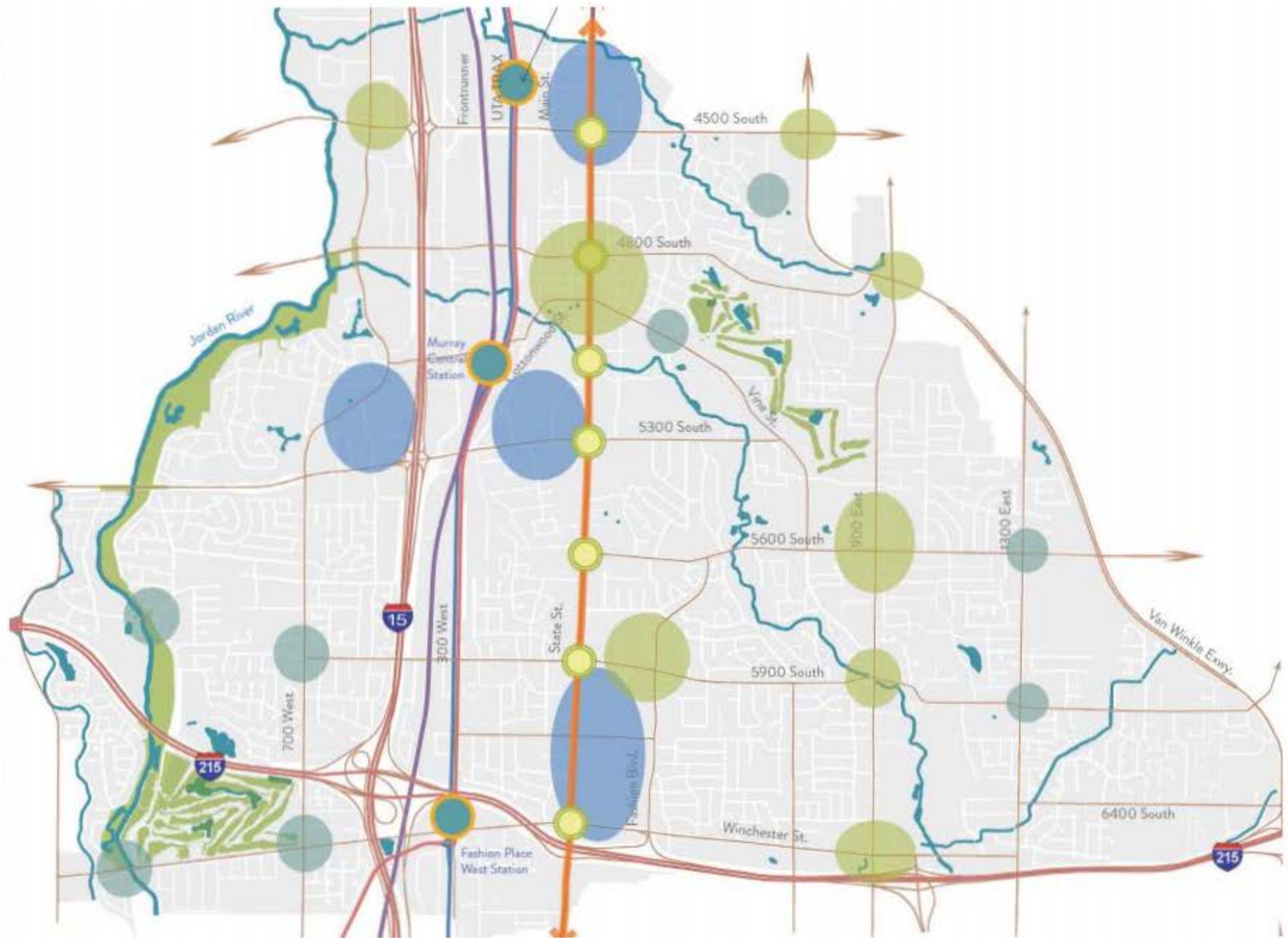


# Existing Mixed-Use Zones

**Murray City Center District, MCCD** – Murray’s downtown has been zoned for mixed-use development for some time. The downtown area has direct adjacency to both State Street (a major vehicular and transit corridor) and the nearby Murray Central Station. The clear purpose of the zoning? Revitalization.

**Mixed-Use, M-U** – The Mixed-Use Zone has been applied to a large area adjacent to and around the Murray Central Station. To eliminate confusion with other mixed-use zoning designations staff proposes renaming this zone “Murray Central Mixed Use, MCMU”. Additionally, staff has proposed dividing the MCMU into an east and west subdistrict, recognizing differences in those areas of this large zone. The clear purpose of the zoning? Revitalization of underutilized properties in this area with good, mostly direct access to a major transit hub and employment center.

**Transit Oriented Development, TOD** – The Transit Oriented Development Zone has been applied around the Murray North TRAX station in an area known as Fireclay, between Main Street and the tracks, and 4500 South and Big Cottonwood Creek at the north edge of the city. The clear goal of this zoning is to revitalize what was an under-utilized and contaminated industrial area by capitalizing on its very direct connection to the light rail.



- Regional Center
- City/Retail Center
- Neighborhood Node
- TOD Node
- BRT Station Village

# Proposed Mixed-Use Zones

## Village Mixed-Use, VMU

## Centers Mixed-Use, CMU

These zones are intended to provide opportunities for the measured, context sensitive addition of residential housing to otherwise commercial properties. Considerations for the implementation of these zones:

- Along important transit corridors, and in or around areas identified in the 2017 General Plan as Neighborhood and Community Nodes, City and Retail Centers, Regional Centers, and BRT Station Villages.
- 3-acres or more
- Currently zoned or used non-residentially
- Find that development of the property under mixed-use zoning will meet at least 5 of these goals:
  - Result in high-quality redevelopment of commercial property
  - Retain or rehabilitate the commercial use of a significant portion of the property area
  - Increase local access to commercial services for in-project residents and surrounding neighborhoods
  - Promote a greater variety of housing options within Murray neighborhoods
  - Promote opportunities for life-cycle housing, and moderate-income housing
  - Provide increased walkability on the site and result in walkable connections to surrounding neighborhoods
  - Create and contribute to a sense of place and community
  - Result in improved conditions for buffering and transition to residential uses

# Development Process

## **PROPOSED ZONES:**

CMU & VMU – New mixed-use development and redevelopment of properties in the CMU and VMU Zones would first require zone changes on the subject properties. All mixed-use development in these zones requires Master Site Plan review and approval by the Planning Commission.

## **EXISTING ZONES:**

MCCD – New development in the MCCD Zone requires a review by the Design Review Committee (DRC) and a subsequent Design Review and Approval by the Planning Commission. Horizontal Mixed-Use or projects of 3-acres or more require Master Site Plan review and approval by the Planning Commission.

TOD – New development in the TOD Zone does not currently require Planning Commission approval currently. Staff proposes to make new development, significant modifications, and redevelopment subject to Design Review and Approval by the Planning Commission.

M-U – Development in the M-U Zone requires Design Review and approval by the Planning Commission. Horizontal Mixed-Use or projects 3-acres or more require Master Site Plan review and approval by the Planning Commission

# Master Site Plan

## **Master Site Plan, Required Components:**

- Building Orientation to private streets and access, not parking lots.
- Provide a Central Feature to unify the commercial and residential.
- Buildings to form outdoor spaces linked by pedestrian walkways.
- Must be approved in conjunction with a Master Site Plan Agreement  
(formerly the Memorandum of Understanding)

## **Applicant for Master Site Plan approval MUST provide:**

- Traffic Impact Study
- Parking Analysis
- Adequate Public Utilities & Facilities Review
- Public Services Review (may be required) – Police, Fire, Parks, Schools, or other services.

# Master Site Plan Agreement

The Master Site Plan Agreement will govern:

- Phasing of the project
- Timing of improvements
- Guarantee performance on construction of critical elements
- Memorialize the requirements for development

Required Elements of the Master Site Plan Agreement:

- Allowed phasing of residential and commercial development components
- Allowed residential densities
- Required parking for all uses
- Buffering of adjacent single-family residential zones
- Adequate public facilities and services
- Establishment, maintenance, or enhancement of commercial elements

# Development Standards

Development standards in the mixed-use zones include requirements intended to guide and control aspects of the size and scale of development including residential density, required commercial spaces, parking, buffering of single-family residential development, height, and others.

# Commercial Requirement

- Commercial uses are required for all projects where they front principal streets (collectors and arterials)
- Horizontal mixed-use is allowed, but requires Master Site Plan approval
- 3-acre and larger projects require Master Site Plan approval
- Reduction of the calculated commercial requirement allowed in the VMU and MCMU-West Zones
- Live/work units can fill some required commercial, but only a limited amount of the total requirement

## LIVE/WORK



# Residential Density – MCCD, TOD, M-U

| MCCD & TOD: Allowed Residential Density, units per acre |   |           |
|---|---|-----------|
|   | MCCD  | TOD       |
| Current   | 100   | unlimited |
| Proposed  | 80, east of State Street<br>100, west of State Street | 100       |

| Murray Central Mixed Use, MCMU: Allowed Residential Density, units per acre |          |          |          |                  |
|---|----------|----------|----------|------------------|
| Distance to Murray Central Station  | 1/8 mile | 1/4 mile | 1/2 mile | >1/2 mile        |
| Current   | 100      | 100      | 80       | 50, (40 1 mile+) |
| Proposed MCMU-East  | 80       | 65       | 50       | 40               |
| Proposed MCMU-West  | 40       | 40       | 40       | 40               |

\*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum residential density is 40 units per acre.

# Residential Density - VMU

| Village Mixed-Use (VMU) Residential Density                                     |   |                                |  |
|---|---|--------------------------------|--|
|   | Open Space  | Project Amenities              | Affordable Housing   |
| <b>25</b> units per acre, base allowed density                                  | 15%   | (depends on project size)      | n/a  |
| <b>30</b> units per acre: meet the requirements for two of the three categories | 10% increase in total   | 2 additional project amenities | 15% reserved for tenants at <80% AMI (area median income)                    |
| <b>35</b> units per acre: meet the requirements for two of the three categories | 10% increase in total with public availability of 25% of the total, or:<br><br>20% increase in total area | 4 additional project amenities | 15% reserved for tenants at <80% AMI<br>10% reserved for tenants at <60% AMI |

# Residential Density - CMU

| Centers Mixed-Use (CMU) Residential Density                                     |   |                                |  |                               |
|---|---|--------------------------------|--|-------------------------------|
|   | Open Space  | Project Amenities              | Affordable Housing   | Required Commercial Space     |
| <b>35</b> units per acre, base allowed density                                  | 15% of project site   | *per code                      | n/a  | *per code                     |
| <b>40</b> units per acre: meet the requirements for two of the three categories | 10% increase in total   | 2 additional project amenities | 15% reserved for tenants at <80% AMI (area median income)                    | 15% above required commercial |
| <b>45</b> units per acre: meet the requirements for two of the three categories | 10% increase in total with public availability of 25% of the total, or:<br><br>20% increase in total area | 4 additional project amenities | 15% reserved for tenants at <80% AMI<br>10% reserved for tenants at <60% AMI | 30% above required commercial |

# Residential Density



Project amenities are always important, but become vital in higher-density, mixed-use developments. Amenities will be required in each project based upon the number of units and overall size of the project. In the VMU and CMU Zone, the addition of un-required project amenities can be tied to increases in the residential density allowed.

# Parking

Residential Parking based on:

- Urban Land Institute standards for mixed-use residential
- Assumes “unbundled” parking – not generally reserved for one type of use.
- Off-street requirement
- Promotes the use of structures that are accessible to the uses, connected and signed pedestrian routes, etc.
- Number of bedroom units
- Incorporates a parking “buffer” in the per unit requirement (think guests, limited cross parking at peak use times, etc.)

Commercial Parking based on:

- Urban Land Institute standards for mixed-use commercial
- Assumes “unbundled” parking



# Parking

## RESIDENTIAL PARKING

|           | Studio | 1-bed | 2-bed | 3-bed + |
|-----------|--------|-------|-------|---------|
| MCCD      | 1      | 1.05  | 1.5   | 2.5     |
| TOD       | 1      | 1.05  | 1.5   | 2.5     |
| MCMU-East | 1      | 1.25  | 1.5   | 2.5     |
| MCMU-West | 1.25   | 1.5   | 2.15  | 2.65    |
| VMU       | 1.25   | 1.5   | 2.15  | 2.65    |
| CMU       | 1.15   | 1.5   | 1.85  | 2.5     |

| ULI Parking Rates (reserved residential) |      |
|--|------|
| Studio                                   | .85  |
| 1-bed                                    | .90  |
| 2-bed                                    | 1.65 |
| 3-bed                                    | 2.5  |
| Visitor per unit                         | .15  |

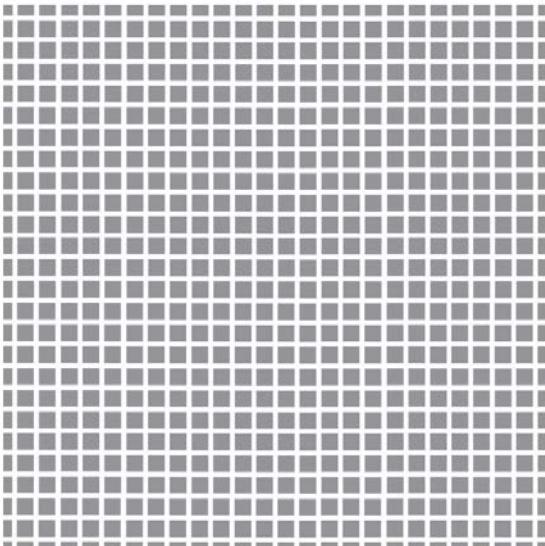
# Residential Buffering

The focus is on building separations, height, and site design as well as landscaping and fences.

- Separation – buildings in the project must be separated from the property line shared with single-family zoning by project amenities, interior accesses, surface parking, or open space areas *in addition* to the traditional 10' landscape buffer and solid fence. The landscaping buffer must contain 2" caliper trees (at planting) 30' on center.
- Site Design – Buildings located directly adjacent to the required buffer may not contain more than 8 attached units and must represent the lowest density units in the project.
- Height – Structures within 100' of a single-family residential zone are limited to 35' and 2 stories. Rooftop patios and gardens are not allowed within 100' of residential zone boundaries.

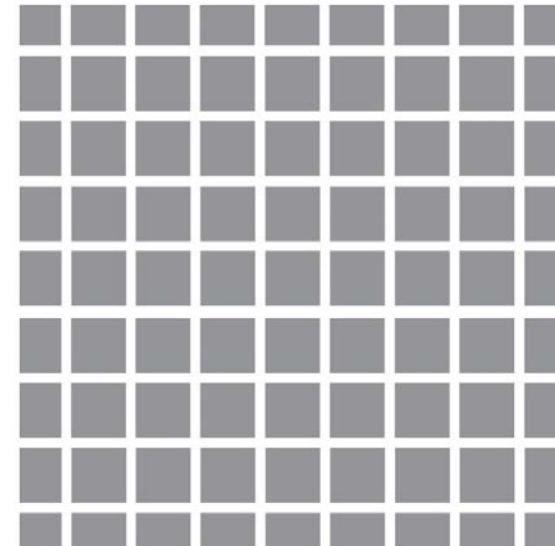
# Block Length

There is no single factor that impacts pedestrian activity in any given area more than block length.



Portland, OR

Block Size: 200 ft

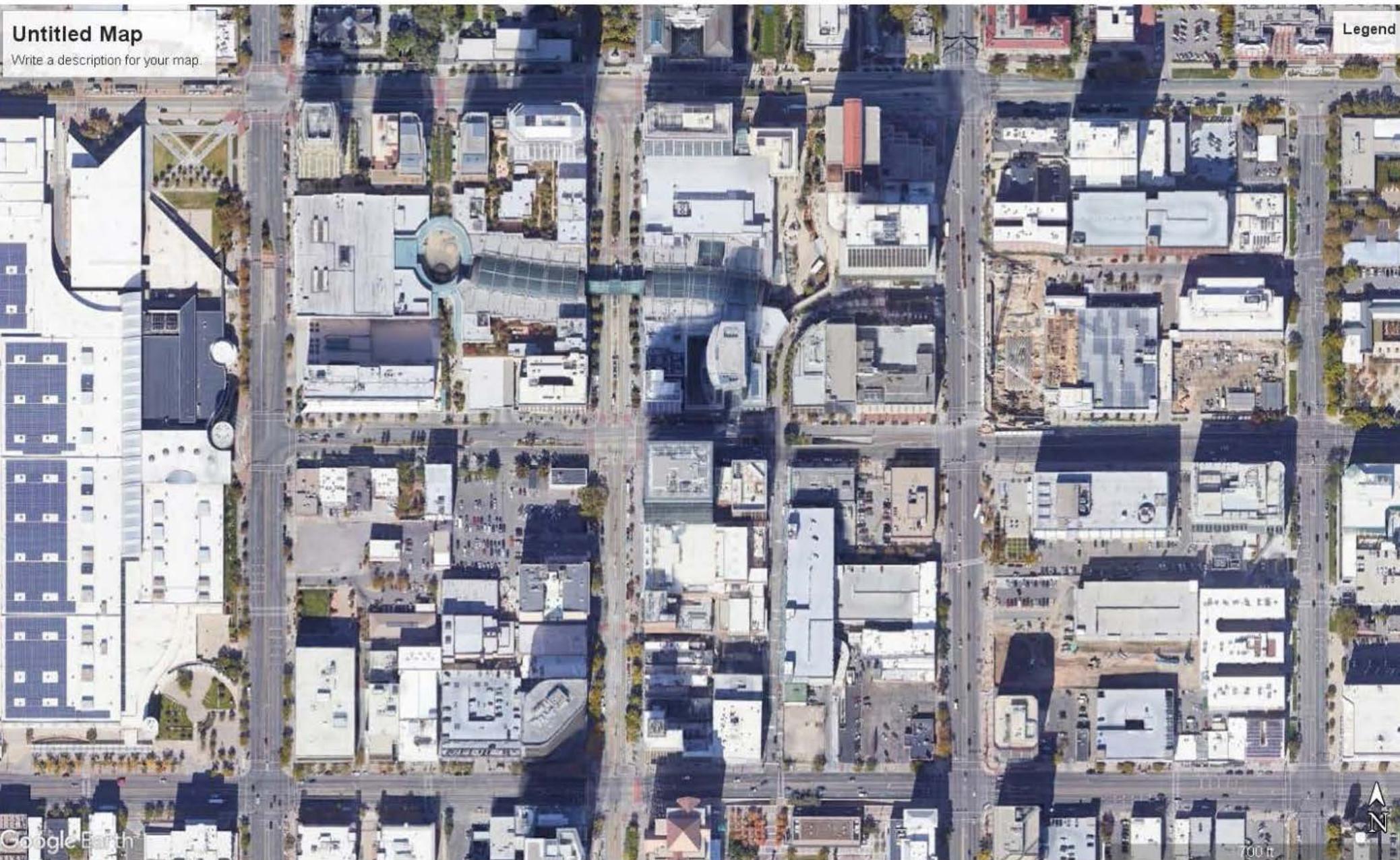


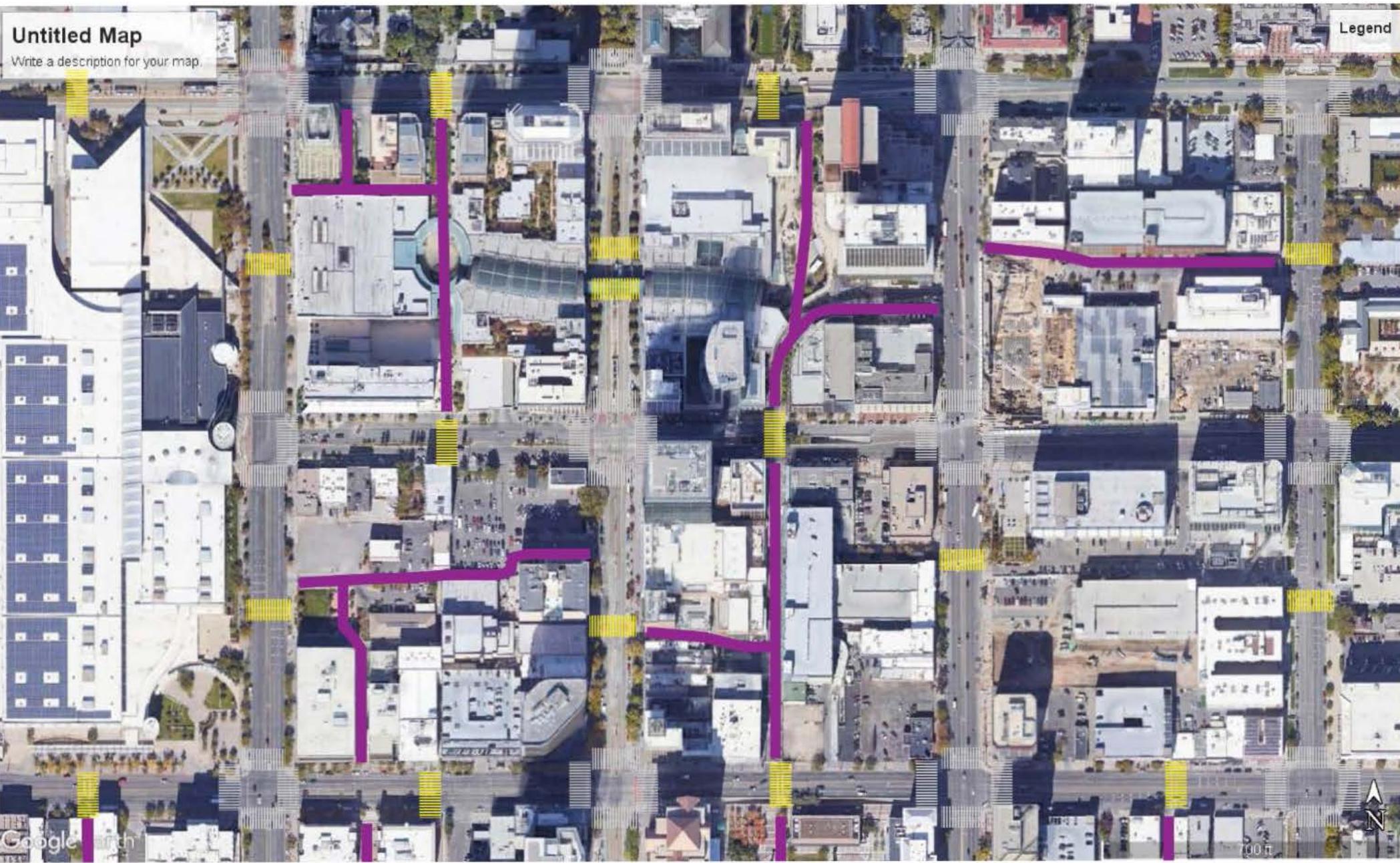
Salt Lake City, UT

Block Size: 660 ft

Proposed changes and new zones encourage effective block lengths in new development of no more than 300', and no buildings without a physical break intended for pedestrians, vehicles, or both.

Blocks can be “broken” by intersections with interior accesses or public streets, pedestrian pathways and alleys, or midblock pedestrian crossings.

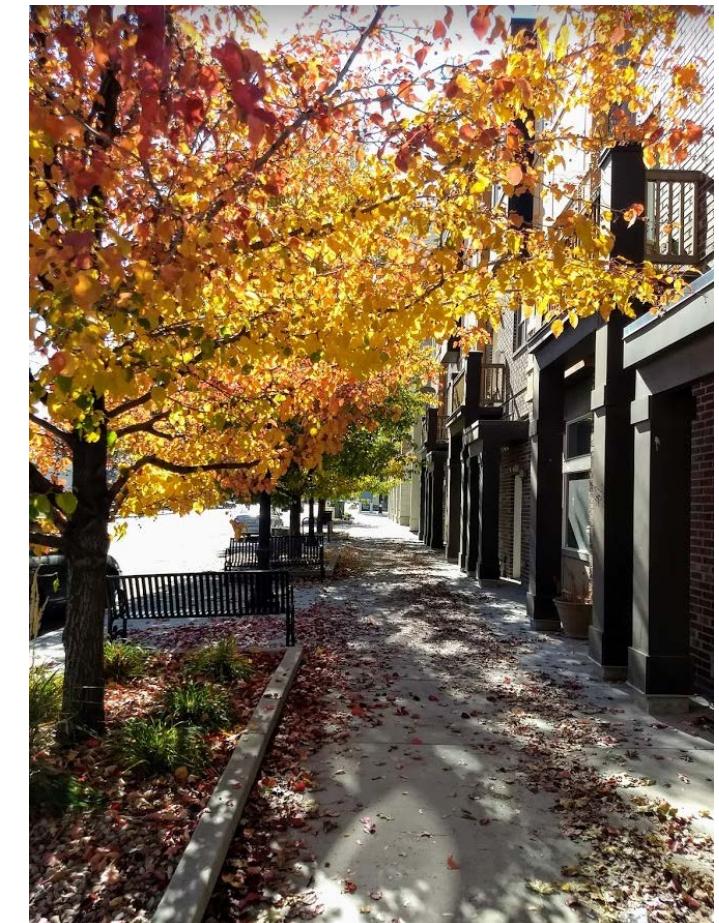






# Public Space & Access Improvements

- Maintained standard requiring wide sidewalks, street furniture, and street trees.
- More flexibility for CMU and VMU redevelopment projects in a structures distance from the street
- Curbside Management Plans will be required for new development in all mixed-use zones to provide consideration for commercial and residential delivery, drop-off and pick-up, emergency services, public transportation and micro-transit.





MURRAY  
CITY COUNCIL

# Discussion Items



MURRAY  
CITY COUNCIL

# Discussion Item #1



**MURRAY**

# Finance & Administration

## Bond Issuance discussion

### Council Action Request

**Committee of the Whole**

Meeting Date: August 24, 2021

|  |   |
|--|---|
| <b>Department</b><br>Director<br>Brenda Moore  | <b>Purpose of Proposal</b><br>Discussion of bond parameters.  |
| <b>Phone #</b><br>801-264-2513   | <b>Action Requested</b><br>None   |
| <b>Presenters</b><br>Brenda Moore  | <b>Attachments</b><br>Preliminary draft of resolution, potential project list   |
| <b>Required Time for Presentation</b><br>15 Minutes  | <b>Budget Impact</b><br>There will need to be a budget amendment to receive and allocate funds after the bonds are sold.  |
| <b>Is This Time Sensitive</b><br>No  | <b>Description of this Item</b><br>HB244 allocated \$500,000 a year, for 15 years, to Murray City for street/transportation projects. It is proposed that the city issue bonds using this allocation to fund the payment. There are several street projects needed with estimated costs exceeding \$500,000. With materials and labor costs rising and interest rates at record lows, it is fiscally prudent to bond instead of saving multiple years of allocations to finance these projects. |
| <b>Mayor's Approval</b><br> | The interest rate will be lower if the city pledges sales tax receipts rather than the HB244 allocation, so the bonds will be sales tax bonds. The bonds will be designed to keep the yearly payments slightly below \$500,000.   |
| <b>Date</b><br>August 10, 2021   |   |

## **Continued from Page 1:**

The bond parameters summary:

Principal Amount : \$6,750,000

Maturity in Years: 16 years

Sales Price: 98% (meaning you won't discount more than 2%)

Interest Rate: 5.%

Designated Officer: Mayor and Finance & Administration Director

The interest rate stated above would be the coupon rate on the bonds. The investors will most likely pay a premium and the true interest cost should be below 2%. The bonds will be sold either as a private placement or public sale, whichever provides the city with the best terms.

The Mayor and the Finance & Administration Director would be authorized to execute the contracts, and agreements necessary to issue the road project bonds at any level below the bond parameters listed above.

The city is using Stifel, Nicolaus & Company, Inc as financial advisors and Gilmore and Bell as bond counsel on this debt issuance project.

| <b>2022 - 2026 Street Project Bond List</b> |  | as of 8/4/2021      |
|---|--|---------------------|
| 1   | 4125 South Commerce - New girders & Bridge Deck          | \$750,000           |
| 2   | Commerce Dr Overlay - 5300 South to 5900 South           | \$600,000           |
| 3   | Commerce Dr Overlay - 4500 South to North City Limit     | \$400,000           |
| 4   | Commerce Dr Overlay - 4500 South to 4800 South           | \$450,000           |
| 5   | 500 West Overlay - 4800 South to North City Limit        | \$1,000,000         |
| 6   | Murray Blvd. Overlay - 4800 South to 5300 South          | \$1,000,000         |
| 7   | 4800 South Overlay - UP to State Street                  | \$300,000           |
| 8   | 5600 South Overlay - 1300 East to Van Winkle             | \$500,000           |
| 9   | Fashion Blvd Overlay - 5600 South to Winchester          | \$800,000           |
| 10  | Vine Street Overlay - State Street to 900 East           | \$1,400,000         |
| 11  | Vine Street Overlay - Murray Blvd to State Street        | \$600,000           |
| 12  | Cottonwood & Woodrow Overlay - 5300 South to Vine Street | \$550,000           |
| 13  | Winchester Overlay - 300 West to State Street            | \$450,000           |
| 14  | Winchester Overlay - 1300 West to 700 West               | \$650,000           |
| 15  | Winchester Curb & Gutter, Sidewalk & SD - JR to 700 West | \$275,000           |
| 16  | Winchester Pedestrian Bridge - JR                        | \$300,000           |
| <b>TOTAL</b>                                |  | <b>\$10,025,000</b> |
| <b>TOTAL OF PRIORITY PROJECTS</b>           |  | <b>\$6,250,000</b>  |

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE MUNICIPAL COUNCIL OF MURRAY CITY, UTAH (THE “CITY”), AUTHORIZING THE ISSUANCE AND SALE OF NOT MORE THAN \$6,750,000 AGGREGATE PRINCIPAL AMOUNT OF SALES TAX REVENUE BONDS, SERIES 2021 (THE “SERIES 2021 BONDS”); FIXING THE MAXIMUM AGGREGATE PRINCIPAL AMOUNT OF THE SERIES 2021 BONDS, THE MAXIMUM NUMBER OF YEARS OVER WHICH THE SERIES 2021 BONDS MAY MATURE, THE MAXIMUM INTEREST RATE WHICH THE SERIES 2021 BONDS MAY BEAR, AND THE MAXIMUM DISCOUNT FROM PAR AT WHICH THE SERIES 2021 BONDS MAY BE SOLD; DELEGATING TO CERTAIN OFFICERS OF THE CITY THE AUTHORITY TO APPROVE THE FINAL TERMS AND PROVISIONS OF THE SERIES 2021 BONDS WITHIN THE PARAMETERS SET FORTH HEREIN; PROVIDING FOR THE PUBLICATION OF A NOTICE OF PUBLIC HEARING AND BONDS TO BE ISSUED; PROVIDING FOR THE RUNNING OF A CONTEST PERIOD AND SETTING OF A PUBLIC HEARING DATE; AUTHORIZING AND APPROVING A SUPPLEMENTAL INDENTURE, A BOND PURCHASE AGREEMENT, AND OTHER DOCUMENTS REQUIRED IN CONNECTION THEREWITH; AUTHORIZING THE TAKING OF ALL OTHER ACTIONS NECESSARY TO THE CONSUMMATION OF THE TRANSACTIONS CONTEMPLATED BY THIS RESOLUTION; AND RELATED MATTERS.

WHEREAS, the Municipal Council (the “Council”) of the City desires to finance public transportation and road improvements and other related improvements (the “Project”); and

WHEREAS, to accomplish the purposes set forth in the preceding recital, and subject to the limitations set forth herein, the City desires to issue the Series 2021 Bonds (to be issued from time to time as one or more series and with such other series or title designation(s) as may be determined by the City), pursuant to (a) the Local Government Bonding Act, Title 11, Chapter 14, Utah Code Annotated 1953, as amended (the “Act”), (b) this Resolution, and (c) the General Indenture of Trust, dated as of April 1, 2002 (the “General Indenture”), as previously supplemented, and as further supplemented by a Supplemental Indenture to be entered into in connection with the Series 2021 Bonds (the “Supplemental Indenture” and together with the General Indenture, the “Indenture”), with such Indenture in substantially the form attached hereto as Exhibit B; and

WHEREAS, pursuant to the provisions of the Act, the City has the authority to finance improvements, facilities or property that the City is authorized by law to acquire, improve or extend; and

WHEREAS, the Act provides that prior to issuing bonds, an issuing entity must (a) give notice of its intent to issue such bonds and (b) hold a public hearing to receive input

from the public with respect to (i) the issuance of the bonds and (ii) the potential economic impact that the improvement, facility or property for which the bonds pay all or part of the cost will have on the private sector; and

WHEREAS, the City desires to call a public hearing for these purposes and to publish a notice of such hearing with respect to the Series 2021 Bonds, including a notice of bonds to be issued, in compliance with the Act; and

WHEREAS, there has been presented to the Council at this meeting a form of a bond purchase agreement (the “Bond Purchase Agreement”), in substantially the form attached hereto as Exhibit C, to be entered into between the City and the underwriter or the purchaser (the “Underwriter/Purchaser”) selected by the City; and

WHEREAS, in order to allow the Underwriter/Purchaser (with the consultation and approval of Stifel, Nicolaus & Company, Incorporated, acting as the City’s municipal advisor (the “Municipal Advisor”)) flexibility in setting the pricing date of the Series 2021 Bonds to optimize debt service costs to the City, the Council desires to grant to any one of the Mayor (including his/her designee or any Mayor pro tem) or the Finance Director of the City (the “Designated Officer”) the authority to (a) determine whether all or a portion of the Series 2021 Bonds should be sold pursuant to a private placement or a public offering (including via a negotiated underwriting or public bid); (b) approve the principal amounts, interest rates, terms, pledged revenues, maturities, redemption features, and purchase price at which the Series 2021 Bonds shall be sold; and (c) make any changes with respect thereto from those terms which were before the Council at the time of adoption of this Resolution, provided such terms do not exceed the parameters set forth for such terms in this Resolution (the “Parameters”);

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

Section 1. For the purpose of (a) financing the Project, (b) funding a deposit to a debt service reserve fund, if desirable and (c) paying costs of issuance of the Series 2021 Bonds, the City hereby authorizes the issuance of a series of bonds which shall be designated “Murray City, Utah Sales Tax Revenue Bonds, Series 2021” (to be issued from time to time as one or more series and with such other series or title designation(s) as may be determined by the City) in the aggregate principal amount of not to exceed \$6,750,000. The Series 2021 Bonds shall mature in not more than sixteen (16) years from their date or dates, shall be sold at a price not less than ninety-eight percent (98%) of the total principal amount thereof, shall bear interest at a rate or rates of not to exceed five percent (5.0%) per annum, as shall be approved by the Designated Officer, all within the Parameters set forth herein.

Section 2. The Designated Officer is hereby authorized to specify and agree as to the method of sale, the final principal amounts, terms, pledged revenues, discounts, maturities, interest rates, redemption features, and purchase price with respect to the Series 2021 Bonds for and on behalf of the City, provided that such terms are within the Parameters set by this Resolution. The Designated Officer is hereby authorized to select the Underwriter/Purchaser for the Series 2021 Bonds. The selection of the method of sale

via a private placement, negotiated underwriting, or competitive sale, the selection of the Underwriter/Purchaser and the determination of the final terms and redemption provisions for the Series 2021 Bonds by the Designated Officer shall be evidenced by the execution of the Bond Purchase Agreement, if the Series 2021 Bonds are sold at a private or negotiated underwriting sale, in substantially the form attached hereto as Exhibit C.

Section 3. The Indenture and the Bond Purchase Agreement, in substantially the forms presented to this meeting and attached hereto as Exhibits B and C, respectively, are hereby authorized, approved, and confirmed. The Mayor and City Recorder are hereby authorized to execute and deliver the Supplemental Indenture and the Bond Purchase Agreement in substantially the forms and with substantially the content as the forms presented at this meeting for and on behalf of the City, with final terms as may be established by the Designated Officer within the Parameters set forth herein, and with such alterations, changes or additions as may be necessary or as may be authorized by Section 4 hereof.

Section 4. The Mayor or other Designated Officer or other appropriate officials of the City are authorized to make any alterations, changes or additions to the Indenture, the Series 2021 Bonds, the Bond Purchase Agreement or any other document herein authorized and approved which may be necessary to conform the same to the final terms of the Series 2021 Bonds (within the Parameters), to correct errors or omissions therein, to complete the same, to remove ambiguities therefrom, or to conform the same to other provisions of said instruments, to the provisions of this Resolution or any resolution adopted by the Council or the provisions of the laws of the State of Utah or the United States.

Section 5. The form, terms, and provisions of the Series 2021 Bonds and the provisions for the signatures, authentication, payment, registration, transfer, exchange, redemption, and number shall be as set forth in the Indenture. The Mayor and the City Recorder (or any deputy City Recorder, collectively, the “City Recorder”) are hereby authorized and directed to execute and seal the Series 2021 Bonds and to deliver said Series 2021 Bonds to the Trustee for authentication. The signatures of the Mayor and the City Recorder may be by facsimile or manual execution.

Section 6. The Mayor or other Designated Officer or other appropriate officials of the City are hereby authorized and directed to execute and deliver to the Trustee the written order of the City for authentication and delivery of the Series 2021 Bonds in accordance with the provisions of the Indenture.

Section 7. Upon their issuance, the Series 2021 Bonds will constitute special limited obligations of the City payable solely from and to the extent of the sources set forth in the Series 2021 Bonds and the Indenture. No provision of this Resolution, the Indenture, the Series 2021 Bonds, or any other instrument, shall be construed as creating a general obligation of the City, or of creating a general obligation of the State of Utah or any political subdivision thereof, or as incurring or creating a charge upon the general credit of the City or its taxing powers.

Section 8. The Mayor or other Designated Officer and other appropriate officials of the City, and each of them, are hereby authorized and directed to execute and deliver for and on behalf of the City any or all additional certificates, documents and other papers and to perform all other acts they may deem necessary or appropriate in order to implement and carry out the matters authorized in this Resolution and the documents authorized and approved herein.

Section 9. After the Series 2021 Bonds are delivered by the Trustee to the Underwriter/Purchaser and upon receipt of payment therefor, this Resolution shall be and remain irrepealable until the principal of, premium, if any, and interest on the Series 2021 Bonds are deemed to have been duly discharged in accordance with the terms and provisions of the Indenture.

Section 10. The City shall hold a public hearing on October 5, 2021 to comply with the Act and to receive input from the public with respect to (a) the issuance of the Series 2021 Bonds, and (b) the potential economic impact that the improvements to be financed with the proceeds of the Series 2021 Bonds will have on the private sector, which hearing date shall not be less than fourteen (14) days after notice of the public hearing is published and such publication shall be made (i) once in the Deseret News, a newspaper of general circulation in the City, (ii) on the Utah Public Notice Website created under Section 63F-1-701, Utah Code Annotated 1953, as amended, and (iii) on the Utah Legal Notices website ([www.utahlegals.com](http://www.utahlegals.com)) created under Section 45-1-101, Utah Code Annotated 1953, as amended. The City Recorder shall cause a copy of this Resolution (together with all exhibits hereto) to be kept on file in the City offices, for public examination during the regular business hours of the City until at least thirty (30) days from and after the date of the newspaper publication thereof. The City directs its officers and staff to publish a "Notice of Public Hearing and Bonds to be Issued" in substantially the following form:

## NOTICE OF PUBLIC HEARING AND BONDS TO BE ISSUED

NOTICE IS HEREBY GIVEN pursuant to the provisions of the Local Government Bonding Act, Title 11, Chapter 14, Utah Code Annotated 1953, as amended (the “Act”), that on September 7, 2021, the Municipal Council (the “Council”) of Murray City, Utah (the “City”), adopted a resolution (the “Resolution”) in which it authorized the issuance of the City’s Sales Tax Revenue Bonds, Series 2021 (the “Series 2021 Bonds”) (to be issued in one or more series and with such other series or title designation(s) as may be determined by the City), and called a public hearing to receive input from the public.

### TIME, PLACE, LOCATION AND PURPOSE OF PUBLIC HEARING

The City shall hold a public hearing on October 5, 2021, at the hour of 6:30 p.m. at 5025 South State Street, Murray City, Utah. The purpose of the hearing is to receive input from the public with respect to (a) the issuance of the Series 2021 Bonds for the Project described herein and (b) any potential economic impact that the public infrastructure to be financed with the proceeds of the Series 2021 Bonds may have on the private sector. All members of the public are invited to attend and participate.

### PURPOSE FOR ISSUING THE SERIES 2021 BONDS

The Series 2021 Bonds will be issued for the purpose of (a) financing public transportation and road improvements and other related improvements (the “Project”), (b) funding any debt service reserve funds, as desirable and (c) paying costs of issuance of the Series 2021 Bonds.

### PARAMETERS OF THE SERIES 2021 BONDS

The City intends to issue the Series 2021 Bonds in the aggregate principal amount of not more than Six Million Seven Hundred Fifty Thousand Dollars (\$6,750,000), to mature in not more than sixteen (16) years from their date or dates, to be sold at a price not less than ninety-eight percent (98%) of the total principal amount thereof and bearing interest at a rate or rates not to exceed five percent (5.0%) per annum. The Series 2021 Bonds are to be issued and sold by the City pursuant to the Resolution and a General Indenture of Trust and a Supplemental Indenture to be entered into in connection with the Series 2021 Bonds (together, the “Indenture”) which were before the Council in substantially final form at the time of the adoption of the Resolution and said Supplemental Indenture is to be executed by the City in such form and with such changes thereto as shall be approved by the City; provided that the principal amount, interest rate or rates, maturity, and discount of the Series 2021 Bonds will not exceed the maximums set forth above. The City reserves the right to not issue the Series 2021 Bonds for any reason and at any time up to the issuance of the Series 2021 Bonds.

### REVENUES PROPOSED TO BE PLEDGED

The City proposes to pledge all or a portion of (i) the local sales and use tax revenues received by the City pursuant to the Local Sales and Use Tax Act, Title 59, Chapter 12, Part 2 of the Utah Code Annotated 1953, as amended and (ii) the revenues received by the City from the County of the First Class Highway Projects Fund pursuant

to Section 72-2-121, Utah Code Annotated 1953, as amended, for payment of the Series 2021 Bonds (collectively, the “Revenues”).

### OUTSTANDING BONDS SECURED BY REVENUES

The City currently has \$10,555,000 of parity bonds outstanding secured by the Revenues.

### OTHER OUTSTANDING BONDS OF THE CITY

Additional information regarding the City’s outstanding bonds may be found in the City’s financial report (the “Financial Report”) at: <http://secure.utah.gov/auditor-search/>. For additional information, including any information more recent than as of the date of the Financial Report, please contact Brenda Moore, Finance and Administration Director at (801) 264-2513.

### TOTAL ESTIMATED COST OF SERIES 2021 BONDS

Based on the City’s current plan of finance and a current estimate of interest rates, the total principal and interest cost of the Series 2021 Bonds, if held until maturity, is \$7,531,600.

A copy of the Resolution and the Indenture are on file in the office of the City Recorder at 5025 South State Street, Murray City, Utah, where they may be examined during regular business hours of the City Recorder from 8:00 a.m. to 5:00 p.m. Monday through Friday, for a period of at least thirty (30) days from and after the date of publication of this notice.

NOTICE IS FURTHER GIVEN that a period of thirty (30) days from and after the date of the publication of this notice is provided by law during which (i) any person in interest shall have the right to contest the legality of the Resolution, the Indenture (only as it pertains to the Series 2021 Bonds), or the Series 2021 Bonds, or any provision made for the security and payment of the Series 2021 Bonds, and that after such time, no one shall have any cause of action to contest the regularity, formality, or legality thereof for any cause whatsoever and (ii) registered voters within Murray City, Utah may sign a written petition requesting an election to authorize the issuance of the Series 2021 Bonds. If written petitions which have been signed by at least 20% of the registered voters of Murray City, Utah are filed with the City during said 30-day period, the City shall be required to hold an election to obtain voter authorization prior to the issuance of the Series 2021 Bonds. If fewer than 20% of the registered voters of Murray City, Utah file a written petition during said 30-day period, the City may proceed to issue the Series 2021 Bonds without an election.

DATED this September 7, 2021.

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/s/ Brooke Smith  
City Recorder

Section 11. The City hereby reserves the right to opt not to issue the Series 2021 Bonds for any reason, including without limitation, consideration of the opinions expressed at the public hearing.

Section 12. The City hereby declares its intention and reasonable expectation to use proceeds of tax-exempt bonds to reimburse itself for initial expenditures for costs of the Project. The Series 2021 Bonds are to be issued, and the reimbursements made, by the later of 18-months after the payment of the costs or after the Project is placed in service, but in any event, no later than three years after the date the original expenditure was paid. The maximum principal amount of the Series 2021 Bonds which will be issued to finance the reimbursed costs of the Project is not expected to exceed \$6,750,000.

Section 13. All resolutions or parts thereof in conflict herewith are, to the extent of such conflict, hereby repealed and this Resolution shall be in full force and effect immediately upon its approval and adoption.

APPROVED AND ADOPTED this September 7, 2021.

(SEAL)

By: \_\_\_\_\_  
Mayor

ATTEST:

By: \_\_\_\_\_  
City Recorder

(Other business not pertinent to the foregoing appears in the minutes of the meeting.)

Upon the conclusion of all business on the Agenda, the meeting was adjourned.

(SEAL)

By: \_\_\_\_\_  
Mayor

ATTEST:

By: \_\_\_\_\_  
City Recorder

**EXHIBIT A**

**CERTIFICATE OF RESOLUTION OF MUNICIPAL COUNCIL**

(attach Proof of Publication of  
Notice of Public Hearing and Bonds to be Issued)

**EXHIBIT B**  
**FORM OF INDENTURE**

**EXHIBIT C**  
**FORM OF BOND PURCHASE AGREEMENT**



MURRAY  
CITY COUNCIL

# Discussion Item #2



**MURRAY**

# Finance & Administration

## FY 2021-2022 Budget Amendment

### Council Action Request

**Committee of the Whole**

Meeting Date: August 24, 2021

|  |  |
|--|--|
| <b>Department Director</b><br>Brenda Moore   | <b>Purpose of Proposal</b><br>Amend the FY 2021-2022 budget  |
| <b>Phone #</b><br>801-264-2513   | <b>Action Requested</b><br>Discussion  |
| <b>Presenters</b><br>Brenda Moore  | <b>Attachments</b><br>Memo outlining changes to the budget   |
| <b>Required Time for Presentation</b><br>15 Minutes  | <b>Budget Impact</b><br>Budget Amendment   |
| <b>Is This Time Sensitive</b><br>Yes   | <b>Description of this Item</b><br>This is the annual roll forward of projects and specific items from the FY2021 budget to FY2022, along with new grant receipts and insurance adjustments due to open enrollment changes. There are several items outlined in the attached memo. |
| <b>Mayor's Approval</b><br> | Some of the projects and amounts in the attached memo will likely change between now and the September 7 public hearing. Invoices are still coming in for work performed in FY2021, which need to be paid prior to rolling forward the funds.                                      |
| <b>Date</b><br>August 10, 2021   |  |



---

TO: Murray City Municipal Council  
From: Brenda Moore, Finance & Administration Director  
Date: August 10, 2021  
Re: Fiscal Year 2022 Budget Opening – Committee of the Whole

A budget opening public hearing has been scheduled for September 7. The opening will request funds and budget adjustments for the following purposes:

- Projects in-progress at FY 2021 Year-end (CIP annual roll-forward)
- Receive and allocate several grant awards
- Reconcile changes in wages and benefits due to health insurance open enrollment changes.

The city is still receiving and paying invoices for work performed in fiscal 2021. The amounts below may change.

**Grants Received/rolled forward (All General Fund unless indicated otherwise)**

1. Appropriate \$1,833 Jimmy Johns sponsorship money not spent by the Park Center for recreation programs.
2. Receive FY2022 \$250 donation and roll \$500 from FY2021 donations to Park Center.
3. Appropriate \$696 beard donation money not spent by the victim advocates.
4. Receive and appropriate \$30,551 VOCA grant.
5. Receive and appropriate a \$32,824 US Department of Justice (JAG) grant.
6. In the Library Fund, receive and appropriate \$12,000 Utah State Department of Cultural and Community Engagement ARPA physical collection support grant.

**Revenue-Expense Neutral**

7. In General Fund reallocate insurance expenditures among departments due to open enrollment.

**From Reserves**

8. Appropriate insurance changes due to open enrollment from reserves: Risk Fund \$397. Water Fund total is \$4,769.

**Rollover Projects from FY21 to FY22 – All from reserves**

**General Fund Class C**

9. Vine St., 1300 E. to Van Winkle matching funds \$123,227
10. College Drive & 5300 S Intersection – matching funds \$85,037
11. Various sealer projects \$30,000
12. Century Drive and other street overlays \$371,000

**Enterprise Funds**

13. Water Fund – F250 pickup truck on order \$50,470
14. Water Fund – Walden/Whitmore & 9<sup>th</sup> E. wells \$589,237

- 15. Wastewater Fund – Infrastructure line project \$400,000
- 16. Storm Water Fund – Walden Meadow to Jordan River \$623,861
- 17. Murray Parkway Golf Course – golf carts on order \$379,775
- 18. Central Garage – electric vehicle pusher \$5,788
- 19. Power Fund
  - a. Downtown undergrounding project \$98,108
  - b. Two F550 4X4 48' bucket trucks, one personnel only, one with a material handling jib \$306,420

**Capital Improvement Projects Fund – total moved forward \$5,185,094**

- 20. Clean energy vehicle/equipment \$27,995
- 21. Court equipment replacement plan \$19,110
- 22. Non departmental city hall equipment replacement plan \$30,000
- 23. Cell tower land purchase \$100,000
- 24. Police equipment replacement plan \$303,257
- 25. Fire equipment replacement plan \$494,942
- 26. Parks
  - a. Parks maintenance \$47,690
  - b. Parks parking lot repairs \$160,000
  - c. Parks equipment replacement program \$42,612
  - d. Park Center equipment replacement plan \$2,251
  - e. Recreation equipment replacement plan
    - i. Breakaway basketball hoops Park Center \$5,000
    - ii. Install adjustable hoops north side Park Center \$8,000
    - iii. Replace scoreboard at Christ Lutheran church \$6,000 (used for recreation programs)
  - f. Senior Recreation Center equipment replacement plan \$4,300
  - g. Cemetery equipment replacement plan \$28,676
  - h. Parks pavilion #5 replacement project \$403,722
  - i. Murray Theater renovation project \$1,256,888
  - j. Facilities – savings plan for various projects as needed \$754,682
- 27. Community Development
  - a. Vehicle/equipment replacement plan \$20,730
- 28. Information Technology
  - a. Spillman server migration \$35,000
  - b. IVR (interactive voice response system) \$5,000
  - c. Equipment replacement plan \$119,147
  - d. Two factor authentication – police \$20,000
  - e. Document management system training \$20,000
  - f. GIS equipment replacement plan \$17,117
  - g. I-Works software – building and fire permits \$43,500
- 29. Engineering transportation master plan \$1,999
- 30. Radar speed signs \$1,501
- 31. Streets equipment replacement plan \$33,752
- 32. Streets projects

- a. Bridge evaluation – SLCO transportation grant \$20,000
- b. Shiloh Way and Woodshire Ave. reconstruction \$240,000
- c. Cedar Street reconstruction UDOT TAP \$94,804
- d. Vinecrest reconstruction \$290,000
- e. 700 W. overlay, Winchester St. to city boundary \$210,000
- f. Hanauer St. \$204,862
- g. Vine St., 900 E. to Van Winkle SLCO transportation grant \$272,557

Please contact me if you would like further explanation of any of these items.



MURRAY  
CITY COUNCIL

# Discussion Item #3



**MURRAY**

**Council Action Request**

# **Police Department and Mayor**

## **Police Officer Salary Discussion**

**Committee of the Whole**

Meeting Date: August 24, 2021

|   |   |
|---|---|
| <b>Department Director</b><br>Chief Burnett                             | <b>Purpose of Proposal</b><br>To discuss proposed changes to police officer salaries  |
| <b>Phone #</b><br>801-264-2673  | <b>Action Requested</b><br>Discussion only  |
| <b>Presenters</b><br>Mayor Camp<br>Chief Burnett                        | <b>Attachments</b><br>Comparison chart  |
| <b>Required Time for Presentation</b><br>15 Minutes                     | <b>Budget Impact</b><br>See attached  |
| <b>Is This Time Sensitive</b><br>Yes                                    | <b>Description of this Item</b><br>Several police departments in Salt Lake County and neighboring counties have increased, or are proposing to increase, the starting wage for police officers. In order to have a competitive salary step plan that allows for recruitment and retention of officers, staff is proposing that the city provide comparable increases for police officers. |
| <b>Mayor's Approval</b><br>Jennifer<br>Heaps<br>Date<br>August 20, 2021 | The Mayor and Chief Burnett have worked with Human Resources and Finance and Administration to research this issue and identify budget resources. This will be discussed in further detail at the meeting.  |

Digitally signed by Jennifer  
Heaps  
DN: cn=Jennifer Heaps, o, ou,  
email=jheaps@murray.utah.g  
ov, c=US  
Date: 2021.08.20 09:16:10  
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## POLICE OFFICER PAY SALT LAKE COUNTY AGENCIES

|                    | <b>Minimum</b> | <b>Maximum</b> | <b>Notes</b> |
|--------------------|----------------|----------------|--------------|
| So. Salt Lake      | \$28.34        | \$43.64        | New          |
| West Valley        | \$27.15        | \$41.90        | New          |
| Riverton           | \$20.52        | \$39.81        |              |
| South Jordan       | \$27.04        | \$39.72        | New          |
| Salt Lake City     | \$26.93        | \$39.29        | New          |
| West Jordan        | \$27.00        | \$39.00        | New          |
| Draper             | \$21.42        | \$34.95        | Researching  |
| Cottonwood Heights | \$22.68        | \$38.61        | Researching  |
| Herriman           | \$24.80        | \$37.27        | Researching  |
| Taylorsville       | \$27.40        | \$37.06        | New          |
| Sandy              | \$22.51        | \$35.58        | Proposing    |
| UPD                | \$22.92        | \$35.38        | Proposing    |
| <b>Average</b>     | <b>\$24.89</b> | <b>\$38.52</b> |              |
| <b>Murray</b>      | <b>\$23.82</b> | <b>\$39.18</b> |              |
| <b>Difference</b>  | <b>-4.50%</b>  | <b>1.69%</b>   |              |

## POLICE OFFICER PAY RECENTLY UPDATED RANGES

|                   | <b>Minimum</b> | <b>Maximum</b> |
|-------------------|----------------|----------------|
| So. Salt Lake     | \$28.34        | \$43.64        |
| Sandy (Proposed)  | \$28.36        | \$42.01        |
| West Valley       | \$27.15        | \$41.90        |
| South Jordan      | \$27.04        | \$39.72        |
| Salt Lake City    | \$26.93        | \$39.29        |
| West Jordan       | \$27.00        | \$39.00        |
| Taylorsville      | \$27.40        | \$37.06        |
| <b>Average</b>    | <b>\$27.46</b> | <b>\$40.37</b> |
| <b>Murray</b>     | <b>\$23.82</b> | <b>\$39.18</b> |
| <b>Difference</b> | <b>-15.28%</b> | <b>-3.05%</b>  |

## PROPOSAL

|                          |              |                     |
|--------------------------|--------------|---------------------|
| Average                  | \$27.46      | \$40.37             |
| Murray (Step 3)          | \$27.58      | \$39.18             |
| <b>Difference</b>        | <b>0.44%</b> | <b>-3.05%</b>       |
| <b>Total Annual Cost</b> |              | <b>\$412,067.07</b> |



**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**

### **DRAFT**

**Tuesday, July 6<sup>th</sup>, 2021**

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The Murray City Municipal Council met on Tuesday, July 6, 2021, at 6:30 p.m. (or as soon as possible thereafter) for a meeting held in the Murray City Council Chambers, 5025 South State Street, Murray, Utah.

The public was able to view the meeting via the live stream at [www.murraycitylive.com](http://www.murraycitylive.com) or <https://www.facebook.com/Murraycityutah/>. A recording of the City Council meeting can be viewed [HERE](#).

#### **Council Members in Attendance:**

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

#### **Others in Attendance:**

|                           |  |                   |  |
|---------------------------|--|-------------------|--|
| Blair Camp                | Mayor                                  | Jennifer Kennedy  | Council Director                                       |
| Doug Hill                 | Chief Administrative Officer           | Patti Johnson     | Council Office Administrator III                       |
| GL Critchfield            | Deputy City Attorney                   | Brooke Smith      | City Recorder  |
| Jared Hall                | Community Development Supervisor       | Jennifer Heaps    | Chief Communication Officer                            |
| Bruce Turner              | Operations Manager for Power           | Kathleen A. Riebe | <a href="#">Senator from District 8-Salt Lake City</a> |
| Katheryn Litchfield       | Citizen comment for Public Hearing # 1 | Bill Francis      | Utah VOD   |
| Bill and Wendy Livingston | Landowners regarding Business Item # 1 | Brad Lambert      | The applicant for Public Hearing # 1                   |

#### **Opening Ceremonies**

Call to Order – Councilmember Turner called the meeting to order at 6:30 p.m.

Pledge of Allegiance – The Pledge of Allegiance was led by Councilmember Rosalba Dominguez.

## Approval of Minutes

Council Meeting – June 1, 2021, and June 15, 2021.

MOTION: Councilmember Hales moved to approve the minutes. The motion was SECONDED by Councilmember Dominguez.

### *Council roll call vote:*

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

*Nays: None*

*Abstentions: None*

*Motion passed 5-0*

## Special Recognition

None scheduled.

## Citizen Comments

Written comments received before the meeting were forwarded to the City Council and a copy of those comments can be viewed in the Council Packet published [HERE](#). Below is a copy of the comments in the packet:

Beverly Crangle

*The saga started with a single page stapled to a rubber band placed on my front doorknob announcing the "Public Information Meeting" to be held August 16, 2017, regarding the Widening of Vine Street. The date coincided with many families getting ready for the start of school and some taking last-minute vacations.*

*This meeting is falsely presented as the "citizen communication" requirement demanded by NEPA. NEPA's requirement for citizen input, with meaningful communication, has not been met when traffic patterns will change, and create an increase in noise and pollution. Murray City officials may be assuming that the actions of hired contractors are lawful.*

*In the years following this August 2017 meeting, petitions were signed, hundreds of citizens complained, and then in 2020 a survey, the basis for the re-design, was developed without citizen input (and property owners affected), giving only 4 scenarios, all with middle-turn lanes and most with 7 feet wide sidewalks.*

*Now I am being told that I must allow 7 foot wide sidewalks in front of my property. Some hundred-year-old trees have already been destroyed. So much for Murray being "Tree City!" Having lived on Vine Street for over 40 years, the problem stated that there is a need for a middle turn lane to reduce accidents does not exist yet.*

*Only standard sidewalks are needed, but we are being told that we must also have a middle-turn lane that will make Vine Street into a HIGHWAY, designed for cars, not neighborhoods. This will increase the number and speed of already-speeding vehicles traveling 50 to 60 mph in the 35 mph zone. This will greatly endanger children from Three (3) elementary schools. Would any of you want your children trying to cross this street? After researching and reviewing the topic of "safety" and "street widths," the message was loud and that "the wider the street, the greater the injury and number of accidents." I asked Amalia Andrews (project contractor's liaison) for information on middle turn lanes and safety. I received a 40 page document written for HIGHWAYS. When I stated that the brochure was for HIGHWAYS, her response was "That was all I could find." If middle turnlanes were good for residential areas, there would be more information.*

*With the current plan, major congestion will occur traveling west where Vine Street leads to 5900 South westbound as the street narrows dramatically. Please rethink this plan and use citizens' tax dollars on real problems.*

Susan Michaels

*I sent these comments to you several months ago, but now that this issue is up for a vote in the July 6 City Council meeting, I wanted to send this to you again. I am writing to express my concern and opposition to the NeighborWorks Tripp Lane Subdivision road extension behind Riverview Junior High School. You will be voting to condemn someone's property to complete this development. While I am quite happy this property is being developed because it was essentially a junkyard, there should not be a road connecting Tripp Lane to Willow Grove Lane. Connecting these roads will divert too much traffic from 700 West, causing safety issues.*

*For your reference, below are maps of the Riverview Junior High School boundary, showing my assumption on the current traffic pattern and what the new pattern will be when this road is built. While I am not a traffic planner, it seems like extremely poor planning to create a road that will divert traffic from a larger street onto much smaller streets.*

*700 West is a large street designed to handle a lot of vehicles. Willow Grove Lane was never designed to be a through street, it was designed to be a cul-de-sac. I hear from proponents of this plan that the connection was always planned by the city, but that cannot be true because a house existed on this property until it was purchased and torn down by NeighborWorks. Also, if the city's plan was to connect these streets, they certainly did not design Willow Grove Lane correctly. Willow Grove Lane should have been made at least as wide as Greenoaks or Bullion Street in order to accommodate the traffic that will surely come. Willow Grove Lane can only accommodate one vehicle at a time if there are cars parked along the sides, and this happens all the time due to events at the park and schools.*

*I do not believe the city should be condemning a residents' personal property for this private development. It would be an inappropriate use of eminent domain by the city*

*when this property can be easily developed into a cul-de-sac, with the same number of lots and the same tax revenue going to the city. While the use of eminent domain can be used because the road would be for public use, the road is not needed. Property should be taken from Murray citizens only when absolutely necessary.*

*I have lived in this area for years and understand the traffic issues that result from Viewmont and Riverview Schools, but this just not the right solution. The neighborhood will be much safer if a cul-de-sac is built rather than a road.*

William Stewart

*I first learned about the Tripp Lane subdivision and potential use of eminent domain to complete this development in the Murray Journal, and expressed my concerns to you back in December. Now that this issue is finally coming to a vote, I feel my concerns are still valid and want to share them with you again.*

*I am writing to ask that you do not use eminent domain in order for Neighborworks to build their subdivision. I am familiar enough with the law to know that Murray City has the legal right to take private property, however that does not mean they should.*

*The Fifth Amendment mandates the government can only take private property for public need. This is a crucial constraint on the government's power of eminent domain, which enables the state to force owners to turn over their property, even if they refuse to sell voluntarily. Unfortunately governments today too often use eminent domain for much broader purposes, diminishing private rights as they condemn property for the benefit of other private users. This means title to property is too often taken not for the public but for a private use.*

*The NeighborWorks property can be developed without taking the property owned by the Livingstons. That alternative, a cul-de-sac, would result in the same financial benefit to the developer and to Murray City. Riverview Junior High was built in 1961 and parents and families have been able to commute to this school for decades without this road. The neighborhood would be safer without it because a connecting road will encourage more traffic through the area, not less. Based on comments submitted to the planning commission, the majority of residents do not want this road. There is no public need for this road to such a degree that that it warrants the taking of personal property.*

*If the Livingston's property is taken, it will be done primarily for the benefit of a private development, not because there is a public need. As such, NeighborWorks and the Murray City Planning Division have turned the property owned by the Livingston's from a matter of protecting property rights to one of deciding whose "interests" should prevail. That was never the intent of the use of eminent domain.*

*The use of eminent domain should not be taken lightly. Please use it only when it is absolutely required for the public. This is a private development and the taking of this property primarily benefits NeighborWorks. The Livingston's are simply asking their government to obey the original intent of the law. Reduced to its essence, they are*

*simply saying this: stop taking our property when it is not required. That hardly seems too much to ask.*

Tucker Dansie

*I have real concerns with the eminent domain plan for Willow Grove Lane connecting to Tripp Lane. I'm beginning to think that our elected officials don't live around here. Have you seen that area on a Saturday morning during soccer season where there are wall to wall cars on BOTH sides of that road? Or for that matter, all the kids that walk to and from the Junior high? My guess is that if you allow this dangerous, narrow road that in 5 years you'll be having another meeting to build an overpass walkway. I also can't understand why you would take the property of a Murray citizen to build such a dangerous road that would increase traffic so much. I'm concerned for my kids but also the citizens of Murray in that quiet neighborhood.*

*Let's make some sense of this and not allow it, do better.*

Jason Roberts

*I am writing to you in regards to the Tripp Lane subdivision being developed by NeighborWorks behind Riverview Junior High School. Below are comments I provided to you some time ago. I am sending them again to be considered since this is now going to a vote on July 6.*

*Throughout the years, Murray City has made numerous planning errors in regards to this neighborhood. I feel strongly that building a connecting road between Tripp Land and Willow Grove Lane will be another one of these errors. I would like to share some history about this development and the Geenoaks neighborhood which will hopefully assist in your decision making.*

*Murray City never planned for Willow Grove Lane to connect to Trip Lane. In the July 16, 2020 Murray Planning Commission meeting, commission members and Jared Hall mentioned several times that Murray City must have intended for this connection or they would not have approved the stub at the end of Willow Grove Lane. Had they reviewed the May 2004 Planning Commission documentation for this development (Murray Oaks phase IV), they would have learned that when Willow Grove Lane was built, the plan for the property now owned by NeighborWorks was to add a cul-de-sac from the stub road and build 5 additional homes. In addition, back in 2004 there was no option to connect Willow Grove Lane and Tripp Lane because there was a house at the North end of the property that would have prevented a connection. That house was not torn down until 2019 by Neighborworks. This is also why only 5 homes were originally planned vs. the 10 that NeighborWorks can now build.*

*Because Murray City did not intend Willow Grove Lane to connect, it was built at a width to support only a cul-de-sac. I believe Neighborworks has discussed a limit to parking on their intended connection, but this is simply a bandaid and does not solve the error in this design. This road along with Greenoaks will be overwhelmed by traffic commuting to Riverview and Viewmont schools from throughout Murray.*

*This error in design, if approved, will add to the numerous errors made in the Greenoaks neighborhood. Greenoaks Drive originally ended at the corner of Normandy Oaks Circle. When Murray City proposed extending Greenoaks to Riverside Drive, residents were strongly opposed. They believed it would turn into a commuter street, used as another route to get to Redwood Road. Murray City proceeded to connect the road, but residents were right and the traffic came. When city officials later agreed that resident traffic concerns were valid, they approved and built several concrete islands just off of 5900 South to serve as traffic calming devices. These islands were bandaids, not really solving the problem, and the traffic continued. At this time the city estimated there were approximately 2,600 commuter trips per day passing through Greenoaks.*

*Years later residents filed a petition with Murray City in regards to the continued traffic problems. In response, the city added rubberized speed bumps along Greenoaks Drive and a stop sign. However, the fire department didn't like the speed bumps and they eventually wore out and were removed. The traffic continued.*

*In 2004 Murray City approved the Murray Oaks subdivision which included Willow Grove Lane. Residents requested a barrier on the stub road so vehicles could not drive from the ballpark and Riverview Junior High 2 onto Willow Grove lane. This was approved and the developer, Gough Construction, built a fence across the stub, to be removed only when the cul-de-sac was to be added (Gough had a first right of refusal to develop the cul-de-sac and 5 additional homes). Another stop sign was also added between Greenoaks and Willow Grove Lane which was done due to a traffic study requested by the residents. That study (included in the May 2004 Planning Commission packet) assumed there would only be 21 homes coming from Willow Grove Lane/Cherry Oak Circle (16 homes from the Murray Oaks development plus 5 from the future cul-de-sac on land now owned by Neighborworks). This intersection was not designed to handle another connecting street. I travel down this road every day from my home and have witnessed multiple accidents and consistently see drivers ignoring the stop sign.*

*Hopefully you can see that this area has had a history of planning errors, and a history of Murray City trying to correct these errors with band aid solutions. Please don't create another planning error by connecting Willow Grove Lane and Trip Lane. This road will push even more commuter traffic onto Greenoaks, and Willow Grove Lane isn't designed to accommodate this type of traffic pattern.*

*Please do not condemn the Livingstons Property for this development.*

Doug and Emilee Barnett

*We have written to you several times over the last year in regards to the Tripp Lane subdivision development. We live directly adjacent to the South-end of the NeighborWorks property and directly across the street from the Livingstons. We have a road-side view of the daily use of the area being considered for eminent domain. And while we can see both sides of this argument, we believe the council should not*

*condemn the Livingston's property for the following reasons:*

1. *The Use of Eminent Domain without exhausting options: We do not believe Murray City should take private property from a resident to benefit a private developer when there is an alternative. The property can easily be developed into a cul-de-sac off Willow Grove Lane or Tripp Lane, resulting in the same number of lots. The developer would earn the same profit per lot and the city would receive the same property tax dollars from a cul-de-sac. The use of eminent domain to take private property should only be used when there is no reasonable alternative.*
2. *Murray City School District has not approved: NeighborWorks has said the school district approves of their plans, when in fact, the district has expressly told us that they do not comment on such matters. As an employee of Viewmont Elementary School, I, Emilee Barnett, spoke with the principal, Jenn King, in June of 2021 and she was instructed by the superintendent, Jennifer Covington, to offer no comments on the development. Emilee also received an email from Doug Perry, Communications/Public Information Department Coordinator for Murray City School District, with a similar "no comment" response.*
3. *Traffic: Connecting Tripp Lane to Willow Grove Lane will change the traffic pattern for residents that drive to Riverview Junior High, Viewmont Elementary and the softball fields. Drivers that currently use 700 West and Bullion Street (defined as collector roads) will begin commuting through a residential area where families and children are biking, walking and playing. This increases the risk of pedestrian vehicle accidents. We feel this proposed connection diverts traffic from higher volume roads and displaces it on to a smaller road, unequipped to handle the increase. The narrowness of a small residential road and the high volume of sudden traffic at school drop off and pick up times creates a bottleneck, not a solution.*
4. *Inadequate Design: Willow Grove Lane was ended with a "stub road" in the hope that a future development at the South end of the Galvan's property (now owned by NeighborWorks) might occur. But, after the Murray Oaks subdivision was built, the developer, Gough Construction, was unsuccessful in purchasing the field behind the Galvan's home. Our good neighbors on Tripp Lane always hoped for a through connection but documentation for any planned connection is not supported in city records or in the following information found in the May 2004 Murray Planning Commission meeting notes:*

This project will be located north of Greenoaks Drive at the west end of Riverview Park. The access road into the project will tie into Greenoaks Drive immediately east of a church where the road makes a 90-degree bend. The initial plan consists of 16 units with the possibility of five additional units to be built if the road through the project is continued northward. The site plan is attached at the end of this report.

*The Murray Oaks phase IV subdivision extension planned for only five additional homes which tied in from Green Oaks Drive only with no mention of Tripp Lane. Five homes between the Galvan home and the stub road would have been a cul-de-sac, not a through street. The current proposal is for ten homes which can be accomplished now that the Galvan's home has been removed.*

5. *Narrowness of the road: Comparing Willow Grove Lane to other streets in this area:*
  - *Willow Grove Lane: 26 feet wide*
  - *Green Oaks Drive: 36 feet wide*

- *Walden Ridge Drive: 36 feet wide*
- *Bullion Street: 41 feet wide*

*While the width of Willow Grove Lane meets the minimum requirements for Murray City, and has been fully vetted for emergency vehicles, the street width is much smaller than other streets that currently connect subdivisions. As a comparison, Salt Lake City requires streets be 36 feet wide for a residential street and 30 feet wide for a cul-de-sac.*

*Here is a link to a short video we filmed which shows what the traffic is like on Willow Grove Lane during large events: <https://youtu.be/EUKiv0eI8I4>*

*You can see, when cars are parked on the street there is room for only one vehicle at a time to pass through. We do not believe this situation is acceptable once the volume of traffic that flows through the street during student pick up and drop off and for sporting events at the park increases by 300-400%. We do not expect to live on a street with no traffic issues but we also cannot do anything about the narrowness of Willow Grove Lane.*

6. *Emergency & Safety: Safety concerns have been expressed by proponents of this road, citing that the new connection is required to allow for emergency vehicle access. The initial concerns for fire and police departments are understandable and appreciated. However, in the sixteen years we have lived on Willow Grove Lane, the road has never limited a safety response from the police, the fire department or any other emergency vehicles. And if the dead ends at Willow Grove Lane and Tripp Lane were truly a hindrance to emergency services, our wonderful city would have resolved the matter before now. And when emergency vehicles are called to the surrounding streets, Tripp Lane and Green Oaks Drive are and will continue to be the preferred routes of responders.*
7. *Neighborhood Walkway: A walkway was requested by the existing neighbors when the Murray Oaks subdivision was built as a safe, convenient way for children to get to the nearby schools and residents also wanted to limit traffic in the area (see attached City Planning Meeting notes from April and May of 2004). The builder, Gough Construction, put in the walkway for the neighborhood children and the fence to prevent vehicles from accessing the softball park via Willow Grove Lane.*

*This is a well-maintained neighborhood and the walkway is hazard free. The Northeastern portion of this walkway is on school district property and is maintained by their ground keepers. In its current form, the walkway is much safer than having students walk along a congested street to get to the schools. Children walk through the softball parking lot free from the danger of passing cars. The parents whose children use Willow Grove Lane to walk to school appreciate this safe direct path to the 3 schools. Many joggers, cyclists, and dog walkers prefer to use the walkway over 700 West for safety reasons as well.*

*Those who drive to the schools have other routes available to use. These other driving routes are not as safe for walking children as Willow Grove Lane currently is. The proposed through-street also creates new safety issues for students who use this street and walkway to get to school: it creates a new crossing point at corner of 800 West and Tripp Lane where students will be forced to cross*

*amongst a stream of vehicles.*

8. *Original Development plan and Preferred Design is a Cul-de-sac: During the Planning Commission meeting last year regarding this development, twenty-three resident comments were submitted regarding this proposed development. Seventeen of the commenters, or 74%, asked for a cul-de-sac. In an email sent to Wendy Livingston from Doug Hill in the mayor's office, after hearing feedback from residents, the mayor's office asked NeighborWorks to submit a new set of plans for a cul-de-sac. Below is an excerpt from an email Doug Barnett personally received from Maria Garciaz, the CEO of NeighborWorks confirming the original plan for a cul-de-sac:*

*"Our initial intent with Tripp Lane was a cul de sac and when we submitted a preliminary plan to previous Mayoral and economic development administration, they rejected it stating Murray city wanted a through street to better connect the neighborhoods. As a result, we developed our subdivision based on Murray City request. As the City started to hear concerns from residents about a through street, Murray City then asked us to withdraw and start the process over for a cul de sac."*

*It's understandable why a city planner, looking at an aerial map, would want to connect roads but viewing this development at the street level reveals that this isn't as simple as connecting two points. Due to the proximity to Viewmont Elementary School, Riverview Junior High, and a four-plex of softball fields, this road will become a major transportation path to three large destinations points. This is a monumental undertaking for such a small residential street.*

*We look forward to welcoming our new neighbors who build in the NeighborWorks subdivision and we have no issues with the number of homes proposed or the additional traffic generated by those residents. However, the use of eminent domain while viable options exist, the safety concerns we have for our neighborhood children, and the sudden, significant increase of traffic to Willow Grove Lane alarm us greatly. We ask that you consider these issues and vote no to the proposed use of eminent domain in this instance.*

*Thank you for your time and for your continued service to Murray City. We know you have the best interest for Murray City and its residents at heart and you sincerely desire the safety and well being of Murray's citizens.*

Dana Cowan

*I want to voice my opinion about opening Willow Grove Lane as a through street. There is absolutely no reason this should happen. Willow Grove is not a wide street. The increased traffic is going to get a child hurt or killed. Children need this area to walk to school in safety. And you are putting them at risk for the benefit of a development firm. Willow Grove ends and the new subdivision should end their street in a cul-de-sac*

*This street is not needed for first responders they can use Tripp Lane. It makes*

*more sense to use 700 West this road is designed to move traffic. You allowed Greenoaks to open up as a through street and it was never designed as one. It is a neighborhood street.*

*Please put our children first!*

Kathy Milne

*My name is Kathy Milne and I live in the last house on Tripp Lane. While I am excited and happy that the old Galvin property, kitty corner from me, is going to be developed, I do have concerns about the future traffic problems. If the road is developed from Willow Grove Lane to Tripp Lane there will be much more congestion and it will be less safe for our children. In talking with one person at the Planning Division they said that it would only be around a hundred more cars a day. I think that is way understated. A neighbor talked to the city engineer and they say that it will be between 200-300 more cars which I find to be more reasonable and truthful. Just the 10+ new homes in a cul-de-sac will add 20-30 cars traveling back and forth numerous times a day.*

*One of the reasons we built our home on Tripp Lane is that it was on a dead end street and because of road and congestion issues we had where we lived in Sandy. There are parking issues with the ball park, football and with both Riverview Junior High and Viewmont Elementary. Although things have gotten slightly better with the added parking at Riverview, there is still a parking issue. Because of this issue, people park on both sides of Tripp Lane and on 800 West. There have been numerous times that I cannot get up the street or down the street because of the parking issue and vehicles trying to travel up or down the street. Tripp Lane is slightly wider than Willow Grove. People park extra cars in front of their houses. There is not room for homeowner parking and 2 lanes of through traffic on either street!*

*Our neighborhoods consist of many cul de sacs and circles. This makes it a safer place for our children to play outside. I am asking you to please consider the safety of our children, as they walk to and from school. If you put a road in, it will be narrow, congested and people will speed. There will be continuous traffic which can bring in more crime.*

*Let us stay in with the design of the rest of the neighborhood. Put in a cul de sac, with a walkway if needed. Let's keep our neighborhood and our children safe. No through street!!*

*I have had a few conversations with individuals who have either bought the property or are developing it, etc. While they have stated they do not know if a through street is in the plans, a couple of the individuals have told me that they would prefer a cul de sac. Reason one, would be able to put in more homes and reason two, they said it would be safer and not only fit in with the neighborhood, but less congestion of traffic.*

*I agree with them. A little more traffic from a cul de sac is preferable over the traffic a through street would bring.*

*I also understand that there are other contingencies that need to be taken care of before the street can go through. NeighborWorks was aware of these contingencies when they bought the property.*

*I also understand that at the time Gough was building homes, they were trying to get the Galvin property on the south and wanted to put 5 homes in a cul-de-sac at the end of Willow Grove, but the Galvin's were not interested in selling. It was not going to be a thru street.*

*I am hoping that you will listen, hear and take heed of how we feel concerning this development. Please consider our concerns and the issues a through street will bring into our neighborhood.*

### **Consent Agenda**

- 1. Consider confirmation of the Mayor's appointment of Kimberlee Bird to the Murray City Parks and Recreation Advisory Board for a three-year term beginning July 6, 2021, to expire January 1, 2024.**

#### Presentation: Mayor Blair Camp

Mayor Camp requested Kimberlee Bird to be appointed as a member of the Parks and Recreation Advisory Board from July 6, 2021, to January 1, 2024. Ms. Bird will be filling the position that was vacated by Mindy Canova.

MOTION: Councilmember Cox moved to confirm the Mayor's appointments. The motion was SECONDED by Councilmember Martinez.

#### Council roll call vote:

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

*Nays: None*

*Abstentions: None*

*Motion passed 5-0*

### **Public Hearings**

- 1. Consider a land-use ordinance amending sections 17.92.090, 17.96.090, 17.100.090, 17.104.090, 17.108.090, 17.112.090, 17.116.060, 17.120.060, 17.124.060, and 17.128.060 of the Murray City Municipal Code relating to the height of residential zone accessory structures**

#### Presentation: Jared Hall, Community Development Supervisor

Applicant: Brad Lambert

PowerPoint Presentation: Attachment A – Text Amendment: Accessory Structure Height in

### Residential Zoning Districts

Murray resident, Brad Lambert, submitted an application requesting a text amendment to allow all residential accessory structures (detached shed or garages) to be constructed to a height of 20 feet.

Currently, the code states: An accessory structure may consist only of a one-story building and may not exceed sixteen feet {16'} to the peak of the roof if the primary residential dwelling is less than twenty feet (20') in height. If the primary residential dwelling is greater than twenty feet {20'} in height, an accessory structure is allowed at a height of twenty feet {20'} to the peak of the roof.

The proposal removes the consideration of the height of the primary dwelling in determining the allowable height for accessory structures on the property. The amended text would read simply: "An accessory structure may consist only of a one-story building and may not exceed twenty feet {20'} to the peak of the roof.

The applicant's proposed revisions would apply to the following zones:

- Chapter 17.92, Agricultural District A-1
- Chapter 17.96, Single-Family Medium Density Residential District R-1-6
- Chapter 17.100, Single-Family Low-Density Residential District R-1-8
- Chapter 17.104, Single-Family Low-Density Residential District R-1-10
- Chapter 17.108, Single-Family Low-Density Residential District R-1-12
- Chapter 17.112, Medium-Density Residential District R-2-10
- Chapter 17.116, Multi-Family Low-Density Residential District R-M-10
- Chapter 17.120, Multi-Family Medium Density Residential District R-M-15
- Chapter 17.124, Multi-Family High-Density Residential District, R-M-20
- Chapter 17.128, Multi-Family High-Density Residential District R-M-25

With requirements for yard area coverage and setbacks in place, Mr. Hall indicated that the staff does not find a meaningful benefit of limiting the height of accessory structures by relation to the height of the primary dwelling.

The proposed ordinance was made available for review by City Staff from various departments on April 23, 2021. The proposed text amendment would eliminate the need to verify the height of the primary structure before issuing a building permit.

A public hearing was held on Thursday, May 6, 2021. No comments were received and the Planning Commission voted 7-0 to forward a recommendation of approval to the City Council.

#### **Findings**

1. The proposed text amendments are consistent with the purpose of Title 17, Murray City Land Use Ordinance.
2. The proposed text amendments are consistent with the goals and objectives of the Murray City General Plan.
3. The proposed text amendments will allow Murray City residents more flexibility in the reasonable use of accessory structures in residential zoning districts.
4. The Planning Commission forwarded a recommendation of approval.

Mr. Hall indicated based on the background, staff review, findings of both the Planning Commission and Staff he recommended the City Council approve the proposed text amendment to Chapters 17.92, 17.96, 17.100, 17.104, 17.108, 17.112, 17.116, 17.120, 17.124, 17.128 regarding the allowed height of accessory structures as presented.

#### **Council Questions**

Councilmember Dominguez requested how many applications the city gets for similarly sized structures.

Mr. Hall answers, that the city gets several requests per year and most of them are applications from the older neighborhood where the home heights are much smaller than the traditional builds being designed today.

Councilmember Dominguez asked what will happen if the proposal is denied (since the building is already built).

Mr. Hall says the applicant has a 2<sup>nd</sup> permit pending to increase the roof height to meet the current code requirements and clarified that when the applicant for the accessory dwelling was originally submitted, the height of the home was wrong.

Councilmember Cox and Martinez agree that this proposal allows older homes the opportunity to build a standard size garage without adding height to the home to meet the current city code.

#### **Applicant**

Mr. Lambert declined to address the Council.

#### **Citizen Comments:**

Katheryn Litchfield – In person

Ms. Litchfield shared her concerns with a blanket ruling of twenty feet. The code (as proposed) has no specification for the height of a roof pitch. She indicated that this affects the neighborhood sightlines when accessory dwellings are built one foot off the property line. Ms. Litchfield clarifies that there is only one city (Lehi) that allows a 24-foot property line, other cities make accessory structures over 16 feet be brought in 1 foot for each foot over 16 feet. This requirement is in the code, so the accessory structure is put in the back of the applicant's yard and not one foot off the property line. Ms. Litchfield also says zoning requirements in California and New York account for "light and air". Ms. Litchfield urges the council for moderation and additional conditions before his motion is considered.

Katheryn Litchfield – Email sent to Council prior to meeting

*Dear Council Members: As a Murray City Resident and a Design/Build professional, I would like to speak to the issue slated for July 6, 2021 - the proposed*

*Text Amendment in relation to the Height of garages and accessory structures. I understand it will come before the City Council, having been approved by the Planning Commission - It proposes to amend the text of the Zoning Code to read that the Height of any detached garage is not dependent upon the height of the primary residence, but can always be 20 ft, instead of the Present Code that reads: Murray City Zoning Code 17.104.040 G. Height: An accessory structure may consist only of a one-story building and may not exceed sixteen feet (16') to the peak of the roof if the primary residential dwelling is less than twenty feet (20') in height. If the primary residential dwelling is greater than twenty feet (20') in height, an accessory structure is allowed at a height of twenty feet (20') to the peak of the roof.*

*I Oppose this proposed Text Amendment, based on the fact that it contradicts the letter, intention and spirit of the Zoning Code in General, namely I feel it is very important to consider the GENERAL PROVISIONS of the CODE, TITLE 17 ZONING .*

*Points & Exerpts ( highlighted ) which may apply to violations of the spirit and fact of the Title 17 Code: 17.04.020:*

*PURPOSE: This title and the regulations and restrictions contained herein are designed and enacted for the purpose of promoting the health, safety, morals, convenience, order, prosperity and general welfare of the present and future inhabitants of the city to: B. Provide adequate open space for light and air and prevent overcrowding. D. Preserve and create a favorable environment for the citizens and visitors of the city; E. Enhance the economic and cultural well being of the inhabitants of the city; H. Promote the development of a wholesome, serviceable and attractive city resulting from an orderly, planned use of resources. (Ord. 07-30 § 2) In addition: Parts of the Genneral Code state: 17.04.050: CONFLICTING PROVISIONS: This title shall not nullify the more restrictive provisions of other private covenants and agreements or other laws or general ordinances of the city, but shall prevail and take precedence over such provisions which are less restrictive. (Ord. 07-30 § 2)*

*I see it is stated that the restrictive provision shall be preferred above such provisions which are less restrictive. The truth is: #1. No garage needs to be higher than 16 feet flat roof to function to house the largest vehicle allowed to travel on the roads of UT & Idaho which represents the largest vehicle allowed to travel in the whole country. [ 14 ft high x 45 ft long x 8.6 ft wide ]. I have shown by plan and engineering for Murray snow load by TrussPlant a local truss engineering firm ( see attached Truss Engineering schedule ) that the total depth of a truss that would clear-span 30 feet ( which is a very wide garage which would only fit on a few properties in Murray) need only be 1 ft 4 inches deep, and that with this simple common 2" x 4" wooden truss, which is not expensive, could afford the proper clearance over any vehicle 14 feet as tall which is permitted on UT roads. The largest high-end luxury motorhome rarely exceeds 13.5 ft or 41 ft in length. If anyone should possess such a vehicle and desire to build a garage to house it - they would not need need to vere from this 16 ft high design. ( See attached Garage Plan ).*

*If this Text Amendment passes, anyone in Murray City could have three 20 foot high walls looming 1 ft off of their property-lines in their backyard - one on each side. They could basically be boxed in. With each structure of this height a neighbor loses 25 % more sunlight from their view and receives 25 % more shadow than a with a 16 ft structure. Most of the typical original homes are around 15 feet high, and the neighborhood presents a low-key modesty. The new homes tend to include a garage within their structures which are built with the setbacks of a home - 8-10 ft, 20 ft, 15 ft. -- not a 1 ft setback which is allowed for an attached garage. A 20 foot structure, 1 ft off the property line - looms over the neighboring property.*

*Murray has .23 acre average size yards which facilitate gardens with light and air. A garden culture of planting and growing is strong in the community, also most of Murray citizens enjoy a good view of the mountains to the east and the sunsets to the west, due to the lower nature of most homes in original neighborhoods. Drive around and you will see this. There is also the occasional tall garage, to house an RV or a shop. I have noticed these at 16 feet in height, I am told that there are 20 ft garages in Murray, but until April 2021, I had never seen one. They are usually used to house RV's. However, as I have shown - The largest vehicle allowed on Utah roads does not need a of any greater height than 16 feet to house any legal RV.*

*I hope that Murray City Council members will consider what they are permitting if they pass the 20 ft high permitted garage height for all garages. I hope that each member will find a 20 ft high structure and stand near it - as if it was in their own backyards, and notice the lack of views of the sky and the mountains, the diminished sunlight, morn and night, and then imagine one on three sides of their own backyard. I think no one would be willing to state that this does not change the character, the value, and the pastoral enjoyment of our community of Murray City, and that the present Height Ordinance as it pertains to residential accessory structures and Garages serves a good purpose to moderate the character of the built community. I hope the City Coucil Members will see that a change in the text of this Zoning Ordinance is unnecessary and even damaging to the future built character of our enjoyable environment and vote to deny this Text Amendment.*

*When I moved to Paradise Park in Murray, I chose it due in part to it's homey and modest residential character. It is similar to my former home in Menlo Park, California. The attraction was the presence of large open space in the typical yard which facilitate growing plants, the beautiful views from almost every home of the sunrises over the mountain and the sunsets to the west, the low-lying profile of Twin Peaks Elementary. There is the occasional 16 ft garage mostly built for RV storage, man of these were built prior to Murray's incorporation under the present code. My neighborhood in California is also valued for it's modest character and beautiful trees. Steve Jobs and other tech people chose it above neighborhoods with larger, taller fancier homes – because they said they value the modest family feel. The value of the houses in a neighborhood which has preserved it's residential character is great – the same modest homes now range from 3.5 -7 million and*

up.

*My neighborhood retains a balance between the height of the residences and the complementary height of the accessory garages. There is a residential harmony between built structures which would be disrupted if all new structures can be 20 feet high regardless of the height of the home. I did not intend to reside in a neighborhood swinging toward the profile of an industrial zone. I believe this Zoning change would degrade the harmonious residential character of the neighborhood.*

*Before a final vote – I urge the Council members to stand near to a 20 foot high structure as if is were in your own backyards, then multiply that by it's being on each side of your backyard. Feel the in person impact of a 20 foot wall overhead and compare it to the feel of a 16 ft high structure. Jared Hall stated to me that he had not stood near such a 20 ft structure and felt the height – before the Planning Commission voted to change the limit for all accessory structures to 20 feet. I feel that the deciding body ought to have actual exposure to the human feel. I invite you to come to my backyard and to conveniently view a 16 ft garage on the South of my lot to the 18 foot high garage on the West of my backyard, with a pitch to 20 ft. Neighbors have commented to me that 18 ft wall itself, takes their breathe away and feels unexpectedly high for a residential backyard, in addition to diminishing the sunlight and sky view. I believe the current height code preserves the residential look and feel and architectural harmony of our beautiful neighborhoods. It allows for a gradual evolution of building heights. Most new home designs incorporate the garage into the primary structure which retains the setbacks for residential buildings, not placing a 20 foot structure so near, 1 ft off the property line, which impacts the neighbor more than the home owner, because there is a 6 ft setback required from the same owner's primary residence. These structures unduly impact the neighbors' properties in comparison to the home owners.*

*I object to the blanket assassination of the residential character of our present lovely community and the taking of 25 % more light and air from our homes. A 20 ft height if an accessory structure is unnecessary, invasive and intrusive in our idyllic neighborhoods I believe it will devalue our community and degrade its character. I petition you to please emphatically halt this ordinance change. I believe it will not contribute to the betterment of our beautiful residential community on balance.*

*Thank you. I hope that you will vote to deny this Text Amendment.*

*P.S. ( my attached petition is not complete - but just begun. I however, speak for myself but also with the support of the petitioners on this issue.) Thank you.*

The public hearing was closed.

## Discussion

Councilmember Cox asks if this proposal would allow applicants to have a twenty-foot structure with a flat roof.

Mr. Hall said the code does not permit flat roof accessory dwellings. However, most accessory structures application permits are not flat roofs and he can add clarification or language for the pitch of the roof.

MOTION: Councilmember Martinez moved to approve the ordinance. The motion was SECONDED by Councilmember Cox.

DISCUSSION ON MOTION:

Councilmember Dominguez spoke deciding after the building has been completed and she wishes the council could have discussed this before the accessory dwelling was built.

*Council roll call vote:*

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

*Nays: Councilmember Dominguez*

*Abstentions: None*

*Motion passed 4-1*

**2. Consider an ordinance vacating a municipal utility easement located at approximately 20 East Winchester Street.**

Presentation: Bruce Turner, Operations Manager of Power

Bruce Turner requested the City Council approve to vacate the Municipal Utility Easement to Cell Tower Holdings LLC. at 20 East Winchester St., The Municipal Easement is being requested so that the owner, Cell Tower Holdings LLC, may utilize this property for their needs. When the powerline was built, it was built out of the easement and now they want to shift the easement to the appropriate area. In addition, there is an agreement for additional support and land use if additional land use is needed.

**Citizen Comments:**

The floor was opened for public comments: None received.

MOTION: Councilmember Hales moved to approve the ordinances. The motion was SECONDED by Councilmember Dominguez.

No discussion on the motion.

*Council roll call vote:*

*Ayes: Councilmember Hales, Councilmember Martinez, Councilmember Cox, Councilmember*

*Dominguez, Councilmember Turner*  
*Nays: None*  
*Abstentions: None*

*Motion passed 5-0*

### **Business Item**

1. Consideration of a resolution authorizing and approving proceedings in eminent domain as necessary for a strip of land located at 5859 S. Willow Grove Lane.

Presenting: G.L. Critchfield, City Attorney

Landowners: Bill and Wendy Livingston

[Refer to Planning Commission on June 17, 2004]

[Refer to Planning Commission on [July 16, 2020](#)]

[Refer to Committee of the Whole on [August 25, 2020](#)]

[Refer to Committee of the Whole on [July 6, 2021](#)]

Mr. Critchfield addressed the council by stating that a business item was originally brought to the council on August 4<sup>th</sup>[sic], 2020, during the committee of the whole meeting. This is a resolution that would authorize the city to exercise eminent domain, if necessary, on a 106-foot parcel on Willow Grove Lane.

#### **Background**

Originally this came to the city by NeighborWorks who wanted to build a subdivision in the area. The proposal included a cul-de-sac. The City requested the street Willow Grove Lane be connected to Tripp Lane, by building a thru street and not the cul-de-sac.

Appraisals for the land to build a through street has been done. A 2<sup>nd</sup> appraisal has been done by the landowners (Livingstons) using an Ombudsman and negotiations have been declined.

#### **Questions**

Councilmember Cox asked who will pay for the property?

GL says the city would have to speak to the developer.

#### **Land Owner -Bill and Wendy Livingston**

Mr. Livingston appreciates the opportunity to address the council. He indicates there is support in the surrounding neighborhoods to not have a thru street and keep the land developed as a cul-de-sac. Based on the support for not developing a thru street, the Livingstons are representing the community around them. They want to make sure the request for a street by eminent domain is not developed.

One of the main concerns about creating a through street are 1) Safety; 2) Additional traffic to the area; and 3) Using eminent domain to benefit a private developer.

In addition, the Planning Commission never addresses the safety issue but focuses on connectivity and even though a traffic study was done, they believe the increased traffic

estimate is way too low.

Mr. Livingston referred to Planning Commission meeting minutes on June 17, 2004, when the road was addressed. During that meeting, the Planning Commission indicated that this road could remain a stub road, "because the property owners may never sell."

Another issue that was brought up during the Committee of the Whole is a concern about utilities. The Livingston said they have no concerns granting an easement for utilities on their property if a cul-de-sac is developed.

The last point that Mr. Livingston brought up is the issue of using eminent domain to aware property. Eminent Domain is typically used if there is not an alternative. In this case, however, a cul-de-sac is a viable option without the use of taking someone's property to benefit a private developer.

Based on his concerns, he requests that his property is not condemned and the motion fails.

Council referred to Mr. Critchfield for clarification.

Mr. Critchfield explains that the city typically requires a thru street when there is a stub road. What is complicated, is the land that is required to build a through street is privately owned by the Livingstons.

MOTION: There is one motion.

*Motion failed.*

### **Mayor's Report and Questions**

Mayor Camp shared the following update:

- Express appreciation to all city employees who helped during Fun Days on July 4<sup>th</sup>.
- Fire Department did not receive any calls for fireworks-related fires during the weekend.
- Reminder – summer performances at the amphitheater have started. Shred, the musical begins this Friday and tickets are available at the parks and recreation office.
- Reminder – Flip our Strip program to help conserve water has begun. If you currently have a lawn in your park strip and would like to replace it with water-wise landscaping, please visit the water department webpage. Residents can receive a rebate of \$1.50 per square foot to help with landscaping.

The meeting was open to questions. No questions were asked.

Councilmember Cox addresses the city about a recent Police involved shooting where one of our officers was wounded. Mr. Cox asks the citizens for more respect for our Police and Fire. They risk their lives every day and we need to do more to show our appreciation for them.

Councilmember Martinez acknowledges Senate Kathleen A. Riebe joined us for the meeting.

Councilmembers shared their appreciation to the mayor, staff, and audience.

No additional questions were asked.

**Adjournment**

The meeting was adjourned at 7:23 p.m.

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Brooke Smith, City Recorder

Attachment A – Text Amendment: Accessory Structure Height in Residential Zoning Districts

Draft

**Attachment A**  
**Text Amendment:**  
**Accessory Structure Height in Residential Zoning Districts**

**Text Amendment: Accessory Structure Height in Residential Zoning Districts**

**Applicant: Brad Lambert**



**Zones Impacted**

- A-1
- R-1-6
- R-1-8
- R-1-10
- R-1-12
- R-2-10
- R-M-19
- R-M-15
- R-M-20
- R-M-25

## Proposed Text Amendment

### Existing

An accessory structure may not exceed sixteen feet (16') to the peak of the roof if the primary residential dwelling is less than twenty feet (20') in height.

If the primary dwelling is greater than twenty feet (20') in height, an accessory structure is allowed at a height of twenty feet (20') to the peak of the roof.

### Proposed

An accessory structure may consist only of a one-story building and may not exceed twenty feet (20') to the peak of the roof.

| Municipality       | Setback                                | Height                                | Additional Height  | Coverage                          |
|--------------------|--|---------------------------------------|--|-----------------------------------|
| Murray City        | 6' from dwelling & 1' side & rear      | 16' – 20'                             | In relation to dwelling  | 25% of rear yard                  |
| Cottonwood Heights | 6' from dwelling & 3' side & rear      | 14' +                                 | 20' max w/a 1:1 height/setback   |                                   |
| Draper City        | 6' from dwelling & 10' side & rear     | 25' max                               | 25' max (includes a max exterior wall 15' + roof)                            | 8% of total lot                   |
| Herriman           | 3' from property line                  | 16'                                   | 20' for <1/2 acre lots 25' for >1/2 acre w/10' min setback                   | 25% of rear yard                  |
| Holladay           | 3' from property line                  | 20'                                   | Graduated height in relation to main dwelling and setback up to 40 ft        |                                   |
| Lehi               | 6' from dwelling & 1.5' side & rear    | 24'                                   |  | 30% of rear yard                  |
| Midvale            | 6' from dwelling & 2' side & rear      | 20" w/pitched roof or 16" w/flat roof |  | 960 ft <sup>2</sup> or 13% of lot |
| Millcreek          | 6' from dwelling & 3' side & rear      | 14"                                   | 24" max w a 1:1 height/setback   | 35% total lot                     |
| Riverton           | 10' behind dwelling & 1' side & rear   | 20'                                   | 25' (w/15' rear setback) *may not exceed height of dwelling                  | 10% of total lot                  |
| Sandy City         | 10' behind dwelling & 2' side & rear   | 20'                                   | *CUP for 1:1 additional height up to the height of dwelling                  | 25% of rear yard                  |
| South Jordan       | 3' from property line                  | 16'                                   | 25' max w/1:1 height/setback. *CUP for structure that exceed dwelling height | < 60% of dwelling footprint       |
| Taylorsville City  | 6' behind dwelling & 3' side & rear    | 16" w/max of 675 ft <sup>2</sup>      | *Administrative CUP for up to 20'  | 25%                               |
| West Jordan        | 3' access path from dwelling           | 17"                                   | 20' max w/a 1:1 height/setback   | 20%                               |
| West Valley        | 3' from main dwelling & 1' side & rear | 14'                                   | 20' max w/a 1:1 height/setback   | 25%                               |

## Planning Commission

- A public hearing was held on Thursday, May 6, 2021.
- No public comments were received.
- The Planning Commission voted 7-0 to forward a recommendation of **approval**.

## Findings

1. The proposed text amendments are consistent with the purpose of Title 17, Murray City Land Use Ordinance.
2. The proposed text amendments are consistent with the goals and objectives of the Murray City General Plan.
3. The proposed text amendments will allow Murray City residents more flexibility in the reasonable use of accessory structures in residential zoning districts.
4. The Planning Commission voted 7-0 to recommend approval of the proposed text amendments.

## Recommendation

Staff and the Planning Commission recommend the City Council **APPROVE** the proposed text amendment to Chapters 17.92, 17.96, 17.100, 17.104, 17.108, 17.112, 17.116, 17.120, 17.124, 17.128 regarding the allowed height of accessory structures as presented in the staff report.



Draft

# **Murray City Municipal Council Chambers**

## **Murray City, Utah**

**DRAFT**

**Tuesday, July 20<sup>th</sup>, 2021**

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The Murray City Municipal Council met on Tuesday, July 20, 2021, at 6:30 p.m. (or as soon as possible thereafter) for a meeting held in the Murray City Council Chambers, 5025 South State Street, Murray, Utah.

The public was able to view the meeting via the live stream at [www.murraycitylive.com](http://www.murraycitylive.com) or <https://www.facebook.com/Murraycityutah/>. A recording of the City Council meeting can be viewed [HERE](#).

**Council in Attendance:**

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

**Administrative Staff in Attendance:**

|                   |   |
|-------------------|---|
| Blair Camp        | Mayor (Excused)                           |
| Doug Hill         | Chief Administrative Officer              |
| Jennifer Heaps    | Chief Communication Officer               |
| GL Critchfield    | City Attorney                             |
| Brenda Moore      | Finance and Administrative Director       |
| Melinda Greenwood | Community & Economic Development Director |
| Jared Hall        | Community Development Supervisor          |
| Danny Astill      | Public Works Director                     |
| Ben Ford          | Wastewater Superintendent                 |
| Brooke Smith      | City Recorder                             |
| Jon Harris        | Fire Chief                                |
| Travis Bodtcher   | Fire Captain                              |
| Craig Burnett     | Police Chief                              |
| Robert White      | IT Director                               |

**Others in Attendance:**

|                |                |                 |                   |
|----------------|----------------|-----------------|-------------------|
| Charles Turner | Jann Cox       | Pam Cotter      | Eliot Setzer      |
| Ridley Griggs  | Steve Jones    | Earl Fink       | Janice Strobell   |
| Clark Bullen   | Camron Kollman | Lawrence Horman | Kathryn Lichfield |
| Corey Brand    | Jesse Allen    | Tyler Morris    |                   |

**Opening Ceremonies**

Call to Order – Councilmember Dominguez called the meeting to order at 6:45 p.m.

Pledge of Allegiance – The Pledge of Allegiance was led by Pamela Cotter.

**Approval of Minutes**

None scheduled.

**Special Recognition**

**1. Murray City Council Employee of the Month, Travis Bodtcher, Captain**

Presenting: Brett Hales, Councilmember and Jon Harris, Fire Chief

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

Mr. Bodtcher has worked for the city for the past 11 years and has known Councilmember Hale's family for a long time.

Chief Harris said in July of 2019 a new position was approved for Training Officer. The purpose of this position was to help organize and provide consistency to the training program. Mr. Botcher was promoted to this position and coordinated several classes and drills, many involving several fire departments throughout the valley. During his time as a Training Officer, the new Fire Station 81 was completed. Mr. Botcher helped with the move and was instrumental in helping surplus old equipment from the old station, resulting in thousands of dollars back into the general fund.

Part of the plan for the Training Officer position is that employees only hold this position for 2 years. Mr. Bodtcher has since moved back on shift as a Fire Captain, however, the momentum he has created will ensure the position continues to be successful.

Chief Harris presented Mr. Botcher with a Challenge coin presented from Chief Harris's office.

Captain Bodtcher introduced his family and share how much fun he had in this training position. One of the best things about the position was getting to know other firefighters.

Councilmembers thanked Captain Bodtcher for his service, and they appreciate him being a part of Murray City.

### **Citizen Comments**

No comments were received.

### **Consent Agenda**

None scheduled.

### **Public Hearings**

Staff, sponsor presentations, and public comments will be given prior to Council action on the following matter. The Council Meeting Agenda Packet can be found [HERE](#).

#### **1. Consider an ordinance on the text amendments to the MCCD, TOD, MU, and new MU Zones.**

Presentation: Melinda Greenwood, Director of Community Development and Jared Hall, Community Development Supervisor

PowerPoint Presentation: Attachment A - Lane Use Ordinance Text Amendments, Mixed Use Zoning

A Temporary Land Use Restriction (TLUR) was adopted to allow the City to consider amendments to the mixed-use zones to address concerns about required parking, residential densities, commercial requirements, and design considerations like buffering, landscaping design, and open space. The TLUR will expire on August 1, 2021.

Jared Hale presented the three Existing Mixed-Use zones in the area:

- 1) Murray City Center District (MCCD)
- 2) Transit-Oriented Development (T-O-D), and
- 3) Mixed-Use Zone (MU).

Staff is proposing two new zones:

- 1) Center's Mixed-Use Zones (CMU) and
- 2) Village Mixed-Use Zone (VMU).

These two new zones are considered a lighter version of the traditional Mixed-use zones developed near transit and help fill gaps in coverage which would reduce the number of zoning changes the council would need to consider in the future.

#### **Center's Mixed-Use Zones (CMU)**

- Parking based on bedroom counts, assumption of good joint-use parking availability
- Base residential densities of 35 units per acre, with possible increases to 40 and 45
- Increased density is tied to several factors, including commercial space beyond the required.

#### **Village Mixed-Use (VMU)**

- Higher parking requirements than CMU
- The base residential density of 25 units per acre, with possible increases to 30 and 35
- Allowable reduction in commercial requirements, tied to additional amenities, affordable housing, and other considerations
  - There could be a possible reduction of commercial requirements if the developer made a proposal that created more open space and amenities or built more affordable housing.

Both of these new zones would be considered for three-acre sites or greater. In addition, applications for one of these zones would require a Traffic Impact Study, Parking Analysis, Adequate Public Utilities and Facilities Review, and Public Services Review (may be required) for Police, Fire, Parks, Schools, and other services. These requirements must come in with a Master Site Plan Agreement (formerly the Memorandum of Understanding).

#### **Transit-Oriented Development (TOD)**

- Residential parking requirements have been increased, and are based on bedroom counts
- Residential density remains 100 units per acre
- Ground floor commercial is required at a depth of 40' along principal streets

#### **Murray City Center District (MCCD)**

- Residential parking requirements have been increased, and are based on bedroom counts
- Residential density remains 100 units per acre west of State Street, 80 units per acre east of State Street
- Ground floor commercial is required at a depth of 40' along principal streets

The council discussed with staff residential density and parking requirements due to the housing shortage, increased rents, and additional commercial development.

Ms. Greenwood reported that the city did have an independent parking analysis done and the study results recommended the city use the Urban Land Institute Parking ratios as best practices for the downtown area. After several discussions with staff, the city is proposing an increase to the recommended parking recommendation and feel confident in the unified parking recommendations for each of the mixed-use zones being proposed.

Council asking for a brief explanation on how these zones would affect The Point at 53<sup>rd</sup> project?

Mr. Hall responded that this area is currently zoned commercial, and the new zone (CMU) would allow them to develop residential property in the area. With the proposed zoning changes, the residential density would be cut in half, from what could be developed.

#### **Murray Central Mixed-Use (MCMU) (formerly known as Mixed-Use, M-U)**

- Residential parking requirements have been increased, and are based on bedroom counts

- Residential density ranges from 40 units per acre up to 80 units per acre, based on the distance to the station platform
- Ground floor commercial is required at a depth of 40' only along principal streets. Reduction of the required commercial is allowable within a matrix of additional amenities and open space, affordable housing, and reduced density.

This zone would be divided into two sub-zones: East and West Sub-districts, which will allow mixed-use development in the area west of the I-15 corridor, but at a more limited and appropriate scale.

MCMU East Sub-district and MCMU West Sub-district maximum allowed residential density will be allowed based on the distance to Murray Central Station Platform and parking requirements will be allowed based on the number of bedrooms.

In both these zones, there is an optional reduction of commercial requirements if certain factors are hit. For example: reducing residential density per acre, creating more open space and amenities, or building affordable housing.

The Planning Commission reviewed the framework for the proposed amendments and new zones on July 2, 2021, and a public hearing was held on July 15, 2021. The Commission's recommend approval to the City Council.

The small areas plan map from the 2017 General Plan along with several other identifies these areas of potential change. The 2017 General Plan also identifies the future introduction of residential uses to some commercial zones and areas.

Councilmember Turner asked about the "may" requirement language for Public Services Review (Police, Fire, Parks, School, or other services).

Mr. Hall responded this type of information will be required but the "may" language was added to allow flexibility about when a formal Public Service review will be done.

Ms. Greenwood clarifies that when there is a zone change, all the departments are given an opportunity to weigh in. The "may" requirement would be a more formal request depending on the type of proposal and where it is at in the development stage. The department approval process would not be bypassed instead this allows the ability to require additional reviews if required.

Attorney Critchfield clarifies that we do have an internal review process, the "may" requirement is to create additional review options with a developer if needed.

Councilmember Turner would appreciate more encouragement for green or environmental practices.

Attorney Critchfield and Ms. Greenfield reminded the council that Mr. Hall has taken the council's previous request about density, parking, and affordable housing and drafted an ordinance with those specific provisions. However, with each request mentioned tonight, the city has to look at the entire code again to make sure the ordinance still works, and other

areas are updated correctly. Due to the time constraint of the memorandum expiring the goal tonight is to pass something and then work on those additional requirements in a future meeting.

The council appreciates how hard staff has worked on this proposal but would like more time to consider the proposal.

### **Citizen Comments**

#### **Corey Brand, Galleria Project – In person**

Mr. Brand addressed in an e-mail a letter that was sent to staff and council. He represents the owners of the Galleria Project. They own almost all of the land described in MCMU West proposed zoning area (approx. 27 acres). He has concerns with the parking ratio being higher than the national standard, the differences between 3 stories and 35 feet, and the defined use of commercial and the educational aspect.

#### **Janice Strobell, - In-person**

Ms. Strobell asked if text amendments will also be a public hearing? She would like the citizen comments to continue if no vote is held tonight. She reminded the council that transitioning to a thriving mixed-use area takes years and asked, what is being done to mitigate the empty commercial spaces now? She also has concerns about public parking downtown, to quote Mr. Hall, “Best investment we could make would be in public parking downtown.” We need to look at MCCD as a whole. All mixed-use development downtown, even if under 3 acres, should have a Master Site Plan. Open space should be a requirement in all mixed-use developments. Fine-tuning revisions need to be done quickly.

#### **Tyler Morris – In person**

Mr. Morris spoke specifically about the MCMU Westside. He represents Cottonwood Residential and shared with the council that from an operational point of view, one of the worst things a developer can do is under-park a project. It impacts rents, vacancy, and reputation in the rental market. He believes the staff has done a great job dialing in the parking requirements. He also pointed out that one unintended consequence is if parking is heavy, then developers won’t build them.

#### **Lawrence Horman – In person**

Mr. Horman requested new development be stacked in layers. For example, first-level business, second-level parking, third-level residential, and fourth-level open space (on top) to help cool the building. Also, low-income housing is in short supply and anything that can help do this would be appreciated.

Jesse Allen, GSBS

Mr. Allen's comments were related to the letter written by Corey Brand regarding the MCCD-West proposed zoning ordinance. His two main concerns were: 1) 100' setback from single-family residential zone allowed to go to 3 stories' when across a public street; and 2) proposed project provides trail connections and open space. Mr. Allen appreciated the hard work and collaboration with Murray's staff during this time.

The public hearing was closed.

### **Discussion**

Councilmember Hales, Martinez, Cox, and Turner agree and do not want to postpone the vote unless the proposed ordinance can be tweaked. Councilmember Martinez says for the sake of time and getting something on the books she recommends the council move forward tonight and then create a wish list and consider specific text amendments later on. The council agrees that the proposal tonight is very reasonable, and they know that this ordinance is a work-in-progress and not set in stone. In addition, this ordinance is a huge improvement from what was allowed before and can always be changed moving forward.

Councilmember Turner would like a better understanding of the text amendment process.

Mr. Hill recommends council work with Jennifer Kennedy to identify the concerns they have. Ms. Kennedy can then work with city staff and after research is conducted, we can schedule a time during the committee of the whole and consider the request.

Councilmember Cox wants to make sure the council pays attention to the developer's needs as well.

Councilmember Dominguez commends staff for all the work that has been put into this ordinance and thanks to the staff for their hard work. In the future, she would like better communication with administrative staff on big projects like this and recommends one-on-one meetings to have a better understanding of projects like this before the council meeting.

### **MOTION**

Councilmember Cox moved to approve the ordinance. The motion was SECONDED by Councilmember Turner. Effective Immediately upon recording.

#### *Council roll call vote:*

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

*Nays: None*

*Abstentions: None*

*Motion passed 5-0*

## Business Item

1. Consider a Joint Resolution of the Taylorsville-Bennion Improvement District (TBID) and of the Murray City Municipal Council declaring an intent to adjust their common service area boundary.

Presenting: Danny Astill, Director of Public Works  
District: Taylorsville-Bennion Improvement District

The City has worked with Taylorsville-Bennion (TBID) Service District to coordinate water and wastewater services. To make sure fees and taxes are applied appropriately, TBID requested that the common service boundaries be formalized through a joint resolution. On page 552, of the Council Packet ([HERE](#)) there is a map of the affected service area. The white line is Murray City's boundary and won't change. What will change is the service area highlighted in red and green areas. Currently, Murray City is servicing both water and sewer in the red highlighted area. In the green area, Murray is servicing sewer there but because of the land elevations, Murray city cannot provide water. TBID is moving their boundaries to show that they are servicing the area in green.

Mr. Astill did share that the TBID does charge a tax increment for the areas that they service so once a year after the property taxes are paid, the following quarter, the citizens on their water services will get a rebate for the sewer.

Attorney Critchfield clarified that this is a Public Hearing and not a Business Item. The meeting was open for public comment.

## Citizen Comments

No comments were made.

## MOTION

Councilmember Martinez moved to approve the Joint Resolution. The motion was SECONDED by Councilmember Hales.

Council roll call vote:

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

Nays: None

Abstentions: None

*Motion passed 5-0*

2. Consider a resolution approving the Wastewater Master Plan.

Presenting: Danny Astill, Director of Public Works, and Ben Ford, Wastewater Supervisor  
Presentation: Wastewater Collection System Master Plan (A copy of the Master Plan can be found on pages 556-615 on July 20, 2021, Council Meeting Packet-Final [HERE](#))

Mr. Ford shared that earlier in the month (on July 6, 2021), during the Committee of the

Whole meeting, he presented the Wastewater Master Plan and tonight they are requesting approval of the Plan.

The Wastewater Collection System Master Plan outlines the history of our system, the methodologies deployed to develop the findings, and identifies any help to set priorities for the next five to 10 years. Hansen Allen Luce Engineers helped create the Master Plan.

**MOTION**

Councilmember Hales moved to approve the ordinance. The motion was SECONDED by Councilmember Turner.

*Council roll call vote:*

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

*Nays: None*

*Abstentions: None*

*Motion passed 5-0*

**Mayor's Report and Questions**

Doug Hill shared the following update:

- Mayor Camp was excused.
- Four of our firefighters and one of our brush trucks were sent to Oregon for approximately 16 days to assist with the firefighting efforts in that state.
- This Friday (July 23), the outdoor pool will have a Movie in the Pool – Soul Surfer. Registration is required in advance at Parks and Rec. office.
- The city offices will be closed on Friday, July 22 in honor of the Pioneer Day holiday.

Councilmember Martinez reminded the citizens that there were no firework-related fires over the 4<sup>th</sup> of July and hope that citizens maintain the same safety measures over the 24<sup>th</sup>.

Councilmembers shared their appreciation to the mayor, staff, and audience.

**Adjournment**

The meeting was adjourned at 8: 47 p.m.

---

Brooke Smith, City Recorder

Attachment A: Land Use Ordinance Text Amendments, Mixed Use Zoning

# Attachment A: Land Use Ordinance Text Amendments, Mixed Use Zoning

## Land Use Ordinance Text Amendments, Mixed Use Zoning

Chapter 17.146, Mixed Use Zone; Chapter 17.168, Transit Oriented Development Zone; Chapter 17.170, Murray City Center District Zone;

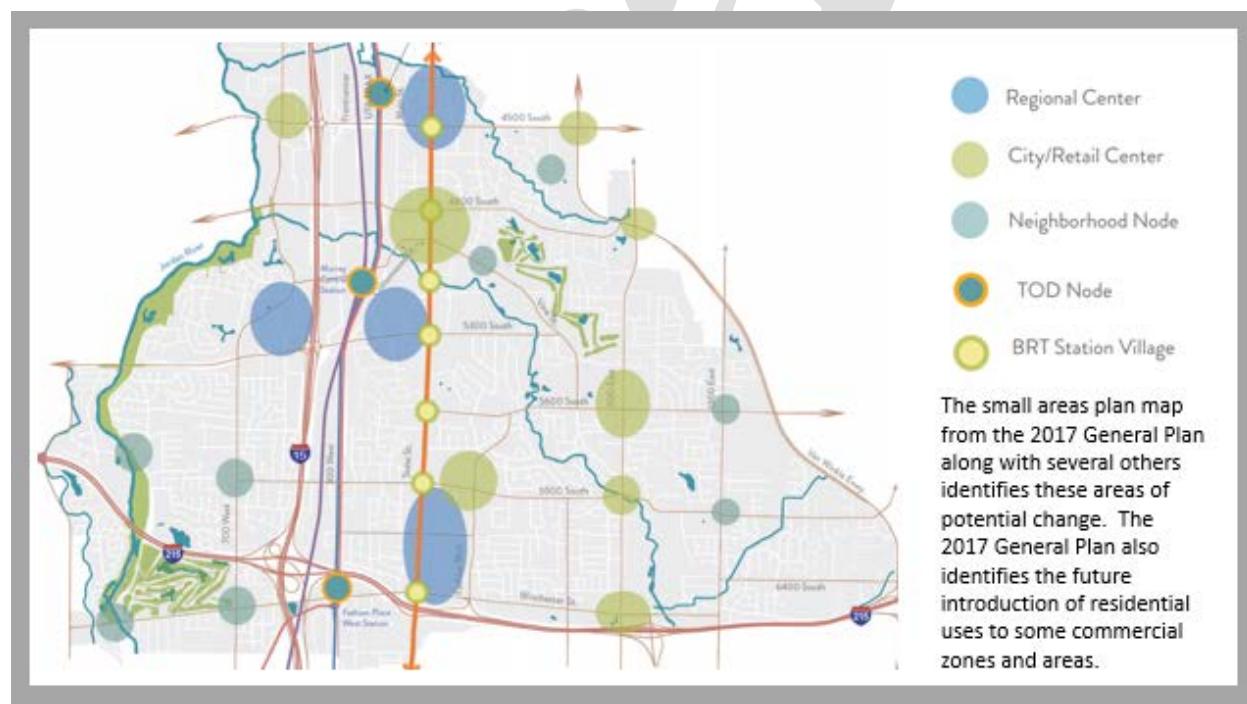
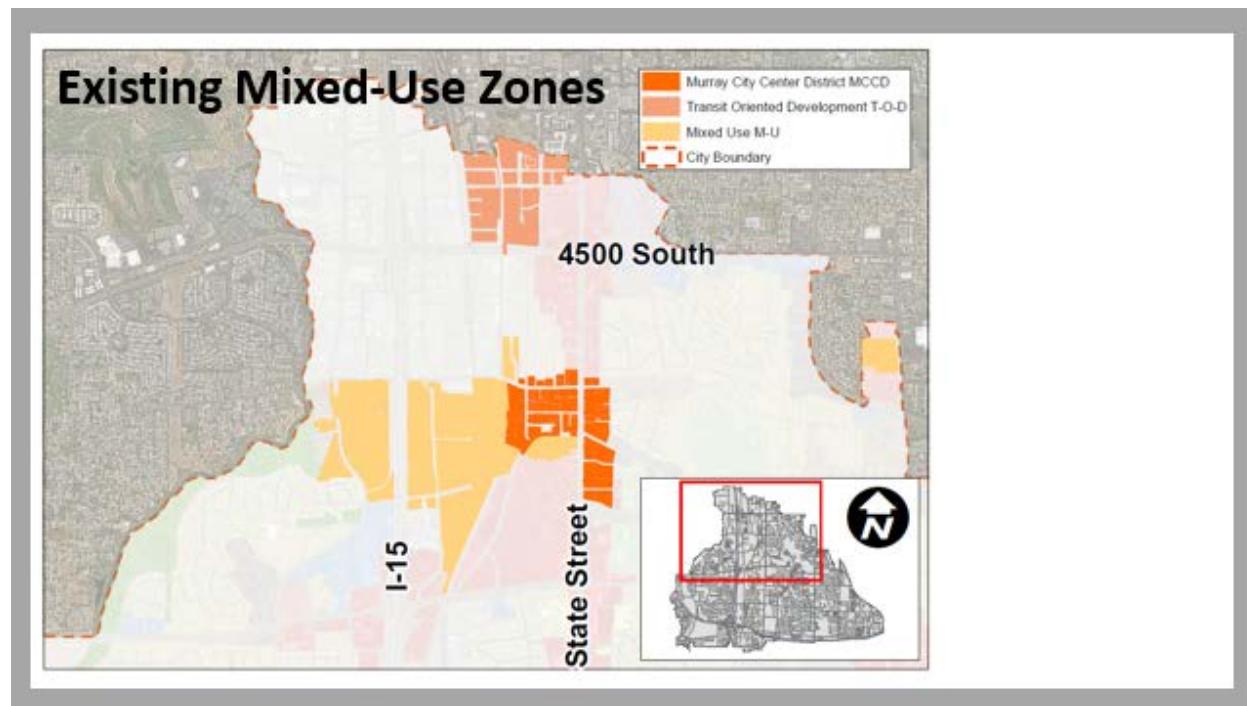
Addition of Chapter 17.162, Centers Mixed-Use and 17.164, Village Mixed Use



### Why are we here?

A Temporary Land Use Restriction (TLUR) was adopted to allow the City to consider amendments to the mixed-use zones to address concerns about required parking, residential densities, commercial requirements, and design considerations like buffering, landscaping, and open space.







## Centers Mixed-Use, CMU

- Parking based on bedroom counts, assumption of good joint-use parking availability
- Base residential densities of 35 units per acre, with possible increases to 40 and 45
- Increased density tied to several factors, including commercial space beyond the required



## Residential Density – CMU Zone

Table C: Residential Density Increase in the CMU Zone

| Additional Maximum Residential Density                                   | Open Space & Project Amenities  | Affordable Housing   | Commercial Space              |
|--|---|--|-------------------------------|
| 40 units per acre: meet the requirements for one of the 3 categories     | 10% increase in total<br>2 additional project amenities   | 15% reserved for tenants at <80% AMI (area median income)                    | 13% above required commercial |
| 45 units per acre: meet the requirements for two of the three categories | 10% increase in total with public availability of 25% of the total, or:<br>20% increase in total area<br>4 additional project amenities | 15% reserved for tenants at <80% AMI<br>10% reserved for tenants at <60% AMI | 30% above required commercial |



## Village Mixed-Use, VMU

- Higher parking requirements than CMU
- Base residential density of 25 units per acre, with possible increases to 30 and 35
- Allowable reductions in commercial requirements, tied to additional amenities, affordable housing, and other considerations



## Residential Density – VMU Zone

Table C: Residential Density

| Additional Maximum Residential Density                                 | Open Space & Amenities   | Affordable Housing  |
|--|--|---|
| 30 units per acre: meet the requirements for one of the two categories | 2 additional outdoor amenities / 10% increase in total open space  | 10% of units reserved for household incomes no more than 80% of AMI |
| 35 units per acre: meet the requirements for one of the two categories | 4 additional outdoor amenities / 15% increase in total area; or 10% increase with public accessibility of at least 25% of the open space | 15% of units reserved for household incomes no more than 80% of AMI |



## Reduction of Commercial Requirement, VMU Zone

Table D: Allowance for the Reduction of Required Commercial

| Reduction of Required Commercial | Open Space & Amenities  | Affordable Housing   |
|----------------------------------|---|--|
| 80% of required                  | 1 additional outdoor amenity / 5% increase in total open space  | 10% of units reserved for household incomes no more than 80% of AMI  |
| 65% of required                  | 2 additional outdoor amenities / 10% increase in total open space   | 15% of units reserved for household incomes no more than 80% of AMI  |
| 50% of required                  | 3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to 25% or more of the open space | 10% of units reserved for household incomes no more than 80% of AMI, 10% of units reserved for household incomes no more than 60% of AMI |
| 40% of required                  | 4 additional outdoor amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space          | 15% of units reserved for household incomes no more than 80% of AMI, 10% of units reserved for household incomes no more than 60% of AMI |

## Residential Parking – CMU & VMU

Table D: Required Parking in the CMU Zone

| Land Use                 | Minimum Required Parking     |
|--------------------------|------------------------------|
| Residential – Studio     | 1.15 spaces per unit         |
| Residential – 1 bedroom  | 1.5 spaces per unit          |
| Residential – 2 bedroom  | 1.85 spaces per unit         |
| Residential – 3+ bedroom | 2.5 spaces per dwelling unit |

Table E: Required Parking in the VMU Zone

| Land Use                 | Minimum Required Parking      |
|--------------------------|-------------------------------|
| Residential – Studio     | 1.25 spaces per unit          |
| Residential – 1 bedroom  | 1.5 spaces per unit           |
| Residential – 2 bedroom  | 2.15 spaces per unit          |
| Residential – 3+ bedroom | 2.65 spaces per dwelling unit |



## Where does Mixed-Use Zoning Belong?



## Next? Master Site Plan

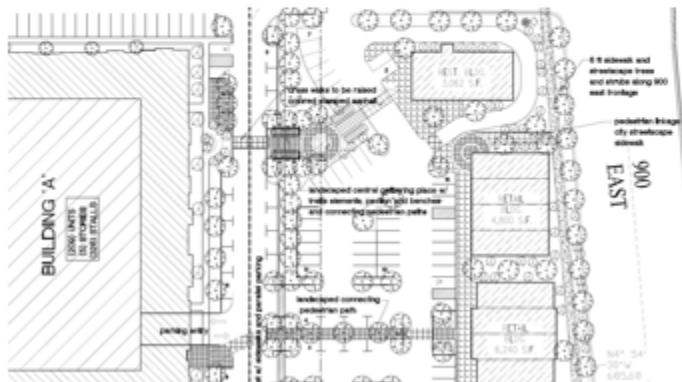
Applicant for Master Site Plan approval **MUST** provide:

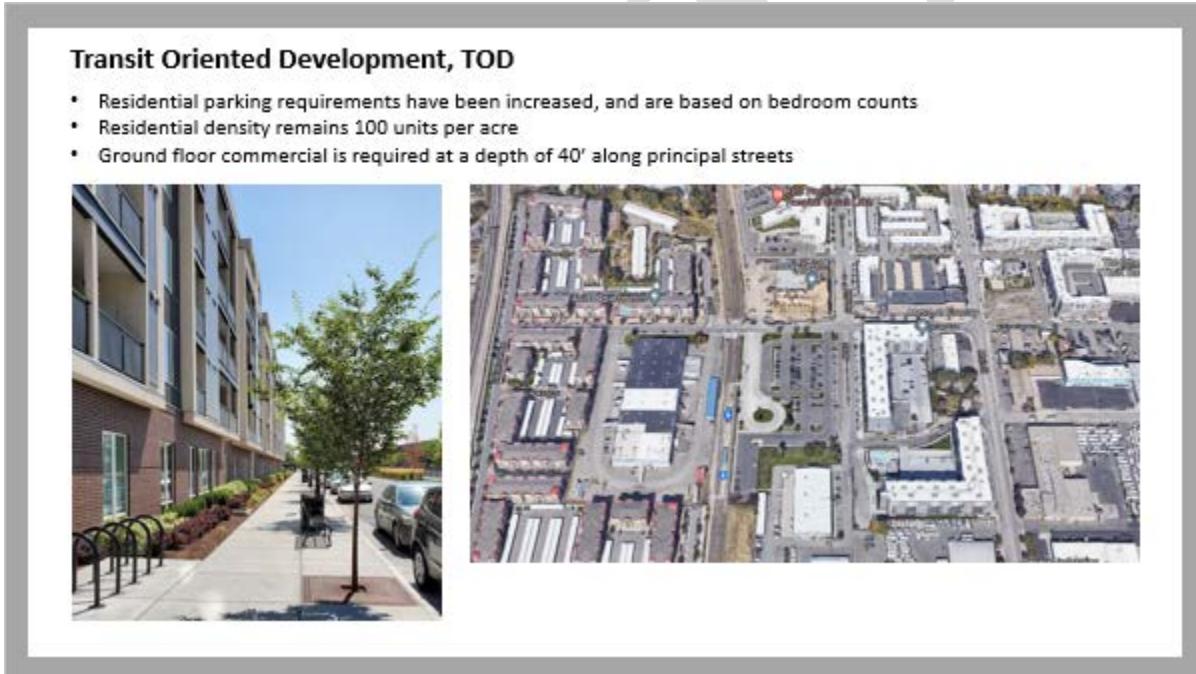
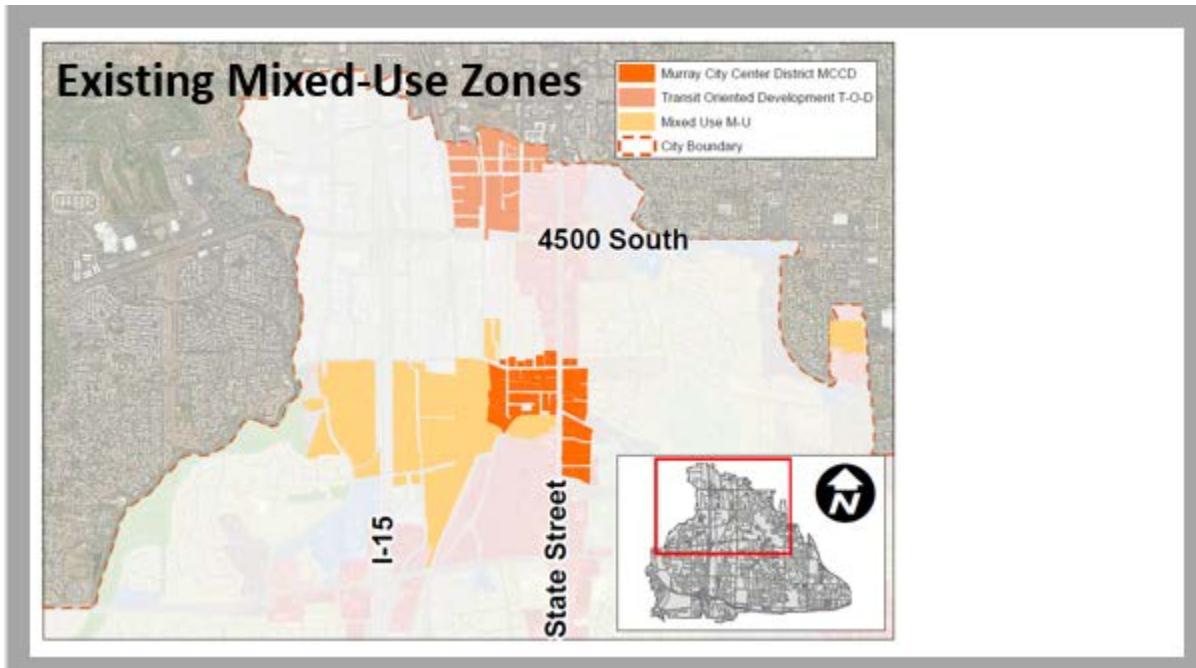
- Traffic Impact Study
- Parking Analysis
- Adequate Public Utilities & Facilities Review
- Public Services Review (may be required) – Police, Fire, Parks, Schools, or other services.



### Master Site Plan, Required Components:

- Building Orientation to private streets and access, not parking lots.
- Provide a Central Feature to unify the commercial and residential.
- Buildings to form outdoor spaces linked by pedestrian walkways.
- Must be approved in conjunction with a Master Site Plan Agreement (formerly the Memorandum of Understanding)





### Murray City Center District, MCCD

- Residential parking requirements have been increased, and are based on bedroom counts
- Residential density remains 100 units per acre west of State Street, 80 units per acre east of State Street
- Ground floor commercial is required at a depth of 40' along principal streets



### Residential Density and Parking – MCCD & TOD

Residential Parking Requirements

|      | Studio | 1 bedroom | 2 bedroom | 3 bedroom + |
|------|--------|-----------|-----------|-------------|
| TOD  | 1      | 1.05      | 1.5       | 2.5         |
| MCCD | 1      | 1.05      | 1.5       | 2.5         |

Residential Density in the TOD and MCCD

|          | TOD                | MCCD  |
|----------|--------------------|---|
| Current  | unlimited          | 100 units per acre  |
| Proposed | 100 units per acre | 100 units per acre west of State Street, 80 units per acre east of State Street |



### Murray Central Mixed Use, MCMU (formerly Mixed-Use, M-U)

- Residential parking requirements have been increased, and are based on bedroom counts
- Residential density ranges from 40 units per acre up to 80 units per acre, based on distance to the station platform
- Ground floor commercial is required at a depth of 40' only along principal streets. Reductions of the required commercial are allowable within a matrix of additional amenities and open space, affordable housing, and reduced density



### East and West Subdistricts

All of the area of the current M-U Zone west of Commerce Drive was removed from the "Mixed Use" designation on the Future Land Use Map during the adoption of the 2017 General Plan, recognizing limitations for mixed-use development with strong connections to the TRAX station in that area.

The MCMU Zone is proposed to be divided into East and West Subdistricts, which will still allow mixed-use development in the area west of the I-15 corridor, but at a more limited and appropriate scale.



## Residential Density and Parking – MCMU Zone

Table C: Maximum Allowed Residential Density

| Distance to Murray Central Station Platform | 1/8 mile | 1/4 mile | 1/2 mile | >1/2 mile |
|---|----------|----------|----------|-----------|
| MCMU East Subdistrict                       | 80       | 65       | 50       | 40        |
| MCMU West Subdistrict                       | 40       | 40       | 40       | 40        |

\*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum allowed residential density is limited to 40 units per acre

Table F: Required Parking in the MCMU Zone

|                          | MCMU East Subdistrict | MCMU West Subdistrict |
|--------------------------|-----------------------|-----------------------|
| Residential – Studio     | 1 spaces per unit     | 1.25 spaces per unit  |
| Residential – 1 bedroom  | 1.25 spaces per unit  | 1.5 spaces per unit   |
| Residential – 2 bedroom  | 1.5 spaces per unit   | 2.15 spaces per unit  |
| Residential – 3+ bedroom | 2.5 spaces per unit   | 2.65 spaces per unit  |

## Reduction of Commercial Requirement, MCMU Zone

Table D: MCMU East Subdistrict, Reduction of Required Commercial

| Reduction of Required Commercial                    | Reduction of Allowed Residential Density per Acre | Open Space & Amenities  | Affordable Housing   |
|---|---|---|--|
| 75% of required commercial: fulfill one (1) option  | 5-9 units   | 2 additional outdoor amenities / 5% increase in total open space  | 10% of units reserved for tenants with household incomes no more than 80% of AMI |
| 60% of required commercial: fulfill two (2) options | 10 units  | 2 additional outdoor amenities / 10% increase in total open space | 15% of units reserved for tenants with household incomes no more than 80% of AMI |

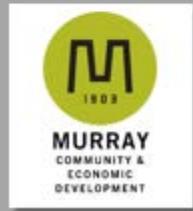
Table E: MCMU West Subdistrict, Reduction of Required Commercial

| Reduction of Required Commercial                    | Reduction of Allowed Residential Density per Acre | Open Space & Amenities   | Affordable Housing   |
|---|---|--|--|
| 75% of required commercial: fulfill one (1) option  | 5-9 units   | 2 additional outdoor amenities / 5% increase in total open space   | 10% of units reserved for tenants with household incomes no more than 80% of AMI |
| 60% of required commercial: fulfill two (2) options | 10-14 units                                       | 2 additional amenities / 10% increase in total open space  | 15% of units reserved for tenants with household incomes no more than 80% of AMI |
| 45% of required commercial: fulfill one (1) option  | 15-19 units                                       | 3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to at least 25% of open space | 10% of units reserved for tenants with household incomes no more than 80% of AMI |
| 30% of required commercial: fulfill two (2) options | 20 units  | 4 additional amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space               | 15% of units reserved for tenants with household incomes no more than 80% of AMI |

## Planning Commission Recommendation

The Planning Commission held a public hearing on July 15, 2021 and voted 5-0 to forward a recommendation of APPROVAL to the City Council for the requested amendments to Chapters 17.146, Mixed-Use, 17.168 Transit Oriented Development, 17.170, Murray City Center District, and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use.

# THANK YOU





**MURRAY**  
CITY COUNCIL

# Special Recognition



**MURRAY**  
CITY COUNCIL

# Special Recognition #1



# MURRAY

## Council Action Request

Meeting Date:

|                                |                          |
|--------------------------------|--------------------------|
| Department Director            | Purpose of Proposal      |
| Phone #                        | Action Requested         |
| Presenters                     | Attachments              |
|                                | Budget Impact            |
|                                | Description of this Item |
| Required Time for Presentation |                          |
| Is This Time Sensitive         |                          |
| Mayor's Approval               |                          |
| Date                           |                          |

## EMPLOYEE OF THE MONTH RECOGNITION

DEPARTMENT:

DATE:

**Parks and Recreation**

**7/26/2021**

NAME of person to be recognized:

Submitted by:

**Lori Edmunds**

**Kim Sorensen**

DIVISION AND JOB TITLE:

**Cultural Arts, Director**

YEARS OF SERVICE:

**5**

REASON FOR RECOGNITION:

Lori oversees Murray's Cultural Arts Division. Areas of responsibility include overseeing the Arts and History Advisory Boards, coordination of outdoor amphitheater events, coordinates and oversees community arts, heritage programs and museum.

Lori is a wonderful employee who strives for perfection. During COVID-19 Lori was instrumental in providing virtual programing and offering community events that followed health protocol and social distancing.

The largest event Lori oversees is Murray Fun Days. This years event was a huge success. She constantly adjusts the 4th of July celebration to keep up with community needs and provide something for everyone

Murray City is fortunate to have someone like Lori oversee and manage the Cultural Arts.

COUNCIL USE:

MONTH/YEAR HONORED August 2021



**MURRAY**  
CITY COUNCIL

# Special Recognition #2



**MURRAY**

# **Mayor's Office**

Presentation of Certificate of Achievement for Excellence  
in Financial Reporting to Brenda Moore

## **Council Action Request**

### **Council Meeting**

Meeting Date: August 24, 2021

|  |  |
|--|--|
| <b>Department Director</b><br>Mayor Blair Camp   | <b>Purpose of Proposal</b><br>To award Certificate of Achievement for Excellence in Financial Reporting  |
| <b>Phone #</b><br>801-264-2600   | <b>Action Requested</b>  |
| <b>Presenters</b><br>Mayor Blair Camp  | <b>Attachments</b><br>Notification letter from the Government Finance Officers Association and Certificate of Achievement  |
| <b>Required Time for Presentation</b>  | <b>Budget Impact</b><br>None   |
| <b>Is This Time Sensitive</b><br>No  | <b>Description of this Item</b><br>Murray City's Finance and Administration Department has been recognized by the Government Finance Officers Association for excellence in financial reporting for fiscal year 2020. The certificate will be presented to Brenda Moore, Finance Director. |
| <b>Mayor's Approval</b><br> |  |
| <b>Date</b><br>July 20, 2021   |  |



**Government Finance Officers Association**  
203 North LaSalle Street, Suite 2700  
Chicago, Illinois 60601-1210  
312.977.9700 fax: 312.977.4806

6/15/2021

Brenda Moore  
Director of Finance and Administration  
Murray City Corporation, Utah

Dear Ms. Moore:

Congratulations!

We are pleased to notify you that your comprehensive annual financial report for the fiscal year ended June 30, 2020 has met the requirements to be awarded GFOA's Certificate of Achievement for Excellence in Financial Reporting. The GFOA established the Certificate of Achievement for Excellence in Financial Reporting Program (Certificate Program) in 1945 to encourage and assist state and local governments to go beyond the minimum requirements of generally accepted accounting principles to prepare comprehensive annual financial reports that evidence the spirit of transparency and full disclosure and then to recognize individual governments that succeed in achieving that goal. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting. Congratulations, again, for having satisfied the high standards of the program.

Your electronic award packet contains the following:

- **A "Summary of Grading" form and a confidential list of comments and suggestions for possible improvements.** We strongly encourage you to implement the recommended improvements in your next report. Certificate of Achievement Program policy requires that written responses to these comments and suggestions for improvement be included with your 2021 fiscal year end submission. If a comment is unclear or there appears to be a discrepancy, please contact the Technical Services Center at (312) 977-9700 and ask to speak with a Certificate of Achievement Program in-house reviewer.
- **Certificate of Achievement.** A Certificate of Achievement is valid for a period of one year. A current holder of a Certificate of Achievement may reproduce the Certificate in its immediately subsequent comprehensive annual financial report. Please refer to the instructions for reproducing your Certificate in your next report.
- **Award of Financial Reporting Achievement.** When GFOA awards a government the Certificate of Achievement for Excellence in Financial Reporting, we also present an Award of Financial Reporting Achievement (AFRA) to the department identified in the application as primarily responsible for achievement of the Certificate.
- **Sample press release.** Attaining this award is a significant accomplishment. Attached is a sample news release that you may use to give appropriate publicity to this notable achievement.

In addition, award recipients will receive via mail either a plaque (if first-time recipients or if the government has received the Certificate ten times since it received its last plaque) or a brass medallion to affix to the plaque (if the government currently has a plaque with space to affix the medallion). Plaques and medallions will be mailed separately.

As an award-winning government, we would like to invite one or more appropriate members of the team that put together your comprehensive annual financial report to apply to join the Special Review Committee. As members of the Special Review Committee, peer reviewers get exposure to a variety of reports from around the country; gain insight into how to improve their own reports; achieve professional recognition; and provide valuable input that helps other local governments improve their reports. Please see our website for [eligibility requirements](#) and [information on completing an application](#).

Thank you for participating in and supporting the Certificate of Achievement Program. If we may be of any further assistance, please contact the Technical Services Center at (312) 977-9700.

Sincerely,



Michele Mark Levine  
Director, Technical Services



The Government Finance Officers Association of  
the United States and Canada

*presents this*

## AWARD OF FINANCIAL REPORTING ACHIEVEMENT

*to*

**Finance Department**  
Murray City Corporation, Utah



*The Award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the department or individual designated as instrumental in the government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.*

Executive Director

*Christopher P. Morill*

Date: 6/15/2021



Government Finance Officers Association

**Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting**

Presented to

**Murray City Corporation  
Utah**

For its Comprehensive Annual  
Financial Report  
For the Fiscal Year Ended

June 30, 2020

*Christopher P. Monell*

Executive Director/CEO



**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 Robert Wyss to the Arts Advisory Board.**

### **Council Action Request**

#### **Council Meeting**

Meeting Date: August 24, 2021

|  |  |
|--|--|
| <b>Department Director</b><br>Kim Sorensen   | <b>Purpose of Proposal</b><br>Appointment of board member.   |
| <b>Phone #</b><br>801-264-2619   | <b>Action Requested</b><br>Consider confirmation of the Mayor's appointment of Robert Wyss to the Arts Advisory Board.   |
| <b>Presenters</b><br>Mayor Camp  | <b>Attachments</b><br>Resume   |
| <b>Required Time for Presentation</b>  | <b>Budget Impact</b><br>None   |
| <b>Is This Time Sensitive</b><br>Yes   | <b>Description of this Item</b><br>Robert Wyss will be appointed as a member of the Arts Advisory Board 8/24/2021 to 1/1/2023. Robert will be filling the position that was vacated by Lily Ellingson. |
| <b>Mayor's Approval</b><br> |  |
| <b>Date</b><br>August 10, 2021   |  |

July 2, 2021

Lori Edmunds  
Cultural Arts Manager  
296 E. Murray Park Ln.  
Murray, UT 84107

Dear Lori,

Thank you for the opportunity to work with the Murray City Arts Advisory Board. Per your request, I am attaching my experience with live event sound. I also wanted to give you more of my background below.

I grew up in Salt Lake City. After marrying Larene Miller of Murray we lived in Holladay for several years before moving our family of four to Murray eleven years ago.

My professional background is in chemical engineering and computer software design. My computer skills have connected me back to my life-long hobby of theater sound and lighting as old analog technologies have given way to digital sound and lighting systems.

While not a full time audio engineer, I have had the opportunity to assist many civic, school and religious groups with their audio needs over many years. As a result I have developed excellent working relationships with the major live event sound providers and installed sound system companies along the Wasatch Front. I know the areas of expertise and general pricing of such well known companies like Poll Sound, Performance Audio, Webb Audio Visual, Pratt Sound, Bryotech, Taylor Audio, Oasis, etc. As Technical Director of One Voice Children's Choir, I have mixed live sound and have enjoyed working with the technical staff in a large number of performance venues from Bountiful to Provo. I am pleased to assist several local elementary and middle schools with their annual theatrical productions.

My interest in US and pioneer-era history has led me to enjoy learning about the history of our community. My wife and I enjoy church and community involvement. We were among the first class of Salt Lake City CERT-trained volunteers.

I believe that we can all benefit by understanding our personal heritage and the history of our community. The performing and visual arts have the additional power to uplift and enrich our lives. By combining a historical perspective with a vibrant arts program we can distinguish Murray as an even more desirable community.

I look forward to working with you.

Sincerely,



Robert Wyss

# Robert Wyss

## Highlights of Technical and Service Oriented Experience

| From/To      | Event / Venue  | Location              | Position   |
|--------------|--|-----------------------|--|
| 1965-1967    | Highland High School   | Salt Lake City        | Student / Audio Technician   |
| 1967-1970    | “Promised Valley”<br>Served two seasons as chief lighting operator in the original downtown outdoor theater                            | Outdoor Theater       | Lighting Technician  |
| 1970-1982    | Location Recording Services  | Various               | Owner / Operator<br>Served corporate clients by recording & duplicating training seminars (including Boy Scouts of America)                    |
| 1990-1991    | “Hill Cumorah Pageant”   | Kingston, Jamaica     | Technical Director<br>Supervised all aspects of stage construction and event production in a remote location                                   |
| 1994         | “Day of Celebration”<br>Member of production committee, including training of “long throw” spot operators at the LDS Conference Center | Rice Eccles Stadium   | Assistant Technical Director   |
| 2000-2002    | 2002 Winter Olympics   | Utah Olympic Oval     | Technical Official<br>Advisor to the Speedskating software development team, coordinated long track timing systems for events                  |
| 2002-present | US Speedskating  | Utah Olympic Oval     | Technical Advisor – Timing<br>Responsible for development of electronic timing systems and operator training                                   |
| 2003-present | ISU/US Speedskating Events   | U.S. venues           | Technical Advisor<br>Responsible for timing system results and coordinate with TV broadcasters on audio and electronic results                 |
| 2009-2019    | School Play & events   | Canyon Rim Academy    | Technical Volunteer<br>Specified new auditorium sound system, provided audio support for numerous indoor and outdoor school events             |
| 2010-present | One Voice Children’s Choir   | Wasatch Front         | Technical Director<br>Responsible for all aspects of live event sound for over 50 events per year, inc. corporate events and concerts          |
| 2011-2015    | “Echoes of Christmas”  | Liberty Park          | Technical Director<br>Designed and implemented sound and lighting systems for seven outdoor “mini” pageant stages                              |
| 2013-present | Holladay Messiah Concert   | Olympus H.S.          | Event Committee/Tech Advisor<br>Responsible for technical aspects of staging and sound (built event YouTube channel during COVID restrictions) |
| 2014         | America’s Got Talent   | Radio City Music Hall | OVCC Tech Director<br>Responsible for all rehearsal sound and coordination with on-site live sound engineer                                    |
| 2015         | Pioneer Memorial Theater   | University of Utah    | Student<br>Studied theater sound design under Jenn Jackman, PMT resident sound designer  |
| 2017         | D-Day Commemoration  | Normandy, France      | OVCC Technical Director<br>Responsible for planning, logistics, and operating multiple on-location sound systems                               |
| 2017         | OVCC Concert Tour  | Paris, France         | OVCC Technical Director<br>Set up and operated performance sound systems at Eglise De La Madeleine Cathedral and Le Jardin d’Acclimatation     |



**MURRAY**

# **Mayor's Office**

## **Appointment of Jessica Miller to the Library Board.**

### **Council Action Request**

#### **Council Meeting**

Meeting Date: August 24, 2021

|  |   |
|--|---|
| <b>Department Director</b><br>Kim Fong   | <b>Purpose of Proposal</b><br>Appointment of board member.  |
| <b>Phone #</b><br>801-264-2585   | <b>Action Requested</b><br>Consider confirmation of the Mayor's appointment of Jessica Miller to the Library Board.   |
| <b>Presenters</b><br>Mayor Camp  | <b>Attachments</b><br>Resume  |
| <b>Required Time for Presentation</b>  | <b>Budget Impact</b><br>None  |
| <b>Is This Time Sensitive</b><br>Yes   | <b>Description of this Item</b><br>Jessica Miller will be appointed as a member of the Library Board to complete a term from 8/24/2021 to 6/30/2023. Jessica will be filling the position that was vacated by Nicholas Skene. |
| <b>Mayor's Approval</b><br> |   |
| <b>Date</b><br>August 10, 2021   |   |

# **Jessica Lucero Miller**

Murray, UT 84123

## **SUMMARY:**

I am committed to building relationships, fostering community and partnerships, and connecting people with resources they need. As a director and innovator with over ten years' experience in higher education, I support inclusive and equitable practices. With over twenty years' experience on university, state, and local community boards and committees, I am an active and engaged leader with excellent written and verbal communication skills.

TOP CLIFTON STRENGTHS: Developer, Positivity, Ideation, Connectedness, and Empathy

## **EXPERIENCE:**

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### **United Way of Salt Lake**

Lead Network Director, Postsecondary Outcomes, July 2021-present

Lead Postsecondary Outcomes and FAFSA Impact & Improvement Networks. Administer Deborah Bayle Scholarship. Increase student access, readiness, completion, and career placement.

### **College Success Advocate**

Owner/Managing Director, October 2020-present

Assist students in navigating the higher education landscape from pre-application to completion.

### **Utah Valley University**

Articulated Programs & Workforce Development, December 2019-September 2020. Orem, UT.

Student-centered advocate to create streamlined pathways from school to workforce. Directed and coordinated efforts related to program articulation between UVU and technical colleges to ensure seamless transfer and articulation. Assisted UVU earn \$870K of the State's CARES Act funding to fund twenty-one programs to help unemployed and vulnerable populations get the training they need for the workforce. Worked with UVU's adult learner task force to draw preliminary plans to meet the needs of the twenty-first century learner.

### **Utah System of Higher Education**

*Director of Completion Initiatives, Academic and Student Affairs Division of the Office of the Commissioner, July 2016-December 2019. Salt Lake City, UT.*

Leader in strategic planning for priority initiatives set by the USHE Board of Regents, including transfer and seamless articulation and prior learning assessment. Implemented completion initiatives such as high impact practices and guided pathways by building change-agent teams of administrators, faculty,

and staff. Facilitated system strategy to assess quality of community-engaged learning experience. Developed a culture change around twenty-first century learners that lead to increased system support for adult-reengagement and completion across the State. Highlighted the work Utah is doing at the national level. State liaison to Complete College America and National Association of System Heads. Utah System of Higher Education representative on United Way's Postsecondary Completion Working Group, Promise Partnership Regional Consortium; established goal to increase the number of adults (25+) of color who earn a postsecondary credential. Provided instrumental feedback for legislation on prior learning assessment and drafted system policy to better serve Utah's students.

### **Utah System of Higher Education**

*Project Manager, Academic & Student Affairs Division of Office of the Commissioner, July 2013-July 2016. Salt Lake City, UT.*

Prior to being promoted to director of completion initiatives, coordinated implementation team for Senate Bill 196, Math Competency Initiative. Created teacher preparation grants to increase number of qualified high school instructors, which resulted in an increase in the number of concurrent enrollment math course offerings and students earning college math credit while in high school.

Managed Utah Cluster Acceleration Partnership (UCAP) and coordinated UCAP projects with Department of Workforce Services, and the Governor's Office of Economic Development. Managed grant budgets and final reports. State co-lead from USHE on National Governor's Association Center for Best Practices grant initiative. Designed to increase work-based learning opportunities for students across the State.

Managed Technology Intensive Concurrent Enrollment (TICE) projects. Reviewed courses and advocated for communication campaign to increase use of projects.

Revised USHE Policy R401, New Program Approval process.

### **Nevada State College**

*Adjunct Faculty, English Department, August 2013-2016, 2021-present Remote from Salt Lake City, UT.*

- Designed and taught online upper-division Literature Courses.
- Received positive student evaluations. Highlights include creation of innovative assignments, flexibility in response to student needs, and passion for subject matter.

### **Salt Lake Community College**

*Adjunct Faculty, English Department, January 2013-May 2013. Taylorsville, Utah.*

- Designed and taught two first-year composition courses.
- Met and advised students on their writing during office hours and by appointment.
- Received positive student evaluations.

### **University of Nevada, Las Vegas**

*Assistant Director, Black Mountain Institute at UNLV, July 2012-January 2013. Las Vegas, Nevada.*

*Interim Assistant Director, BMI at UNLV, July 2011-July 2012. Las Vegas, Nevada.*

- Planned and coordinated of all aspects of BMI events.
- Managed BMI's complex budget, which included state and private funds.

- Managed the BMI PhD Fellows program, coordinating advertising, contracts, and budgets for these positions.
- Supervised BMI PhD Fellows and their work as associate editors of *Witness Magazine*.
- Drafted and facilitated the advertising and written contracts for the BMI Bennett Fellows.
- Website and social media coordinator. Updated information on BMI's website, Facebook, and Twitter accounts.
- Managing editor of *Witness Magazine*; oversaw all aspects of production management including assisting editors with meetings, copyediting, proofreading, and management of submission & subscription systems.
- Supervised BMI Administrative Assistant.
- Steering Committee Member of the Vegas Valley Book Festival. Planned entire event. Invited, funded, and coordinated schedule for the keynote speaker for the festival.
- Member of the Board of Directors for the Writers of Southern Nevada.

*Assistant to the Director of General Education at UNLV*, August 2006-May 2007. Las Vegas, Nevada.

- Coordinated and scheduled meetings for the Director of General Education.
- Researched General Education curriculum at comparable institutions.
- Served on the Writing Across the Curriculum Task Force.
- Coordinated Writing Across the Curriculum pilot program, "Linked Courses" with participating academic and administrative units.
- Recruited students to enroll in Linked courses.
- Designed and taught English 102 in collaboration with Environmental Studies 101 instructor.
- Coordinated and assisted Director and Associate Director of General Education with General Education Retreat.

*Graduate Assistant Instructor, English Department and Honors College*, January 2003-August 2010

- Designed and taught the following courses:
  - English 101, Composition I
  - English 102, Composition II
  - English 102 Composition II Linked with Environmental Studies I
  - English 231 World Literature I
  - English 232 World Literature II
  - Honors 100 Honors Rhetoric
  - Honors 110 Perspectives in the Western Experience I
  - Honors 115 Perspectives in the Western Experience II
- Met and advised students

BOARD SERVICE:

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**Murray City Diversity and Inclusion ad hoc Task Force, Committee Member, Murray City (2021-2023)**

- Appointed to the newly created ad hoc advisory committee to improve access to services for Murray's marginalized communities and create a more inclusive and unified environment.

**Community & Support Services Advisory Council, Committee Member, Salt Lake County (2021-2023)**

- Reviewed grant applications requesting funds to respond to crisis and/or increase housing and economic mobility. Made recommendations to Salt Lake County Mayor.

**National Association of System Heads, Steering Committee Member, National Association of System Heads Taking Student Success to Scale (TS3) Steering Committee (2019-2020)**

- Invited to join national steering committee to provide leadership and strategic planning for annual NASH TS3 Convening, NASH TS3 monthly lead calls, and regular national webinars on equity and inclusion, transfer, high impact practices, predictive analytics, and math pathways.
- Designed, invited speakers, drafted questions, and facilitated TS3 webinars (high impact practices and predictive analytics). *During my tenure on this board, I presented on equity practices across Utah's eight public higher ed institutions. Advocated to make equity a priority for all NASH TS3 initiatives along with senior members of this committee; to date, equity is now central and will not be treated as a topic but rather as a through-line for all TS3 success initiatives.*

**Promise Partnership Regional Council, Postsecondary Completion Working Group (2018-2019)**

- Established goal to increase the number of adults (25+) of color who earn a postsecondary credential. Provided instrumental feedback for legislation on prior learning assessment and drafted system policy to better serve Utah's students.

**Complete College America, State Liaison (2017-2019).**

- State liaison to Complete College America. Advocated for guided pathways and better use of predictive analytics to highlight at-risk students who need additional funding and support. Pushed the conversation in Utah about prior learning assessments and the importance of seeing adult learners as contributors with their own expertise. Placed a high value on equity and inclusion practices, particularly in terms of math pathways. Spearheaded initiative to help all eight Utah public colleges redefine math pathways.

**State Board of Regents, Completion Working Group (2018-2019)**

- Staff for Regents working group. Facilitated statewide listening tour, presented to the Board's Academic & Student Affairs committee, recommended strategy to increase completion for students enrolled in any Utah System of Higher Education (now Utah State Board of Higher Education). Top priority is seamless transfer.

**University of Nevada, Las Vegas, Graduate & Professional Student Association (GPSA)**

- *President (2008-2010)*
  - Selected State Committees: Nevada System of Higher Education (NSHE) Board of Regents (GPSA Representative), Nevada Student Alliance, NSHE Tuition & Fees Committee
  - Selected UNLV Campus Committees: Bookstore Committee, Commencement Committee, Intercollegiate Athletic Council Committee, NWCCU Accreditation Steering Committee, Parking Advisory Committee, President's Advisory Council, Student Technology Advisory Board, Teaching & Learning Center Advisory Council.
  - Selected Faculty Senate Committees: Campus Affairs Committee, Governance Committee
  - Selected Graduate College Committees: Faculty & Graduate Student Issues Committee, Graduate Council Executive Committee
  - Selected GPSA Committees: Awards Ad hoc Committee, Chair, Government Relations Ad hoc committee

- Selected Honors/Awards: Invited to speak at the UNLV Foundation Luncheon; invited panelists to the Undergraduate Panel on Graduate Education
- *Secretary GPSA (2006-2008)*
  - Selected campus committees: General Education Retreat Committee, Midtown UNLV Council, VP of Research & Graduate Dean Search Committee,
  - Selected Graduate College Committee: Faculty & Graduate Student Issues Committee
  - Selected GPSA Committees: Activities Committee, Chair, Publications Committee, Chair

EDUCATION:

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**University of Nevada, Las Vegas**, Graduate School, Las Vegas, NV

**Ph.D.**, English Literature, December 2012; **M.A.**, English Literature May 2005

- Selected Honors/Awards: UNLV Graduate Student Commencement Speaker, UNLV Graduate & Professional Student Association Distinguished Contribution Award, The Marjorie Barrick Fellowship, English Department Nominee for the UNLV President's Fellowship, GPSA Research Forum 1<sup>st</sup> Place Award, International Programs Scholarship, Graduate College Summer Scholarship, GPSA Merit Award, GPSA Conference Grants

**Dublin James Joyce Summer School**, Dublin, Ireland

**Certificate**, July 2010

- Selected Honors/Awards: invited to write a review of the program, published in the *Dublin James Joyce Journal*. Vol 3 (2010): pp. 175-79.

**Mississippi State University**, School of Arts & Sciences, Starkville, MS

**B.A.**, English Literature with an emphasis in Creative Writing & minor in German, May 2001

- Selected Honors/Awards: Dean's List, President's List, Society of Scholars in the Arts & Sciences induction

RECENT PRESENTATIONS:

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**National Association of System Heads**, Webinar. July 2019

- Equity in a Changing Utah Landscape.

**Utah System of Higher Education Board of Regents**, Utah State University, Logan, UT, September 2019.

- Prior Learning Assessment Priorities and Timeline.

**Utah System of Higher Education Counselor Conference**, Provo, UT 2019

- Helping Students Navigate the Wacky World of Higher Education.

**Utah System of Higher Education Counselor Conference**, Provo, UT 2018

- You Helped Guide Them Into College, Now What? A Frank Conversation about Completion

**American Association of State Colleges & Universities, Winter Conference**, San Diego, CA 2017

- Removing Barriers to Graduation: Tying Math Course Selection to K-16 Career Pathways and Majors

## LEADERSHIP TRAININGS AND ACTIVITIES

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### **Women's Leadership Institute**

- Political Development Series, 2018-2019 cohort
- Career Development Series, 2019 cohort

### VOLUNTEERING:

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**Girls on the Run** Coach for Grant Elementary, 2021-present

**Girl Scouts of Utah** "Stand Beside Her" Committee, 2015-2016.

**Licensed Nurse Practitioner Mock Interviews**, Snow College-Richfield Campus, April 2015.

**Science Olympiad**, 2014-2017.

**Utah Scholars Initiative**, 2013-2018.

**United Way "Stuff the Backpacks" Campaign**, 2013-2014.



**MURRAY**  
CITY COUNCIL

# Public Hearings



**MURRAY**  
CITY COUNCIL

# Public Hearing #1



**MURRAY**

# Public Works

## Murray City Transportation Master Plan

### Council Action Request

#### Council Meeting

Meeting Date: August 24, 2021

|  |  |
|--|--|
| <b>Department Director</b><br>Danny Astill   | <b>Purpose of Proposal</b><br>Murray City Transportation Master Plan Presentation  |
| <b>Phone #</b><br>801-270-2404   | <b>Action Requested</b><br>Presentation of the Transportation Master Plan for review and comment.  |
| <b>Presenters</b><br>Trae Stokes   | <b>Attachments</b><br>Transportation Master Plan, planning commission minutes and draft resolution.  |
| <b>Required Time for Presentation</b>  | <b>Budget Impact</b><br>The master plan outlines the city's overall transportation network and identifies existing and future needs to assist in determining budget impacts.   |
| <b>Is This Time Sensitive</b><br>No  | <b>Description of this Item</b><br>Murray City's last transportation plan was completed in the spring of 2006. Since that time the city has experienced growth in several areas resulting in new demands and impacts on our transportation corridors. This master plan is a fundamental resource to help the city manage its existing transportation needs and prepare for future demands. |
| <b>Mayor's Approval</b><br> |  |
| <b>Date</b><br>August 10, 2021   |  |

## Murray City Corporation

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 24<sup>th</sup> day of August, 2021, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will consider and intends to adopt by resolution the Murray City Transportation Master Plan. A copy of the Murray City Transportation Master Plan will be available for public inspection at the Murray City Public Works offices located at 4646 South 500 West, Murray, Utah 84123.

The purpose of this hearing is to receive public comment concerning the proposed adoption of the Murray City Transportation Master Plan described above.

DATED this 9<sup>th</sup> day of August, 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink, appearing to read "Brooke Smith".

Brooke Smith  
City Recorder

DATE OF PUBLICATION: August 13, 2021  
PH21-32

Publish: Utah Public Notice Website  
Post: City's Website  
Mail: Each affected entity

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION APPROVING THE  
TRANSPORTATION MASTER PLAN

WHEREAS, the City has prepared a new Transportation Master Plan (the "Plan"); and

WHEREAS, the Plan includes updated information and analysis to reflect changes that have occurred since the previous transportation master plan was amended in 2006, as well as forecasted changes in the future and an in-depth analysis to determine future transportation system needs and performance has also been performed; and

WHEREAS, a comprehensive accounting of transportation capital needs has been developed, and potential existing and future funding sources that may be applied to those needs have been identified; and

WHEREAS, the Plan was developed using input from City staff as well as a public survey of the residents of Murray City; and

WHEREAS, a duly noticed public hearing was held on May 20, 2021, where the matter was given full and complete consideration by the Murray City Planning Commission, which forwarded a recommendation of approval to the City Council; and

WHEREAS, a copy of the Plan is available for public viewing at the Murray City Public Works Department, 4646 South 500 West, Murray Utah, as well as on the City's website; and

WHEREAS, after receiving and considering public comment, the Murray City Municipal Council finds that the Plan is in the best interest of the City and compliance with the Plan will contribute to the safety, health, prosperity and welfare of its citizens;

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

1. It hereby adopts the Murray City Transportation Master Plan, a copy of which is attached.
2. The Murray City Transportation Master Plan shall be available for public viewing at the office of the Department of Public Works, 4646 South 500 West, Murray Utah, as well as on the City's website.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2021

MURRAY CITY MUNICIPAL COUNCIL

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Diane Turner, Chair

ATTEST:

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Brooke Smith, City Recorder

The Planning Commission met on Thursday, May 20, 2021, at 6:30 p.m. for a meeting held electronically in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Planning Commission Chair determined that conducting a meeting with an anchor location presented 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](http://www.murraycitylive.com) or <https://www.facebook.com/Murraycityutah/>. Anyone who wanted to make a comment on an agenda item at the meeting registered at: <https://tinyurl.com/pc052021> or submitted comments via email at [planningcommission@murray.utah.gov](mailto:planningcommission@murray.utah.gov).

|          |  |
|----------|--|
| Present: | Maren Patterson, Chair<br>Ned Hacker, Vice Chair<br>Travis Nay<br>Sue Wilson<br>Lisa Milkavich<br>Jake Pehrson<br>Jared Hall, Planning Division Manager<br>Susan Nixon, Associate Planner<br>Zachary Smallwood, Associate Planner<br>Briant Farnsworth, Deputy City Attorney<br>Citizens |
| Excused: | Jeremy Lowry   |

The Staff Review meeting was held from 6:00 p.m. to 6:30 p.m. The Planning Commission members briefly reviewed the applications on the agenda. An audio recording is available at the Murray City Community and Economic Development Department Office.

Maren Patterson, Chair, opened the meeting and welcomed those in attendance. Ms. Patterson read the statement for holding the meeting electronically due to the Covid-19 Novel Coronavirus. She reviewed the public meeting rules and procedures

#### APPROVAL OF MINUTES

Travis Nay made a motion to approve Minutes from May 6, 2021 and Lisa Milkavich seconded. A voice vote was made, motion passed 6-0.

#### CONFLICT OF INTEREST

There were no conflicts of interest.

#### APPROVAL OF FINDINGS OF FACT

There were no findings of fact.

#### FASHION PLACE MALL & LARRY MILLER AUTO – 6011 South State Street – Project #21-030

Larry Miller Auto is requesting Conditional Use Permit approval to allow the storage of inventory vehicles and employee parking associated with the Larry H. Miller dealerships on a portion of

the 5.42-acre overflow parking lot owned by the Fashion Place Mall located at 6011 South State Street. The request was continued from the April 15, 2021 meeting to the May 20, 2021 meeting. The applicant was not present at the meeting and a member of the commission desired to have clarification on the request. Susan Nixon presented the request. The lot is in the C-D zone and the request is intended for a continual Conditional Use Permit, but the application is for 2 additional years. Staff recommends the approval of a Conditional Use Permit for an additional two (2) year time period to allow the proposed Vehicle Storage and Employee Parking on the property located at 6011 South State Street, subject to conditions.

Ms. Milkavich stated there are a number of used dealerships in Murray and asked if auto dealership lots are encroaching throughout the city. At the time of the original request, it was determined not to be an encroachment and was more of a temporary situation. There have since been 2 additional requests and at this time it may be worth addressing. Ms. Nixon stated the site itself does not encroach on the surrounding businesses. Ms. Patterson clarified how smaller used auto dealerships working out of business parks posed more issues than this type of request. Mr. Hall added this does not impede land use opportunity costs and the lot isn't used for 9-10 months out of the year.

The applicant Mark Thorsen, Fashion Place LLC, stated his address as 14057 New Settle Road, Draper Utah and stated he is willing to comply with all the conditions. Greg Flint with Larry Miller Real Estate was also present to represent the request and stating his willingness to comply with the conditions. Mr. Flint clarified the request is ultimately a permanent, continual use.

Ms. Patterson opened the meeting for public comment. No public comments were made. The public comment portion for this agenda item was closed.

Mr. Pehrson asked if they are desiring a perpetual use and if it is something that can be done. Ms. Nixon stated the Commission does have the authority to allow that and typically Conditional Uses do stay with the property and are perpetual. Ms. Milkavich asked for clarification if the approval is given, can they then park any cars there, and could anyone park there. Mr. Nay stated Larry H. Miller is contracted for a set amount of parking spaces. Ms. Milkavich stated the number of stalls is not delineated well in the request but is delineated on the attached site plan. Ms. Patterson agreed and requested it be added to the conditions. Ms. Nixon clarified that no one is authorized to sell cars or display car sales on this lot, it is for inventory only and stated that if approved Fashion Place could make the same deal with another dealership as long as the conditions are still met. Mr. Pehrson asked if there is a downside to allowing this. Mr. Nay stated it is wasted space and isn't used in a meaningful way and is somewhat hidden. Mr. Nay asked if the landscape survey has been done on the site and is it considered part of the Mall property. Ms. Nixon declared that the landscaping requirements are different because it has no public street frontage. Mr. Nay declared that the original conditions were not met and that they have not abided with the landscaping requirements and that putting rocks on top of asphalt is not xeriscaping. Mr. Pehrson asked if they did this because there is no water or sprinkler system and posed if the commission would want water used in an area that isn't really seen. Mr. Smallwood indicated that it would fall under the landscaping code requirement to have planted materials for parking lots, which could also include xeriscaping. Mr. Hall added that a drip line would be needed even for desert plants and xeriscaping. Ms. Wilson stated the desert landscaping would be fine if it has some purpose and design to it. She specified the fifth condition may be a good place to specify the vehicle limitation. Mr. Smallwood clarified the addition of a condition can be detailed with the landscaping section of the code, chapter 17.68.

The applicant, Mark Thorsen stated there is no irrigation or storm drain on the parcel. Mr. Nay said it is an opportunity to upgrade the property in keeping with our city. Mr. Hacker agreed but added that this is a parking lot that is not really seen and doesn't feel it is necessary to have trees and watering systems. Mr. Nay said there is potential for Shopko to redevelop with town homes and those residences would have a view of this parking lot. Mr. Hacker specified those conditions could be addressed at the 2-year point. Ms. Nixon stated the commission has the authority of revoking the Conditional Use Permit if they are not complying. Mr. Pehrson asked if there is a way to make stipulations at any time. Mr. Hall clarified if they do not comply, code enforcement can enforce the compliance and that there is a possibility that this lot ,along with the Shopko property, could be redeveloped and will be a non-issue in 2 years.

Travis Nay motioned to approve a Conditional Use Permit for an additional 2 year time period to allow the storage of inventory vehicles and employee parking associated with the Larry H. Miller dealerships on a portion of the 5.42-acre parking lot owned by the Fashion Place Mall located at 6011 South State Street subject to the 6 conditions with a change to condition number 5 to read the use of the property is limited to 196 spaces depicted on the site plan.

1. Access for emergency vehicles shall be provided at all times. The applicant shall maintain clear and well-marked drive aisles for Fire Department access throughout the parking lot. If the gate is to be locked to secure the lot, the Fire Department shall be advised in order to update their mapping system.
2. Precast concrete wheel bumper stops shall be maintained at the head of all parking spaces adjacent to landscape areas.
3. The required landscaped areas shall be maintained in good condition at all times.
4. The applicants shall maintain a Murray City Business License in good standing and abide by all associated regulations therein.
5. The use of the property for inventory vehicle storage and Larry H. Miller employee parking is limited to the 196 spaces within the area depicted on the Site Plan attached to the Staff Report.
6. The Conditional Use shall be valid for a period of two (2) years and will expire April 30, 2023, at which time the applicant may submit a new application for Planning Commission review and approval.

Seconded by Ned Hacker.

Call vote recorded by Mr. Smallwood.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

3 SWORDS FORGE, LLC – 4637 South Cherry Street – Project #21-041

The applicant is requesting a Conditional Use Permit approval to allow a metal fabrication business within the M-G Zone on the property located at 4637 South Cherry Street. Mr. Smallwood presented the request. The request is to install a forge in a portion of the building. Metal Fabrication is allowed as a Conditional Use. The applicant's client crafts knives and swords as a hobby and stores items for his entertainment business. He added there is a condition to improve landscaping in this area adding 2 additional trees.

Staff recommends approval Conditional Use Permit approval to allow a metal fabrication business within the M-G Zone on the property located at 4637 South Cherry Street, subject to the conditions.

Brent Bateman, with Dentons Durham Jones Pinegar, stated his address as 3301 North Thanksgiving Way, Lehi, Utah. Mr. Bateman is representing his client who would like to have a forge on the building and stated his willingness to comply with the conditions.

Ms. Patterson opened the meeting up for public comment. No public comments were made. The public comment portion for this agenda item was closed.

Sue Wilson made a motion to approve a Conditional Use Permit to allow the operation of a metal fabrication business at the property addressed 4637 South Cherry Street subject to the 7 conditions:

1. The project shall comply with all applicable building and fire code standards.
2. The applicant shall obtain a building permit for any interior or exterior construction on the property.
3. The applicant shall work with Planning Division Staff to stripe parking that complies with the Murray City Land Use Ordinance including ADA compliant spaces.
4. The applicant shall maintain clear, appropriate vehicular access to the overhead doors on the building at all times.
5. The applicant shall work with Planning Division staff to implement landscaping that conforms to Chapter 17.68 of the Murray City Land Use Ordinance.
6. The applicant shall obtain permits for any new attached or detached signs proposed for the business.
7. The applicant shall obtain a Murray City Business License prior to beginning operations at this location.

Seconded by Lisa Milkavich.

Call vote was recorded by Mr. Smallwood.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

**BAMBURGH PLACE SUBDIVISION – 344 East 5600 South – Project #21-039**

The applicant, Alan Prince is requesting a Conditional Use Permit to allow for a Single-Family Residential Infill and Preliminary / Final Subdivision approval for Bamburgh Place. The proposal includes 7-lots on 1.53 acres to be developed on the property addressed 344 East 5600 South. Susan Nixon presented the request. The subject property is located on the south side of 5600 South Street. On April 20, 2021, the Murray City Council approved a change of zoning from R-1-8 to R-1-6 for the property. It was anticipated that there would be a subsequent residential subdivision application. The property has been vacant for the past few years. The recording of the subdivision will create seven (7) lots for the construction of single-family homes on a new public road accessing off 5600 South Street. Two of the lots will have frontage along 5600 South Street. The proposed lot sizes range from 6,000 ft<sup>2</sup> to 6,364 ft<sup>2</sup>. The proposal includes 7 lots, with an easement to the open space on the adjacent property to the east (404 East 5600 South) that will serve as a drainage easement; and another parcel at the southern end that will be a small pocket park that will be owned and maintained by the subdivision HOA. The residential infill does allow for the variation on the setbacks. There is a detention drainage easement which is going to be owned by the adjacent property owner, but will have an access easement across it and that property owner will maintain it. The road will be a public road with a 42 foot right of way including 25 feet of paved asphalt, 6 foot sidewalks and 2.5 foot curb and gutter adjacent to the sidewalk. There will be no park strip. Ms. Nixon showed the landscaping and exhibits of the property. Staff is recommending that the Planning Commission approve a Conditional Use Permit for residential infill and grant preliminary & final subdivision approval for the Bamburgh Place subdivision on the property addressed 344 east 5600 South subject to conditions.

Ms. Milkavich asked about the water main line and if there would be a gate on 5600 South. Ms. Nixon replied it will be up to the developer to work out the water line with the water department and that a private access gate is not required or allowed on 5600 South. Ms. Milkavich and Ms. Patterson commented on how creatively the developer used the piece of land. Mr. Nay added the 6-foot sidewalk will be a real asset. Mr. Hacker stated the street is smaller than city requirements and asked if engineering is satisfied with access for snow removal. Ms. Nixon stated engineering did not have any objection to this. Mr. Nay added this is the most proactive applications he has seen in a long time; he commended the applicant for how he went about this and how he worked with the neighborhood.

Alan Prince, applicant, stated his address at 11142 Eagle View Drive, Sandy, Utah and stated he is willing to comply with all the conditions. He addressed the water issue and stated they

were going to stop the water line at the top of the cold a sac. The water department wanted to loop it under the pocket park and connect it at Hillside Drive.

Ms. Patterson opened the meeting for public comment. No additional public comments were made. The public comment portion for this agenda item was closed.

Ned Hacker made a motion to approve a Conditional Use Permit to allow for a Single-Family Residential Infill and grant Preliminary and Final Subdivision approval for Bamburgh Place Subdivision on the property addressed 344 East 5600 South, subject to the 11 conditions:

1. The applicant shall meet all requirements of the Murray City Engineer, including the following:
  - a. Meet City subdivision and requirements.
  - b. HOA declaration is required for the common area maintenance and ownership.
  - c. The HOA will need to maintain the offsite stormwater retention/detention system. Maintenance language should be included in the HOA declaration. There will also be a maintenance agreement required with Land Disturbance Permit.
  - d. Provide grading, drainage and utility plan and profile drawings.
  - e. Meet City storm drainage requirements, on-site retention of the 80<sup>th</sup> percentile storm is required. Implement Low Impact Development (LID) practices.
  - f. Provide standard front rear and side yard PUE's on lots – window wells cannot extend into PUE's
  - g. Provide a site geotechnical study based on the proposed site grading and building plans.
  - h. Provide any required easements and vacate any unused easements within the proposed building areas.
  - i. The existing power pole and attached utilities located in the proposed subdivision street will need to be relocated.
  - j. Driveway on Lots 1 & 7 need to be located on the subdivision street at least 40' south of the 5600 South right-of-way line. Driveway access onto 5600 South will not be allowed.
  - k. Street lighting type and locations need to be approved by Murray City Power.
  - l. Develop a site SWPPP and obtain a City Land Disturbance Permit prior to beginning any site grading and construction work.
  - m. Obtain a City Excavation Permit for work within City roadways.
  - n. Restore road cuts into 5600 South to new condition. Mill and pave will be required.
2. The applicant shall obtain will-serve letters from the following utility providers:
  - a) CenturyLink
  - b) Comcast
  - c) Utopia
  - d) Dominion Energy
3. The applicant shall meet Fire Department requirements, and Fire Code (IFC) regulations. The applicant shall provide fire hydrants and paved road access prior to construction phases.
4. The applicant shall meet Water Division requirements. A new water main will need to tie into Hillside Drive to create a looped connection to provide fire flow and must be class 52

ductile iron pipe 8". All service laterals must be 1" in size with copper to the yokes. No meters are allowed in drive approaches. The old service will need to be terminated in the road.

5. The applicant shall meet Wastewater Division requirements. Must provide a dead-end manhole in the cul-de-sac. No laterals can be run underneath the driveways. The size of all manholes must be clearly labeled on the plan.
6. The applicant shall meet Power Department requirements, including the relocation of the existing power facilities.
7. The subdivision improvements shall include the installation of street trees as required by Murray City Code.
8. All lots within the subdivision shall comply with the requirements of the R-1-6 Zone as outlined in Chapter 17.96 of the Murray City Land Use Ordinance.
9. The applicant shall prepare a Final Subdivision Plat which complies with all requirements of Title 16, Murray City Subdivision Ordinance.
10. The subdivision plat shall be recorded within one year of the final approval by the Planning Commission or the subdivision plat approval shall be null and void.
11. Proof of recordation of the Subdivision Plat and CC& Rs document as outlined in the Staff Report shall be submitted to the Murray City Community & Economic Development Department.

Seconded by Jake Pehrson.

Call vote was recorded by Mr. Smallwood.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

#### MURRAY SQUARE – 4670 South 900 East – Project #21-042

The applicants, Kimball Investments and Ivory Commercial, are requesting Preliminary and Final Subdivision approval for a 3-lot commercial subdivision to facilitate development of the Murray Square mixed use project at 4670 South 900 East. The applicant was not present, Zachary Smallwood asked the commissioners if they want to continue it or review it. Mr. Nay stated it is pretty clear what their intentions are and felt they could go ahead with the item without the applicant and the other commissioners agreed. Mr. Smallwood presented the request. This application is to split the residential and commercial sections off into their own parcels. He showed the site plan and identified that lot 1 will have two residential buildings, Lot 2 will have the commercial subdivision and Lot 3 will be a vertical mixed-use project. It is bound by the Memorandum of Understanding which outlines how it shall be developed and limits the

ability to request additional residential to be placed there because it will be governed by the Memorandum of Understanding. He displayed the utility plan and some photos of the current construction. Ms. Wilson asked if the street will be painted to indicate the subdivision to the west. Mr. Smallwood showed the area where there will be a road that will have access to that neighborhood and showed the utility plan. Ms. Milkavich asked if the south lot will be residential and commercial. Mr. Smallwood stated lot 3 will contain commercial along 900 East with residential above it and residential to the west of it. Staff recommends that the Planning Commission grant Preliminary and Final Subdivision Approval for the Murray Square Subdivision on property located at 4670 South 900 East subject to conditions.

Ms. Patterson opened the meeting for public comment. Mr. Smallwood stated there was one email with some questions about the site. No public comments were made. The public comment portion for this agenda item was closed.

Ned Hacker made a motion to grant Preliminary and Final Subdivision Approval for the Murray Square Subdivision on property located at 4670 South 900 East subject to the 6 conditions:

1. The project shall meet Murray City Engineering requirements including the following:
  - a) Meet City subdivision requirements.
  - b) Provide PUE's as required by utilities serving the development.
  - c) Dedicate right-of-way along 900 East to accommodate MU street improvements.
  - d) Ensure that the proposed private right-of-way aligns properly with 4705 South on the east side of 900 East and that it will accommodate the required WB thru, EB left and EB right lane configuration. Adjust or widen the defined right-of-way if needed.
2. The project shall continue to provide access from 4680 South to 900 East.
3. All lots within the subdivision shall comply with the standards for lots in the M-U Zone as outlined in Section 17.146 of the Murray City Land Use Ordinance.
4. The applicant shall meet all Power Department requirements and provide required easements for equipment and Power lines
5. The applicant shall meet Mount Olympus Improvement District specifications.
6. The applicant shall prepare a Final Subdivision Plat which complies with all requirements of Title 16, Murray City Subdivision Ordinance.

Seconded by Sue Wilson.

Call vote was recorded by Mr. Smallwood.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

SPRING CREEK COVE INVESTMENTS – 5091 South Wesley Road & 5070 South 1100 East – Project #20-024

The request from Garbett Homes, is for a Conditional Use Permit Amendment for Planned Unit Development & Subdivision Amendment Approval. Garbett Homes is requesting approval to amend the Spring Creek Cove Planned Unit Development (PUD) Subdivision for setbacks on two lots. Susan Nixon presented the request. Property is on 5 acres and located in the R-1-8 zone. There are two requests related to this project 1) amend the Conditional Use Permit for the Planned Unit Development (PUD); and 2) Amendment to the subdivision setbacks for Lot #4 & Lot #5. Both applications are being presented; however, separate motions will be required for each of the two applications. The subject property is just over five acres of vacant land located mainly behind the homes lining the east side of Wesley Road (approximately 1100 East) between about 5000 – 5100 South. The PUD subdivision contains 15 lots with a large open space to conserve the delineated wetlands on the east side of the property, known as Spring Creek. The Planning Commission granted Conditional Use Permit approval and preliminary subdivision approval on March 5, 2020. Final subdivision approval was granted on December 3, 2020. Ms. Nixon showed some drone video footage of the terrain in the area. Due to the heavy wooded area steep terrain and the wetlands on this property this project is a good use of the space. Staff recommends that the Planning Commission approve the Conditional Use Permit Amendment for Spring Creek Cove, PUD and approve the subdivision amendment for Spring Creek Cove Subdivision Amending the rear-yard setbacks of Lot #4 & Lot #5 subject to conditions.

Jacob Ballstaedt of Garbett Homes, applicant, stated his address 673 North East Capital Street, Salt Lake City, Utah. He stated he is willing to comply with the conditions. He clarified the property is tight on the north end and there are building height limitations for the proposed home decks due to drop off. There are no neighbors for several hundred feet behind those lots.

Ms. Patterson opened the meeting for public comment. No additional public comments were made. The public comment portion for this agenda item was closed.

Travis Nay made a motion to approve a Conditional Use Permit Amendment for Planned Unit Development & Subdivision Amendment to the Spring Creek Cove Planned Unit Development (PUD) Subdivision subject to the 3 conditions:

1. Meet all requirements of the Murray City Engineer including the following:
  - a. Update the retaining wall design to account for the reduced home and foundation setbacks.
  - b. Avoid disturbing the retaining tiebacks and or geogrid.
2. Meet all requirement of the Murray City Fire Department. Provide adequate fire hydrants and paved road access prior to construction phases and meet applicable Fire Code standards.
3. Meet City subdivision and PUD requirements.

Seconded by Lisa Milkavich.

Call vote was recorded.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

Travis Nay made a motion to approve a Subdivision Amendment for Spring Creek Cove Planned Unit Development (PUD) Subdivision for amending the rear yard setbacks on lots # 4 and # 5 subject to the following conditions:

1. Meet all requirements of the Murray City Engineer including the following:
  - a. Update the retaining wall design to account for the reduced home and foundation setbacks.
  - b. Avoid disturbing the retaining tiebacks and or geogrid.
2. Meet all requirement of the Murray City Fire Department. Provide adequate fire hydrants and paved road access prior to construction phases and meet applicable Fire Code standards.
3. Meet City subdivision and PUD requirements.

Seconded by Ned Hacker.

Call vote was recorded by Mr. Smallwood.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

#### MURRAY TRANSPORTATION MASTERPLAN – Project #21-049

Jared Hall stated that Murray City Public Works Department is proposing that the City Council adopt the Transportation Masterplan (TMP) by resolution. Although the TMP will not amend the General Plan or the Land Use Ordinance, Staff believes it is an important step in the public process for the Planning Commission to review and make a recommendation to the City Council.

Trae Stokes and Chris Zawislak with the City Engineering Division presented the request. Mr. Stokes gave a brief background and history of the 1993 Transportation Plan which included the UTA Light Rail project and the 2006 Transportation Plan which included eastside annexations and the Commuter Rail. The main purpose of the 2021 Transportation Plan is to account for

changes in the 2017 General Plan, address impacts of zone changes, identify impacts of future development and growth. He displayed the Process Overview which included public involvement at two different points.

Thomas McCurry with Avenue Consultants presented the plan and showed the website they created with all the details of the plan. Murray has a good existing transit access, routes, and stops with a functional roadway network. He displayed a map detailing the existing traffic volumes. He showed 5900 South with Level E service, but most roads in Murray are C and D level of service. Citywide growth is steadily increasing. There are more jobs in Murray than population which is somewhat unusual but that impacts the traffic volumes during the day. He showed a projection of 2050 and if no changes are made then the congestion will become a problem on the main corridors. He displayed some maps of intersection and roadway Improvements and the 3 Phases of the project and projected cost of each phase. Sidewalks is the number 1 element Murray residents want, number 2 was travel lanes and third was bike lanes.

Mr. Hacker asked about the regional continuity and how much coordination was done with surrounding cities. Mr. McCurry explained any instances where there are crossing borders then it is examined and factored in and are continually working on regional transportation.

Ms. Milkavich asked about adding to a few lanes and if that is in each direction or total lanes and feasibility of the cost for these phases. Mr. McCurry clarified adding lanes in each direction. Mr. Stokes clarified that there are projects within the plan that will qualify for federal funds and some of the projects are underway. Mr. McCurry added these are big numbers but in comparison to other cities the numbers are quite manageable.

Mr. Nay asked about the build/no build comparison chart maps and if there are areas of the city that won't be able to accommodate large-scale mixed-use projects. Mr. McCurry stated many areas have been analyzed and the higher impact area's 4800 South and Murray Boulevard are critical and would be addressed in phase 1.

Mr. Pehrson stated 42,000 people coming in and 23,000 leaving and the light rail table is delineated by month which shows a small percentage of rail commuters. Mr. McCurry stated transit commuters are low across the state and transit isn't going solve the traffic problems in the future. Mr. Hacker stated there are 3 light rail stations but getting them in and out of those areas needs improvement. Ms. Milkavich asked if the percentage of transit commuters is low due to lifestyle or lack of function. Mr. Hacker stated it is lifestyle. Mr. Hall added part of it is opportunity. The infrastructure is not built within the proximity of the stations, once homes are built closer to stations the opportunity will be much higher. Mr. Nay noted that many Hospital employees are light rail commuters. Mr. Zawislak clarified that as congestion comes into the valley, which is inevitable, commuting by vehicle will become less convenient and transit ridership will likely increase and by creating the projects the plan identifies will help prepare Murray for that future. Ms. Milkavich asked if there could be a link to this every time there is a traffic concern presented at the planning commission meetings. Mr. Pehrson and Mr. Hacker commended them for a great report that is clear and simple to follow.

Mr. Stokes pointed out that Bullion doesn't change much from now to 2050. The Galleria and the MCCD area will have more growth and will require more improvements. Mr. McCurry clarified that State Street and 900 East have a greater capacity than what is being utilized and can absorb more growth and increased traffic.

Ms. Patterson opened the meeting for public comment. No public comments were made. The public comment portion for this agenda item was closed.

Mr. Stokes requested the Planning Commission review the draft plan and forward a recommendation of approval to adopt the Transportation Masterplan by resolution.

Staff recommends that the Planning Commission forward a recommendation of approval to adopt the Transportation Masterplan by resolution to the City Council.

Ned Hacker made a motion to forward a recommendation to City Council to adopt the 2021 Transportation Masterplan by resolution. Seconded by Lisa Milkavich.

Call vote was recorded Mr. Smallwood.

A Maren Patterson  
A Lisa Milkavich  
A Travis Nay  
A Sue Wilson  
A Ned Hacker  
A Jake Pehrson

Motion passed 6-0.

#### OTHER BUSINESS

Mr. Hall specified the mixed-use moratorium will end August 1, 2021. Mr. Hall stated he is doing code writing and will have the commission do a work session during the next few months.

Mr. Nay made a motion to adjourn. Motion seconded by Ms. Wilson. A voice vote was made, motion passed 6-0. The meeting was adjourned at 9:00 p.m.

  
\_\_\_\_\_  
Jared Hall, Planning Division Manager

# Murray City 2021 Transportation Master Plan

**avenue**  
CONSULTANTS  
**Parametrix**



## Contents

|   |           |
|---|-----------|
| <b>1 executive summary.....</b>                       | <b>4</b>  |
| <b>2 existing conditions.....</b>                     | <b>10</b> |
| <i>Current Land Use .....</i>                         | 11        |
| <i>Demographics .....</i>                             | 12        |
| <i>Transportation System .....</i>                    | 17        |
| <i>Safety.....</i>                                    | 23        |
| <i>Transit.....</i>                                   | 28        |
| <i>Active Transportation .....</i>                    | 31        |
| <b>3 future conditions.....</b>                       | <b>35</b> |
| <i>Travel Model.....</i>                              | 36        |
| <i>Model Years and Results .....</i>                  | 40        |
| <b>4 public outreach .....</b>                        | <b>48</b> |
| <b>5 hotspots &amp; travel demand management.....</b> | <b>54</b> |
| <i>Hotspots.....</i>                                  | 55        |
| <i>Travel Demand Management.....</i>                  | 64        |
| <b>6 capital facilities plan.....</b>                 | <b>69</b> |
| <i>Identified Projects.....</i>                       | 70        |
| <i>Funding.....</i>                                   | 82        |
| <b>appendix.....</b>                                  | <b>85</b> |
| <i>Travel Demand Management Memo .....</i>            | 86        |
| <i>Murray City Access Management Standards .....</i>  | 99        |
| <i>Survey Results .....</i>                           | 106       |

## Maps

|  |    |
|--|----|
| Figure 1-1: Projects by Phasing .....                                | 6  |
| Figure 2-1: Current Land Use .....                                   | 11 |
| Figure 4: Salt Lake County Population by Age .....                   | 13 |
| Figure 2-6: Murray employment inflow-outflow .....                   | 16 |
| Figure 2-8: Murray functional classification .....                   | 19 |
| Figure 2-9: Annual average daily traffic volume (2017) .....         | 20 |
| Figure 2-11: Existing level of service .....                         | 22 |
| Figure 2-12: All crashes heat map (2016-2018) .....                  | 23 |
| Figure 2-13: Crashes by severity (2016-2018) .....                   | 24 |
| Figure 2-14: Bicycle crashes by severity (2016-2018) .....           | 25 |
| Figure 2-15: Pedestrian-involved crashes .....                       | 26 |
| Table 2-11: City and State Route Hotspots (2016-2018) .....          | 27 |
| Figure 2-16: Crashes on City and state routes .....                  | 27 |
| Figure 2-17: Existing transit .....                                  | 28 |
| Figure 2-21: Bus stops with half-mile buffer .....                   | 30 |
| Figure 2-23: Existing active transportation facilities .....         | 32 |
| Figure 2-24: Active transportation facilities and Strava usage ..... | 33 |
| Figure 2-25: Crosswalks and sidewalks .....                          | 34 |
| Figure 3-1: General Plan land use map .....                          | 36 |
| Figure 3-2: Household growth (2020-2050) .....                       | 37 |

|   |    |
|---|----|
| Figure 3-3: Employment growth (2020-2050) .....         | 38 |
| Figure 3-4: Population growth by city .....             | 39 |
| Figure 3-5: 2030 No build level of service .....        | 41 |
| Figure 3-6: 2050 No build level of service .....        | 42 |
| Figure 3-7: Regional Transportation Plan projects ..... | 43 |
| Figure 3-8: Planned project by type .....               | 44 |
| Figure 3-9: Future build LOS .....                      | 45 |
| Figure 3-10: Future functional classification .....     | 46 |
| Figure 5-1: Hotspot locations .....                     | 55 |
| Figure 5-2: Potential traffic volume growth .....       | 61 |
| Figure 5-5: Bike lane projects .....                    | 66 |
| Figure 6-1: Capital Facilities Plan projects .....      | 70 |
| Figure 6-2: Phase I projects .....                      | 71 |
| Figure 6-3: Phase II projects .....                     | 73 |
| Figure 6-4: Phase III projects .....                    | 75 |
| Figure 6-5: Bike lane projects .....                    | 77 |
| Figure 6-6: Intersection improvement projects .....     | 78 |
| Figure 6-7: Widening and restriping projects .....      | 79 |
| Figure 6-8: Sidewalk projects .....                     | 80 |
| Figure 6-9: All projects by phase .....                 | 81 |
| Figure 6-10: All projects by type .....                 | 81 |

## Figures and Tables

|   |    |
|---|----|
| Table 1-1: Phase I Projects .....                               | 7  |
| Table 1-2: Phase II Projects .....                              | 8  |
| Table 1-3: Phase III Projects .....                             | 9  |
| Figure 2-2: Population Trend Comparison Graph.....              | 12 |
| Table 2-1: Population Change Over Time.....                     | 12 |
| Figure 2-3: Murray and Salt Lake County population by age ..... | 13 |
| Table 2-2: City, county, & state households .....               | 14 |
| Figure 2-4: Murray employment trend (2002 - 2017) .....         | 14 |
| Table 2-3: Murray top employers .....                           | 14 |
| Table 2-4: Top employment sectors.....                          | 15 |
| Figure 2-5: Job density in Murray.....                          | 15 |
| Table 2-5: Murray employment inflow-outflow table.....          | 16 |
| Figure 2-7: Mobility vs access.....                             | 17 |
| Table 2-7: Elements of functional classification table .....    | 18 |
| Table 2-6: Murray roadway classification table .....            | 18 |
| Figure 2-10: Level of service A-F.....                          | 21 |
| Table 2-8: Fatal and Serious Injury Crashes .....               | 24 |

|   |    |
|---|----|
| Table 2-9: Bicycle-Involved Crashes Peer .....  | 25 |
| Table 2-10: Pedestrian-Involved Crashes Peer Comparison (2016-2018).....                  | 26 |
| Figures 2-18 : 2-20: Light rail & commuter train ridership by station (2017 - 2020) ..... | 29 |
| Figure 2-22: Relationship between distance and number of trips.....                       | 30 |
| Figure 2-22: Active transportation facility type.....                                     | 31 |
| Figure 4-1: Number of respondents by date .....   | 49 |
| Figure 4-2: How often do you use the following modes of transportation? .....             | 49 |
| Figure 4-3: How many trips do you make using each mode per week? .....                    | 50 |
| Figure 4-4: How many miles do you travel in an average week? .....                        | 51 |
| Figure 4-5: How many trips do you make for the following purpose per week? .....          | 51 |
| Figure 4-6: What transportation issues most concern you? .....                            | 52 |
| Figure 4-7: Should shoulders be used for bike lanes or parking?.....                      | 52 |
| Figure 5-3: What impacts travel mode choice? .....  | 64 |
| Figure 5-4: Most important cross-section feature.....                                     | 65 |
| Figure 5-6: What is need to encourage alternative transportation? .....                   | 67 |
| Table 6-1: Project costs .....  | 70 |
| Table 6-2: Phase I project list .....   | 72 |
| Table 6-3: Phase II project list .....  | 74 |
| Table 6-4: Phase III project list .....   | 76 |

# 1 EXECUTIVE SUMMARY

*This chapter identifies the transportation goal and objectives while summarizing the Capital Facilities Plan. It includes the final list of phased projects.*



Murray City is growing, and this Transportation Master Plan (TMP) provides a fundamental resource to help the city prepare for the anticipated changes. Future needs are determined by assessing the current road, transit, and active transportation performance, and then necessary improvements are identified to support the city's growth. This TMP will help Murray prepare for a future community that is connected, inviting, beautiful, and provides mobility options to everyone.

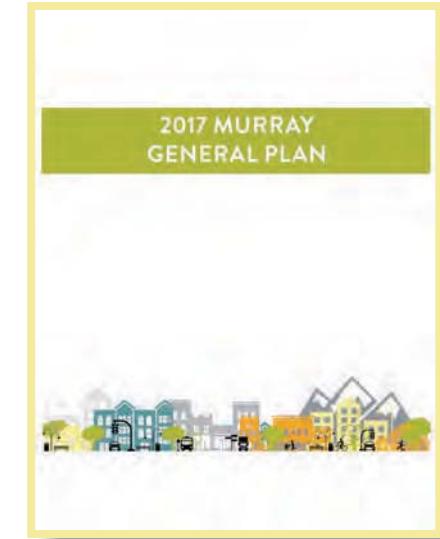
The Murray City General Plan is a guide for growth in the community, and includes elements of land use, housing, economics, parks, and transportation. The General Plan includes a Transportation goal and objectives designed to promote transportation choice, and safety for all modes in Murray. The goal and objectives are:

## Goal

*Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.*

## Objectives

- *Provide safe and efficient movement of traffic*
- *Promote the use of alternative transportation*
  - *Utilize corridors to showcase the City*
  - *Optimize existing transportation network*
  - *Enhance connectivity between key destinations*
    - *Promote transit oriented development*
- *Connect adjacent land uses with transportation/mobility*
  - *Support regional cooperation and coordination*



*"Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray." ~ Goal and Mission of the Murray City General Plan*

This TMP shares the goals of the General Plan while focusing on improving safety and accommodating all modes of transportation.

*Figure 1-1: Projects by Phasing*

Organized into six chapters, This TMP includes: analysis of Existing Conditions (chapter 2), model outputs included to help tell the story of Future Conditions (chapter 3), documentation of community feedback through Public Outreach (chapter 4), a section on Travel Demand Management Strategies (chapter 5), and finally a complete and phased Capital Facilities Plan (chapter 6), which includes guidance for implementation and funding for projects.

This Plan focuses on improving safety across Murray's transportation network. Discussion about pedestrians and bicyclists is found throughout this TMP. This document conveys the understanding that Right of Way (ROW) is public space and it should therefore be made available to, and shared by all transportation users.

Perhaps the most important part of the Transportation Master Plan is Capital Improvement Projects. These projects represent the needs of the growing community. On the following pages are Tables 1-1 through 1-3, which show the planned projects in Murray by phase, and Figure 1-1, which is the map showing each project's location within the City.

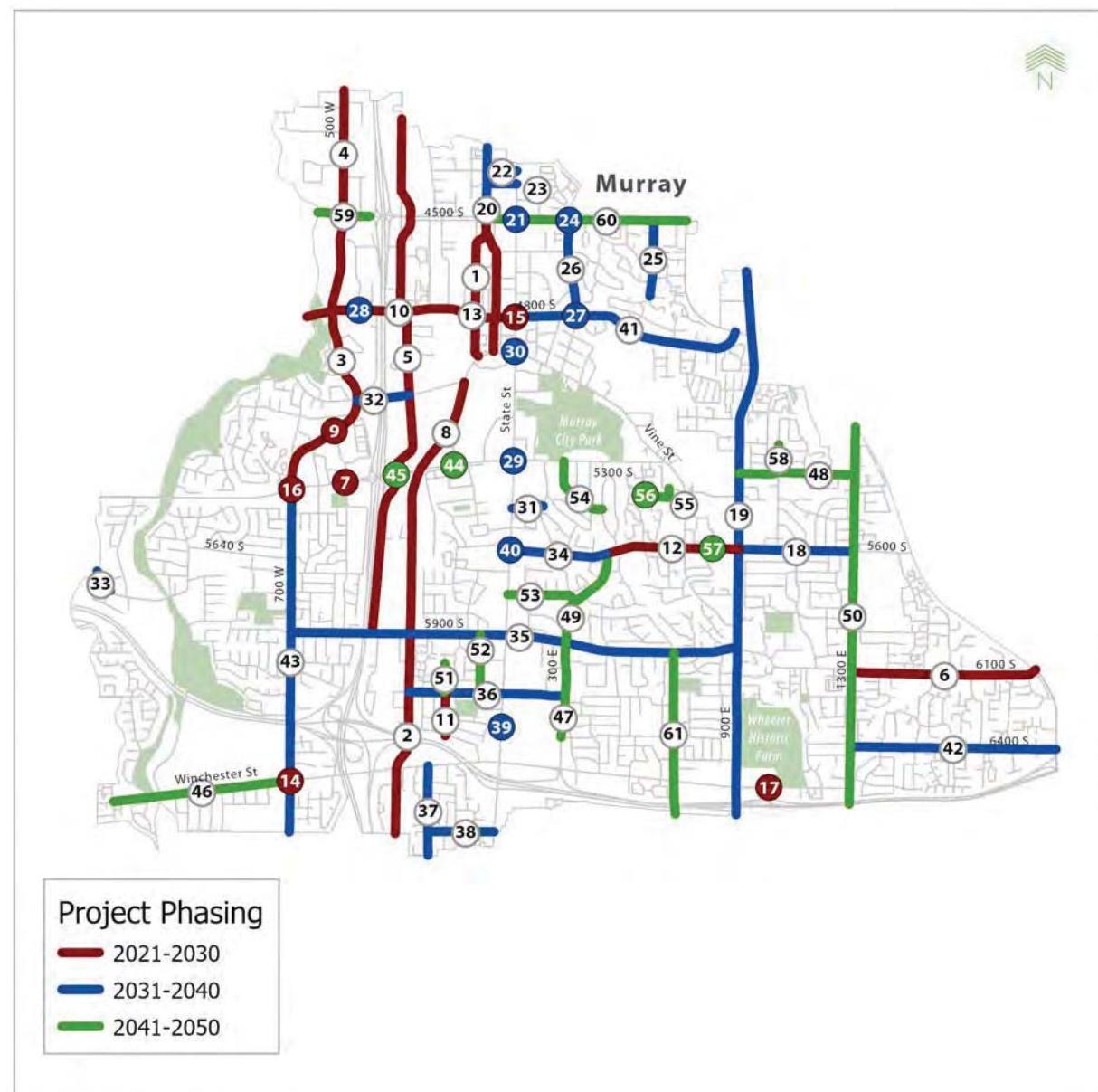


Table 1-1: Phase I Projects

| Phase                | #  | Project                      | Location                       | Type   | Funding          | Total Cost        | Murray City Total |
|----------------------|----|------------------------------|--------------------------------|--|------------------|-------------------|-------------------|
| 2021-2030            | 1  | Hanauer / Box Elder Street   | Vine Street to 4500 South      | New Construction / Widening with Bike Lanes              | Murray City/WFRC | \$10,100,000      | \$684,000         |
|                      | 2  | Cottonwood Street            | South City Limit to 5600 South | Widen: 2 to 3 Lanes with Bike Lanes                      | Murray City      | \$6,500,000       | \$6,500,000       |
|                      | 3  | Murray Boulevard / 500 West  | 5400 South to 4500 South       | Widen: 3 to 5 Lanes with Bike Lanes                      | Murray City      | \$7,280,000       | \$7,280,000       |
|                      | 4  | 500 West                     | 4500 South to North City Limit | Restripe/Widen: 2 to 3 Lanes with Bike Lanes             | Murray City      | \$1,587,000       | \$1,587,000       |
|                      | 5  | Commerce Drive               | Central Ave to 5900 South      | Restripe/Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks | Murray City      | \$1,059,000       | \$1,059,000       |
|                      | 6  | Vine Street                  | 1300 East to Vanwinkle         | Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks          | Murray City/WFRC | \$5,676,000       | \$386,000         |
|                      | 7  | 5300 South / College Drive   | 5300 South / College Drive     | Intersection Improvements                                | Murray City/CMAQ | \$2,400,000       | \$550,000         |
|                      | 8  | Cottonwood Street            | 5600 South to Vine Street      | Restripe with Bike Lanes                                 | Murray City      | \$310,000         | \$310,000         |
|                      | 9  | Murray Blvd / College Drive  | Murray Blvd / College Drive    | New Traffic Signal                                       | Murray City      | \$430,000         | \$430,000         |
|                      | 10 | 4800 South                   | West City Limit to 200 West    | Restripe: 2 to 3 Lanes with Bike Lanes                   | Murray City      | \$88,000          | \$88,000          |
|                      | 11 | Cedar Street                 | Clay Park Dr to 6100 South     | Add Sidewalk   | Murray City      | \$413,000         | \$413,000         |
|                      | 12 | 5600 South                   | Fashion Blvd to 900 East       | Restripe with Bike Lanes                                 | Murray City      | \$96,000          | \$96,000          |
|                      | 13 | 4800 South                   | 200 West to State Street       | Mill/Overlay with Restripe: 2 to 3 Lanes with Bike Lanes | Murray City      | \$443,000         | \$443,000         |
|                      | 14 | 700 West / Winchester Street | 700 West / Winchester Street   | Intersection Improvements                                | Murray City/CMAQ | \$2,258,000       | \$153,000         |
|                      | 15 | 4800 South/State Street      | 4800 South/State Street        | Intersection Improvements                                | Murray City      | \$750,000         | \$750,000         |
|                      | 16 | 5400 South/700 W             | 5400 South/700 W               | East/West Dual Left Turns                                | Murray City      | \$750,000         | \$750,000         |
|                      | 17 | 6600 South / Union Park Ave  | 6600 South / Union Park Ave    | Intersection Improvements                                | Murray City      | \$674,000         | \$674,000         |
| <b>PHASE I Total</b> |    |                              |                                |  |                  | <b>41,064,000</b> | <b>22,403,000</b> |

Table 1-2: Phase II Projects

| Phase                 | #  | Project                    | Location                             | Type  | Funding     | Total Cost        | Murray City Total |
|-----------------------|----|----------------------------|--------------------------------------|---|-------------|-------------------|-------------------|
| 2031-2040             | 18 | 5600 South                 | 900 East to 1300 East                | Widening with Bike Lanes / Sidewalks                                  | Murray City | \$6,957,000       | \$555,000         |
|                       | 19 | 900 East                   | South City Limit to North City Limit | Restripe/Minor Widening with Bike Lanes / Sidewalks                   | UDOT        | \$10,721,000      | \$-               |
|                       | 20 | Main Street                | 4500 South to North City Limit       | Restripe with Bike Lanes / Minor Widening                             | Murray City | \$505,000         | \$505,000         |
|                       | 21 | 4500 South / State Street  | 4500 South / State Street            | Intersection Improvements   | UDOT        | \$1,303,000       | \$-               |
|                       | 22 | Fireclay Ave               | Main Street to State Street          | Add Sidewalk  | Murray City | \$292,000         | \$292,000         |
|                       | 23 | Edison Street              | Main Street to State Street          | Add Sidewalk  | Murray City | \$123,000         | \$123,000         |
|                       | 24 | 4500 South / Atwood Blvd   | 4500 South / Atwood Blvd             | New Traffic Signal  | UDOT        | \$1,300,000       | \$-               |
|                       | 25 | 600 East                   | 4700 South to 4500 South             | Add Sidewalk  | Murray City | \$699,000         | \$699,000         |
|                       | 26 | Atwood Boulevard           | 4800 South to 4500 South             | Add Sidewalk  | Murray City | \$223,000         | \$223,000         |
|                       | 27 | 4800 South / Atwood Blvd   | 4800 South / Atwood Blvd             | New Traffic Signal  | Murray City | \$430,000         | \$430,000         |
|                       | 28 | 4800 South / Cherry Street | 4800 South / Cherry Street           | New Traffic Signal  | Murray City | \$430,000         | \$430,000         |
|                       | 29 | 5300 South / State Street  | 5300 South / State Street            | Intersection Improvements   | UDOT        | \$8,600,000       | \$-               |
|                       | 30 | Vine Street / State Street | Vine Street / State Street           | Intersection Improvements   | UDOT        | \$1,047,000       | \$-               |
|                       | 31 | 5460 South                 | State Street to 235 East             | Widen: 2 Lanes with Parking   | Murray City | \$796,000         | \$796,000         |
|                       | 32 | Vine Street                | Murray Boulevard to Commerce Drive   | Restripe: 2 to 3 Lanes with Bike Lanes and Sidewalks / Minor Widening | Murray City | \$512,000         | \$512,000         |
|                       | 33 | Bullion Street             | 1300 West to 1250 West               | Widen: 2 Lanes with Sidewalk  | Murray City | \$975,000         | \$975,000         |
|                       | 34 | 5600 South                 | State Street to Fashion Blvd         | Restripe with Bike Lanes  | Murray City | \$141,000         | \$141,000         |
|                       | 35 | 5900 South                 | 700 West to 900 East                 | Restripe with Bike Lanes  | Murray City | \$429,000         | \$429,000         |
|                       | 36 | 6100 South                 | 300 West to Fashion Boulevard        | Restripe with Bike Lanes  | Murray City | \$60,000          | \$60,000          |
|                       | 37 | Jefferson Street           | Lenora Joe Cove to Winchester St     | Widen with Sidewalks  | Murray City | \$608,000         | \$608,000         |
|                       | 38 | Lester Avenue              | Jefferson St to State St             | Add Sidewalk  | Murray City | \$1,366,000       | \$1,366,000       |
|                       | 39 | 6200 South / State Street  | 6200 South / State Street            | New Traffic Signal  | Murray City | \$750,000         | \$750,000         |
|                       | 40 | 5900 South / State Street  | 5900 South / State Street            | Intersection Improvements   | UDOT        | \$2,416,000       | \$-               |
|                       | 41 | 4800 South                 | State Street to 700 East             | Restripe: 2 to 3 Lanes with Bike Lanes                                | Murray City | \$297,000         | \$297,000         |
|                       | 42 | 6400 South                 | 1300 to Van Winkle Expressway        | Widen with Sidewalks  | Murray City | \$3,824,000       | \$3,824,000       |
|                       | 43 | 700 West                   | South City Limit to 5400 South       | Restripe: 2 to 3 Lanes with Bike Lanes                                | Murray City | \$985,000         | \$985,000         |
| <b>PHASE II Total</b> |    |                            |                                      |   |             | <b>45,789,000</b> | <b>14,000,000</b> |

**Table 1-3: Phase III Projects**

| Phase                  | #  | Project                     | Location                       | Type                               | Funding     | Total Cost        | Murray City Total |
|------------------------|----|-----------------------------|--------------------------------|------------------------------------|-------------|-------------------|-------------------|
|                        | 44 | 5300 South / Woodrow Street | 5300 South / Woodrow Street    | Intersection Improvements          | UDOT        | \$1,349,000       | \$-               |
|                        | 45 | 5300 South / Commerce Drive | 5300 South / Commerce Drive    | Intersection Improvements          | UDOT        | \$8,600,000       | \$-               |
|                        | 46 | Winchester Street           | 1200 West to 700 West          | Widen: 2 to 3 Lanes with Sidewalks | Murray City | \$3,831,000       | \$3,831,000       |
|                        | 47 | Fashion Boulevard           | 6300 South to 6200 South       | Add Sidewalk                       | Murray City | \$162,000         | \$162,000         |
|                        | 48 | 5290 South                  | 900 East to 1300 East          | Add Sidewalk                       | Murray City | \$324,000         | \$324,000         |
|                        | 49 | Fashion Blvd                | 6100 South to 5600 South       | Restripe with Bike Lanes           | Murray City | \$262,000         | \$262,000         |
|                        | 50 | 1300 East                   | I-215 to 5290 South            | Widen/Restripe with Bike Lanes     | Murray City | \$2,356,000       | \$2,356,000       |
|                        | 51 | 115 West                    | 6100 South to 6000 South       | Add Sidewalk                       | Murray City | \$274,000         | \$274,000         |
|                        | 52 | Main Street                 | 6100 South to 5900 South       | Add Sidewalk                       | Murray City | \$223,000         | \$223,000         |
|                        | 53 | 5770 South                  | State Street to Fashion Blvd   | Restripe: 2 to 3 Lanes             | Murray City | \$94,000          | \$94,000          |
|                        | 54 | Alpine Drive                | Avalon Dr to 5300 South        | Add Sidewalk                       | Murray City | \$344,000         | \$344,000         |
|                        | 55 | 5400 South / 630 East       | 560 East to Woodoak Ln         | Add Sidewalk                       | Murray City | \$313,000         | \$313,000         |
|                        | 56 | 5400 South / 550 East       | 5400 South / 550 East          | Intersection Improvements          | Murray City | \$498,000         | \$498,000         |
|                        | 57 | 5600 South / 800 East       | 5600 South / 800 East          | New HAWK Traffic Signal            | Murray City | \$1,587,000       | \$1,587,000       |
|                        | 58 | 1045 East                   | 5290 South to 5150 South       | Add Sidewalk                       | Murray City | \$143,000         | \$143,000         |
|                        | 59 | 4500 South                  | Jordan River to I-15           | Add Trail                          | UDOT        | \$115,000         | \$-               |
|                        | 60 | 4500 South                  | Main Street to 700 East        | Widen with Bike Lanes              | UDOT        | \$6,544,000       | \$-               |
|                        | 61 | 725 East                    | South City Limit to 5900 South | Restripe with Bike Lanes           | Murray City | \$88,000          | \$88,000          |
| <b>PHASE III Total</b> |    |                             |                                |                                    |             | <b>27,107,000</b> | <b>10,499,000</b> |

Chapter 6 includes the full detailed description of the Capital Facilities Plan.

## 2 EXISTING CONDITIONS

*This chapter summarizes the current transportation system and how it is performing across Murray*



## Current Land Use

In order to analyze the transportation system and plan for future growth it is essential to understand zoning and land use patterns within the area. Transportation is a daily requirement for most of the public as people travel from their homes to work, shopping, schools, health care facilities, and recreational opportunities. Zoning and land use patterns must function cohesively with the transportation system to support a high quality of life and promote economic development within Murray.

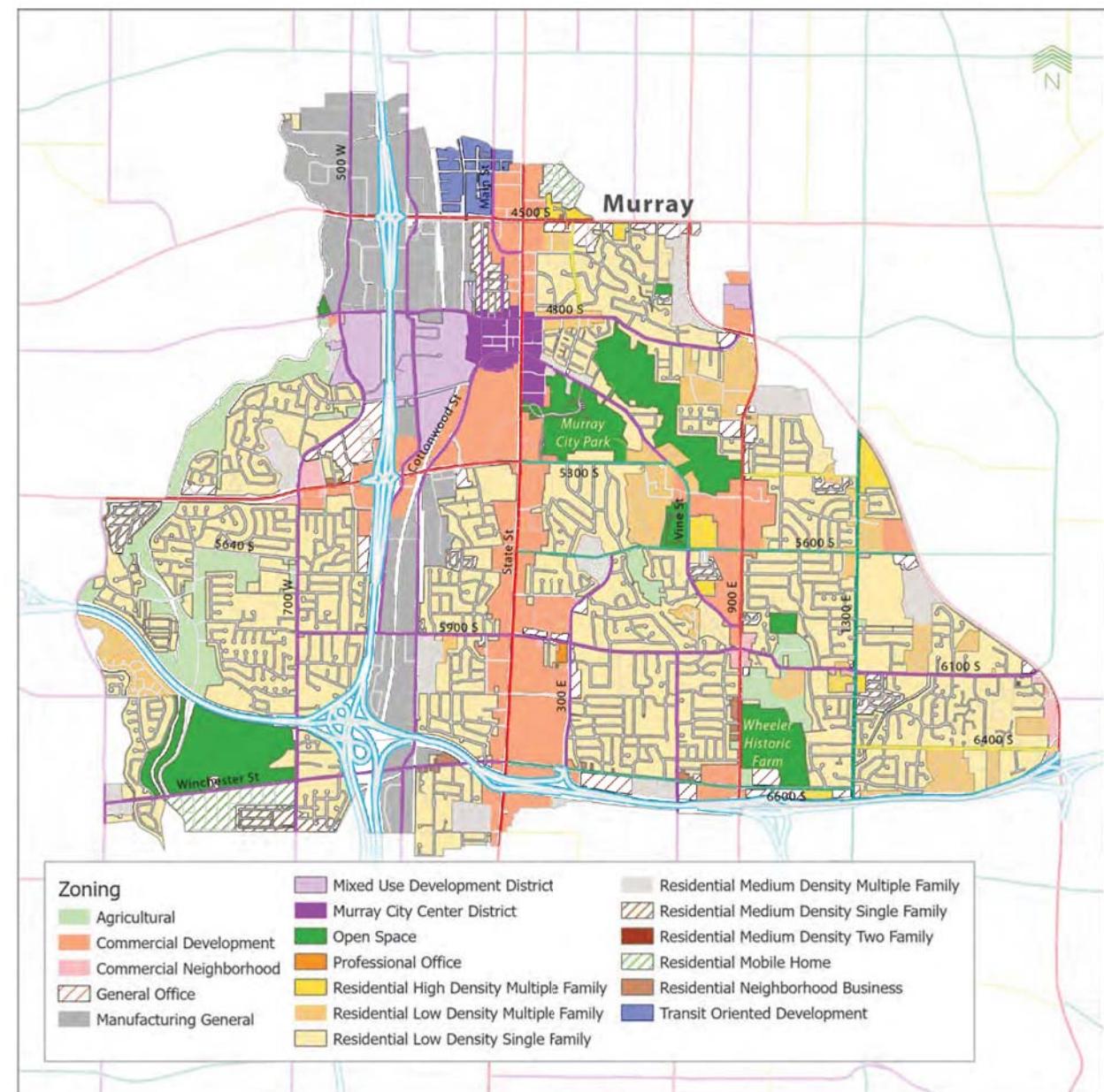
Almost 60% of Murray is zoned for residential family use, with 49% of this specifically designated for single family use. Throughout the rest of the city there is a variety of other zoning types.

Manufacturing primarily exists along the I-15 corridor and makes up 10% of zoned land. The total area in the city designated for Commercial Use is just over 13%. Mixed Use is 5%, which includes Transit Oriented Development and the Murray City Center District, all of which are types of mixed-use zones with very similar code requirements.

All of these land uses generate different travel patterns and this document will plan to accommodate for those generated trips, both coming and going to Murray.

Figure 2-1 is a map of Murray's current zoning.

Figure 2-1: Current Land Use

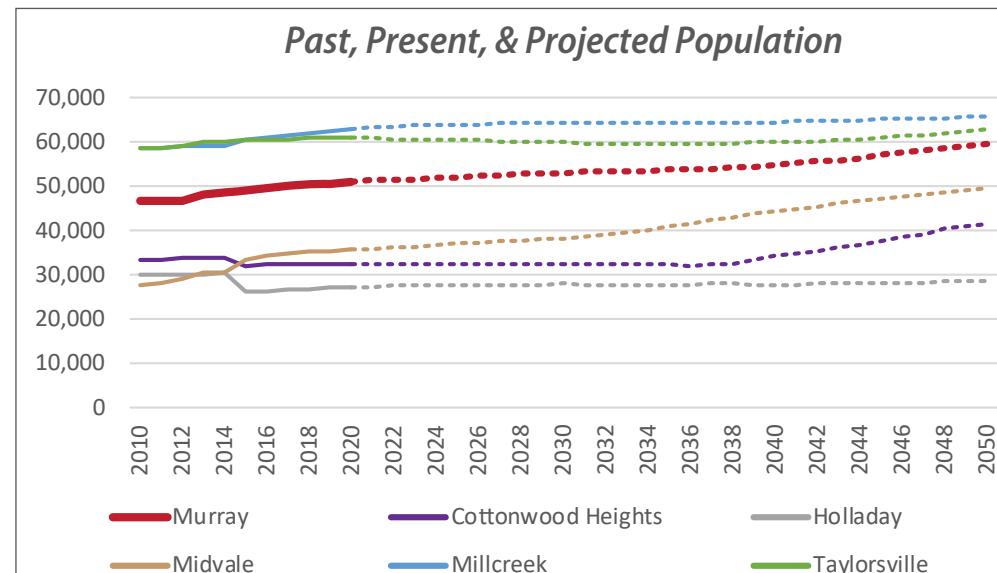


# Demographics

Murray's population is increasing at a moderate and manageable rate. As Murray gradually becomes more of an urban city, it will have to adapt its transportation network to meet the needs of its residents. Knowing who lives in the city helps to make informed decisions about how to best provide appropriate transportation and mode choices within its borders. Since Murray is centrally located in the valley it is also affected by the growth surrounding it. Figure 2-2 shows current and predicted populations for Murray and neighboring cities.

Between 2010 and 2020 Murray's population grew almost 10%, which adds up to about 4,500 new residents to its current total of 51,184. This percentage increase is similar to Salt Lake County as a whole, which has experienced an increase just above 10% since 2010. Cities bordering Murray have seen both increases and decreases in population over the past decade. Midvale has added almost 8,000 residents, which is a 28% population increase. Both Holladay and Cottonwood Heights experienced a decrease in population over the same time period. Table 2-1 shows the population change between the years 2010 to 2020. Overall, Murray's population is predicted to slowly, but steadily climb towards the middle of the century, with population expected to reach approximately **60,000** by 2050.

Figure 2-2: Population Trend Comparison Graph



Source: US Census & WFRCTAZ Model

Table 2-1: Population Change Over Time

| Population Change from 2010 to 2020 |        |        |                           |          |
|-------------------------------------|--------|--------|---------------------------|----------|
|                                     | 2010   | 2020   | # Residents Added or Lost | % Change |
| <b>Murray</b>                       | 46,742 | 51,184 | 4,442                     | 9.5      |
| <b>Cottonwood Heights</b>           | 33,638 | 32,707 | -931                      | -2.7     |
| <b>Holladay</b>                     | 30,127 | 27,407 | -2,720                    | -9.0     |
| <b>Midvale</b>                      | 27,994 | 35,823 | 7,829                     | 28.0     |
| <b>Millcreek</b>                    | 58,729 | 62,960 | 4,231                     | 7.2      |
| <b>Taylorsville</b>                 | 58,696 | 60,933 | 2,237                     | 3.8      |

Source: US Census & WFRCTAZ Model

## Who Lives in Murray?

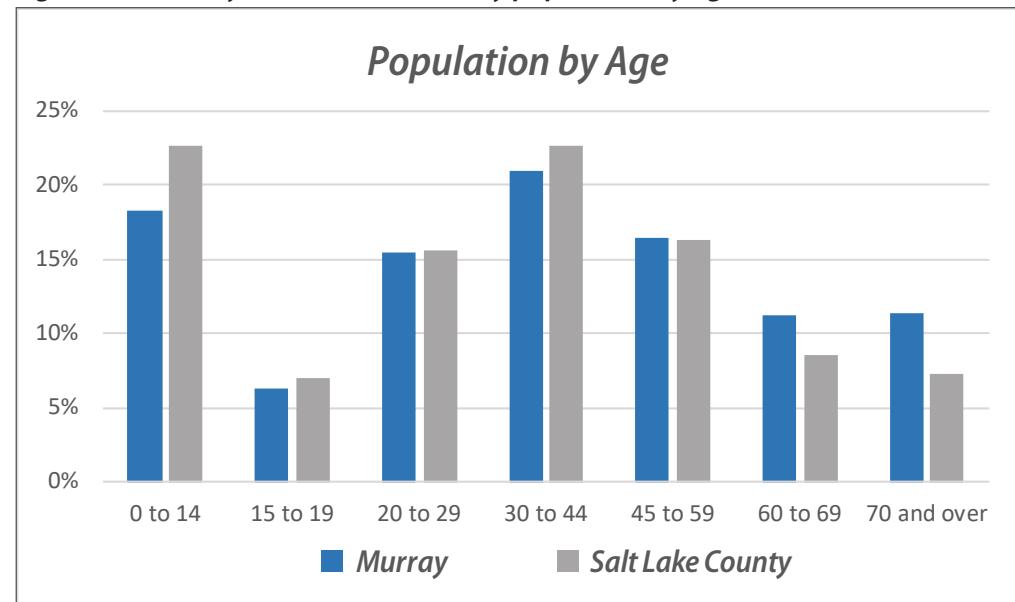
A well-functioning and resilient transportation network is one that provides access to mobility options for people of all ages and abilities.

The age of residents impacts how they interact with the transportation system. Of Murray's population an estimated 20% is under 16 years of age, and 11% is 70 or older. This combined total means that almost one-third of the City's population is either too young to drive or is approaching an age where the freedom of driving a personal vehicle may potentially become a more difficult transportation option to utilize.

Overall, Murray is slightly older than Salt Lake County, with 22% of the population over 60 years older compared to 16%. The aging population could impact Murray's transportation system as old drivers may struggle and others may be more reliant on transit or need mobility devices when walking.

Figure 2-3 shows population by age for Murray and Salt Lake County side by side.

*Figure 2-3: Murray and Salt Lake County population by age*



Source: US Census American Community Survey 1yr estimates (2018)

## How Large are Murray's Households?

Although population is an important indicator in developing a transportation plan, households and housing provide a broader picture of how residential growth will affect transportation demand. The number of trips on the transportation network is estimated largely on the number and size of households. Table 2-2 summarizes the household size in Murray.

The average size is 2.4 persons per household, which is a smaller number than both the average for Salt Lake County and the State of Utah. All three of these regions have seen consistent population growth while the average household size has remained constant over the past decade.

Table 2-2: City, county, & state households

| Household Comparisons Table |           |           |           |
|-----------------------------|-----------|-----------|-----------|
| Year                        | 2010      | 2015      | 2018      |
| <b>Murray</b>               |           |           |           |
| Population                  | 46,271    | 48,460    | 49,118    |
| HH units                    | 19,469    | 19,522    | 20,025    |
| Person Per HH               | 2.3       | 2.4       | 2.4       |
| <b>SLCo</b>                 |           |           |           |
| Population                  | 1,000,155 | 1,078,958 | 1,120,805 |
| HH units                    | 357,013   | 372,990   | 390,308   |
| Person Per HH               | 2.8       | 2.8       | 2.8       |
| <b>UT</b>                   |           |           |           |
| Population                  | 2,776,469 | 2,995,919 | 3,161,105 |
| HH units                    | 880,025   | 930,980   | 998,891   |
| Person Per HH               | 3.2       | 3.2       | 3.2       |

Source: US Census American Community Survey five year estimates (2018)

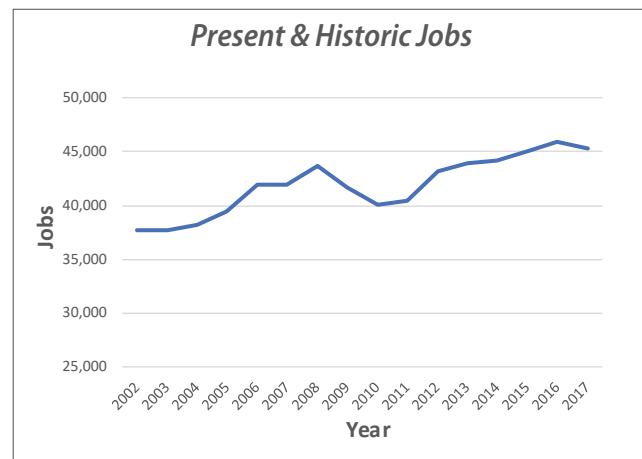
## What are the Employment Options in Murray?

Murray has experienced steady job growth, with the exception of the 2008 recession, consistent with an expanding economy since the early 2000s. Figure 2-5 shows this growth.

There were approximately 45,000 jobs within Murray City in 2017. The number of jobs within the City from 2002 to 2017 is summarized in Figure 2-4. Since 2002, almost 15,000 jobs have been added to the City.

Murray is in a unique position as there are as many employees as residents. This means that weekday traffic will be higher than other bedroom communities.

Figure 2-4: Murray employment trend (2002 - 2017)



Source: <https://onthemap.ces.census.gov/>

Murray's top employers are mostly derived from the healthcare industry, as Table 2-3 shows. Intermountain Medical Center, Select Health, and T.O.S.H. Orthopedic Group, are the three largest employers in the City. Intermountain Medical Center and Select Health both are the only employers in Murray that have employees numbering in the thousands.

Table 2-3: Murray top employers

| Top Employers                     |               |
|-----------------------------------|---------------|
| Company                           | Workers       |
| Intermountain Medical Center      | 5,000 - 6,999 |
| Select Health                     | 1,000 - 1,999 |
| T.O.S.H.                          | 500 - 999     |
| Costco Wholesale                  | 250-499       |
| Geneva Rock Products              | 250 - 499     |
| USA 3M Health Information Systems | 250 - 499     |
| Intermountain Employee Clinic     | 250 - 499     |

Source: Department of Workforce Services

\*The Covid-19 pandemic has led to uncertainty in future economic predictions

Figure 2-5 is a map displaying where jobs are located in Murray. The locations where employment numbers are the highest are 5300 South, where Intermountain Medical Center is located, and along 6100 South and State Street, where Fashion Place Mall and a concentration of other commercial and retail businesses are found.

Table 2-4 shows the top employment industries in Murray. The Health care industry provides almost a quarter of all jobs. However, retail trade is 15.8% of total jobs and accommodation and food services create 6.3% of total jobs. Combined, the customer service jobs provided by retail and food service industries provide over 22% of total jobs in Murray.

**Table 2-4: Top employment sectors**

| Top Industry Sectors                                       |                   |                       |
|--|-------------------|-----------------------|
| Industry   | Number of Workers | Percent of Total Jobs |
| Health Care and Social Assistance                          | 10,754            | 23.60%                |
| Retail Trade   | 7,197             | 15.80%                |
| Professional, Scientific, and Technical Services           | 4,159             | 9.10%                 |
| Finance and Insurance                                      | 3,735             | 8.20%                 |
| Construction   | 3,724             | 8.20%                 |
| Accommodation and Food Services                            | 2,892             | 6.30%                 |
| Administration & Support, Waste Management and Remediation | 2,409             | 5.30%                 |
| Educational Services                                       | 2,213             | 4.90%                 |
| Manufacturing  | 1,811             | 4.00%                 |

Source: <https://onthemap.ces.census.gov/>

**Figure 2-5: Job density in Murray**

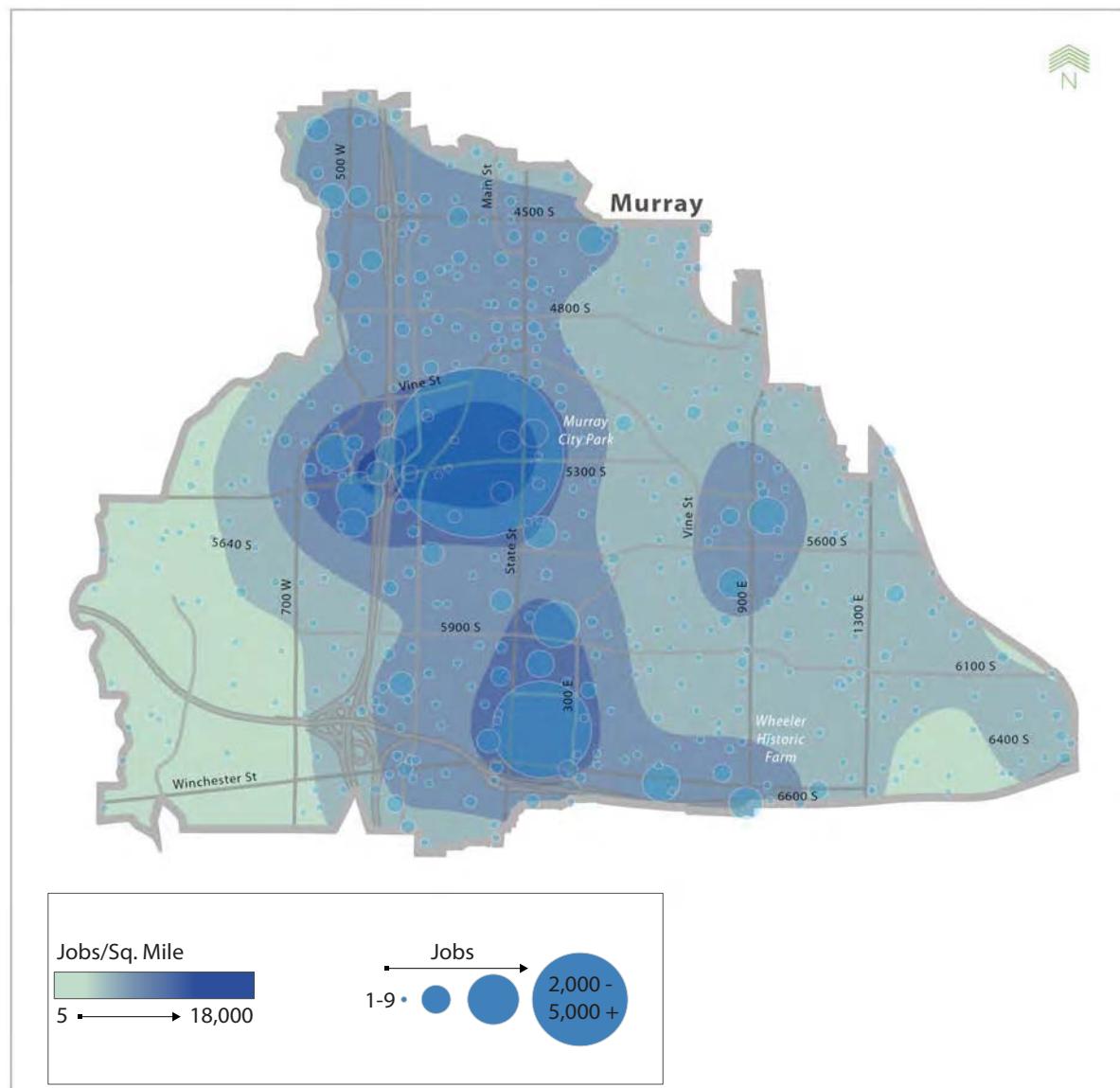


Figure 2-6: Murray employment inflow-outflow

## Where Do Murray's Worker's Live?

Like many cities, there are many residents that live within Murray but are employed elsewhere. However, Figure 2-6 shows that Murray is a place of economic opportunity where almost twice as many people come into Murray for work every day than leave to go to work elsewhere. There are 3,225 residents, or about 12% of Murray's population who both live and work in the city.

The Neighboring city of Millcreek has a population of 62,960, which is about 20% larger than Murray. Table 2-5 shows their city worker in-flow and out-flow closely mirrors the daily pattern seen in Murray.

Salt Lake City, for comparison, has a population around 200,000, which is approximately four times that of Murray. The city sees a smaller percentage of people leaving for work compared to those who enter the city for work. Table 2-4 shows that almost 200,000 people come to Salt Lake City to work every day, while about one fourth of that number leaves the city to work. Over 40% of the City's working population both live and work in the city.

These existing commuting patterns help inform transportation investment decisions since people commuting into and out of the city for work can have a significant impact on the overall transportation system.

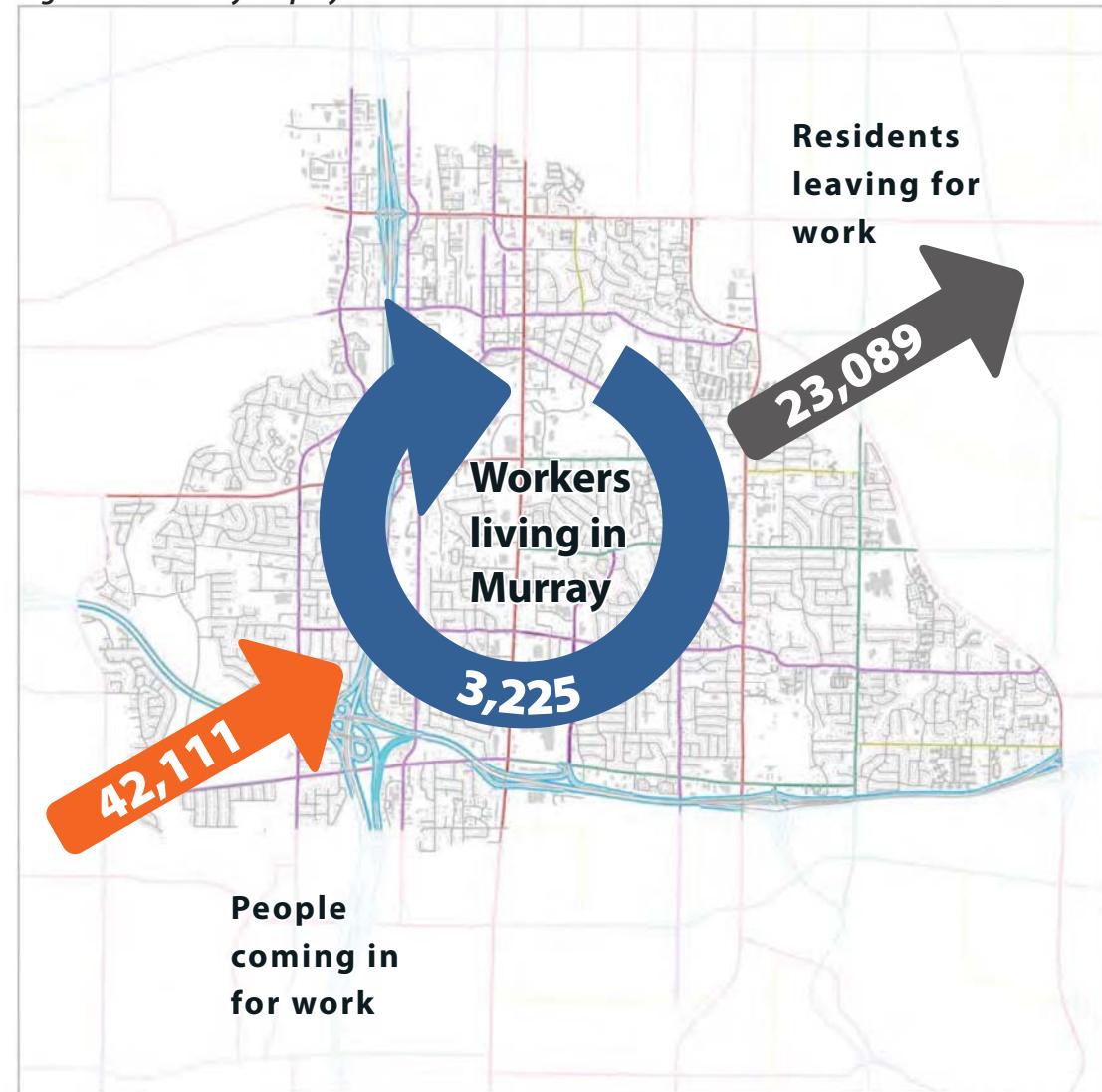


Table 2-5: Murray employment inflow-outflow table

| City           | Enter for Work | Live & Work in City<br>(& Percent of Total Working Population) | Leave for Work |
|----------------|----------------|--|----------------|
| Murray         | 42,111         | 3,225, 12%   | 23,089         |
| Millcreek      | 44,800         | 4,201, 14%   | 26,510         |
| Salt Lake City | 194,143        | 40,378, 14%  | 53,801         |

Source: <https://onthemap.ces.census.gov/>

# Transportation System

The transportation network in Murray is designed to support the community transportation vision. Opportunities exist to modify the current system to make a transportation network that provides viable choices to Murray residents. Improvements in the transportation network will involve making the system more accessible, safer, efficient, and overall more welcoming to alternative modes of travel.

## Roadway Functional Classification

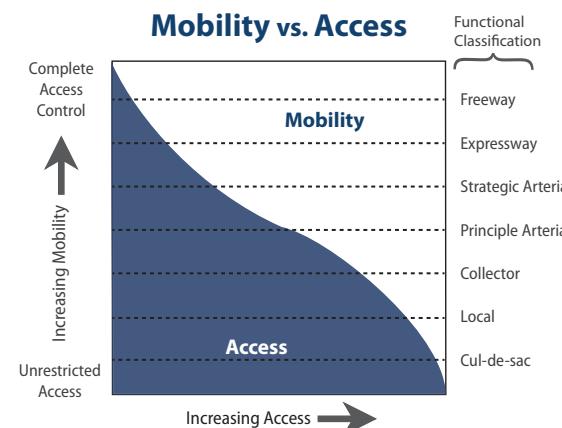
Roadway functional classification is a means to categorize how a roadway functions and operates based upon a combination of roadway characteristics. Streets provide for two distinct and competing functions: mobility and land access. As mobility increases, land access decreases and vice versa as shown in Figure 2-7. Both functions are vital, and no trip is made without both. The classifications of roadways, with descriptions is in Table 2-6 on the following page and in the text below:

Roadway functional classification does not define the number of lanes required for each roadway's automobile capacity. For instance, a collector street may have two, three, or four lanes, whereas an arterial street may have up to nine lanes for motorized traffic. The number

of lanes is a function of the expected automobile traffic volume on the roadway and serves as the greatest measure of roadway capacity for vehicles.

**Freeways & Expressways** – Freeway and expressway facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities. I-15 and I-215 are freeways that run through Murray.

Figure 2-7: Mobility vs access



**Arterials** – Arterial facilities are designed to serve a high level of mobility providing fast flowing through-traffic movement but with low level land-access service. The traffic controls and facility designs are primarily intended to provide efficient through movement. 1300 East, 900 East, State Street, and 4500 South are examples of arterials in Murray. Arterials frequently provide the most direct route from A to B not only for automobiles but also for pedestrians, bicyclists and transit.

These roads may offer wide shoulders that can accommodate buffered or separated bike lanes and can be choice locations for bus stops.

**Collectors** – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. For longer, through trips requiring high mobility such facilities are inefficient. Instead they are used for shorter trips requiring increased access to destinations. Commerce Drive, Winchester Street, and 4800 South are examples of collectors in Murray. For the bicyclist or pedestrian, collectors can offer a comfortable level of safety and a number of route choices because of lower vehicle speeds and a variety of access options to potential destinations.

**Local Streets** – Local streets primarily serve land-access functions. Local street design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of this facility. This level of street network is likely to provide the highest level of comfort to bicyclists and pedestrians. Local roads will have the lowest speeds and be mostly absent of large vehicles.

## Murray's Functional Class:

Table 2-6 shows Murray's roadway classification from the city's engineering specifications and requirements document which was amended May 2019. Trip length, design speed, lane width and average daily trips are all part of the equation necessary to properly determine a roadway's best classification.

Table 2-7 below shows general characteristics for each classification such as whether parking is allowed and what percentage of a city's surface street system is made up of a specific roadway classification. The table indicates that the majority of roadways in a typical city are residential.

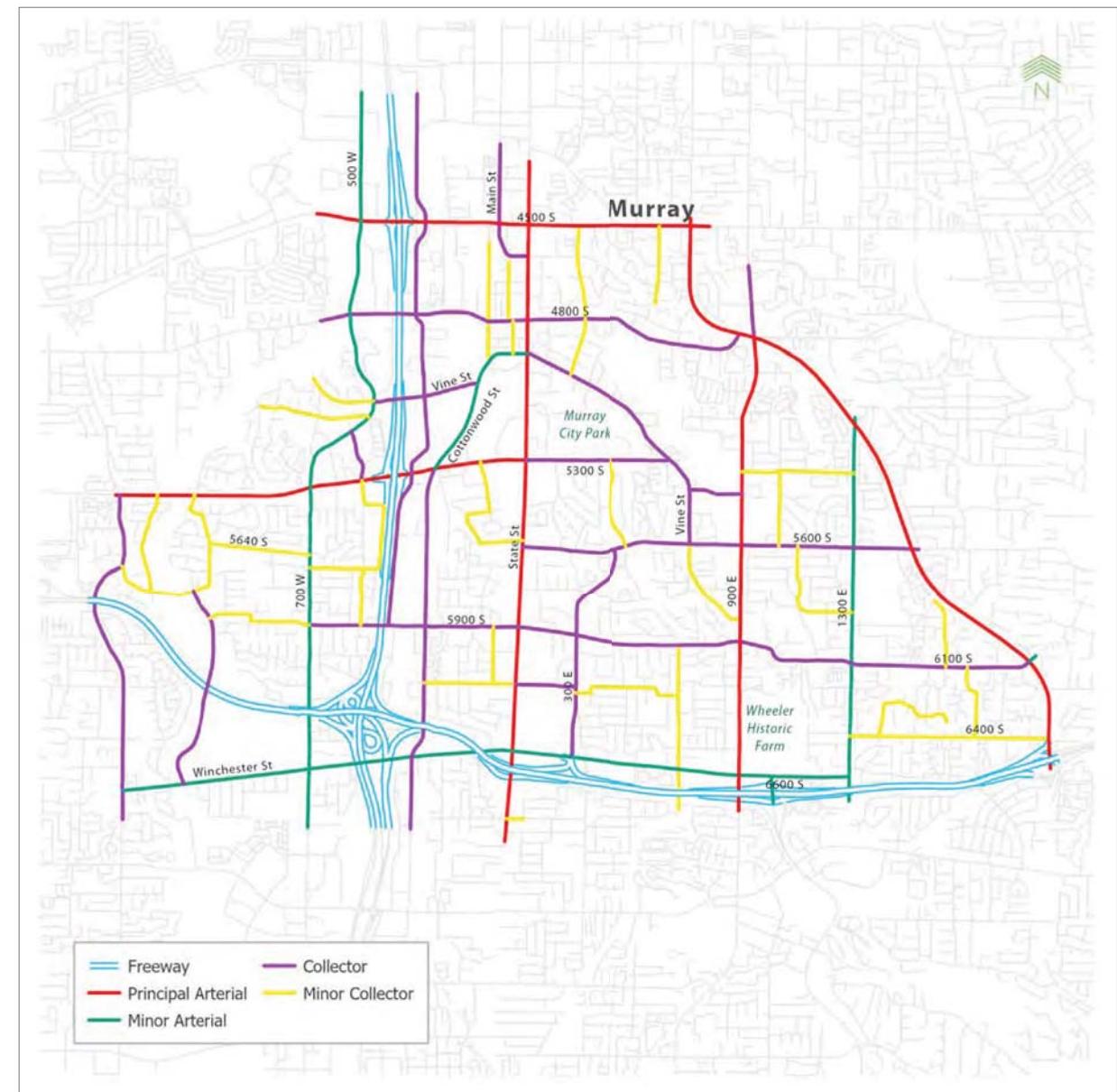
*Table 2-6: Murray roadway classification table*

| Murray Roadway Classification | Use                 |                    | Dimensions       |                 | Volume                                 |
|-------------------------------|---------------------|--------------------|------------------|-----------------|--|
|                               | Trip Length (Miles) | Design Speed (MPH) | Lane Width(Feet) | Number of Lanes | Average Daily Trips (ADT in Thousands) |
| Freeway                       | >5                  | >65                | 12               | 6 - 8           | 80                                     |
| Major Arterial                | 1 - 2               | 45 - 55            | 12               | 6               | 15 - 50                                |
| Minor Arterial                | >1                  | 40 - 45            | 12               | 3 - 5           | 10 - 25                                |
| Major Collector               | 1                   | 30 - 40            | 12               | 2 - 5           | 3.5 - 10                               |
| Minor Collector               | 1                   | 25 - 35            | 11 - 12          | 2 - 3           | 1.5 - 3.5                              |
| Local Street                  | <1                  | 20 - 30            | 10 - 12          | 2               | <1.5                                   |

*Table 2-7: Elements of functional classification table*

|  | General Characteristics of Functional Classification                          |                                |   |        | Residential Street                    |
|--|---|--------------------------------|---|--------|---------------------------------------|
|  | Freeway & Expressway  | Arterial                       | Collector   |        |                                       |
| Function   | Traffic movement  | Traffic movement, land access  | Collect & distribute traffic between streets & arterials, land access           |        | Land Access                           |
| Typical % of Surface Street System                       | Not applicable  | 5 - 10%                        |   | 10-20% | 60-80%                                |
| Continuity   | Continuous  | Continuous                     | Continuous  |        | None                                  |
| Spacing  | See City's Engineering Standards and Specifications                           |                                |   |        |                                       |
| Typical % of Surface Street System Vehicle Miles Carried | Not applicable  | 40 - 65%                       |   | 10-20% | 10-25%                                |
| Direct Land Access                                       | None  | Limited: Major generators only | Restricted: Some movements prohibited; number & spacing of driveways controlled |        | Safety controls access                |
| Minimum Roadway Intersection Spacing                     | See City's Engineering Standards and Specifications                           |                                |   |        |                                       |
| Speed Limit  | See City's Engineering Standards and Specifications                           |                                |   |        |                                       |
| Parking  | Prohibited  | Discouraged                    | Limited   |        | Allowed                               |
| Comments   | Supplements capacity of arterial street system & provides high-speed mobility | Backbone of Street System      |   |        | Through traffic should be discouraged |

*Figure 2-8: Murray functional classification*



The existing functional class network for Murray is shown in Figure 2-8. The roadways are separated into functional classes by access as well as the general right-of-way width.

In Murray the majority of roadway surface is dedicated to local streets that provide access to homes. Many of these roads bend and curve and dead end in neighborhoods. The fewer, higher volume roads run straight for long distances creating larger, grid-like network. These roads make efficient and continuous north to south connections at areas like State Street, 900 East, and 1300 East, and the East to West connections are found along 6100/5900 South, Winchester Street/6600 South, and 4800 South.

# Murray's Annual Average Daily Traffic Volume



*Figure 2-9: Annual average daily traffic volume (2017)*

Annual average daily traffic (AADT) is an estimation of how many cars travel along a specific street segment in a day.

This number is typically derived by recording traffic counts for an extended period of time on a specific street. After the traffic counts have concluded and the numbers are examined and determined to be representative of normal traffic behavior these data are then used to create an annual daily average.

Excluding I-15 and I-215, the streets in Murray with the highest AADT are 4500 S, State St, and Van Winkle to Highland Dr. These streets have speed limits between 40 mph to 50 mph, and multiple travel lanes in each direction. This combination of higher speeds and multiple lanes allows for a larger capacity of traffic volume. Figure 2-9 shows Murray's AADT (2017 is the most current and accurate available data).



Source: UDOT; UPLAN data

## Level of Service

Roadway level of service is typically displayed in the relationship between the traffic volume and the roadway capacity (generally the number of lanes), or a V/C ratio. This ratio is represented as a letter grade ranging from A-F, much like letter grades assigned in school.

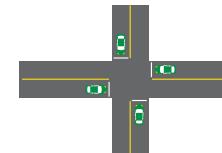
A-C are generally considered free-flowing traffic operations, and while some congestion occurs at LOS D, the transportation system is assumed to be adequate (not failing) at this level. Figure 2-10 explains what conditions need to exist for a road segment to receive a particular letter grade.

LOS D was identified as the planning goal for Murray in the peak traffic hours, meaning that LOS E and F are unacceptable. Although LOS D is a planning goal, roadway LOS may vary on a street-by-street basis. Roadway capacity cannot be scaled to exactly fit demand since demand varies by time of day, day of week, and time of year.

Figure 2-10: Level of service A-F

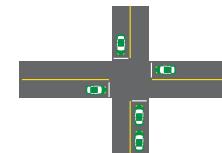
**A**

- Free Flow Operations
- No wait longer than one signal indication
- **Delay: 0 < 10 seconds/Vehicle**



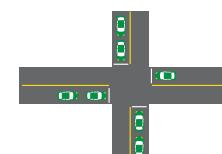
**B**

- Free Flow Operations
- Rare occasion to wait through more than one signal indication
- **Delay: 10 to 20 seconds/Vehicle**



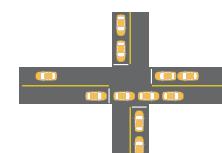
**C**

- Stable Operations
- Occasional backup may develop & intermittent vehicle wait for more than one signal indication
- **Delay: 20 to 35 seconds/Vehicle**



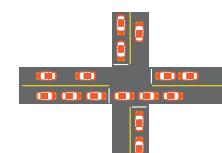
**D**

- Approaching unstable operations
- Waits are still tolerable, occur without excessive backups
- **Delay: 35 to 55 seconds/Vehicle**



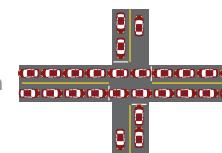
**E**

- Unstable operations
- Very long queues may create lengthy delay
- **Delay: 55 to 80 seconds/Vehicle**



**F**

- Very poor operations
- Backups create 'gridlock' condition
- **Delay: > 80 seconds/Vehicle**



*Figure 2-11: Existing level of service*

While the travel demand model is used to predict future traffic and level of service, it can also be used to estimate current conditions. Existing conditions were modeled with a 2019 base year for Murray. Figure 2-11 shows the existing LOS within Murray. Green roads have little or no traffic congestion corresponding to LOS A, B, while orange and red roads have “peak hour” traffic congestion. Currently, 5900 South experiences congestion during the peak hours. This is also true for 4500 South, 5900 South, Winchester, portions of Vine Street, and Fashion Boulevard. There are minimal delays on the other roadways in Murray.

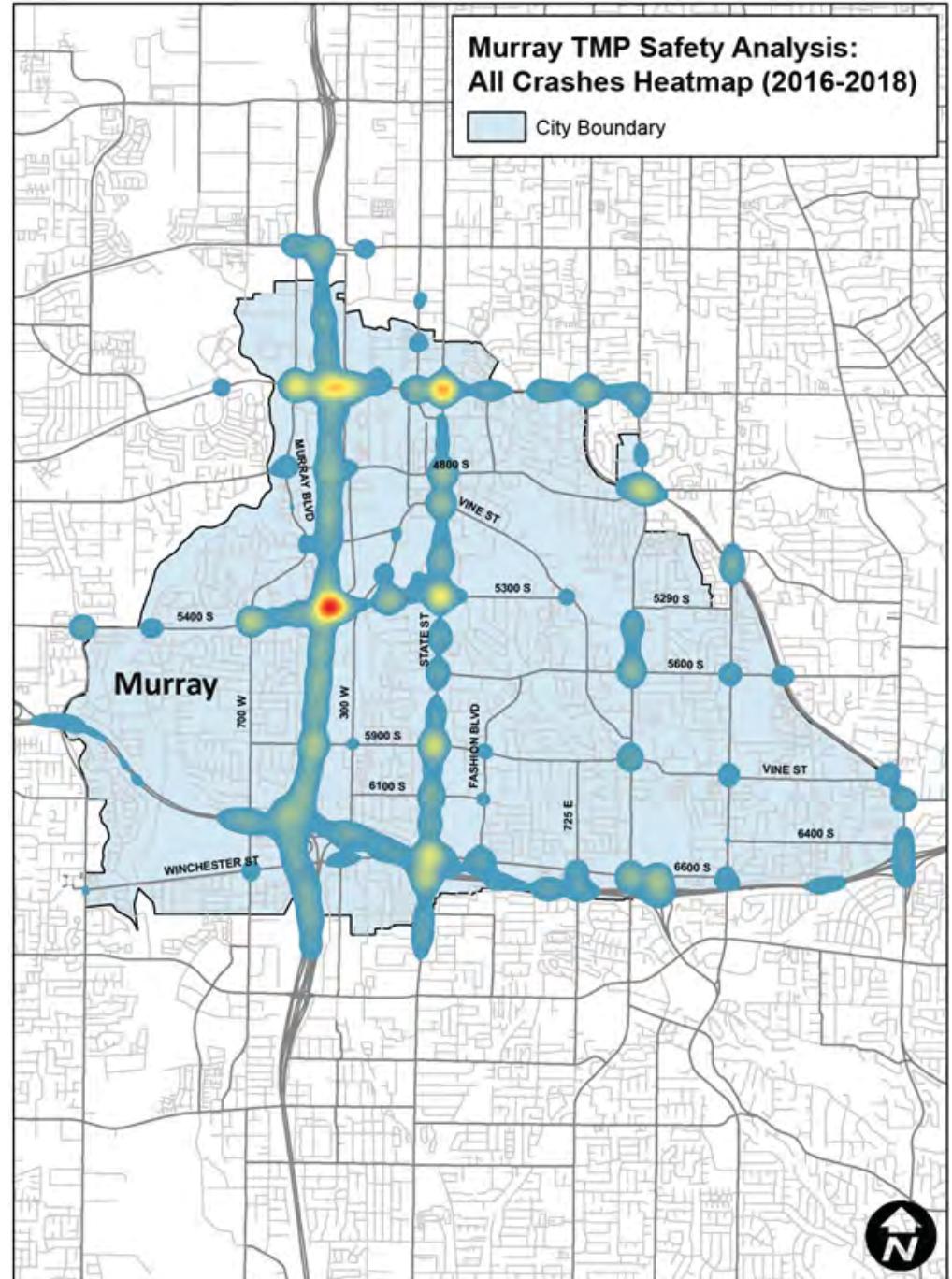


# Safety

## City-wide Crashes

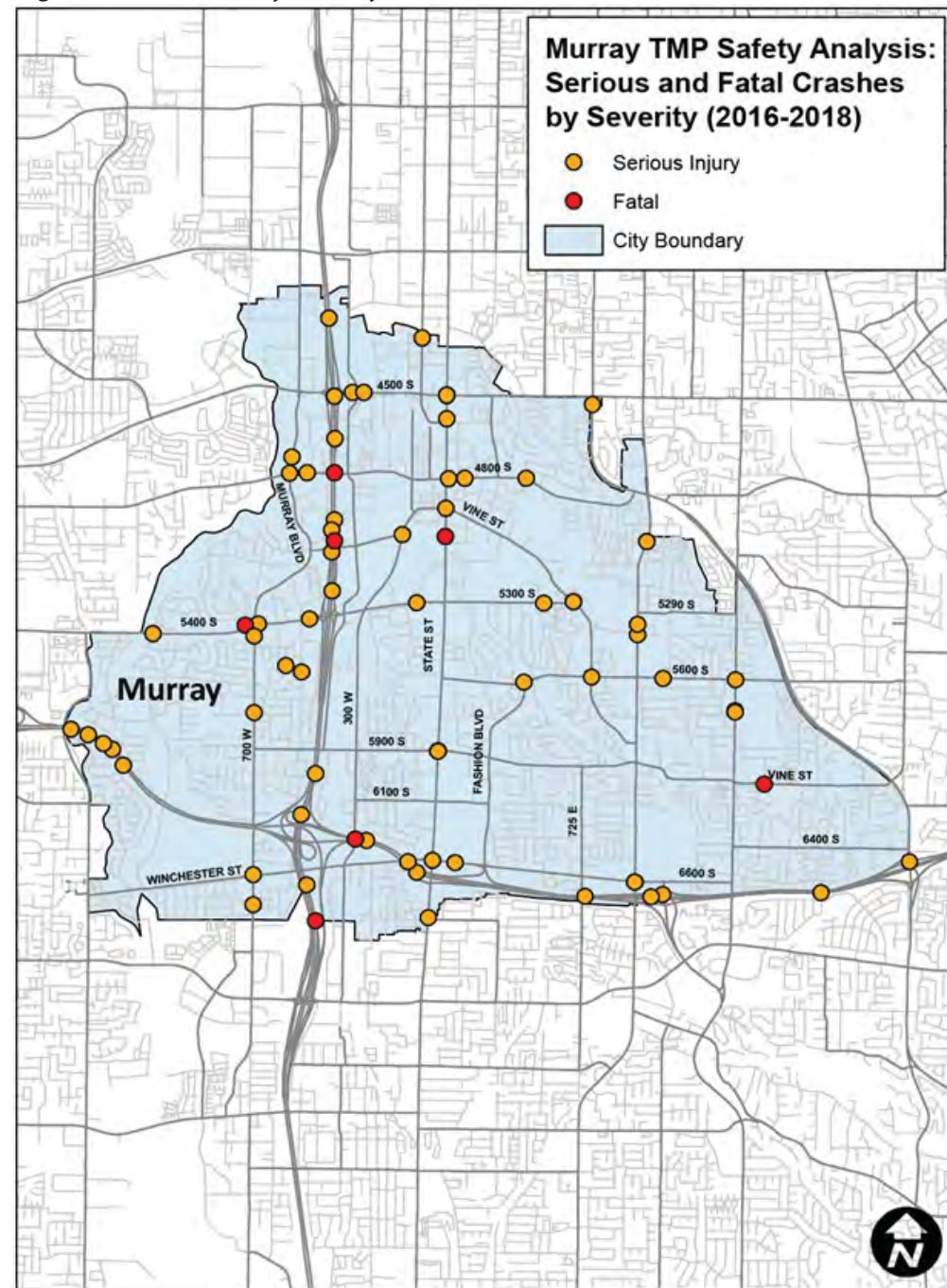
Between 2016-2018 there were 7,071 reported crashes within the city boundary. Figure 2-12 is a heat map of crash locations illustrating the highest concentrations of crashes within the city. The most predominant crash concentrations occurred at I-15 interchanges at 5300 South and 4500 South. Outside of I-15 and its access points, other notable hotspots occurred along State Street at intersections with I-215, 5900 South, 5300 South, and 4500 South.

Figure 2-12: All crashes heat map (2016-2018)



Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-13: Crashes by severity (2016-2018)



Note: Confidential: This data may be protected under 23 USC 409.

## Fatal and Serious Injury Crashes:

Crash severity is reported according to a five-category scale ranging from no injury to fatality. There is considerable emphasis in Utah among safety agencies, transportation planners and engineers to eliminate fatal crashes. However, the low frequency of fatal crashes can result in an insufficient sample size to identify meaningful patterns. As a result, the next level of crash severity, serious injury crashes, is often included in a crash severity analysis.

Figure 2-13 illustrates the fatal and serious injury crashes in Murray City. For the analysis period, there were seven crashes with a fatality and 71 serious injury crashes. The number of fatal and serious injury crashes in Murray City as a percentage of total crashes is 1.1 percent, below Salt Lake County at 1.8 percent, and lower than all peer cities studied (Taylorsville, Midvale, Millcreek, and West Jordan). West Jordan had the highest percentage of fatal and serious injury crashes at four percent.

Table 2- 8: Fatal and Serious Injury Crashes Peer Comparison (2016-2018)

| Fatal and Serious Injury Crashes |                     |
|----------------------------------|---------------------|
| Murray City                      | <b>78 (1.1%)</b>    |
| Midvale                          | <b>45 (1.3%)</b>    |
| Salt Lake County                 | <b>1,474 (1.8%)</b> |
| Millcreek                        | <b>59 (1.8%)</b>    |
| Taylorsville                     | <b>104 (1.9%)</b>   |
| West Jordan                      | <b>247 (4.0%)</b>   |

Note: Confidential: This data may be protected under 23 USC 409.

## Bicycle-Involved Crashes:

For 2016-2018, 47 vehicle crashes involving a cyclist occurred in Murray City. Figure 2-14 symbolizes the locations of these crashes by crash severity. There were no recorded cyclist fatalities during the study period, however there were several crashes that involved injuries – almost all of which occurred along major roads (collectors and arterials). Only two of the 47 incidents occurred on a minor (local) road, one of which had no injury and one possible injury. The majority of crashes occurred along State Street, where there are shoulders, but has no designated cyclist route. The shoulders do allow parking in most cases, but on-street parking is fairly infrequent, leading to unpredictable and inconsistent riding conditions. Murray has plans to expand the city's bike network which includes bike lane projects along state roads 900 East and 4500 South. The City should continue to coordinate with UDOT to improve safety along State Street.

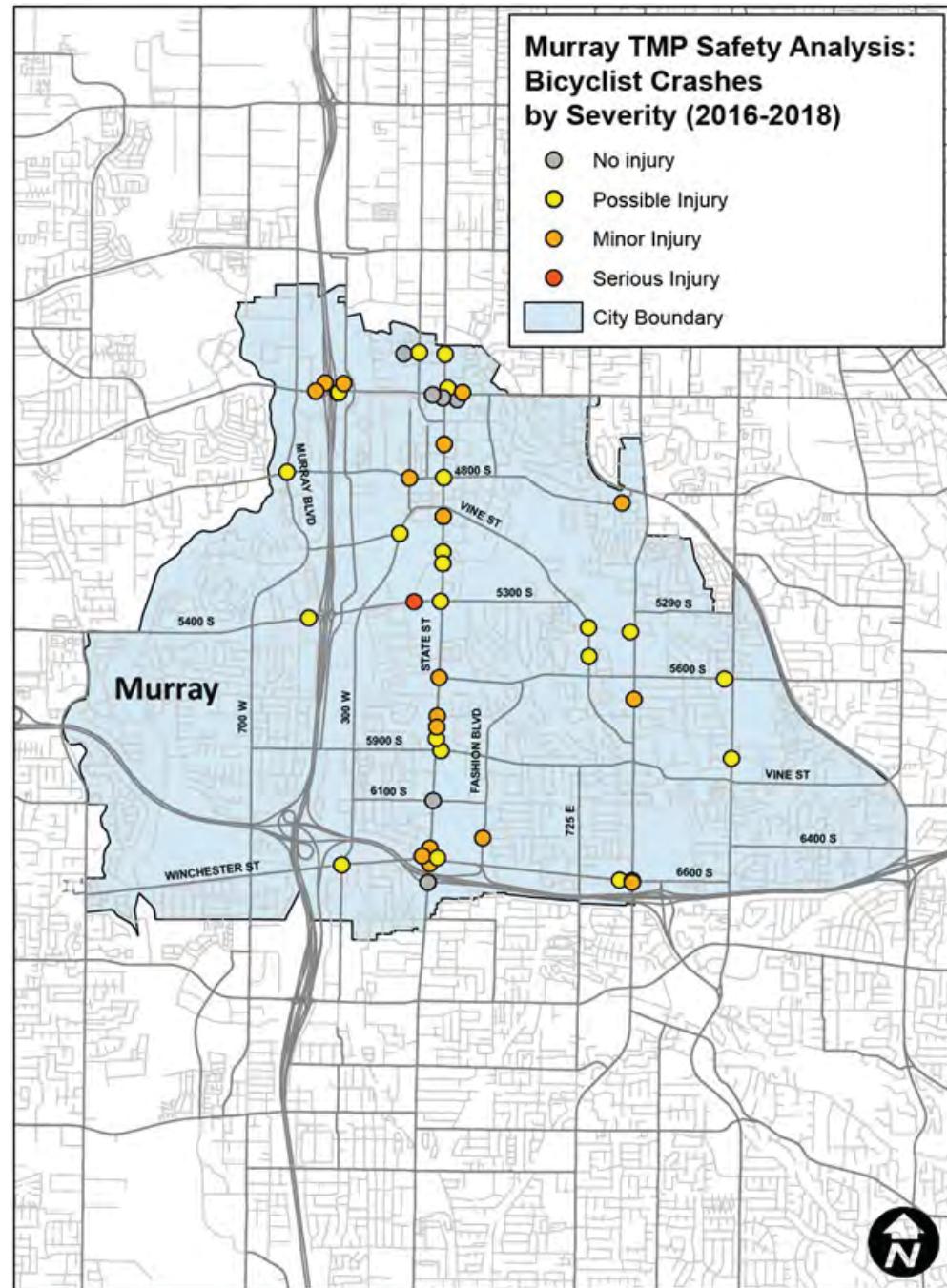
As shown in Table 2-9, the percent of all crashes involving a cyclist is higher in Murray City than in Midvale, equal to that of Taylorsville, but lower than West Jordan, Millcreek, and Salt Lake County. Millcreek had the highest percentage of bicycle-involved crashes at 1.2 percent.

**Table 2-9: Bicycle-Involved Crashes Peer Comparison (2016-2018)**

| Bicycle-Involved Crashes |                   |
|--------------------------|-------------------|
| Midvale                  | <b>18 (0.5%)</b>  |
| Murray City              | <b>47 (0.7%)</b>  |
| Taylorsville             | <b>36 (0.7%)</b>  |
| West Jordan              | <b>51 (0.8%)</b>  |
| Salt Lake County         | <b>838 (1.0%)</b> |
| Millcreek                | <b>40 (1.2%)</b>  |

Note: Confidential: This data may be protected under 23 USC 409.

**Figure 2-14: Bicycle crashes by severity (2016-2018)**



## Pedestrian-Involved Crashes

For 2016-2018, 79 vehicle crashes involving a pedestrian occurred in Murray. Figure 2-15 symbolizes the locations of these crashes by location. Clusters are found along State Street, 5300 South, and 700 West. The 700 West cluster coincides with land uses that drive high pedestrian activity, with an elementary, junior high, and two churches from 5900 South to 5400 South. There are several clusters of crashes located at intersections, with 56 of the 79 (70 percent) of the incidents located at an intersection.

Furthermore, 73 out of 79 (92 percent) crashes occurred along large roads, such as major collectors and arterials. State Street in particular had the highest number of pedestrian-related incidents. Traffic speed and volume along these larger streets are likely contributing factors. Pedestrian-related crashes also had a higher mortality rate than bicycle-related incidents, with two pedestrian fatalities during the study period (compared to zero cyclist). Most pedestrian incidents occurred during the day (67 percent) which is similar to day-light cyclist incidents (80 percent).

While within Murray, UDOT owned roads such as State Street and 5400 South are areas of concern for pedestrians. Mitigation measures should be coordinated between Murray and UDOT. It is recommended the City works with UDOT to address pedestrian crashes at signals.

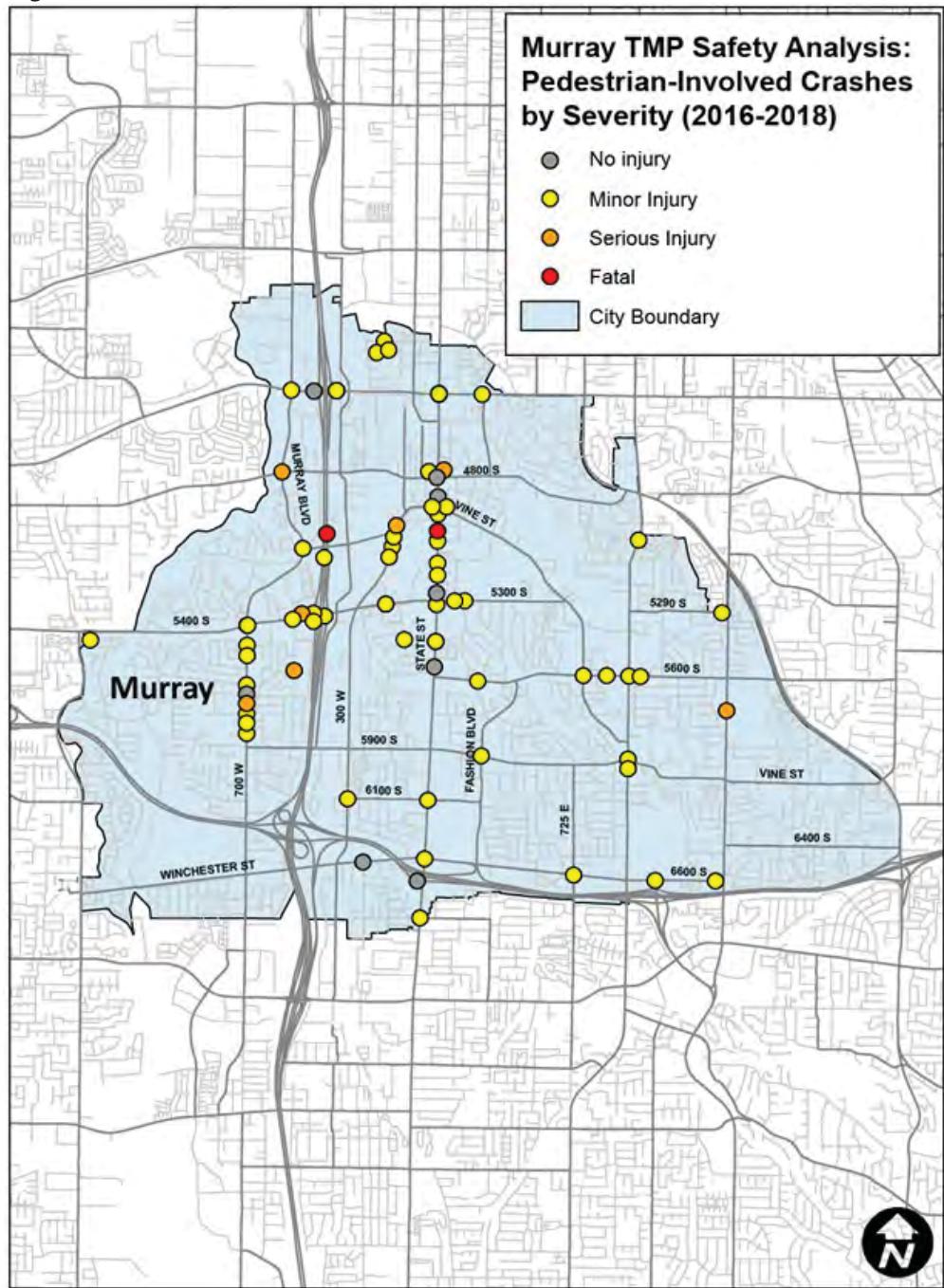
The percent of crashes involving a pedestrian is lower in Murray than all peer cities studied, (see Table 2-10). Millcreek had the highest percentage of pedestrian-involved crashes at 2.1 percent.

Table 2-10: Pedestrian-Involved Crashes Peer Comparison (2016-2018)

| Pedestrian-Involved Crashes |                  |
|-----------------------------|------------------|
| Murray City                 | <b>79 (1.1%)</b> |
| Taylorsville                | 82 (1.5%)        |
| Midvale                     | 59 (1.6%)        |
| Millcreek                   | 69 (2.1%)        |
| West Jordan                 | 92 (1.5%)        |
| Salt Lake County            | 1,310 (1.5%)     |

Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-15: Pedestrian-involved crashes



## Hotspots

### City and State Route Crashes:

A large concentration of the vehicle activity in Murray City occurs on state routes. As such, most crash hotspots occur on state routes or at junctions with state routes where Murray City has limited influence to correct potential design deficiencies. Because of this, it is helpful to look at crashes off state routes to isolate potential hotspots where the city can influence change. Figure 2-16 shows a heat map of non-state route crashes within Murray City.

Non-state corridors that stand out are 6600 South, 500 West/Murray Boulevard, 1300 East, and 5600 South. Table 2-11 shows intersection hotspots that involve City and State routes. Most of these hotspot intersections occur along notable and high traffic corridors, with the biggest hotspot occurring at the intersection of State Street and 6400 South.

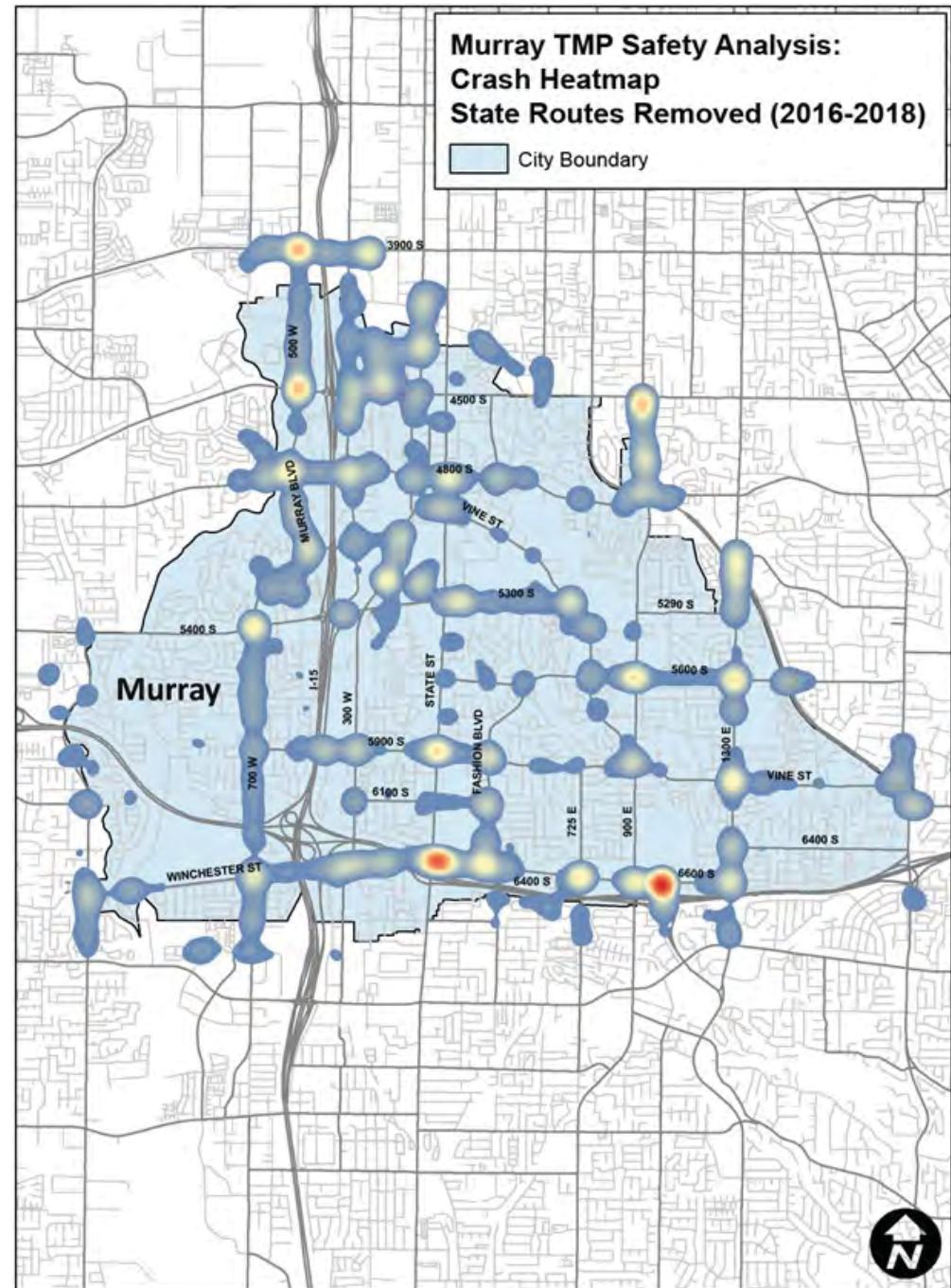
Table 2-11: City and State Route Hotspots (2016-2018)

| Location                            | Total Crashes |
|-------------------------------------|---------------|
| <b>State and City Intersections</b> |               |
| State Street and 6400 South         | 80            |
| 500 West and 4500 South             | 40            |
| State Street and 5900 South         | 33            |
| 900 East and 5600 South             | 28            |
| <b>City Only Intersections</b>      |               |
| Winchester and 700 West             | 76            |
| Union Park Avenue and 6600 South    | 75            |
| 1300 East and 5600 South            | 30            |
| 1300 East and Vine                  | 22            |
| Murray Boulevard and Vine Street    | 13            |

Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-16 highlights crashes on Murray controlled street. Several corridors have a concerning level of crashes, specifically Murray Boulevard, 900 East, 5900 South, and Winchester. Many of these safety issues are being addressed by the Capital Facilities Plan projects in chapter 6.

Figure 2-16: Crashes on City and state routes



Note: Confidential: This data may be protected under 23 USC 409.

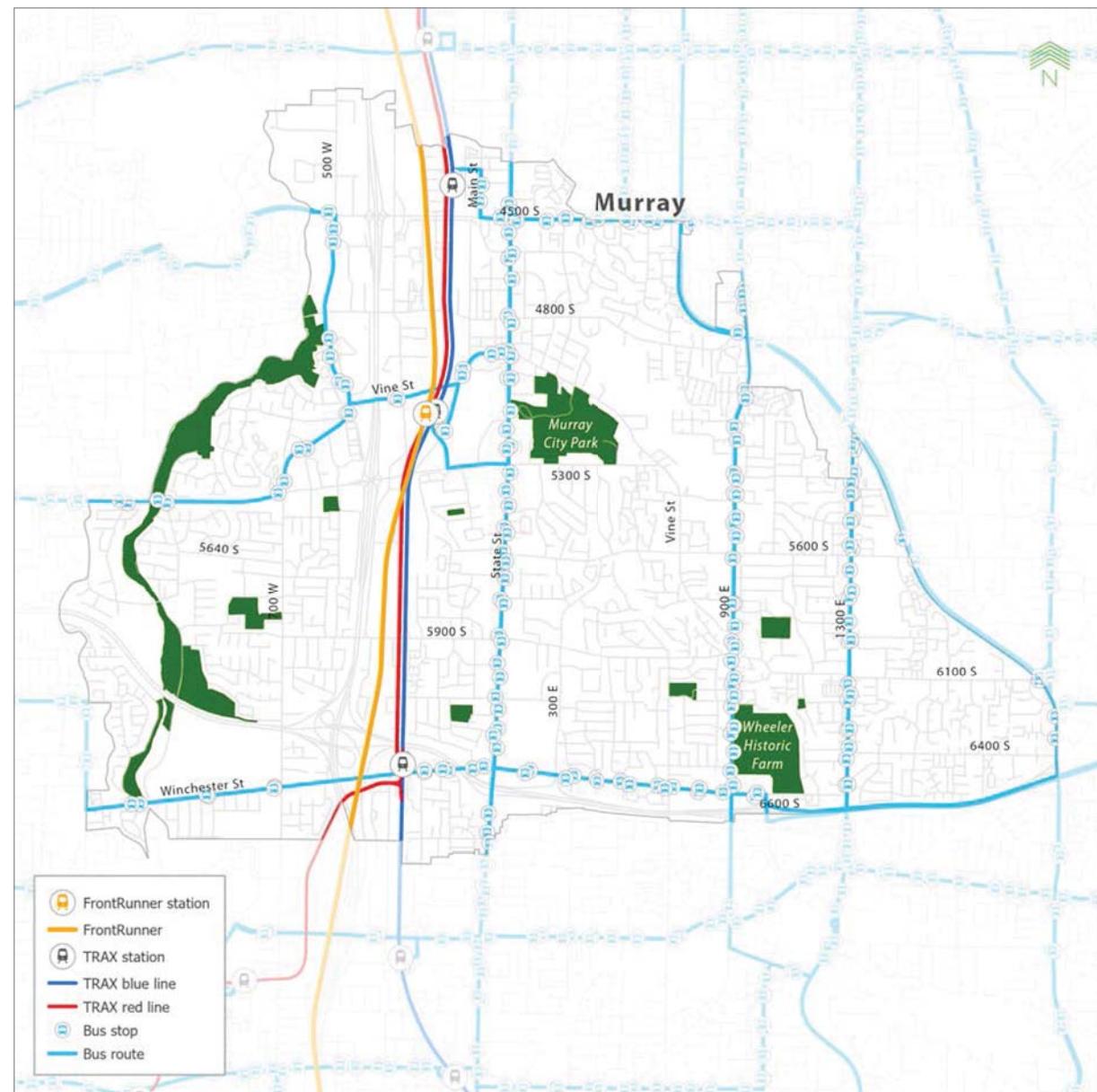
# Transit

UTA (Utah Transit Authority) is the primary transit service for Murray. The city has three rail transit stations, Murray North Station, Murray Central Station, and Fashion Place. Two of the three UTA TRAX lines (Blue and Red), as well as the UTA FrontRunner commuter train stop in Murray. All three have service at Murray Central Station, which is where the Intermountain Medical Center is located, Murray's largest employer. The FrontRunner does not stop at Murray North Station or Fashion Place, however, the Red and Blue lines stop at both. Figure 2-17 shows the existing transit in Murray.

Murray's number of transit stations as well as its existing UTA bus system places it in a strong position to meet the "5 Key Initiatives" identified in the city's 2017 General Plan, which are:

1. *Build a "City Center District" that "can be the social and economic heart of the city"*
2. *"Create Office/Employment Centers"*
3. *Create nodes that are "livable + vibrant neighborhoods"*
4. *"Linking centers/districts to surrounding context"*
5. *"A city geared toward multi-modality"*

Figure 2-17: Existing transit



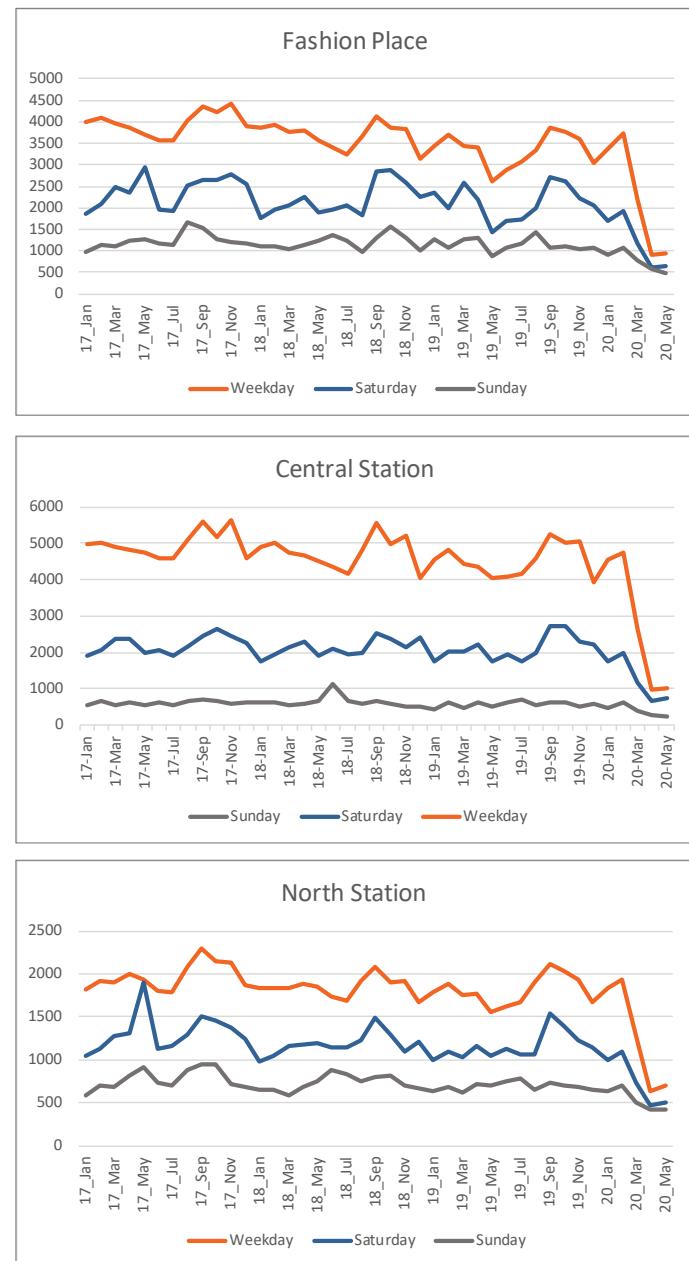
Murray has over 170 bus stops within its city's limits. The two busiest stops are Murray Central Station and Fashion Place West Station, followed by Cottonwood Street at 5149 South, which is in front of the Intermountain Medical Center. This stop is serviced by routes 54, 47, 45, and 201 and is adjacent to Murray Central Station. That the most utilized bus stops in the city are connected to light rail and commuter train is demonstrative of the city's existing demand for multi-modal transportation as well as the importance of options to meet people's daily transportation needs within Murray.



Figures 2-18, 2-19, and 2-20 are graphs showing monthly total estimates for light rail and commuter train ridership by station from January 2017 to May 2020. Currently, UTA's data portal provides this information for boardings but not for those who exit the train. The calculated estimates shown here were generated under the assumption that the number of people boarding and exiting are roughly equal, and therefore the number of boardings (UTA's available data) were doubled.

The next most utilized bus stops in Murray are at 4500 S and 155 E, State Street and 4489 S, and 900 E and 5545 S. The bulk of bus stops within Murray are along these larger, busier corridors like 1300 E, 900 E, State St, and Winchester St.

**Figures 2-18 : 2-20: Light rail & commuter train ridership by station (2017 - 2020)**



\* The transit system was drastically affected by COVID-19 in the year 2020. The rapid drop off in ridership is seen in Figures 2-18: 2-20 during March of 2020. It is unknown when ridership will return to pre-COVID-19 levels.

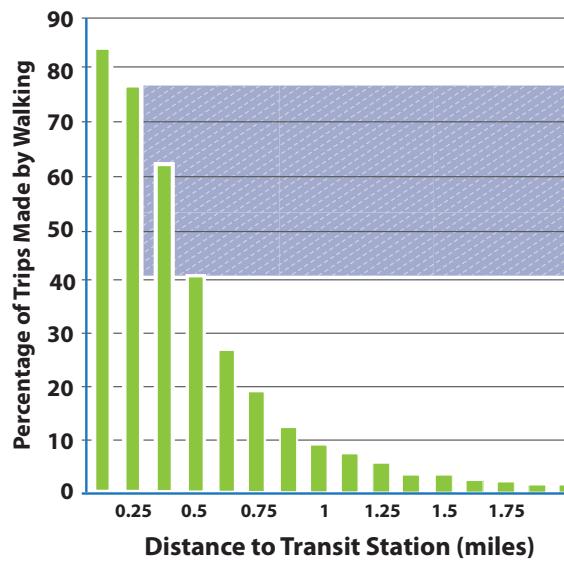
Source: <https://data-rideuta.opendata.arcgis.com/>

According to the FHWA (Federal Highway Administration): "most people are willing to walk 1/4 [mile] to 1/2 [mile] to a transit stop.... in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within 1/4 to 1/2 mile of transit stops, and greater distances near (heavy) rail stations."

The majority of Murray has access to bus stops within a half-mile distance, determined by an "as the crow flies" straight line estimate, rather than the full distance a person would travel walking along a sidewalk. However, there are areas in Murray where the housing located on local streets is beyond a half-mile distance from the closest bus stop "as the crow flies", including a section north of I-215 and west of I-15 and an area in between State Street and 900 E. Figure 2-21 shows Murray's and the areas beyond a half-mile distance, which are shown in blue. This map does not show actual walking distance from transit due to barriers such as I-15, rail corridors, creeks, etc. Within Murray's Mixed Use zones lack of sidewalks and other barriers that discourage transit use exist.

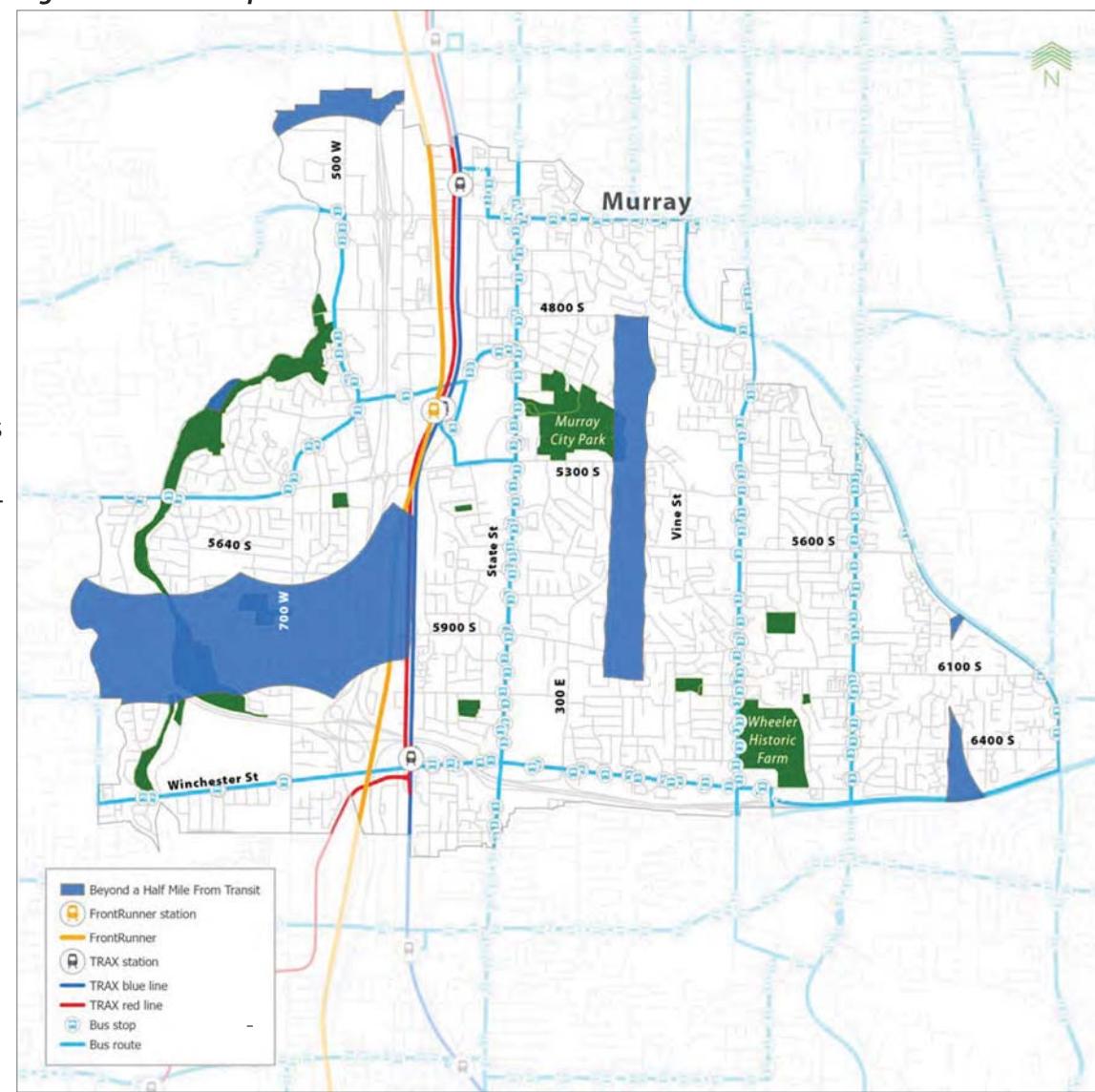
Figure 2-22 is a graph showing the relationship between distance and transit usage.

**Figure 2-22: Relationship between distance and number of trips**



Difference in percentage of trips made between 0.25 and 0.5 mile distance to transit

**Figure 2-21: Bus stops with half-mile buffer**



Source FHWA: [https://safety.fhwa.dot.gov/ped\\_bike/ped\\_transguide/ch4.cfm](https://safety.fhwa.dot.gov/ped_bike/ped_transguide/ch4.cfm)

# Active Transportation

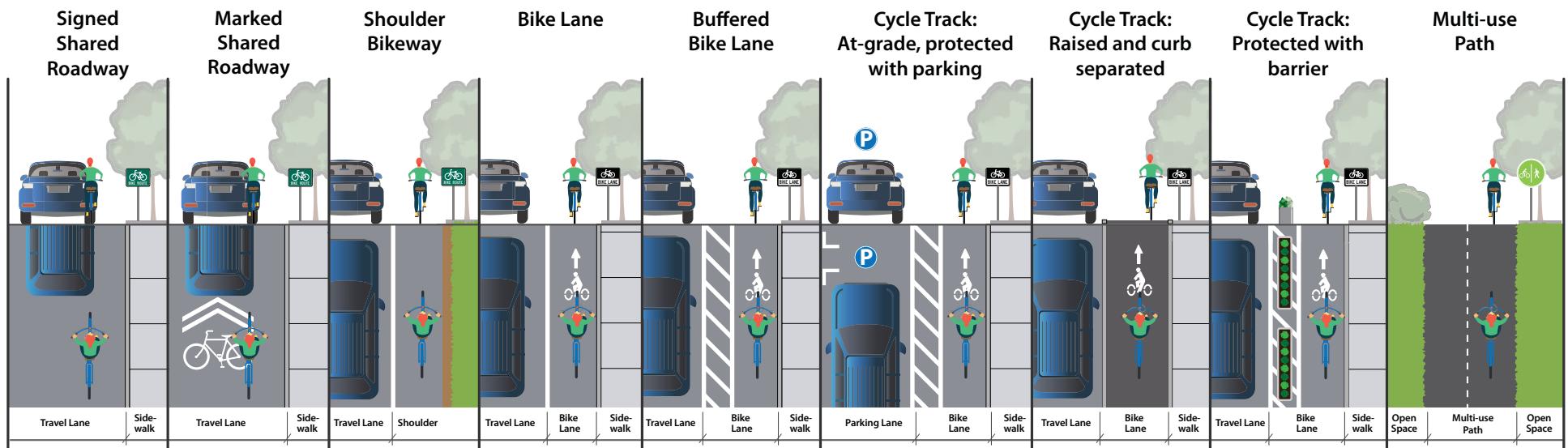
An active transportation (AT) network is a key component of a transportation system because it provides mobility options for all residents. Making walking and biking safe and convenient is a key goal of any complete transportation plan. The benefits of a practical and accessible active transportation network are broad and include improving physical and mental health, decreasing noise and air pollution, providing a low-cost mode-choice, and increasing the property values along the AT network. When there are more

transportation choices, connectivity is improved throughout the community because more access is provided to both specific and regional origins and destinations. While freeways and expressways favor high speed long distance mobility for motor vehicles, a robust active transportation network provides its own accessibility options that can connect people to neighborhoods, downtowns, parks, schools, places of work and worship, shopping centers, etc., without the requirement of a car.

Figure 2-22 shows how comfort relates to different types of active transportation infrastructure and design. The comfort an AT user feels is affected by things like whether a protective physical barrier exists, the distance from vehicles, an AT user's sight-line visibility, and motor vehicle speed.

While those are some of the main factors taken into consideration when creating an active transportation network, designs should reflect the needs of the local context.

Figure 2-22: Active transportation facility type

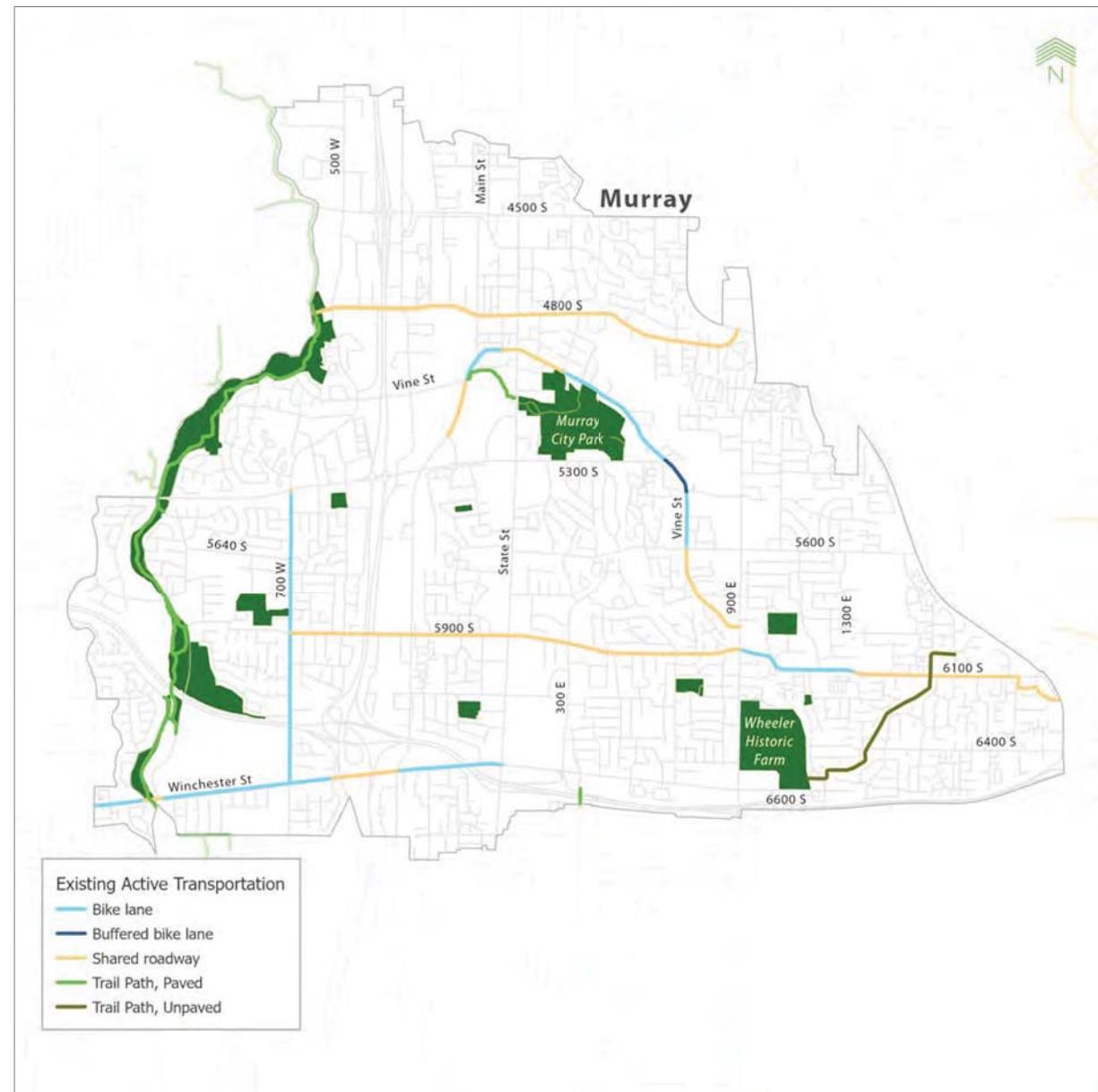


**Figure 2-23: Existing active transportation facilities**

Figure 2-23 shows the existing active transportation in Murray. On the west side, Murray has the well-known Jordan River Trail running north to south across the entirety of its city. This is a paved separated trail that is part of a connected trail system from Provo Canyon to Ogden Canyon.

Vine street has a combination of bike lanes and shared roadways as it bends west to east through Murray where it joins a bicycle shared roadway along 5900 S while heading towards Highland Dr. The western half of Winchester Street is a bike lane, that temporarily turns into a shared roadway where the shoulder width narrows, and then returns to a bike lane again when ROW is available. Extending east from Wheeler Historic Farm is an unpaved trail that runs along the Jordan and Salt Lake City Canal, and between Intermountain Medical Center and Little Cottonwood Creek is a paved multi-use path.

While Murray does not have an extensive existing AT network it is in a good position to expand upon existing facilities to provide local and regional options that offer high-comfort for users and desirable accessibility to the origins and destinations within the city.



**Figure 2-24: Active transportation facilities and Strava usage**

Figure 2-24, again shows existing active transportation, but in this map it is displayed as a single color. Visually, it is placed below a color graduated representation of Strava data for Murray. Strava is an app that uses GPS tracking to record a cyclist, runner, jogger, walker's, etc. specific route. The data provide a general idea of where people are participating in active transportation. It is understood that the data is representative of only certain segments and demographics of the population and does not by any means represent all active transportation users. However, it is beneficial to see where these AT trips are occurring along the road network in Murray. While certain routes, mainly those that run along roads that are classified as arterials and collectors, such as Vine Street, receive the highest amount of use, it should be noted that a significant number of local streets have recorded trips on them. When this data is combined on a map with Murray's existing AT facilities, it can help identify where projects may be of highest use, or where there is a latent demand for AT infrastructure.



Figure 2-25 shows the existing crosswalks in Murray separation by location according to mid-block or intersection and school zone or non-school zone. The location of schools is also shown on the map.

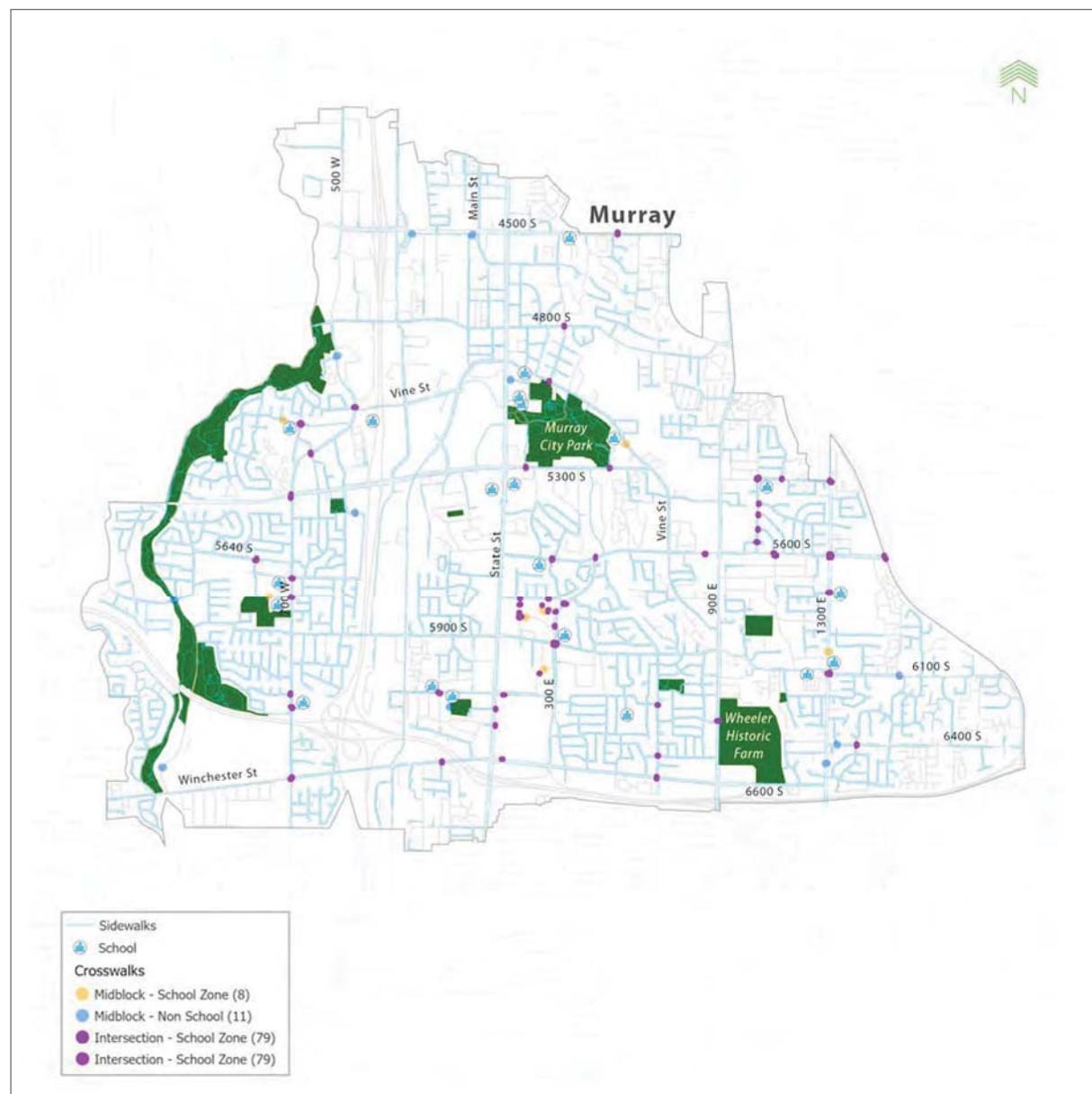
Pedestrians experience the built environment on a fine-grained level and require frequent safe crossings to destinations for crosswalks to be effective. An area that has adequate crossing facilities can encourage walkability. Crossings that align with pedestrian desire lines (paths taken because they are the shortest, obvious, easiest, etc. to access a destination) may prove to have the highest use and/or greatest efficacy.

Design and location are both important when considering the installation of a crosswalk. According to NACTO (National Association of City Transportation Officials), if a pedestrian has to spend over 3 minutes to get to a crossing, cross a road and get back on track to their destination it becomes very likely the pedestrian will forgo the crosswalk entirely and chose a riskier option for crossing a street.

To provide a safe crossing facility painted lines may be insufficient. Flashing beacons, HAWK (High-intensity activated crosswalk beacon) signals, pedestrian refuge islands, alternative textured or colored paving, or other traffic calming or safety measures should be considered.

Murray's Crosswalk Guidelines and Standards should be consulted. These can be found in the appendix.

**Figure 2-25: Crosswalks and sidewalks**





## 3 FUTURE CONDITIONS

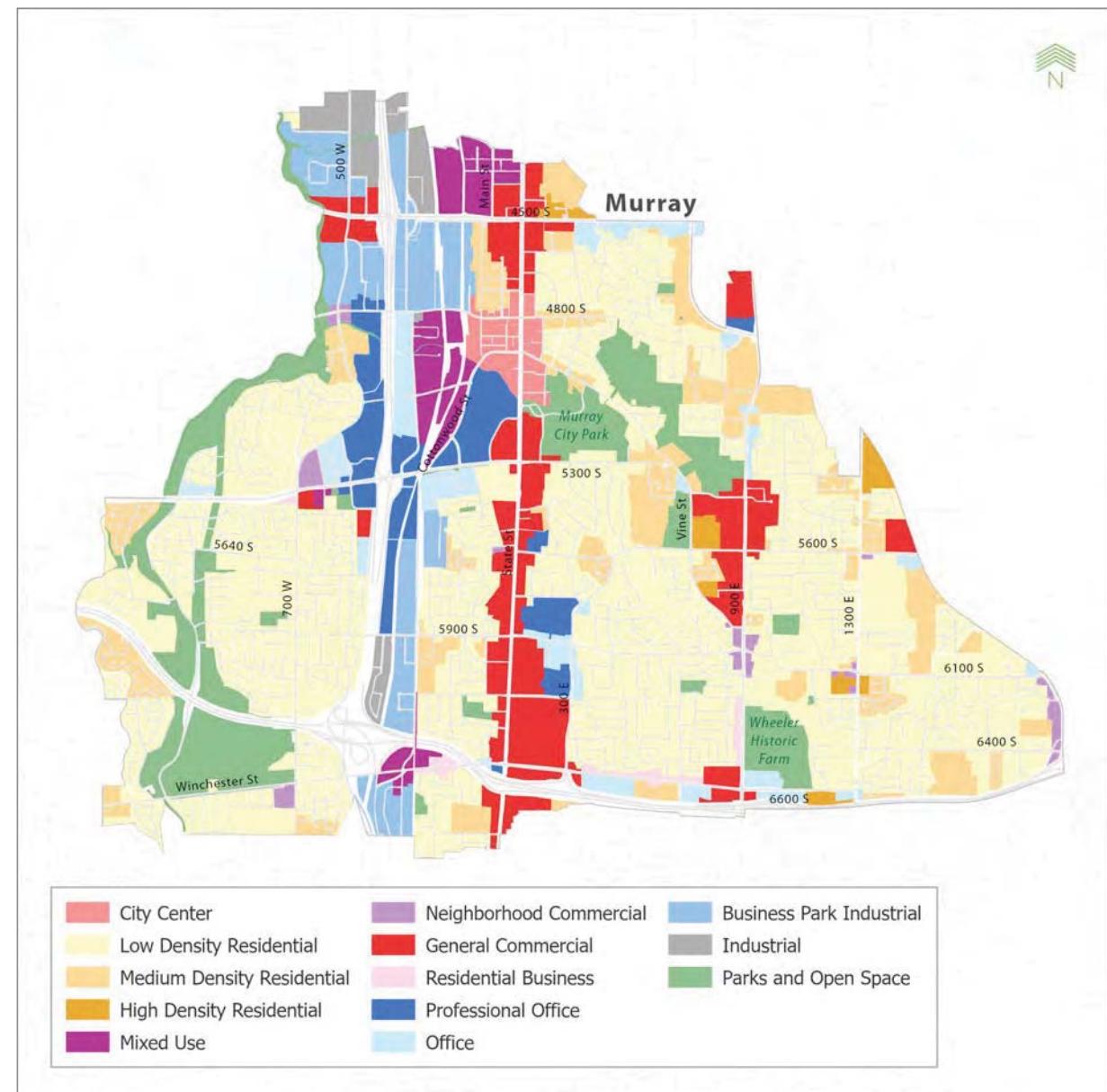
*This chapter discusses the background and assumptions used to forecast transportation related growth in Murray. It also shows future level of services maps for the city.*

## Travel Model

Using travel demand modeling techniques in conjunction with projected socioeconomic, population, and employment trends, future transportation demands were forecast. Transportation system improvements that are committed or planned by agencies such as Utah Department of Transportation (UDOT) and Wasatch Front Regional Council (WFRC) were included in the transportation forecasting prior to identifying additional transportation projects within the city.

Most of the projected socioeconomic data used in this study comes from the Land-Use Element of the Murray General Plan. The General Plan was last updated in 2017 and is shown in Figure 3-1. To accommodate the anticipated growth, specific areas are planned to allow a more flexible mix of uses within community and neighborhood nodes. These nodes are areas within the City where job and housing growth can occur to provide amenities to surrounding residential neighborhoods as well as to stabilize these neighborhoods by preventing unplanned growth. The land use plan aims to emphasize growth within identified transit corridors, transit station areas, community centers, and neighborhood centers. Development is occurring slightly different than anticipated in the General Plan. Updates, such as the known mixed-use island and the mixed-use west of I-15 have been accounted for in the Travel Model.

Figure 3-1: General Plan land use map



Outside of known developments, the future growth within the City comes from land use modeling completed by Wasatch Front Regional Council (WFRC). WFRC is the Association of Governments (AOG) for Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber counties that is responsible for coordinating transportation planning in the region. WFRC recently updated their 2019-2050 Regional Transportation Plan (RTP), which is the blueprint to guide investments in the future transportation system. As part of this process WFRC modeled future land use changes based upon allowed development densities and the planned transportation system.

Figure 3-2 shows where household growth is anticipated within the city. This heatmap illustrates that most of the household growth is anticipated near I-15 between 4500 South and 5300 South. Outside this area, infill development is expected to moderately increase the number of households throughout the city. There are also six identified mixed-use, high residential density nodes within Murray.



**Figure 3-2: Household growth (2020-2050)**

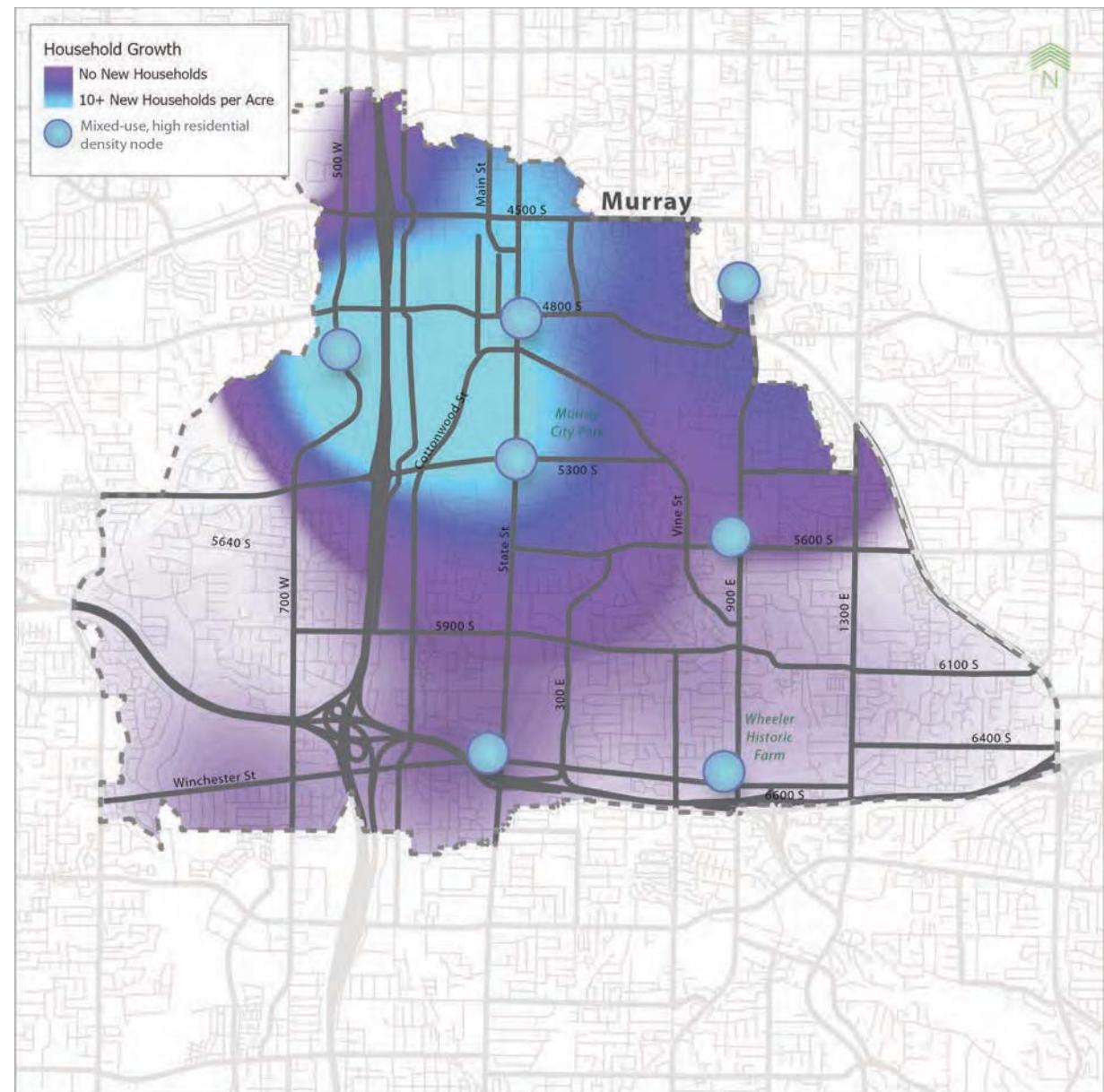
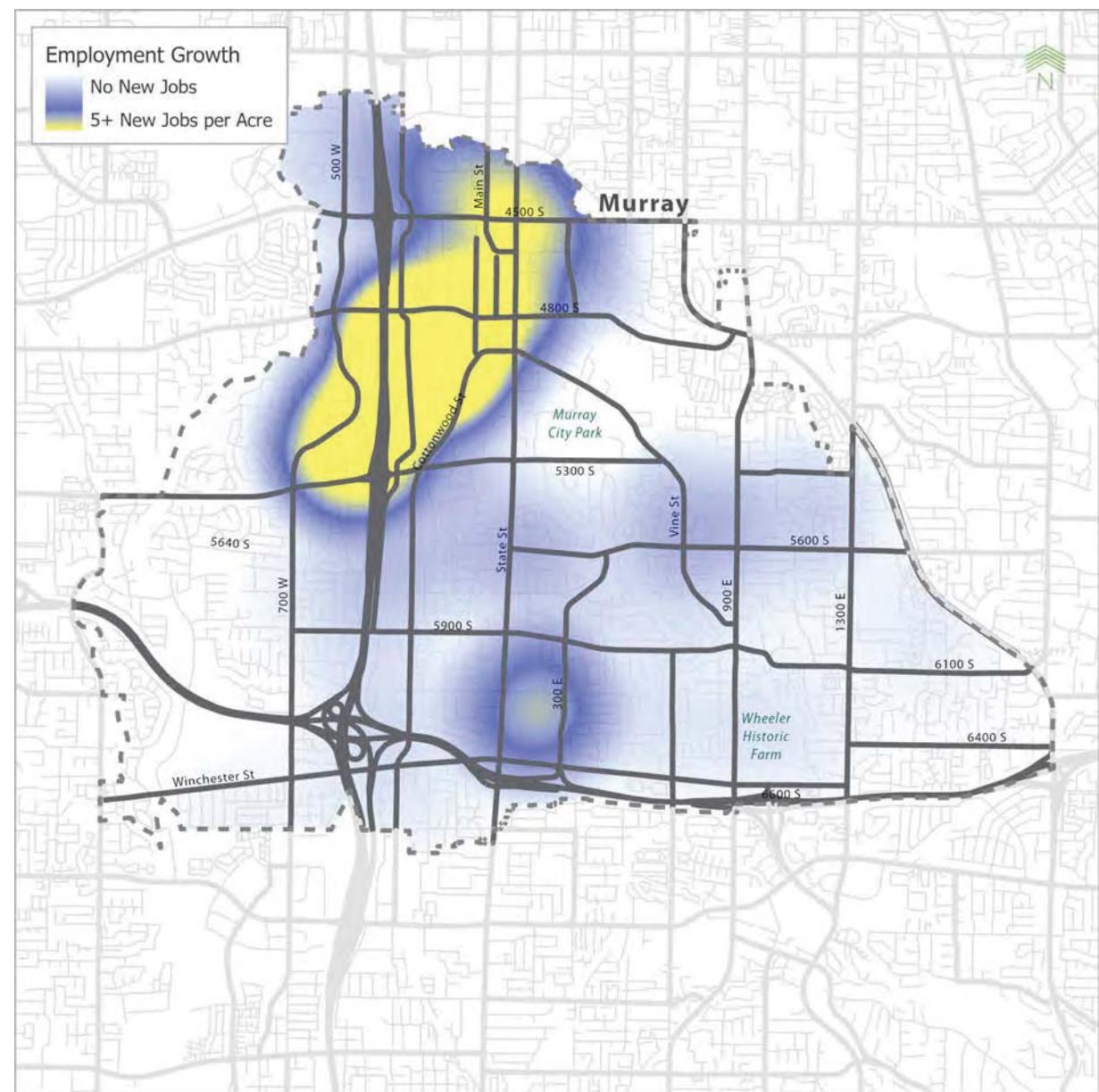


Figure 3-3 illustrates the location of the future employment growth in Murray. As with housing growth, employment growth is concentrated near I-15 between 4500 South and 5300 South. Other locations that are expected to see increased job opportunities are near Fashion Place as well as 5600 South at State Street and 900 East. Although there is anticipated to be some employment growth in these areas, most new jobs are expected to be located within the TRAX and neighborhood nodes near the I-15 corridor.



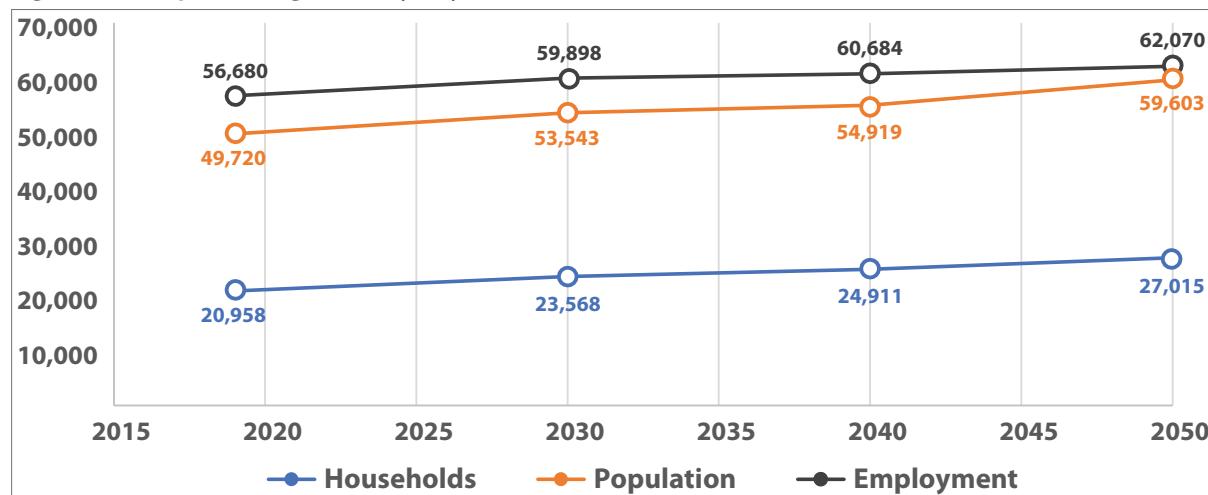
**Figure 3-3: Employment growth (2020-2050)**



## Travel Model Development

Projecting future travel demand is a function of projected land use and socioeconomic conditions. The WFRC Travel Demand Model (TDM) was used to predict future traffic patterns and travel demand. The travel demand model was modified to reflect better accuracy through the study area by creating smaller Traffic Analysis Zones (TAZ) and a more accurate and extensive roadway network. Existing conditions were simulated in the TDM and compared to the observed traffic count data to get a reasonable base line for future travel demand. Once this effort was completed, future land uses, and socioeconomic data were input into the model to predict the roadway conditions for the horizon year 2050. Year 2050 was selected as the planning year horizon to be consistent with the regional planning process.

**Figure 3-4: Population growth by city**



(source: P:\\_2020\20-019 - Murray Transportation Master Plan\300\_Data&Analysis\ MurrayTAZSEInputs.xlsx)

## Land Use's Effect on Transportation

The steady growth that Murray has experienced is expected to continue in the coming years. Population is expected to increase by 20% and employment is projected to increase by 10% over the next thirty years, resulting in increased transportation system demands. This increasing demand will require new and improved transportation facilities. Additionally, development within community and neighborhood nodes will include a mix residential, commercial, and industrial land uses. These changes will require transportation options for people to walk, bike, or take transit for these shorter distance trips changing how people commute in the future.

As mixed use development occurs, location specific studies should be conducted such as a traffic impact study (TIS) or a small area plan. These studies examine the potential negative impacts of traffic at a close-up, granular level. The analysis provided from these studies can be especially beneficial for areas of higher densities.

## *Model Years and Results*

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### **Projected Traffic Volumes & Conditions**

The resulting outputs of the travel demand model consist of traffic volumes on all the classified streets in the city and surrounding area. These forecast traffic volumes were used to identify the need for future roadway improvements to accommodate growth. The following two scenarios were analyzed in detail to assess the travel demand and resulting network performance in the City:

- **No Build**
- **Recommended Roadway Network**

A no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. Interim year growth assumptions were also modeled to understand how congestion grows over time. Figure 6 to Figure 7 show the 2030, and 2050 No Build LOS respectively. These maps show growing congestion on State Street, 4500 South, 5300 South and

### **No-Build Conditions**

other corridors as the population and employment increases without improvements to the transportation system. This growing congestion is visible in the expansion of orange and red roadway segments.

As shown in Figure 3-5, if no improvements are made to the transportation system, projected traffic volumes for the planning year 2050 will worsen the LOS of many streets and intersections throughout the city. The following list includes the streets expected to perform at LOS D or worse:

## LOS D (Peak Congestion but Acceptable)

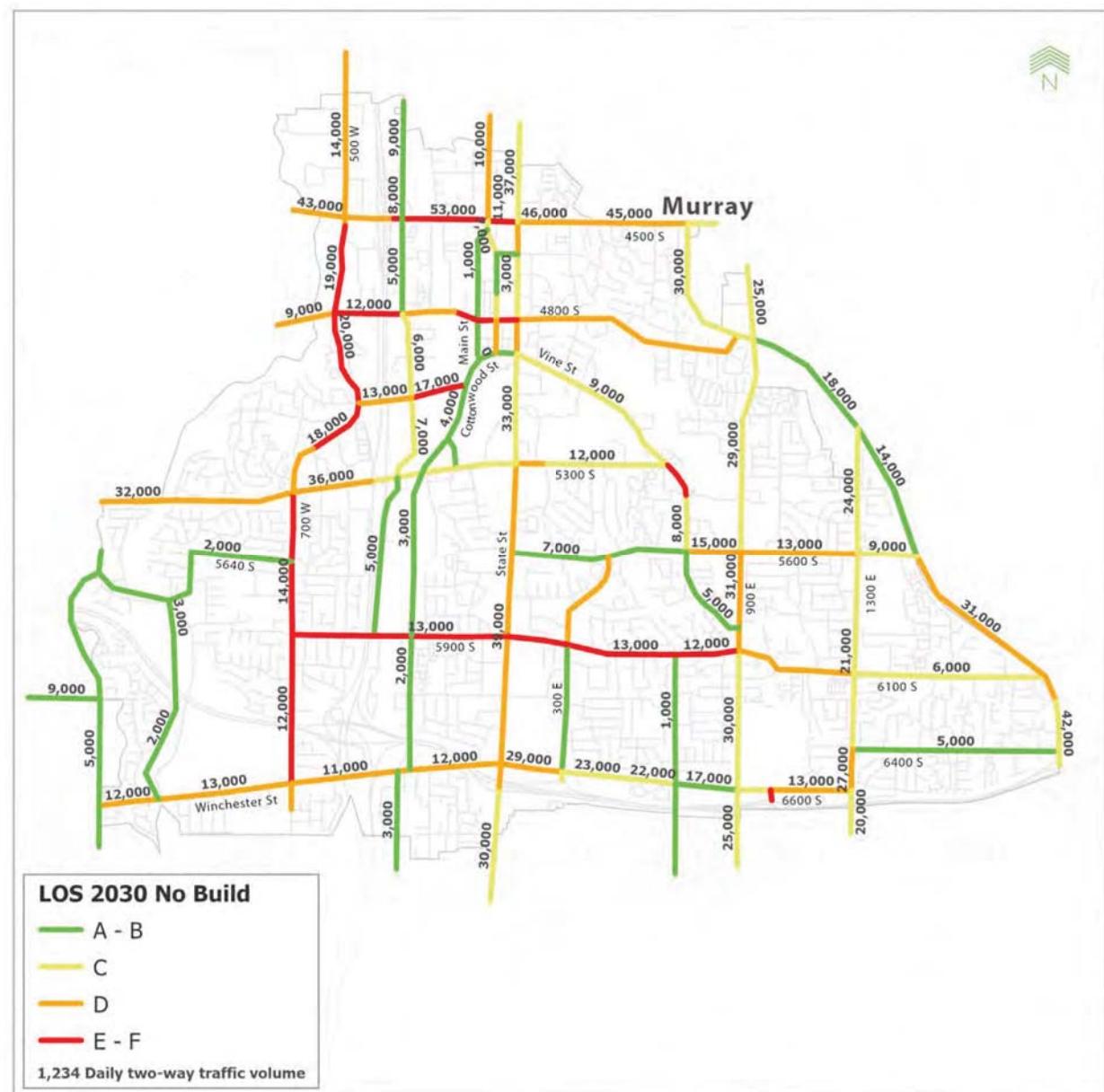
**West 4500 South** (West City Boundary to I-15)  
**4500 South** (Atwood Blvd to 700 E)  
**4800 South** (Atwood Blvd to Vaninkle Expwy)  
**Vine Street** (Murray Blvd to Commerce Dr)  
**5300 South** (West City Boundary to 700 W)  
**5300 South** (Commerce Dr to Vine Street)  
**5600 South** (900 E to 1300 E)  
**Vine Street** (900 E to 1300 E)  
**Winchester St** (West City Boundary to Fashion Blvd)

**500 West** (4500 South to North City Boundary)  
**300 West** (4500 South to North City Boundary)  
**Main Street** (4500 South to North City Boundary)  
**State Street** (Vine St to North City Boundary)  
**700 East** (4500 South to North City Boundary)  
**State Street** (I-215 to 5300 South)  
**Fashion Boulevard** (5900 S to 5600 S)  
**900 East** (Winchester St to 5290 S)  
**Vaninkle Expressway** (6400 S to 5600 S)

## LOS E or Worse (Unacceptable)

**4500 South** (I-15 to Atwood Blvd)  
**4800 South** (500 W to State St)  
**Vine Street** (Commerce Dr to Cottonwood St)  
**5300 South** (700 W to I-15)  
**5600 South** (Vine St to 900 East)  
**5900 South** (700 West to 900 East)  
**Murray Boulevard** (South City Boundary to 4500 S)  
**Vine Street** (5400 S to 5300 S)

Figure 3-5: 2030 No build level of service



*Figure 3-6: 2050 No build level of service*

With no improvements by 2050 Murray will experience a lot of congestion with many corridors in gridlock. Figure 3-6 shows future LOS with volumes in a No Build scenario.

This highlights the need for transportation planning to avoid this congested future.



# Regional Transportation Plan

Murray is not alone in improving the roadway network. WFRC, in cooperation with UDOT, provides financial assistance for projects included in their RTP. If the roadway is included on the RTP and is owned and operated by UDOT, full financial responsibility falls to UDOT. It is important to include these projects in this Plan as well as coordinate with UDOT to ensure these projects are implemented. If the roadway is on the RTP and not owned by UDOT, Murray may be able to apply for funding through WFRC, in which case, the city will only be responsible to match 6.77% of the total cost of the project. RTP projects within Murray included on the RTP are shown in Figure 3-7, and are listed here by project phase. An interactive map can be viewed on WFRC's website <https://wfrc.org/rtp-2019-adopted/>.

## PHASE I (2021-2030)

1. **Cottonwood Street** (4500 S to Vine St)
  - New 3 Lane Road
2. **Vine Street** (900 E to Van Winkle)
  - Operational Improvements

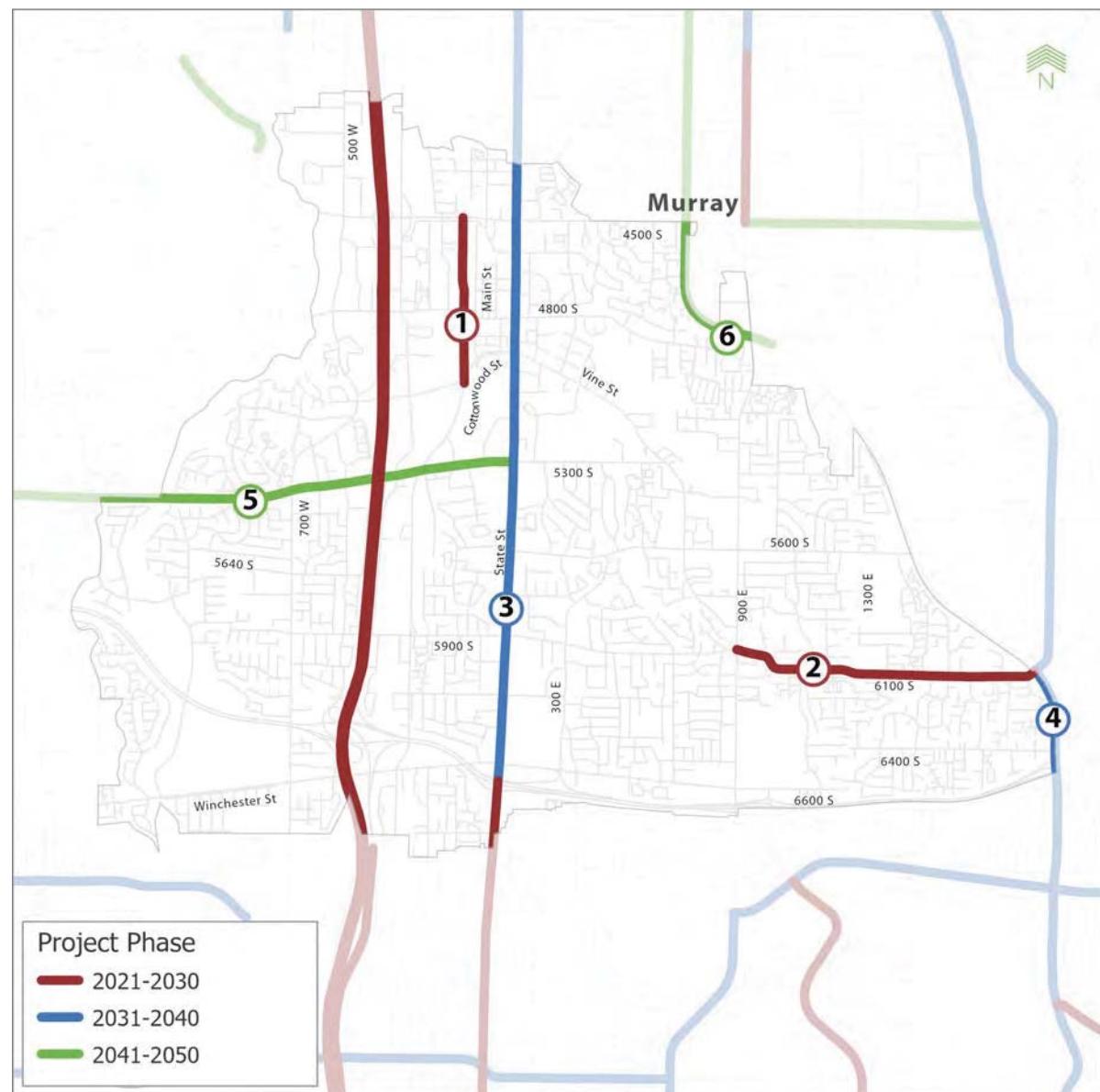
## PHASE II (2031-2040)

3. **State Street** (600 S to I-215)
  - Operational Improvements
4. **Highland Drive** (1300 E to Fort Union Blvd)
  - Operational Improvements

## PHASE III (2041-2050)

5. **5400 South** (Redwood Rd to State St)
  - Operational Improvements
6. **700 East** (I-80 to Murray Holladay Rd)
  - Operational Improvements

Figure 3-7: Regional Transportation Plan projects



*Figure 3-8: Planned project by type*

## Local Projects

In addition to the RTP projects, City staff input along with travel demand model results were utilized to determine local capacity projects. While many of these are smaller, local projects, they still improve connectivity and transportation options throughout the city and are shown by type in Figure 3-8.

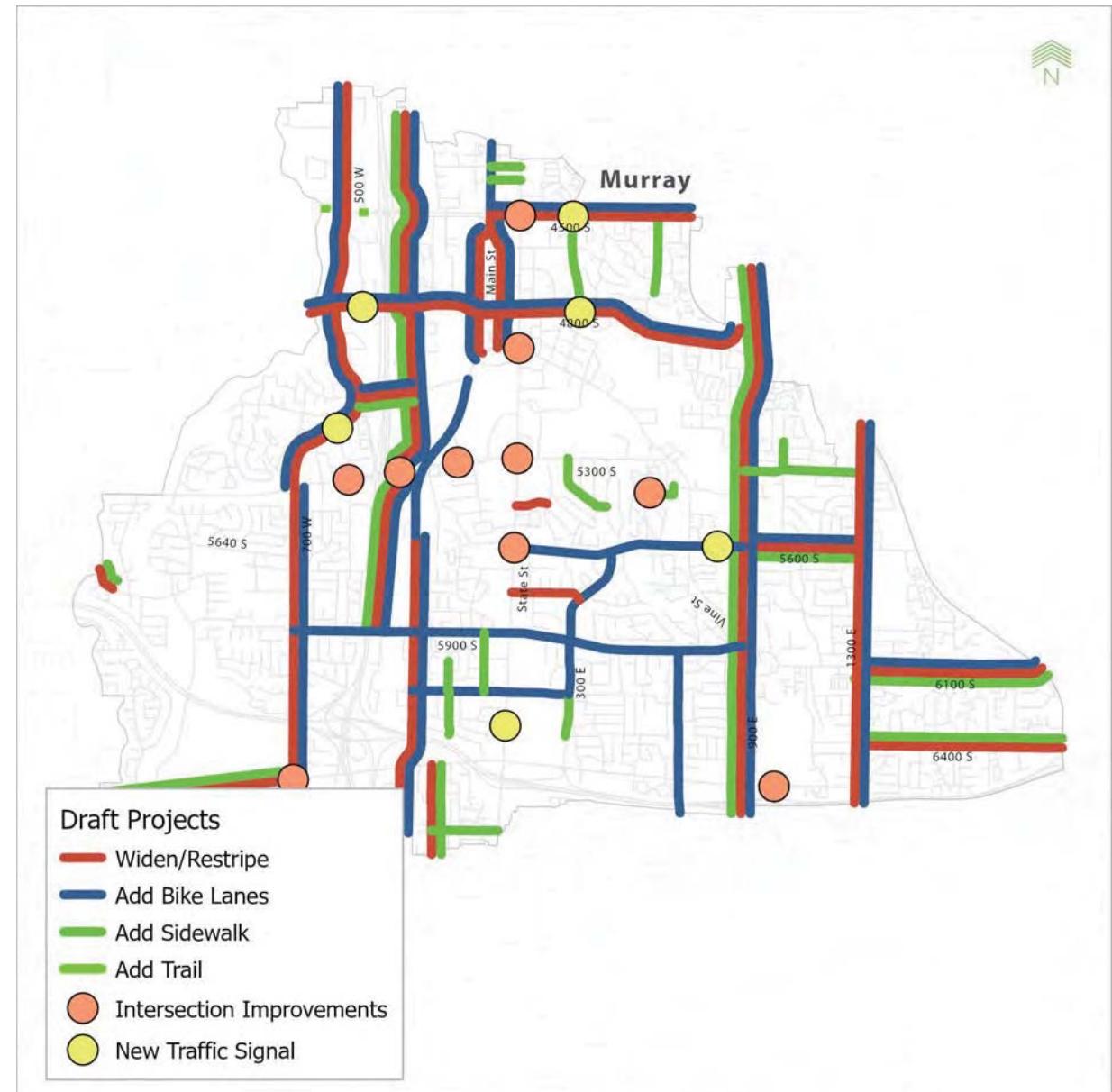


Figure 3-9: Future build LOS

With these local capacity projects included, Figure 3-9 shows the proposed 2050 roadway LOS with all future projects (including WFRC RTP projects). These proposed projects address the larger capacity needs within the city. However, even with these projects some roadway segments are anticipated to be at LOS E. Most of these roadways provide access to I-15 such as 4500 South and 5300 South. However, capacity improvements to these would require right-of-way acquisition as well as potentially costly railroad bridge improvements on 4500 South. As a result, widening is not currently identified to address traffic congestions on these roads, but congestion should be monitored in case additional capacity is required.



## Future Functional Classification

The recommended functionally classified roadway network is illustrated in Figure 3-10. This future functional classification was developed based upon the existing roadway functional classification shown in Figure 3-10 while incorporating other planning efforts. The existing roadway network was refined to serve the updated future land use and traffic forecasts from the travel demand modeling. The recommended network also includes planned projects from WFRC's Regional Transportation Plan. These arterial and collector roadways will provide the backbone of the functionally classified transportation network within Murray. Finally, the recommended functional classification was improved to reflect stakeholder and public comments to create a network that will serve existing and future travel demand.

This future functional classification map is a comprehensive image of the Transportation Master Plan. It shows the existing as well as future roads along with their typical size, so that the community knows what is planned for each road within Murray.

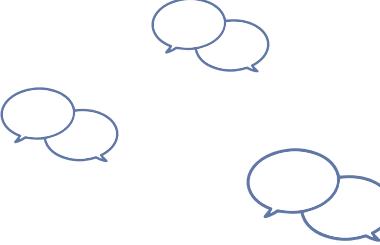
Figure 3-10: Future functional classification



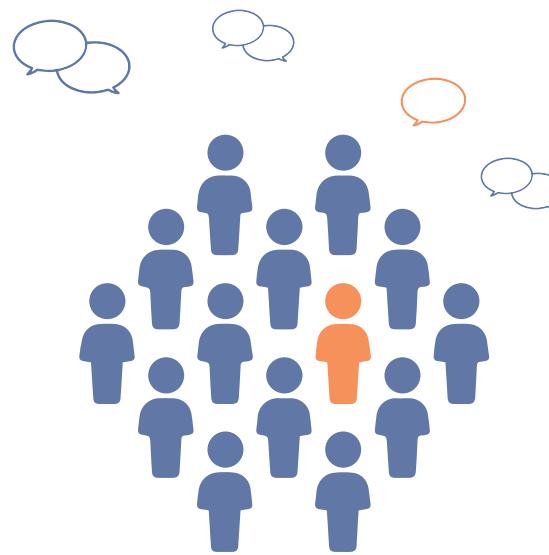
## Conclusion

The process of refining the travel model to analyze future transportation demand for Murray led to the identification of local projects, which are shown by type in this chapter in Figure 3-9. These projects, combined with the projects from the regional transportation plan (Figure 3-8), provide the improvements needed to address future capacity. These upgrades address all modes and facility types, including

road widening, sidewalk installations, bike lane striping, and intersection improvements. As the City increases its mixed use, high residential areas, the ability for people to use multiple modes of transportation will become more essential. As the demand on the transportation system increases, these recommended projects as designed to keep level of service acceptable through the planning year 2050.



## 4 PUBLIC OUTREACH



*Public Outreach is a significant part of the planning process. This chapter discusses results from the TMP Public Survey, which guided planning decisions and the Capital Facilities Plan.*

A focus of this plan was to seek public input. The City reached out to the public through the City website, Murray City social media, and notices mailed in residential utility bills.

The project website: [murraytransportationplan.com](http://murraytransportationplan.com) hosted a 12-question survey, that was available for the public starting in June 2020 and was open through mid-September. The City received 370 responses from Murray residents. These respondents provided hundreds of comments and good ideas.

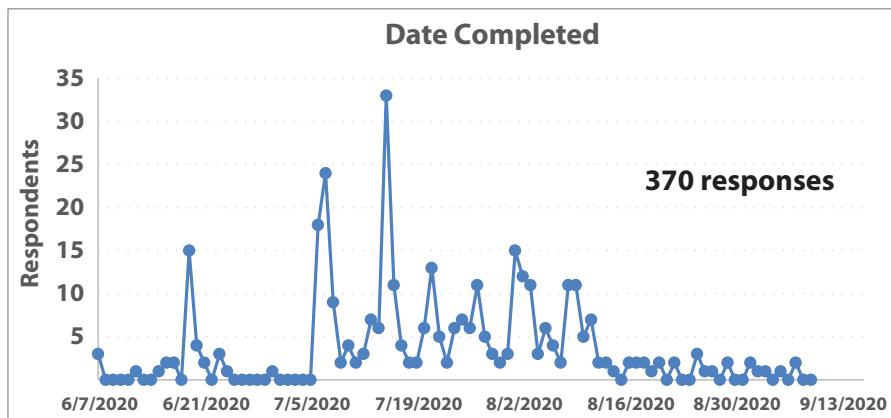
This survey was curated to get feedback about resident's relationship to the overall transportation system. The results from this on-line public survey are summarized on the subsequent pages and more details can be found in the appendix.

Like many suburban communities, many of Murray survey respondents indicated that they drive alone as their primary mode of transportation as shown in Figure 4-1. While 73% of those surveyed drive alone daily, an additional 24% of respondents drive alone weekly, and only 2% said they never drive alone.

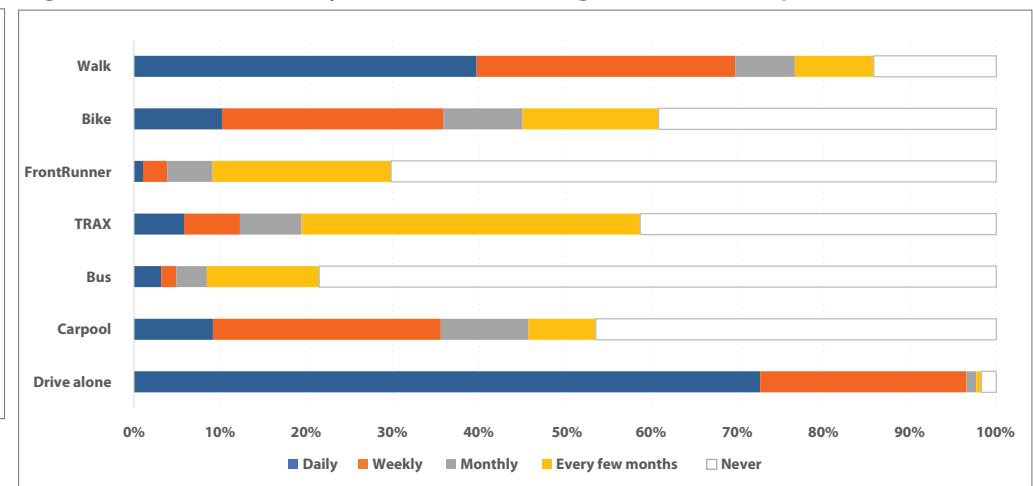
The next most popular mode was walking with 40% of respondents indicating that they walk "daily" and 70% "weekly". While not as popular as walking, 10% of those surveyed said they bike "daily" and an additional 26% bike "weekly". After driving alone, or walking/biking, carpooling was the fourth most common mode choice with 9% respondents reporting they carpool "daily" while 26% carpool "weekly".

The number of survey respondents that indicated that they regularly used transit was substantially lower than for other modes. TRAX and FrontRunner were identified as

**Figure 4-1: Number of respondents by date**



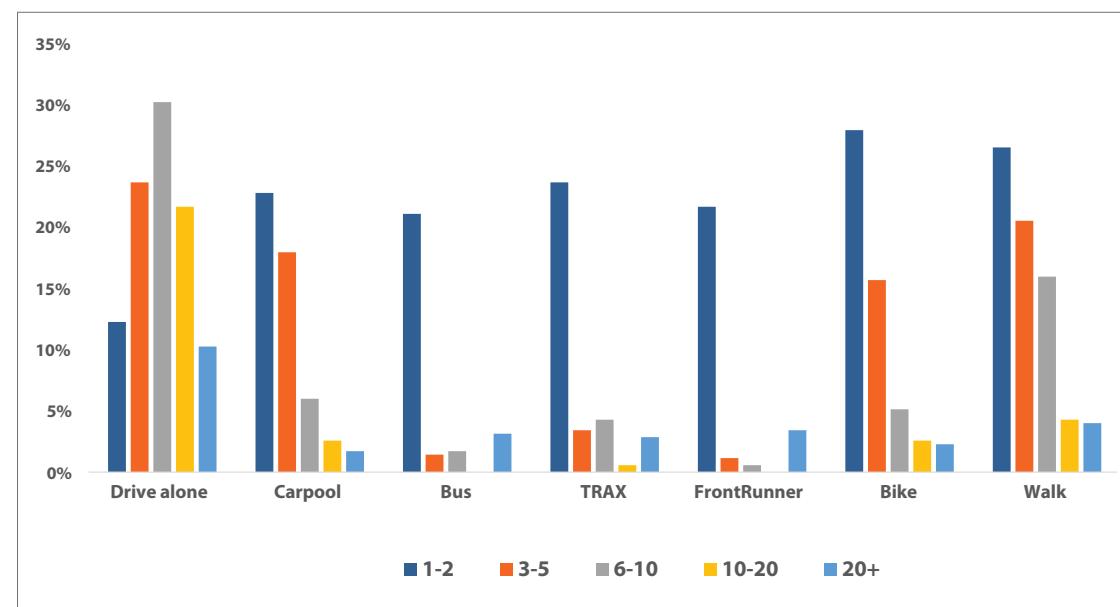
**Figure 4-2: How often do you use the following modes of transportation?**



the most frequently used transit service. These rail services were most commonly used “every few months,” indicating that rail may be used for events that occur on a semi-frequent basis. While rail transit is semi-frequently used, 79% of survey respondents indicated that they “never” use the bus.

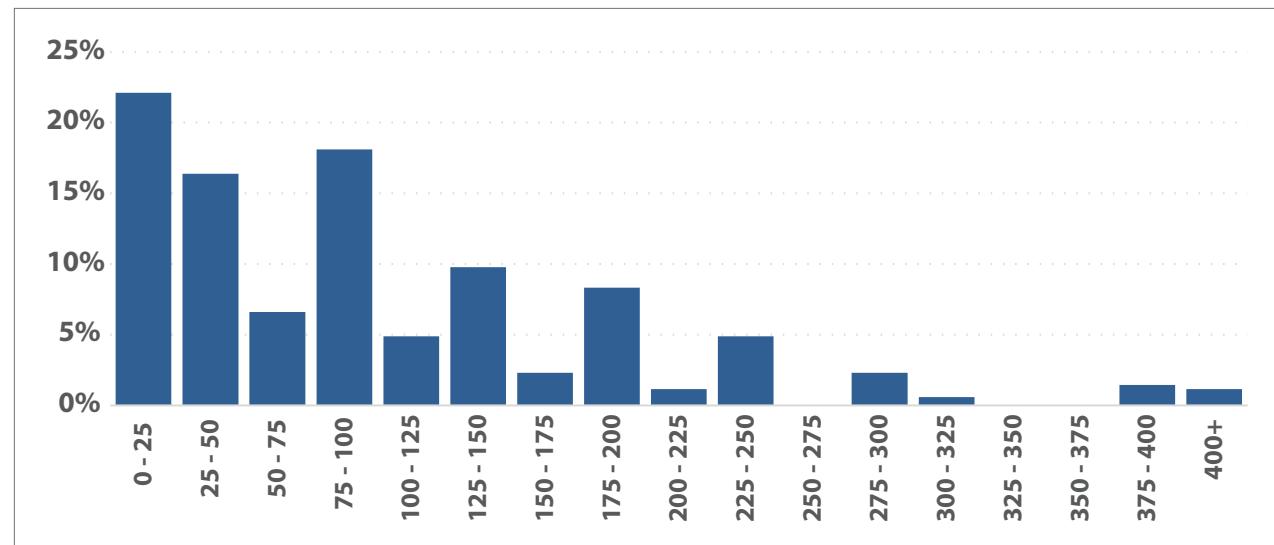
Figure 4-3 offers another perspective about mode choice and frequency of use by asking “how many trips do you make using each mode” (A trip was defined as “beginning in one place and arriving to another”). While the lack of transit trips taken during the week is evident, the number of trips made either by biking or walking stand out, as well. Over 26% of respondents are biking once or twice per week and almost the same amount are walking at least 6 plus times per week. Like other modes of travel, active transportation is reliant upon the transportation system’s available connections to other land uses within the built environment. Just as single occupancy vehicle trips are conducive to areas where there is plenty of parking, a lack of congestion, and high mobility, active transportation trip levels are reflective of existing available facilities that provide high levels of comfort to the user while creating access between multiple origins and destinations.

*Figure 4-3: How many trips do you make using each mode per week?*

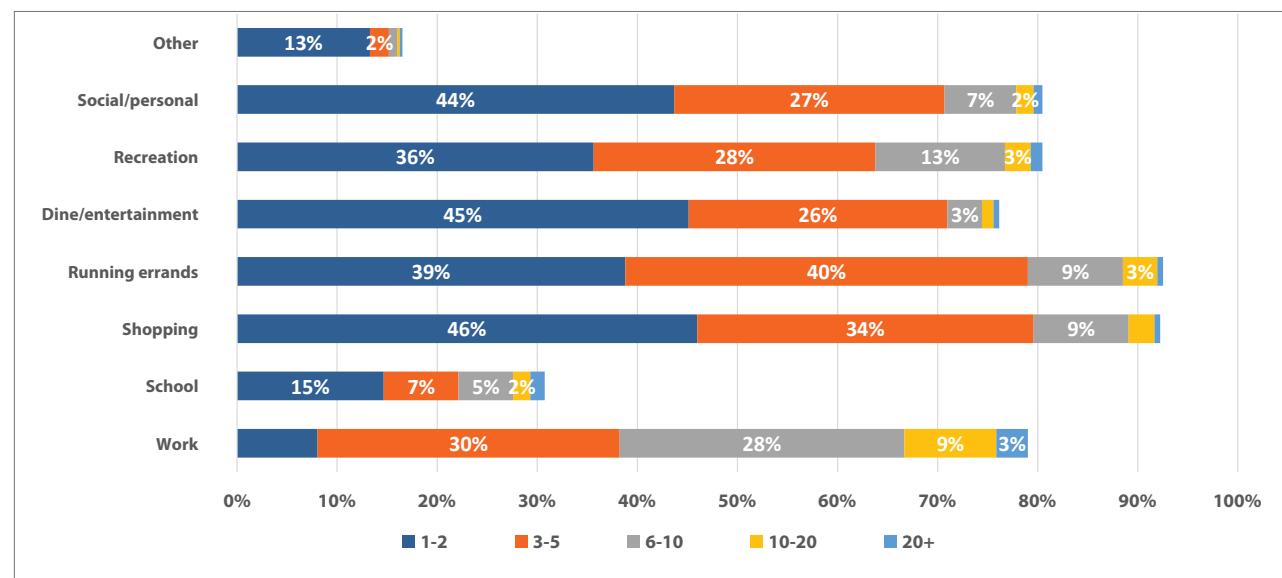


While Murray residents' survey responses indicate they are walking and biking to many destinations, they are still traveling on average 120 miles per week. The survey responses for how far people travel in a week ranged from 5 miles to 800 miles as shown in Figure 4-4. Additionally, these responses reflected travel changes due to corona virus with respondents saying "Now: ~30 Pre-covid: ~100". Respondents that travel the most weekly distance also indicated that they mostly "drive alone".

**Figure 4-4: How many miles do you travel in an average week?**



**Figure 4-5: How many trips do you make for the following purpose per week?**



Murray residents were also asked the purpose for their travel in an average week. As illustrated in Figure 4-5, "shopping" or "running errands" was the most common reason to make at least one trip with 91% of respondents saying they made one trip for these purposes. "Recreation" and "social/personal", were the next most common reason for making a trip with 79% of respondents making at least one trip for these reasons. "School" and "Other" were the least common reason for making trip with on 31% of survey respondents traveling for school and 18% for other reasons.

*Figure 4-6: What transportation issues most concern you?*

As seen in the graph in Figure 4-6, “air quality” is the major transportation issue concerning Murray residents who responded to the survey. “Traffic congestion” came in second, closely followed by “biking and walking options.” As the city grows, pollution from traffic can be managed and mitigated by installing connected sidewalks and bike lanes, allowing for more multi-modal options which can lead to reduced vehicle congestion and improved air quality.

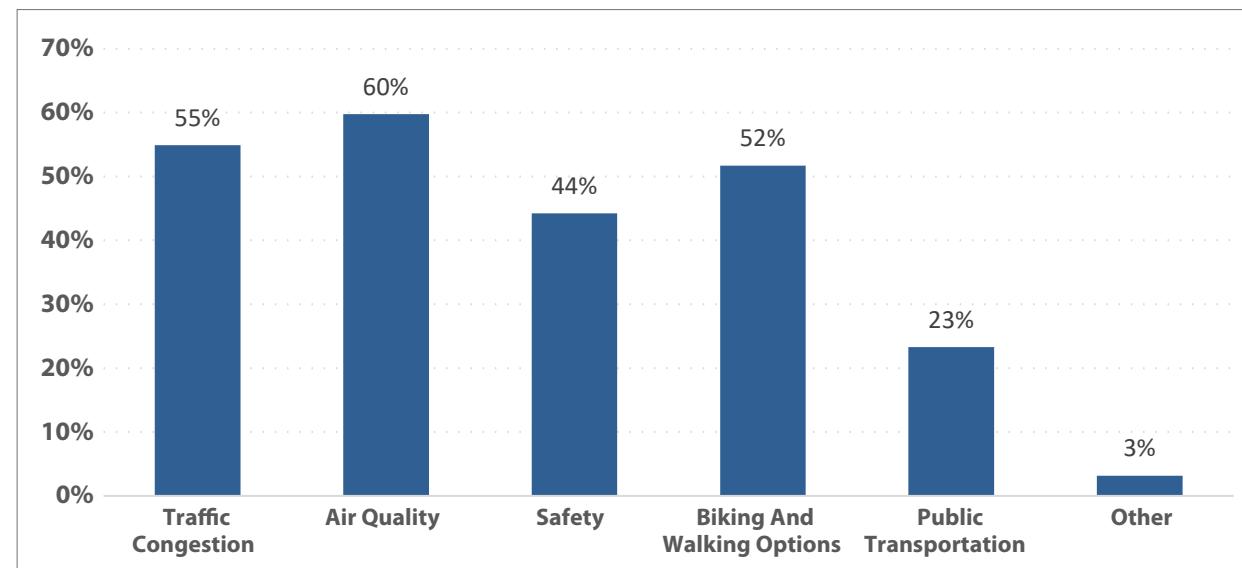
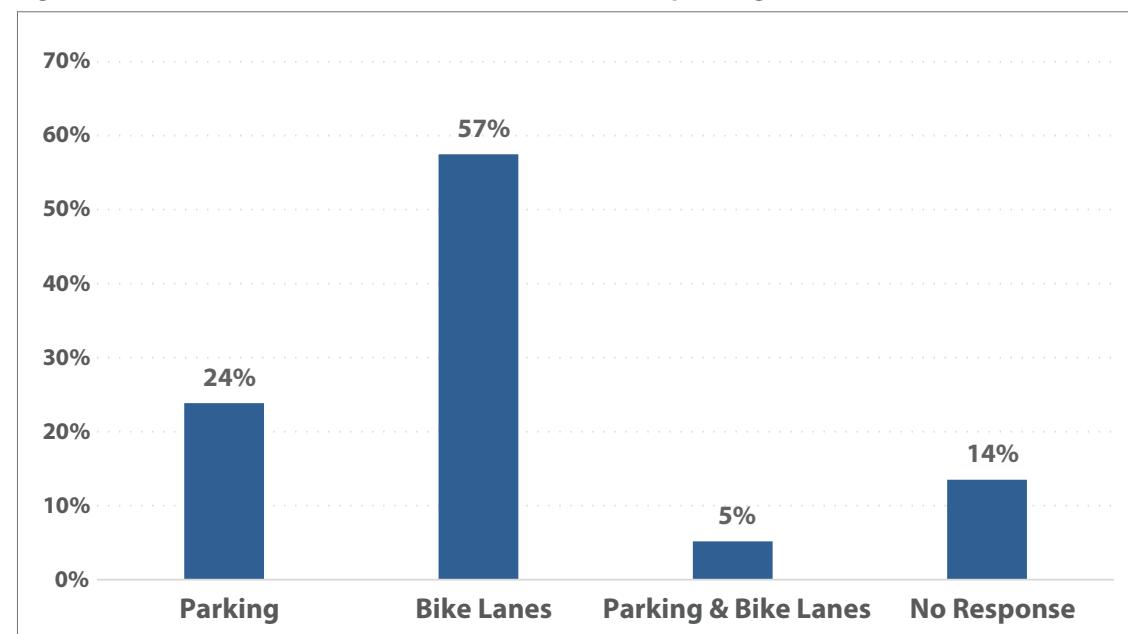


Figure 4-7 shows responses to the question “Should roadway shoulders be used for bike lanes or on-street parking?” According to the survey results most respondents think that road shoulders should be used for bike lanes. Only 24% of people indicated that they should be used for parking. This figure shows that bike lanes should be evaluated on future roadway restriping projects where parking was once the standard approach. As Murray develops, designs, and adopts its future transportation system, the City will have opportunities to create facilities that are inclusive, offer an equitable and holistic vision of right-of-way utilization, and provide access and mobility options that serve all its residents. As shown in this chapter, public outreach and engagement will help identify what is required for a transportation plan to meet the current and future needs of the community.

*Figure 4-7: Should shoulders be used for bike lanes or parking?*



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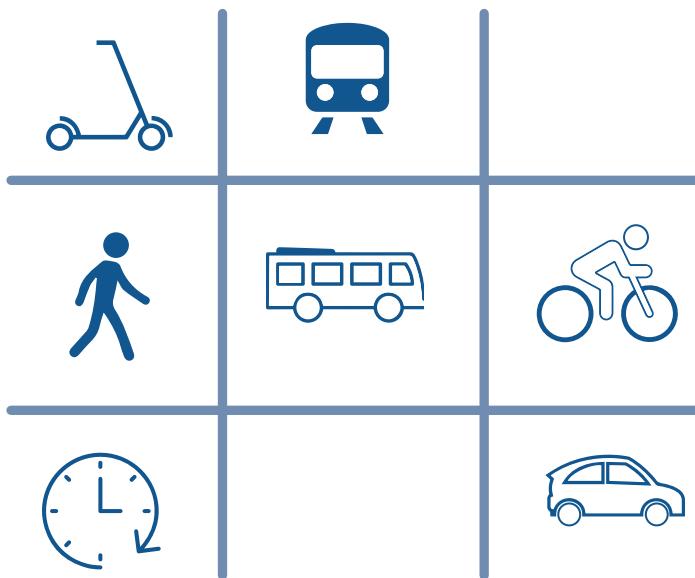
# 5

## HOTSPOTS



and

## TRAVEL DEMAND MANAGEMENT



*Hotspots are areas of concern. This chapter highlights the 3 that were identified in Murray.*

*Travel Demand Management (TDM) allows transportation professionals to respond to the increase and decrease of demand placed on roadway networks over certain periods of time. Information relevant to TDM for Murray's roadway network is discussed in this chapter.*

## Hotspots

Three locations in Murray were identified as areas of concern in regards to transportation issues. These locations have unique transportation needs, and the primary issues and context are summarized in fact sheets on the subsequent pages. The specific areas are shown in the map in Figure 5-1.

The hotspot fact sheets include recommendations from the transportation analysis completed. The hotspot fact sheets are designed to define the problem, provide some data, and offer insight into possible solutions.

Figure 5-1: Hotspot locations



## TOSH State Street Access

The Orthopedic Specialty Hospital (TOSH) provides full orthopedic care within a 28.9-acre campus located off Fashion Boulevard at approximately 5800 South. The TOSH campus was the site of Intermountain Health Care's (IHC) Cottonwood Hospital until 2007 when IHC opened their flagship Intermountain Medical Center Hospital just four blocks north on State Street. Since then, specialty offices and support facilities have continued to expand on the TOSH campus as part of an on-going improvement plan.

Currently, IHC is planning a new orthopedic surgical and recovery center on the north-east corner of the campus. This new surgical center will replace existing surface parking lots and a landscaped field along 5770 South.

As the TOSH campus continues to grow, access to TOSH facilities and the associated traffic circulation in nearby neighborhoods will continue to be a more pressing concern. Currently, the primary access to the campus

are from Hospital Drive and Medical Tower Drive. These roadways connect to Fashion Boulevard, 5770 South, and 5900 South which are functionally classified as collector roadways that provide access to local neighborhoods. However, State Street (US 89) is a major state highway located just west of the campus. Despite the proximity to State Street the TOSH campus currently does not have access to or from this regional roadway.

*Rendering of Main entrance of the surgical center (Source: Environments for Health Architecture)*



As properties along State Street redevelop, and the TOSH campus continues to grow, Murray City should coordinate with IHC and UDOT to plan for a potential new access point on State Street. This access could be completed by extending Hospital Drive to State Street. This would improve connectivity and access to the TOSH campus potentially reducing traffic on other neighborhood

collector roadways. Since State Street at this location has minimum signal spacing requirements of  $\frac{1}{2}$  mile and currently both intersections of 5770 South as well as 5900 South are signalized, this access would likely be unsignalized. However, even unsignalized access to State Street would reduce traffic on more local roadway and should be considered as nearby properties redevelop.

#### *TOSH campus and roadway access*



#### **Conclusion:**

**Murray City should coordinate with IHC and UDOT to plan for a potential extension of Hospital Drive to connect and consider access type to State Street.**

## Murray Square

Murray Square is a 10.5-acre mixed-use development planned on the old K-mart site located on the westside of 900 East at approximately 4600 South. The site plan for Murray Square includes 421 housing units and 21,000 square feet of commercial space. The residential units will be located in four residential buildings that vary in height with the largest buildings being four and five stories. Murray Square will be developed in two phases with the large residential building constructed in the first phase. The second phase will include the smaller residential building and the commercial space. The residential building is this

phase will be located closer to established land uses while the commercial elements are planned to be situated along the 900 East frontage. The specific size and location of these commercial buildings has not been determined since retail space needs can change based upon the tenet's requirements.

*Concept sketch of residential mixed-use for Murray Square*

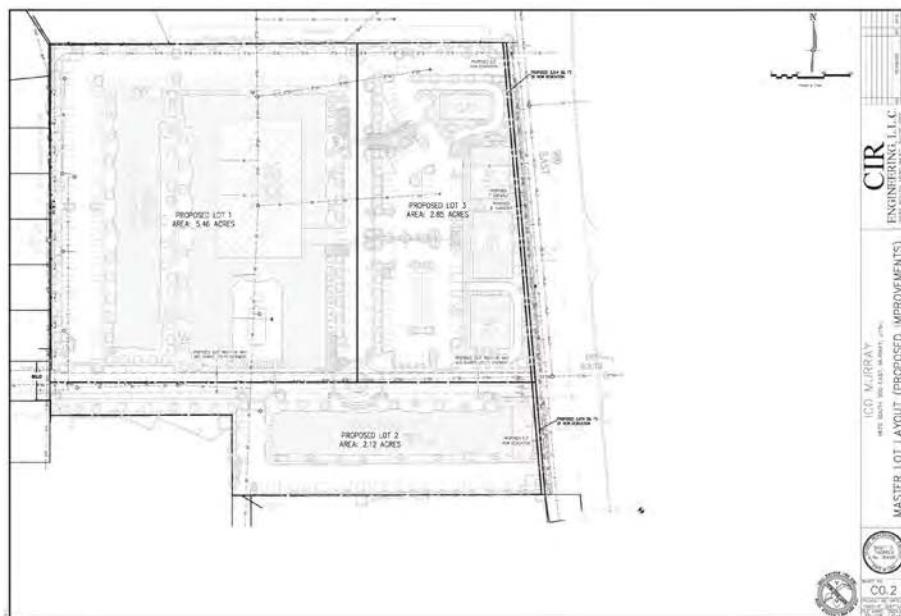


The primary site access will be via 900 East at the existing traffic signal at 4705 South. This access will be supplemented with a second access onto 900 East at the north end of the property as well as connections to 4680 South to west and to the Ivy Place shopping center to the south. These connections are important to provide signalized access to the established Greenvalley neighborhood and Ivy Place shopping center.

Even with the planned residential units and commercial space the traffic analysis shows that Murray Square has minimal traffic impacts. This includes at the planned access on 900 East as well as nearby intersections of 4500 South / 900 East and Van Winkle Expressway / 900 East. However, the traffic analysis did recommend improvements at 4705 South that include eastbound and westbound left-turn lanes as shown in the concept layout. This turn lanes help minimize impacts at this traffic signal and improve egress for the development.

For pedestrians, the project frontage on 900 East includes 8' parkstrips to buffer the pedestrian area from the higher traffic volumes on 900 East. The sidewalks on are also planned to be 7' improving pedestrian mobility along the corridor. The access roads throughout the development are designed to feel like public streets with park strips, sidewalks, and on-street parking. These sidewalks provide pedestrian connections throughout the site and to existing neighborhoods providing transportation choices to residents. However, a bicycle crossing at this intersection is important to safely connect people north to south along 900 East.

*Conceptual site plan for Murray Square (source CIR Engineering)*



### **Conclusion:**

**A bicycle trail crossing at this intersection is important to connect people north to south along 900 East.**

**This will create a safe access and mobility option, and it will ensure that Murray Square is providing active transportation facilities that are convenient and easy to use.**

**Murray Square is not expected to have a significant impact on motorized vehicle traffic.**

## Galleria Apartments

The Galleria Apartments is a 26-acre parcel planned as part of a mixed-use, high residential density development along 500 West and Galleria Drive, south of Murray Taylorsville Road. Upon approval, it will provide between 1,200 to 2,600 residential units and 120,000 square feet of commercial space, which will create an estimated 250 jobs. This added density will bring increased traffic along with it.

Currently, 4800 South needs capacity improvements west of Murray Boulevard. By year 2030, Murray Boulevard is expected to need improvements north of 4500 South

and from Germania Avenue to Vine Street. With the 1,200 residential units scenario improvements from College Drive to 4800 South along Murray Boulevard will be required. The impact from these scenarios does not result in any other roadway segments exceeding the level of service D outside of the study area. This includes Vine Street, which will not need improvements due to this development.

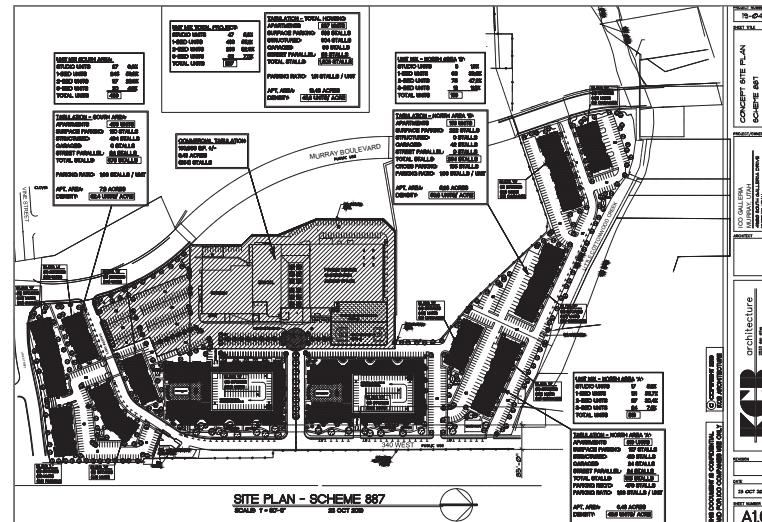
However, the development scenario of 2,600 residential units results in LOS F from Vine Street to 4800 South on Murray Boulevard. Widening Murray Boulevard to 5 lanes

north of Vine Street is needed under every scenario.

Figure 5-2 shows potential traffic growth increases for residential densities of 1,600 units and 2,600 units.

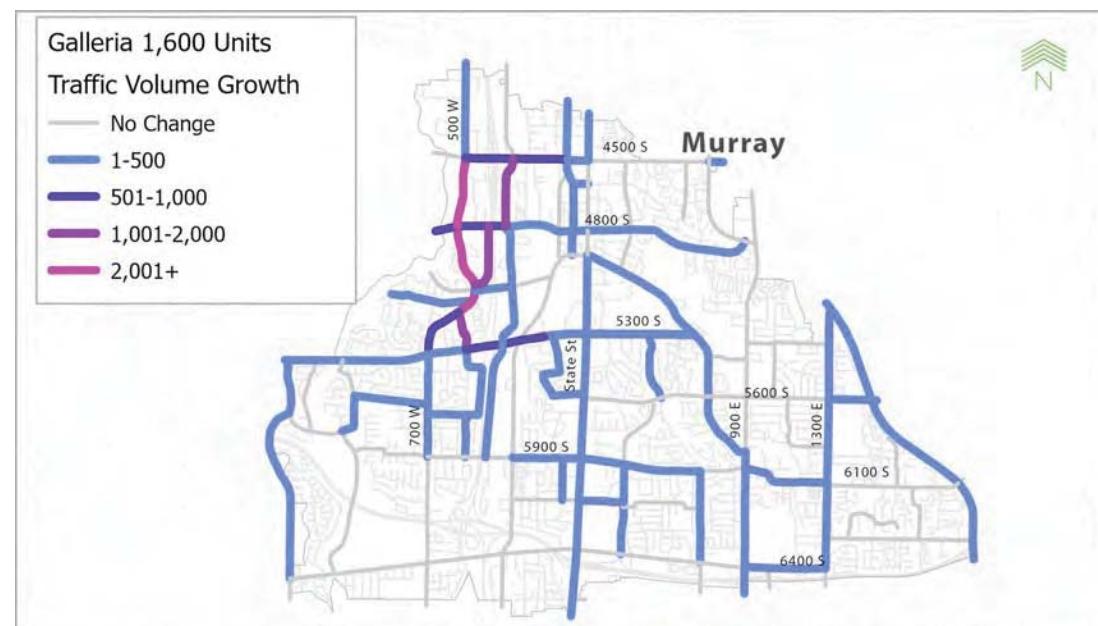
It is likely there will be demand for on street parking. In all scenarios at least 15 acres are needed on a 26-acre parcel for off street surface parking to be compliant with city code requirements or the Institute of Transportation Engineers (ITE) standards. Solutions that reduce on street parking demand should be coordinated with the developer.

*Conceptual site plan for Galleria Apartments*



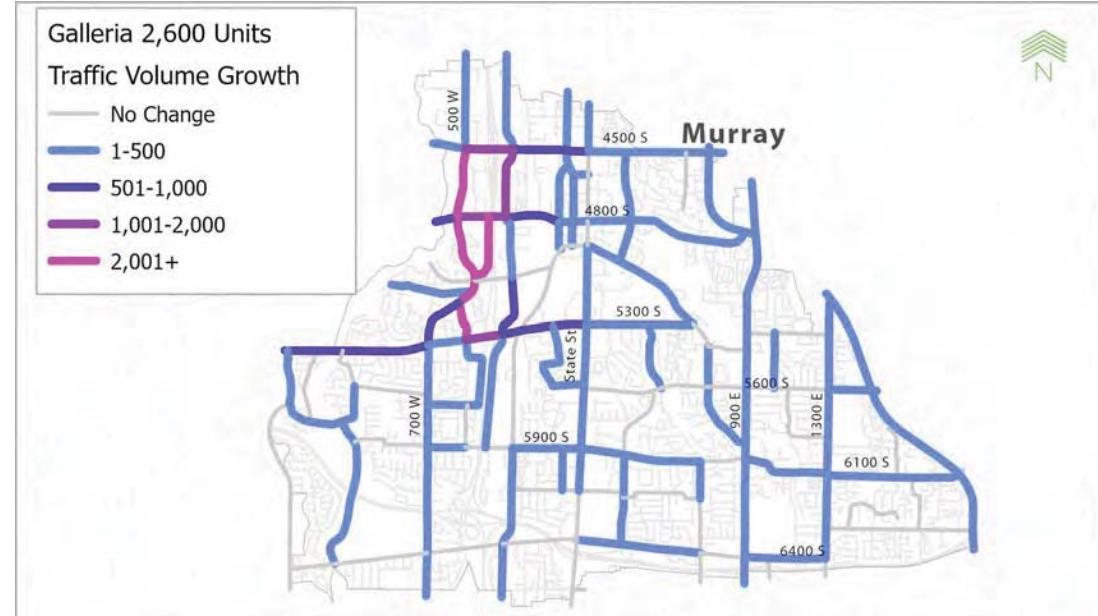
Since this development is mixed-use and near TRAX, it is recommended that active transportation infrastructure be incorporated into the design and the surrounding area, offering people an alternative to driving to get to destinations. Developer agreements that require active transportation facilities will help reduce the burden the development will place on the transportation system. In addition to sidewalks and bike lanes, short-term and long-term bicycle parking should be considered based upon the different uses of the development. Long-term parking is ideal for office and residential spaces, while short-term parking benefits shoppers and other business patrons.

*Figure 5-2: Potential traffic volume growth*



**Conclusion:**

**The Galleria Apartments developer is working with the city to finalize densities and their site plan. The final number of units, while still to be determined, will have an impact on adjacent road systems. This will require a detailed traffic study.**



## 5300 South Corporate Center

This intersection is located to the west of the 5400 South I-15 interchange and east of Murray Boulevard. To the north, College Drive terminates when it meets Murray Boulevard about one-third of a mile from 5400 South.



This intersection is located next to a large business park accessed by Ascension Way, as well as multiple healthcare facilities and offices, including the regional Intermountain Medical Center, which is one of the largest medical centers in the Salt Lake Valley, with over 450 beds, and covers an area of over 100 acres.

These existing land uses, the heavily used transportation access points that surround it, and the design of the intersection itself, make this a hotspot for Murray.

Southbound traffic queuing is problematic and may begin to potentially block upstream traffic at the intersection of Ascension Way, which is a primary access point for the business park. Extending southbound storage capacity on College Dr at the 5300 South intersection may be part of an effective remedy for this intersection. An additional left turn lane would allow more vehicles to

head towards the I-15 intersection during each light cycle, maximizing the utility and increasing the efficiency of potential signal timing options.

Traffic on 5300 South in the westbound lanes that are turning south onto College Drive/Green Street are met with two lanes, however, the inside lane almost immediately becomes a left turn only lane to accommodate vehicles entering the Select Health business center, an area with over 300 surface level parking spaces. Vehicles have about 150 feet to get out of the inside lane if they wish to continue straight and vice versa, creating possible points of conflict.

Intersection improvements, in the general area, could contribute to the alleviation congestion. Locations such as the intersection of Murray Boulevard and College Drive and Green Pine/Germania Avenue and Murray Boulevard could help disperse traffic north of the intersection. Upgrading these intersections also provides an opportunity to design and integrate safe and friendly active transportation facilities in locations

that may currently feel unwelcoming and hazardous to those who chose (or would if safe facilities existed) an alternative mode of transportation to a car.

Both Vine Street and Murray Boulevard have planned active transportation infrastructure improvements on regional plans. A 10 minute bike ride or less can take an average rider from Murray Central Station to other key destinations in the area, such as the previously referenced healthcare facilities and office park. UTA survey data shows that Murray Central Station has a higher than average (7%) of users arriving by bike, and over 50% of users walk to the station. The installation of improved, new, and connected active transportation facilities could potentially get more vehicle drivers out of their cars and using alternative modes.

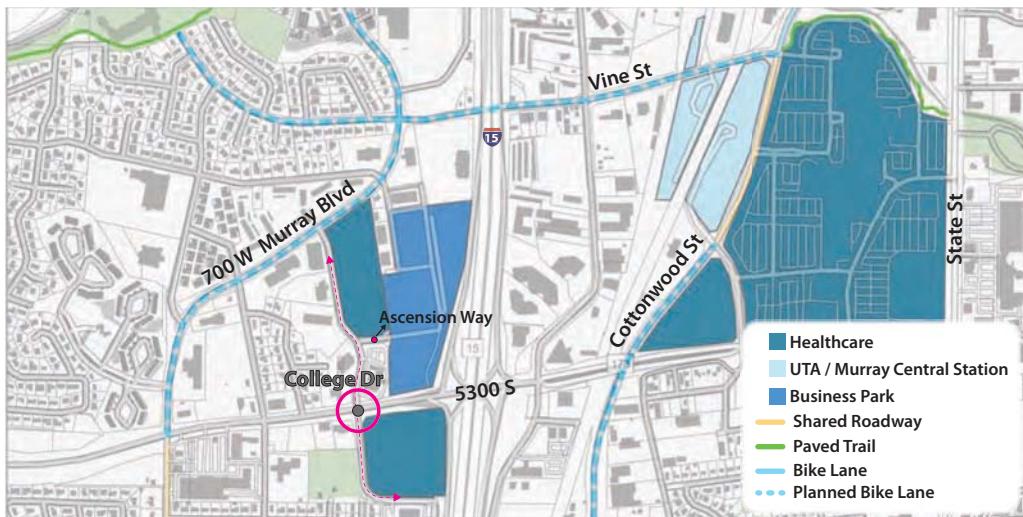
A bus rapid transit (BRT) line is currently being planned along 5300 South, and selecting appropriate and strategic stop locations in this area would make riding transit a more viable option for a greater percentage of the population in the region.

The new Ascension office park and the several healthcare facilities collectively employ hundreds of people. Fostering public, private partnerships (P3) among these businesses and organizations to implement Travel Demand Management (TDM) strategies can help reduce the burden that is placed on the transportation system, including the intersection of College Drive and 5300 South. UDOT's program TravelWise, specifically works at establishing innovative P3 transportation solutions and can be used as a resource to tap.

### *Conceptual site plan for 5300 South Corporate Center Square (source Murray City)*



#### *College Drive and surrounding area*



#### **Conclusion:**

A mix of transportation strategies, including geometry improvements, active transportation infrastructure, and accommodating transit options, will help create solutions that are resilient and enjoyable for the intersection of College Drive and 5300 South.

# Travel Demand Management

Travel Demand Management (TDM) is a complement to traditional roadway infrastructure projects. TDM focuses on understanding how people make their transportation decisions and utilizes this knowledge to encourage travel choices that reduced demand on the transportation system. TDM is a cost-effective option to help plan and design the transportation network to naturally encourage alternatives to driving. TDM strategies can help create a more balanced

transportation system that provides transportation options and choices for all users. These strategies can help Murray residents walk, bike, or use transit reducing the need for roadway capacity improvements.

To understand what factors are important for Murray residents when selecting a travel mode, the community survey also included questions on travel behavior. The first question asked residents which factors are

most important when selecting a travel mode (see Figure 5-3). Overall, travel time was the most important consideration with 83% of respondents identifying it as an important factor when choosing to drive, walk, bike or take transit. Both convenience (70%) and ease of use (66%) were also identified important factors with more than half of the survey respondents identifying them as key factors when selecting a travel mode.

*Figure 5-3: What impacts travel mode choice?*

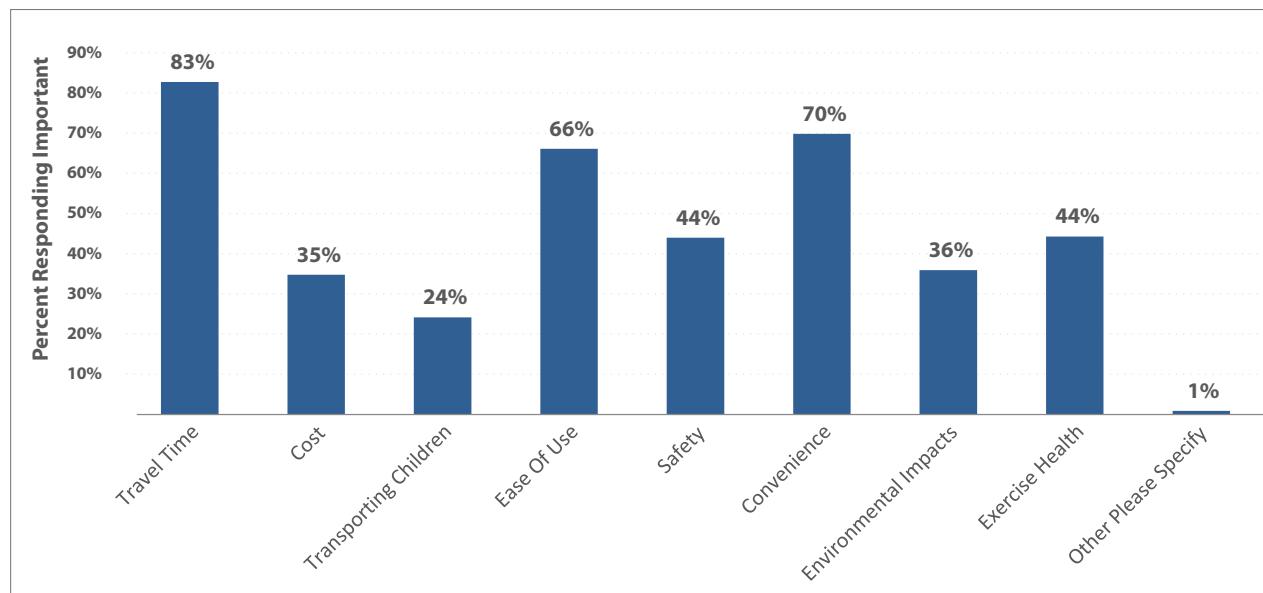
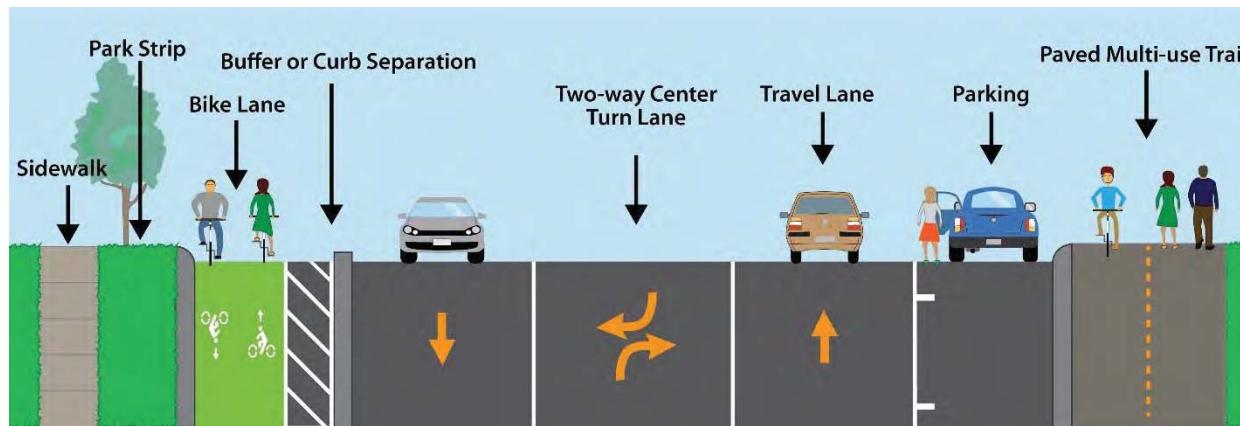
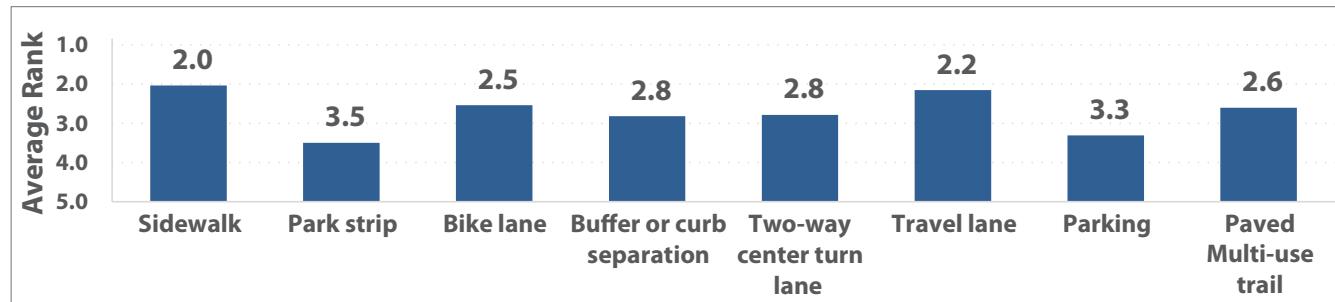


Figure 5-4: Most important cross-section feature



Residents also ranked which elements were most important to them within a typical street right-of-way from most important (1) to least important (5). As illustrated below, residents ranked sidewalks as the most important element with an average rank of 2. This was followed by travel lane (2.2), bike lane (2.5), multi-use trail (2.6), buffer or curb separation (2.8), and two-way center turn lane (2.8). The least important elements were parking (3.3) and park strip (3.5). The relative

importance of these elements was used to identify which roadway elements are included in projects when there is insufficient space to provide all elements. Specifically, Murray City residents are indicating that sidewalks and bike lanes are more important than parking and park strips. This facilitates TDM strategies by providing a greater opportunity for residents to get out of their cars to walk and bike to their destinations.

Figure 5-5: Bike lane projects

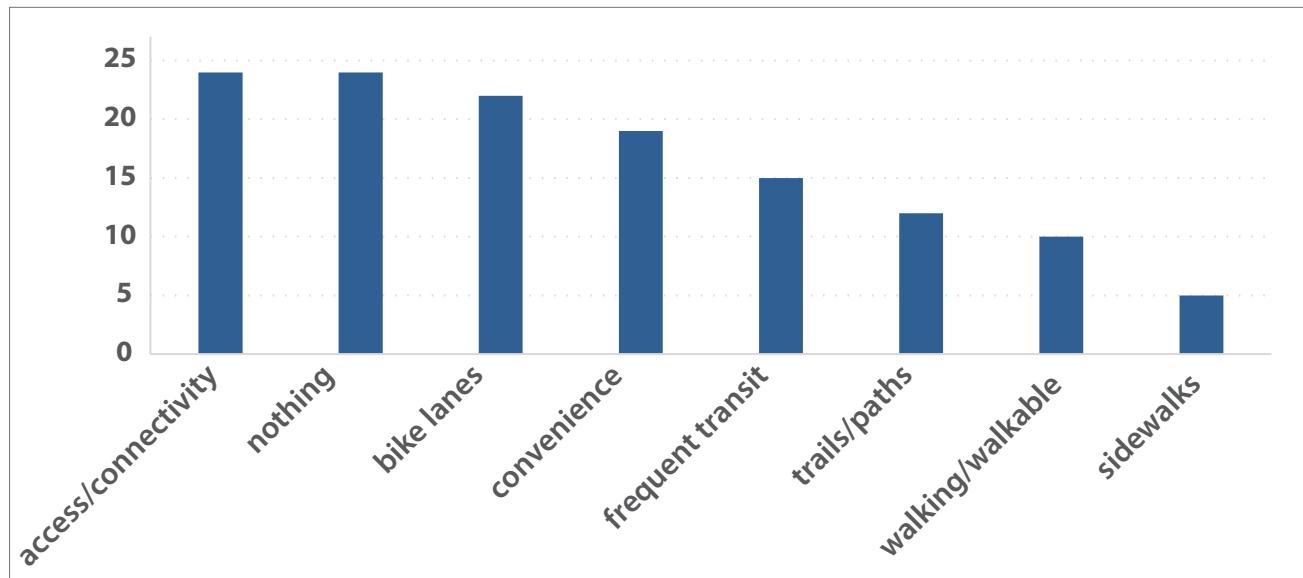
Each of these elements that were identified as a priority by Murray residents were evaluated and incorporated into projects identified in the Capital Facilities Plan in chapter 6.

Figure 5-5 shows the location of bike lane projects identified for the Capital Facilities Plan. These projects will increase mobility options and active transportation use. They will create safe, direct, and accessible connections across the city. These recommended bike lane projects will increase connectivity and will advance and improve the effectiveness of TDM strategies within the City.

This map of bike lane projects exemplifies the cohesive planning and continued commitment to keep city wide planning aligned with the transportation goal identified in Murray's 2017 General Plan : *"Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front."*



*Figure 5-6: What is need to encourage alternative transportation?*



## Connectivity

Access/connectivity was the most common response, and it is a requirement to achieve both the transportation plan goals, as well as others found in Murray's General Plan. Street connectivity throughout neighborhoods is proven to reduce vehicle miles traveled (VMT), increase response time from emergency services, provide a wider array of access choices within close proximity to more people, and increase sales to local businesses, in return increase local sales tax revenue. As for vehicular accidents, it is safer in general to walk and bike in neighborhoods with better connectivity because more severe crashes occur where there are fewer intersections. When there are fewer

intersections, and access is restricted, vehicles travel at higher speeds, the outcome of which is more intense and serious crashes.

To allow for multiple connections from a neighborhood means more choices for residents when deciding how and where to go. Greater neighborhood connectivity allows for more mobility choices such as walking and biking, which can lead to an increase in the overall health of the community. The CDC (Centers for Disease Control and Prevention) offer community strategies to improve health, and a top recommended instrument of success is utilizing planning and design to connect routes to destinations in ways people can access places through active transportation.

Some of the CDC's suggestions to incorporate connectivity into community plans are considering block length and size, developing a connectivity index and complementing/associated standards, subdivision regulations for connectivity, the encouragement of paths and greenways along creeks, streams, and utility easements, and pedestrian and street connectivity between neighborhoods.

Murray City Code has policy regulations regarding connectivity for existing streets and future developments which include the requirement that "the street and traffic access design of a proposed subdivision development shall promote the purposes and goals of the City's Master Transportation Plan," and

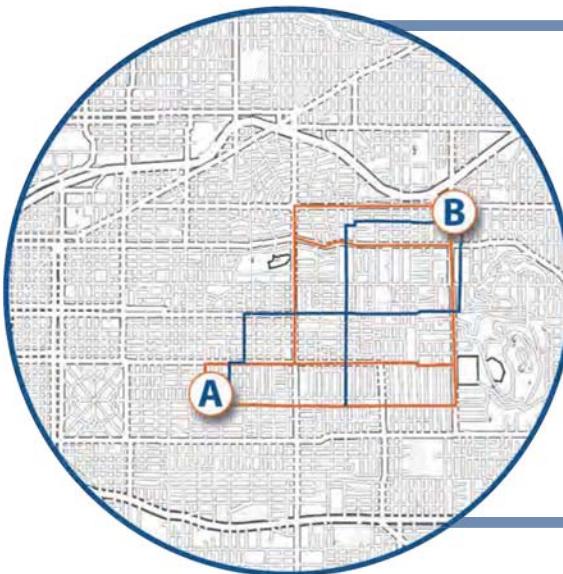
"the street pattern in the subdivision shall be in general conformity with a plan for the most advantageous development of adjoining areas and the entire neighborhood or district," with "the intent of the city to have streets interconnect with other subdivisions and adjacent properties."

Murray should continue to stub its streets and utilities on existing roads as development occurs to ensure that these roads and utilities can continue to connect to and

through neighborhoods when future development occurs. This process is one of the essential steps in supporting a well-connected neighborhood.

These travel behavior questions from the public survey, along with travel demand results in Future Conditions were used to identify transportation improvements within Murray. These transportation improvements focus on increasing connections that can encourage walking, biking, and transit

as legitimate alternatives to driving. These connections create a more balanced transportation system by providing practical mobility choices for all users. Ultimately, these improvements will help reduce the need for roadway capacity projects within Murray. A map of all recommend projects is in the next chapter as Figure 6-1.



**Connectivity:** A transportation system with high connectivity benefits all users and modes. By increasing the amount of continuous direct connections, connectivity increases access and mobility and allows more people to get to more places easier. It removes traffic from busy major roads, reducing air and noise pollution and time spent traveling. It increases safety not only for vehicles, but for pedestrians and bicyclists, too. It contributes to a healthier community because people can travel by foot or bike. In addition, it also provides better access to public transportation. Overall, a well connected road network increases options for residents, increasing livability and quality of life .



## 6 CAPITAL FACILITIES PLAN

*This chapter includes a capital facilities plan with the recommended transportation projects and cost estimates. It also includes a detailed section on funding.*

# Identified Projects

Based upon the evaluation of existing and future conditions, as well as public input received through the planning process, specific recommendations were developed for each plan element. These recommendations will be used to complete the transportation network, including functionally classified roads, transportation investments, and AT projects.

## CAPITAL FACILITIES

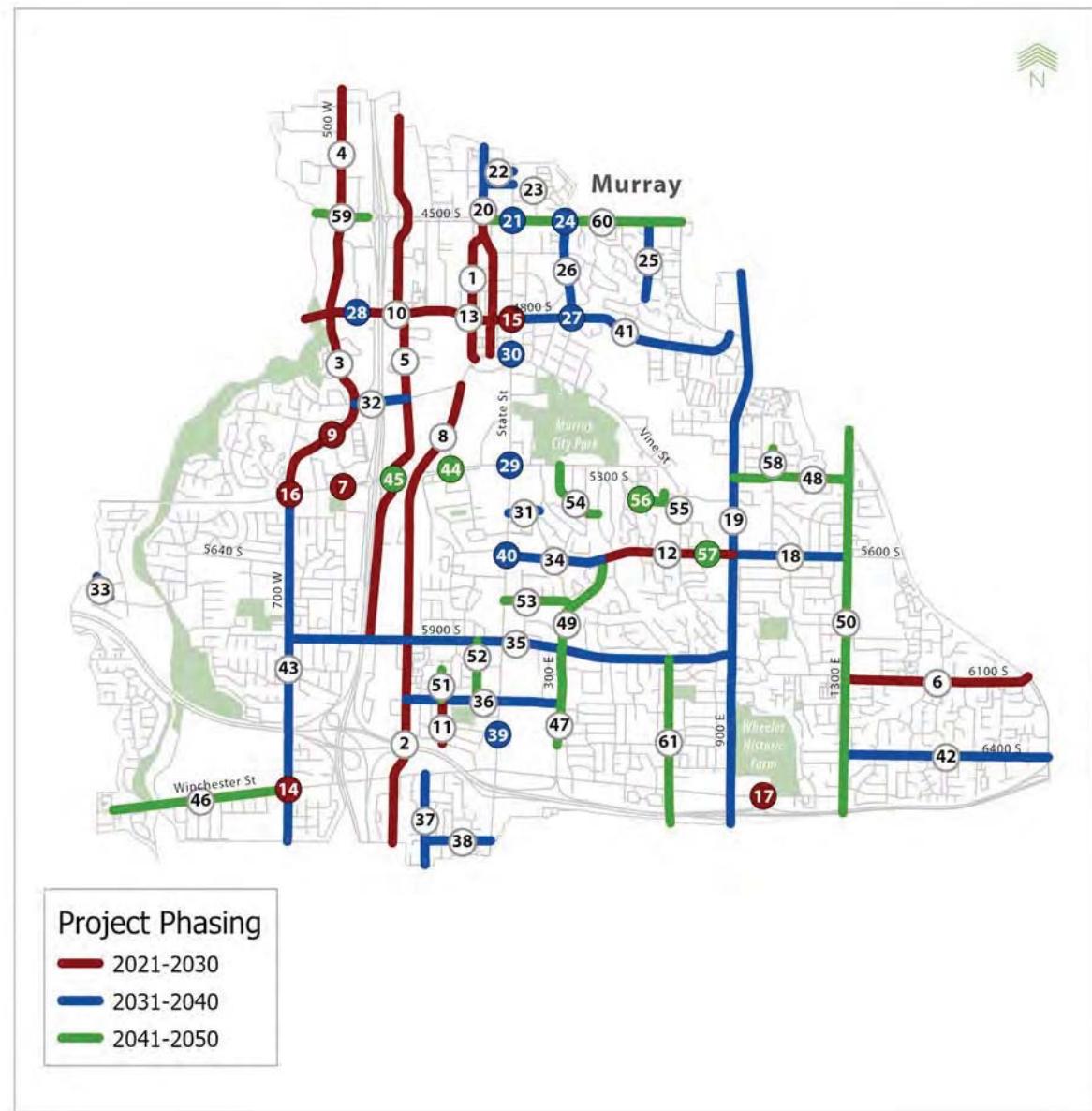
A capital facilities plan is designed to show the future transportation investment needed in a community. It enhances existing transportation corridors and plans for spot improvements to provide future residents of the community with a high-quality transportation system.

The capital facilities plan through the year 2050 is provided in this chapter, and is displayed in five parts, first by project type and then by project phase. These include projects for: Bikeways, Intersections, Roadway Widening, Sidewalks and Trails and then by phase for when these project projects are needed.

Table 6-1: Project costs

|                  | Cost                 | Murray's Share      |
|------------------|----------------------|---------------------|
| <b>Total</b>     | <b>\$105,974,000</b> | <b>\$38,642,000</b> |
| <b>PHASE I</b>   | <b>\$33,524,000</b>  | <b>\$15,019,000</b> |
| <b>PHASE II</b>  | <b>\$39,860,000</b>  | <b>\$7,641,000</b>  |
| <b>PHASE III</b> | <b>\$32,590,000</b>  | <b>\$15,982,000</b> |

Figure 6-1: Capital Facilities Plan projects



*Figure 6-2: Phase I projects*

Phase I covers years 2021 to 2030 and includes 14 total projects.

Figure 6-2 is a map of the projects and Table 6-2 is the full project list, including all project types.



Table 6-2: Phase I project list

| Phase                | #  | Project                      | Location                       | Type   | Funding          | Total Cost          | Murray City Total   |
|----------------------|----|------------------------------|--------------------------------|--|------------------|---------------------|---------------------|
| 2021-2030            | 1  | Hanauer / Box Elder Street   | Vine Street to 4500 South      | New Construction / Widening with Bike Lanes              | Murray City/WFRC | \$10,100,000        | \$684,000           |
|                      | 2  | Cottonwood Street            | South City Limit to 5600 South | Widen: 2 to 3 Lanes with Bike Lanes                      | Murray City      | \$6,500,000         | \$6,500,000         |
|                      | 3  | Murray Boulevard / 500 West  | 5400 South to 4500 South       | Widen: 3 to 5 Lanes with Bike Lanes                      | Murray City      | \$7,280,000         | \$7,280,000         |
|                      | 4  | 500 West                     | 4500 South to North City Limit | Restripe/Widen: 2 to 3 Lanes with Bike Lanes             | Murray City      | \$1,587,000         | \$1,587,000         |
|                      | 5  | Commerce Drive               | Central Ave to 5900 South      | Restripe/Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks | Murray City      | \$1,059,000         | \$1,059,000         |
|                      | 6  | Vine Street                  | 1300 East to Vanwinkle         | Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks          | Murray City/WFRC | \$5,676,000         | \$386,000           |
|                      | 7  | 5300 South / College Drive   | 5300 South / College Drive     | Intersection Improvements                                | Murray City/CMAQ | \$2,400,000         | \$550,000           |
|                      | 8  | Cottonwood Street            | 5600 South to Vine Street      | Restripe with Bike Lanes                                 | Murray City      | \$310,000           | \$310,000           |
|                      | 9  | Murray Blvd / College Drive  | Murray Blvd / College Drive    | New Traffic Signal                                       | Murray City      | \$430,000           | \$430,000           |
|                      | 10 | 4800 South                   | West City Limit to 200 West    | Restripe: 2 to 3 Lanes with Bike Lanes                   | Murray City      | \$88,000            | \$88,000            |
|                      | 11 | Cedar Street                 | Clay Park Dr to 6100 South     | Add Sidewalk   | Murray City      | \$413,000           | \$413,000           |
|                      | 12 | 5600 South                   | Fashion Blvd to 900 East       | Restripe with Bike Lanes                                 | Murray City      | \$96,000            | \$96,000            |
|                      | 13 | 4800 South                   | 200 West to State Street       | Mill/Overlay with Restripe: 2 to 3 Lanes with Bike Lanes | Murray City      | \$443,000           | \$443,000           |
|                      | 14 | 700 West / Winchester Street | 700 West / Winchester Street   | Intersection Improvements                                | Murray City/CMAQ | \$2,258,000         | \$153,000           |
|                      | 15 | 4800 South/State Street      | 4800 South/State Street        | Intersection Improvements                                | Murray City      | \$750,000           | \$750,000           |
|                      | 16 | 5400 South/700 W             | 5400 South/700 W               | East/West Dual Left Turns                                | Murray City      | \$750,000           | \$750,000           |
|                      | 17 | 6600 South / Union Park Ave  | 6600 South / Union Park Ave    | Intersection Improvements                                | Murray City      | \$674,000           | \$674,000           |
| <b>PHASE I Total</b> |    |                              |                                |  |                  | <b>\$41,064,000</b> | <b>\$22,403,000</b> |

*Figure 6-3: Phase II projects*

Phase II covers years 2031 to 2040 and includes 24 total projects.

Figure 6-3 is a map of the projects and Table 6-3 is the full project list, including all project types.

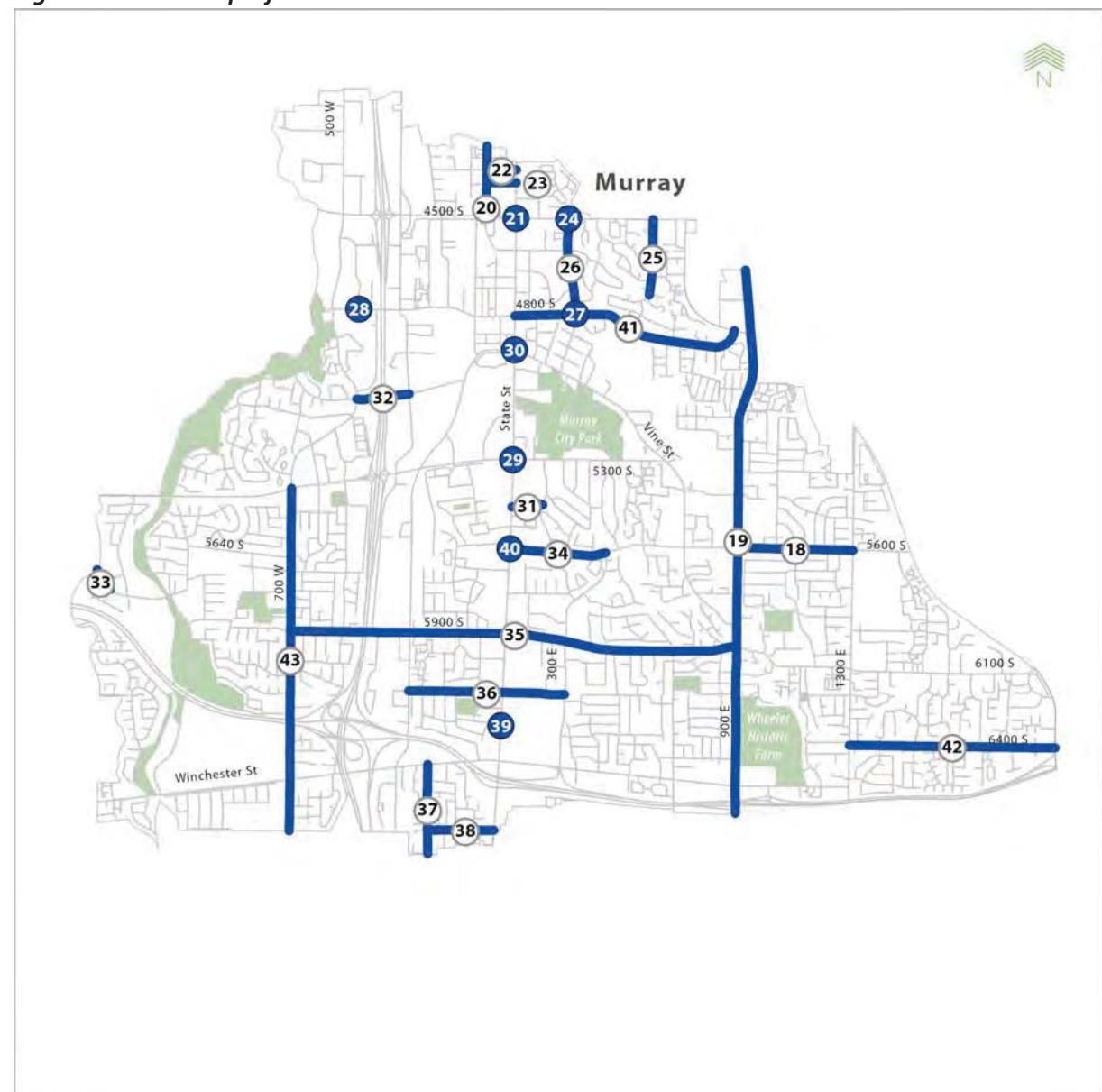


Table 6-3: Phase II project list

2031-2040

| Phase                 | #  | Project                    | Location                             | Type  | Funding     | Total Cost        | Murray City Total |
|-----------------------|----|----------------------------|--------------------------------------|---|-------------|-------------------|-------------------|
|                       | 18 | 5600 South                 | 900 East to 1300 East                | Widening with Bike Lanes / Sidewalks                                  | Murray City | \$6,957,000       | \$555,000         |
|                       | 19 | 900 East                   | South City Limit to North City Limit | Restripe/Minor Widening with Bike Lanes / Sidewalks                   | UDOT        | \$10,721,000      | \$-               |
|                       | 20 | Main Street                | 4500 South to North City Limit       | Restripe with Bike Lanes / Minor Widening                             | Murray City | \$505,000         | \$505,000         |
|                       | 21 | 4500 South / State Street  | 4500 South / State Street            | Intersection Improvements   | UDOT        | \$1,303,000       | \$-               |
|                       | 22 | Fireclay Ave               | Main Street to State Street          | Add Sidewalk  | Murray City | \$292,000         | \$292,000         |
|                       | 23 | Edison Street              | Main Street to State Street          | Add Sidewalk  | Murray City | \$123,000         | \$123,000         |
|                       | 24 | 4500 South / Atwood Blvd   | 4500 South / Atwood Blvd             | New Traffic Signal  | UDOT        | \$1,300,000       | \$-               |
|                       | 25 | 600 East                   | 4700 South to 4500 South             | Add Sidewalk  | Murray City | \$699,000         | \$699,000         |
|                       | 26 | Atwood Boulevard           | 4800 South to 4500 South             | Add Sidewalk  | Murray City | \$223,000         | \$223,000         |
|                       | 27 | 4800 South / Atwood Blvd   | 4800 South / Atwood Blvd             | New Traffic Signal  | Murray City | \$430,000         | \$430,000         |
|                       | 28 | 4800 South / Cherry Street | 4800 South / Cherry Street           | New Traffic Signal  | Murray City | \$430,000         | \$430,000         |
|                       | 29 | 5300 South / State Street  | 5300 South / State Street            | Intersection Improvements   | UDOT        | \$8,600,000       | \$-               |
|                       | 30 | Vine Street / State Street | Vine Street / State Street           | Intersection Improvements   | UDOT        | \$1,047,000       | \$-               |
|                       | 31 | 5460 South                 | State Street to 235 East             | Widen: 2 Lanes with Parking   | Murray City | \$796,000         | \$796,000         |
|                       | 32 | Vine Street                | Murray Boulevard to Commerce Drive   | Restripe: 2 to 3 Lanes with Bike Lanes and Sidewalks / Minor Widening | Murray City | \$512,000         | \$512,000         |
|                       | 33 | Bullion Street             | 1300 West to 1250 West               | Widen: 2 Lanes with Sidewalk  | Murray City | \$975,000         | \$975,000         |
|                       | 34 | 5600 South                 | State Street to Fashion Blvd         | Restripe with Bike Lanes  | Murray City | \$141,000         | \$141,000         |
|                       | 35 | 5900 South                 | 700 West to 900 East                 | Restripe with Bike Lanes  | Murray City | \$429,000         | \$429,000         |
|                       | 36 | 6100 South                 | 300 West to Fashion Boulevard        | Restripe with Bike Lanes  | Murray City | \$60,000          | \$60,000          |
|                       | 37 | Jefferson Street           | Lenora Joe Cove to Winchester St     | Widen with Sidewalks  | Murray City | \$608,000         | \$608,000         |
|                       | 38 | Lester Avenue              | Jefferson St to State St             | Add Sidewalk  | Murray City | \$1,366,000       | \$1,366,000       |
|                       | 39 | 6200 South / State Street  | 6200 South / State Street            | New Traffic Signal  | Murray City | \$750,000         | \$750,000         |
|                       | 40 | 5900 South / State Street  | 5900 South / State Street            | Intersection Improvements   | UDOT        | \$2,416,000       | \$-               |
|                       | 41 | 4800 South                 | State Street to 700 East             | Restripe: 2 to 3 Lanes with Bike Lanes                                | Murray City | \$297,000         | \$297,000         |
|                       | 42 | 6400 South                 | 1300 to Van Winkle Expressway        | Widen with Sidewalks  | Murray City | \$3,824,000       | \$3,824,000       |
|                       | 43 | 700 West                   | South City Limit to 5400 South       | Restripe: 2 to 3 Lanes with Bike Lanes                                | Murray City | \$985,000         | \$985,000         |
| <b>PHASE II Total</b> |    |                            |                                      |   |             | <b>45,789,000</b> | <b>14,000,000</b> |

**Figure 6-4: Phase III projects**

Phase III covers years 2041 to 2050 and includes 21 total projects.

Figure 6-4 is a map of the projects and Table 6-4 is the full project list, including all project types.



Table 6-4: Phase III project list

| Phase                  | #  | Project                     | Location                       | Type                               | Funding     | Total Cost        | Murray City Total |
|------------------------|----|-----------------------------|--------------------------------|------------------------------------|-------------|-------------------|-------------------|
| 2041-2050              | 44 | 5300 South / Woodrow Street | 5300 South / Woodrow Street    | Intersection Improvements          | UDOT        | \$1,349,000       | \$-               |
|                        | 45 | 5300 South / Commerce Drive | 5300 South / Commerce Drive    | Intersection Improvements          | UDOT        | \$8,600,000       | \$-               |
|                        | 46 | Winchester Street           | 1200 West to 700 West          | Widen: 2 to 3 Lanes with Sidewalks | Murray City | \$3,831,000       | \$3,831,000       |
|                        | 47 | Fashion Boulevard           | 6300 South to 6200 South       | Add Sidewalk                       | Murray City | \$162,000         | \$162,000         |
|                        | 48 | 5290 South                  | 900 East to 1300 East          | Add Sidewalk                       | Murray City | \$324,000         | \$324,000         |
|                        | 49 | Fashion Blvd                | 6100 South to 5600 South       | Restripe with Bike Lanes           | Murray City | \$262,000         | \$262,000         |
|                        | 50 | 1300 East                   | I-215 to 5290 South            | Widen/Restripe with Bike Lanes     | Murray City | \$2,356,000       | \$2,356,000       |
|                        | 51 | 115 West                    | 6100 South to 6000 South       | Add Sidewalk                       | Murray City | \$274,000         | \$274,000         |
|                        | 52 | Main Street                 | 6100 South to 5900 South       | Add Sidewalk                       | Murray City | \$223,000         | \$223,000         |
|                        | 53 | 5770 South                  | State Street to Fashion Blvd   | Restripe: 2 to 3 Lanes             | Murray City | \$94,000          | \$94,000          |
|                        | 54 | Alpine Drive                | Avalon Dr to 5300 South        | Add Sidewalk                       | Murray City | \$344,000         | \$344,000         |
|                        | 55 | 5400 South / 630 East       | 560 East to Wodoak Ln          | Add Sidewalk                       | Murray City | \$313,000         | \$313,000         |
|                        | 56 | 5400 South / 550 East       | 5400 South / 550 East          | Intersection Improvements          | Murray City | \$498,000         | \$498,000         |
|                        | 57 | 5600 South / 800 East       | 5600 South / 800 East          | New HAWK Traffic Signal            | Murray City | \$1,587,000       | \$1,587,000       |
|                        | 58 | 1045 East                   | 5290 South to 5150 South       | Add Sidewalk                       | Murray City | \$143,000         | \$143,000         |
|                        | 59 | 4500 South                  | Jordan River to I-15           | Add Trail                          | UDOT        | \$115,000         | \$-               |
|                        | 60 | 4500 South                  | Main Street to 700 East        | Widen with Bike Lanes              | UDOT        | \$6,544,000       | \$-               |
|                        | 61 | 725 East                    | South City Limit to 5900 South | Restripe with Bike Lanes           | Murray City | \$88,000          | \$88,000          |
| <b>PHASE III Total</b> |    |                             |                                |                                    |             | <b>27,107,000</b> | <b>10,499,000</b> |

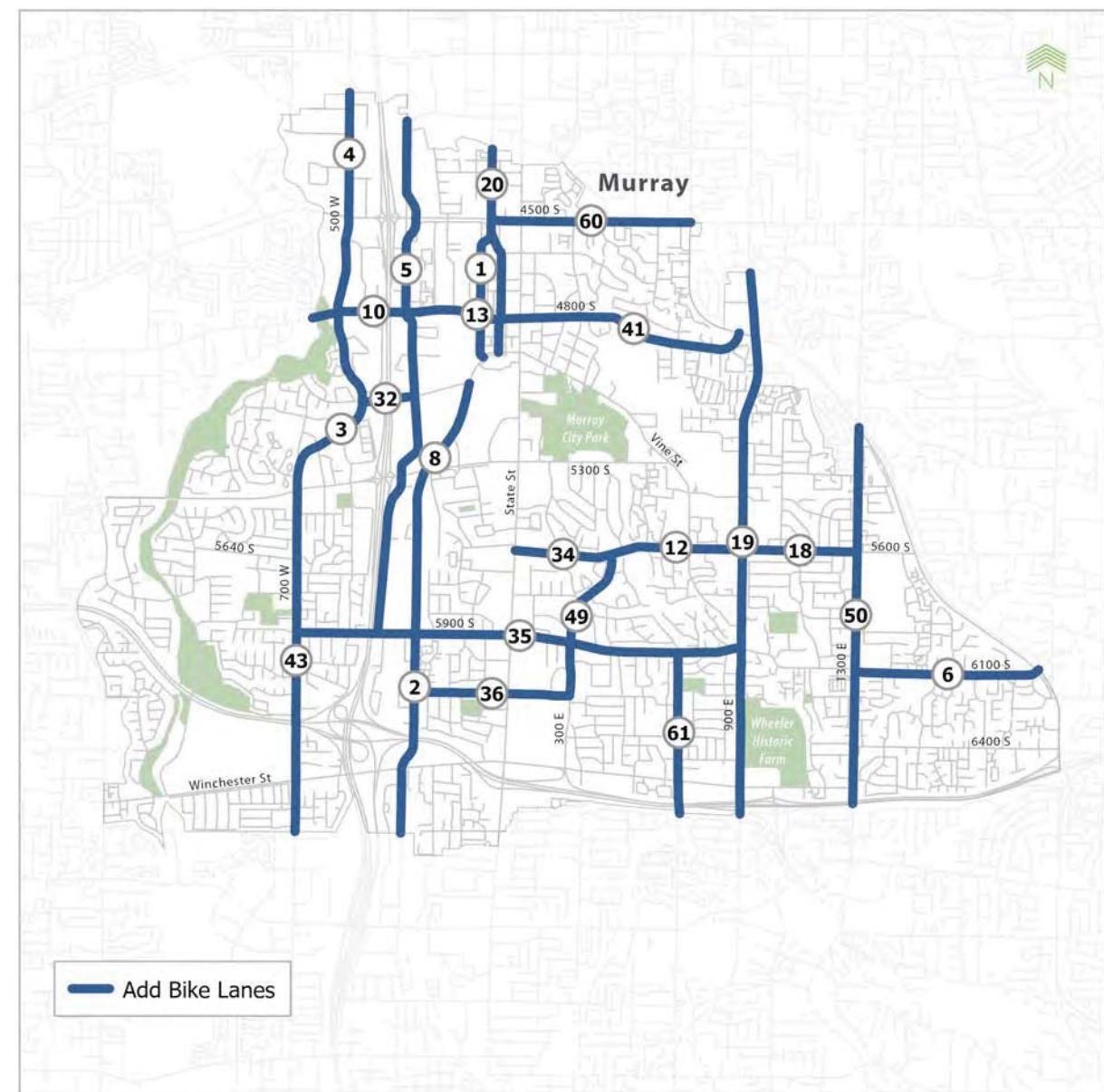
The complete project list for the Murray Transportation Master Plan includes widening projects, new roads, intersection improvements, transit, and active transportation facilities. This list is extensive with 61 projects and ensures that Murray residents will have a future transportation network that is well functioning and stable.

Figure 6-5: Bike lane projects

While project phasing is central to a capital improvements plan, Murray's mix of widening projects, new roads, intersection improvements, sidewalks, and bike lane facilities contains many project types. To understand how these projects fit together, Figure 6-5 through 6-10 summarizes all projects by type, providing a large-scale view of the planned transportation improvements within the City. This provides for an easy understanding of what transportation improvements are expected.

Bike lane projects represent important connections within the community and are highly important to Murray residents.

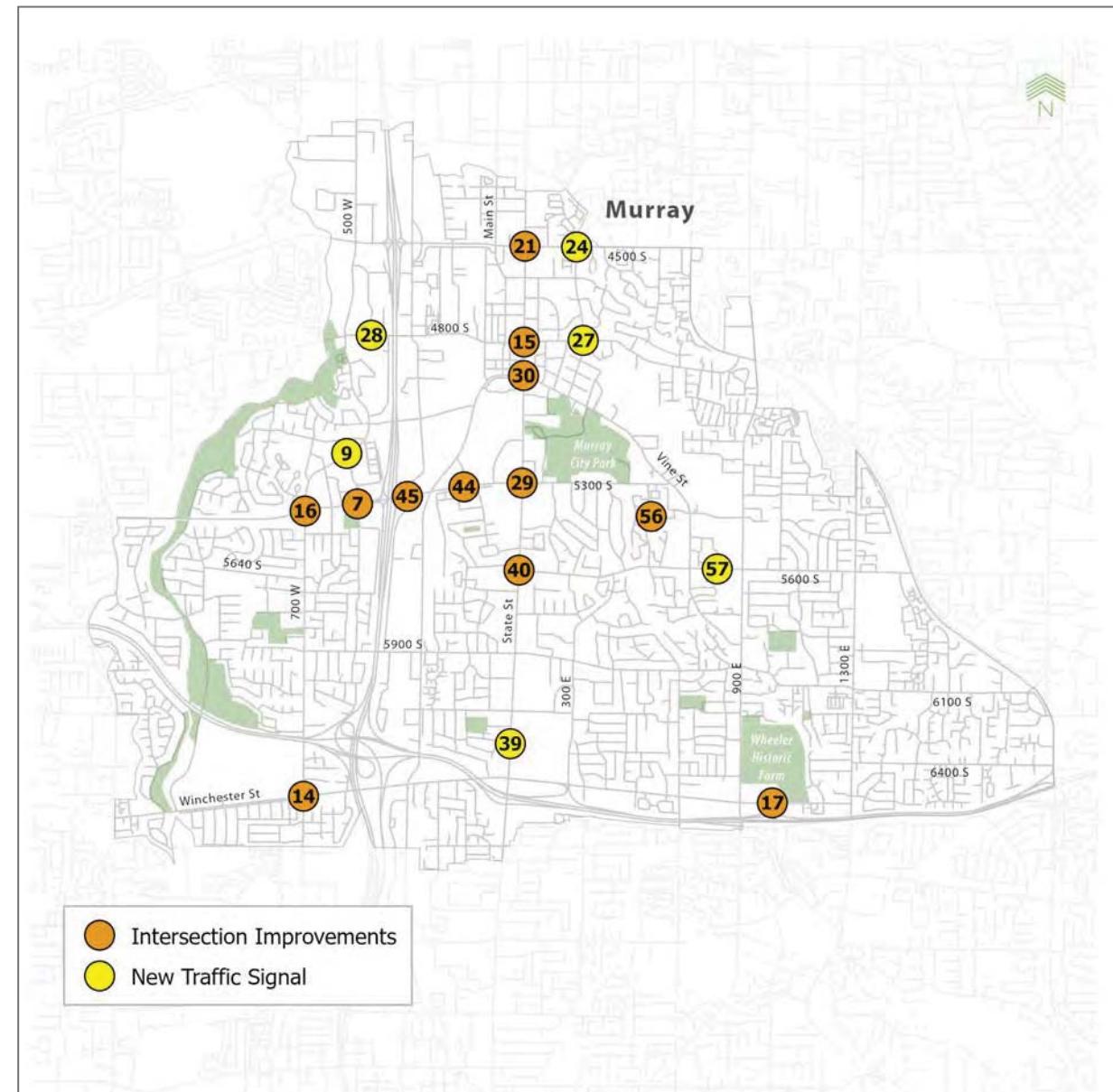
There are 23 bike lane projects planned for Murray, 10 of which are in phase I.



*Figure 6-6: Intersection improvement projects*

This Plan includes several types of intersection projects, including adding turn lanes, installing signals, constructing HAWK signals, etc.

There are 16 intersection projects planned, including 3 in phase I.



*Figure 6-7: Widening and restriping projects*

Roadway widening and restriping projects provide a big benefit to the overall transportation system.

This plan identifies 21 projects needed over the next 30 years.



Figure 6-8: Sidewalk projects

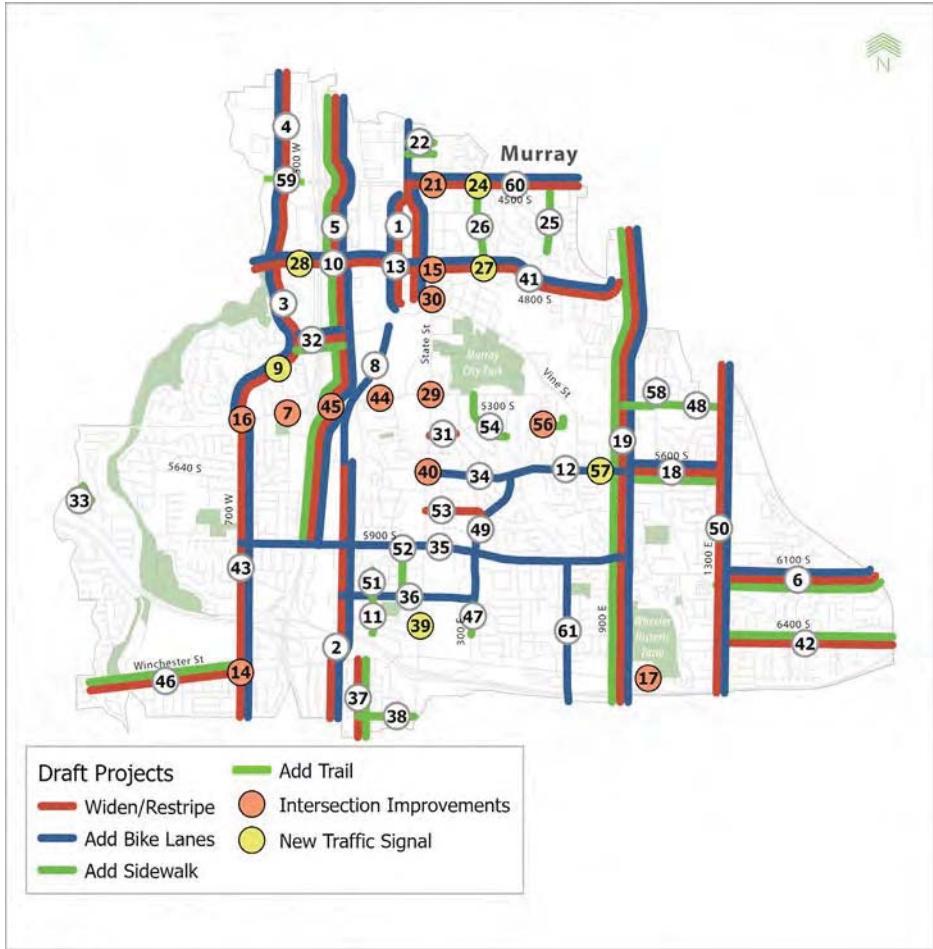
Sidewalks provide human-level connections that are important to Murray residents, and not to be overlooked. A total of 21 sidewalk projects are included in all phases of this plan.



Figure 6-9: All projects by phase



Figure 6-10: All projects by type



# Funding

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and WFRC. The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. Murray will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Murray recommends improvements to be built. The following paragraphs further describe the various transportation

funding sources available to the City.

## Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher, as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic

preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- » Congestion Relief – spot improvement projects intended to improve Levels of Service and/ or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas
- » Mode Choice – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles
- » Air Quality Improvements – projects showing demonstrable air quality benefits
- » Safety – improvements to vehicular, pedestrian, and bicyclist safety

The Better Utilizing Investments to Leverage Development (BUILD) grant program, provides opportunities for investment in road, rail, transit, and port projects. The BUILD

grant program replaced the TIGER program as of 2018 and can provide capital funding directly to any public entity, including municipalities, counties, MPOs, and others in contrast to traditional Federal funding that goes to mostly State DOTs and transit agencies. BUILD grants are intended to fund multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. Potential projects within Murray include 900 East that provides regional mobility, and multi-modal improvements for the greater Wasatch Front. BUILD grants are competitively awarded, with only 91 awarded projects out of 851 applications in 2018. The U.S. DOT has allocated \$1 billion in fiscal year 2020 for these grants.

Source: <https://www.transportation.gov/BUILDgrants>

## State/County Funding

The distribution of State Class B and C Program funds is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. 75 percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in the city fall under UDOT jurisdiction, it is in the in-

terests of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting that the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, 30 percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

Salt Lake County collects a 0.25% percent sales tax to fund transit and local and regional transportation projects. After the tax is collected, 20% is in control of county to distribute, 40% goes to UTA, and the remaining 40% is distributed to each city equally.

In 2005, the State Senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill enabled cities and counties to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire.

UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process, found at the following link [www.udot.utah.gov/public/ucon](http://www.udot.utah.gov/public/ucon) and also provided in the appendix of this report.

## City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate rights-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the sur-

rounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City-budgeted general funds to address roadway improvements, which are not impact fee eligible, is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of

the SAA may be initiated by the municipality by a resolution declaring public health, convenience, and necessity to require the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing must be held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

### **Interfund Loans**

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

## **Developer Dedications & Exactions**

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or extractions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or extractions of the developer are greater than the impact fee liability, the City must reimburse the developer the difference.

### **Developer Impact Fees**

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

It is recommended that Murray perform an impact fee study to evaluate the effectiveness.

# APPENDIX



# Travel Demand Management Memo

The Wasatch Front Travel Demand Model, version 8.3.1 was used for the purposes of generating 2030 and 2050 forecasts for the Murray Transportation Master Plan. The following sections document the modeling process, including model revisions, methods and forecasts.

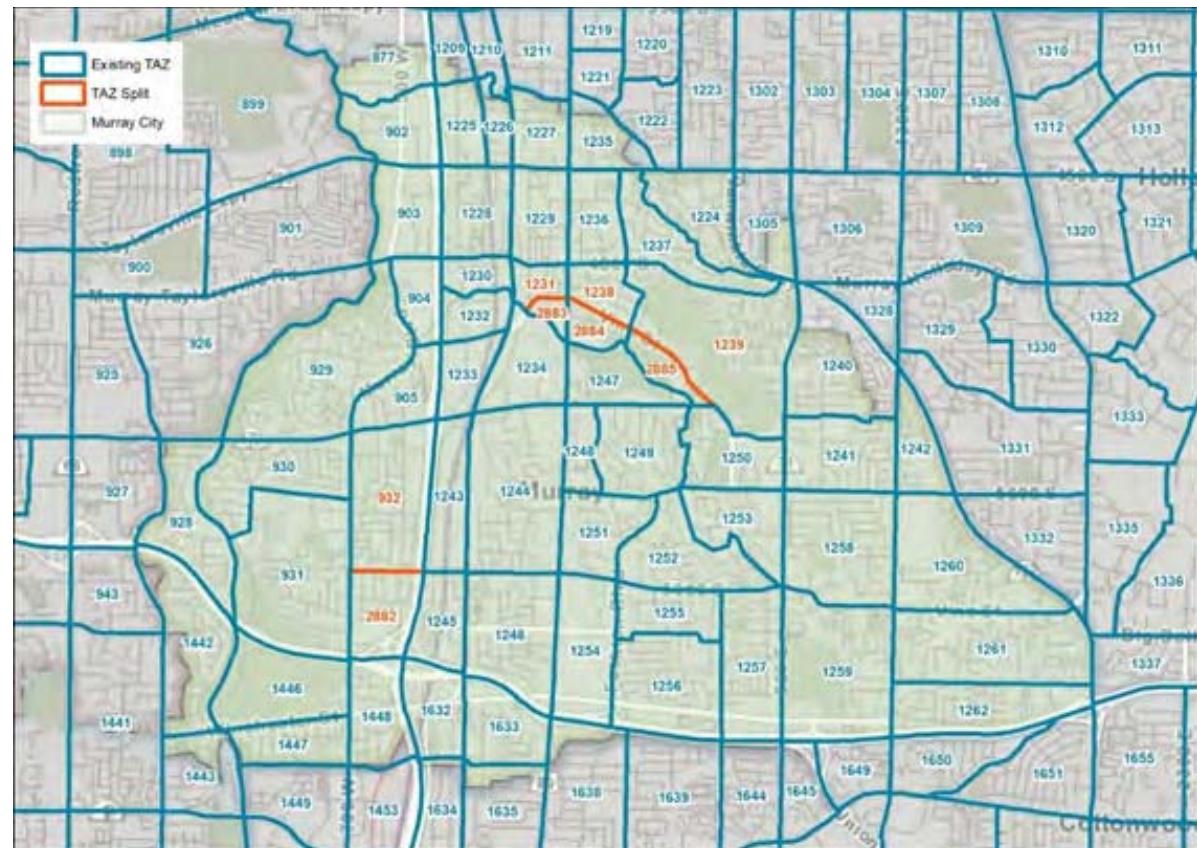
## Model Revisions

Model revisions were made in an effort to refine the model to better capture existing travel patterns and thus generate better forecasts. Revisions were made to traffic analysis zones (TAZ), socioeconomic (SE) inputs, and model networks. The following sub-sections outline these revisions.

### TAZ Splits

TAZ splits were performed within the city to better capture geographic breaks in land uses and to enable appropriate loading of traffic from land uses onto the highway network. Figure 1 shows the TAZ splits that were performed. A total of four zones were split into a resulting eight TAZs. The first TAZ split was made to zone 932 along 5900 South and resulted in new zone 2882. The remaining three zones (1231, 1238, and 1239) were split along Vine street and resulted in zone 2883, 2884, and 2885.

**Figure 1: TAZ splits**



## SE Revisions

For the purposes of the 2019 base year and the 2030 and 2050 forecast year model runs, SE inputs were revised to better match existing conditions and planned development. Additionally, to accommodate the TAZ splits detailed above the SE data for the impacted zones had to get redistributed in the new TAZ structure. Existing land use, SE growth, new TAZ geometries and developable lands were all used to inform the reallocation of the data. Table 1, Table 2 and Table 3 show the original and reallocated SE data by TAZ for 2019, 2030 and 2050.

*Table 1: 2019 Socioeconomic revisions*

| 2019 Existing |            |            |            | 2019 Revised |            |            |
|---------------|------------|------------|------------|--------------|------------|------------|
| TAZ #         | Households | Population | Employment | Households   | Population | Employment |
| 1209          | 2          | 6          | 925        | -            | -          | 925        |
| 1225          | 1          | 6          | 393        | -            | -          | 393        |
| 1233          | 4          | 10         | 1,203      | -            | -          | 1,203      |
| 1234          | 1          | 2          | 9,984      | -            | -          | 9,984      |
| 1243          | 6          | 16         | 1,152      | -            | -          | 1,152      |
| 1446          | 7          | 11         | 1          | -            | -          | 21         |
| 932           | 752        | 2,115      | 3,887      | 502          | 1,410      | 3,692      |
| 2882          | -          | -          | -          | 167          | 463        | 194        |
| 1231          | 645        | 1,301      | 933        | 13           | 26         | 373        |
| 2883          | -          | -          | -          | 632          | 1,275      | 560        |
| 1238          | 401        | 931        | 1,215      | 300          | 698        | 486        |
| 2884          | -          | -          | -          | 100          | 233        | 729        |
| 1239          | 1,189      | 2,399      | 1,147      | 1,165        | 2,351      | 1,032      |
| 2885          | -          | -          | -          | 24           | 48         | 115        |
| *New TAZ      |            |            |            |              |            |            |

Table 2: 2030 Socioeconomic revisions

| 2030 Existing |            |            |            | 2030 Revised |            |            |
|---------------|------------|------------|------------|--------------|------------|------------|
| TAZ #         | Households | Population | Employment | Households   | Population | Employment |
| 904           | 379        | 899        | 395        | 1,279        | 2,699      | 395        |
| 905           | 30         | 74         | 3,478      | 30           | 74         | 3,978      |
| 1305          | 491        | 1,139      | 681        | 841          | 1,839      | 681        |
| 932           | 759        | 2,023      | 4,038      | 506          | 1,348      | 3,836      |
| 2882          | -          | -          | -          | 253          | 674        | 202        |
| 1231          | 681        | 1,325      | 1,024      | 14           | 26         | 410        |
| 2883          | -          | -          | -          | 667          | 1,298      | 614        |
| 1238          | 459        | 1,058      | 1,315      | 344          | 793        | 526        |
| 2884          | -          | -          | -          | 115          | 264        | 789        |
| 1239          | 1,290      | 2,658      | 1,187      | 1,264        | 2,605      | 1,068      |
| 2885          | -          | -          | -          | 26           | 53         | 119        |
| *New TAZ      |            |            |            |              |            |            |

Table 3: 2050 Socioeconomic revisions

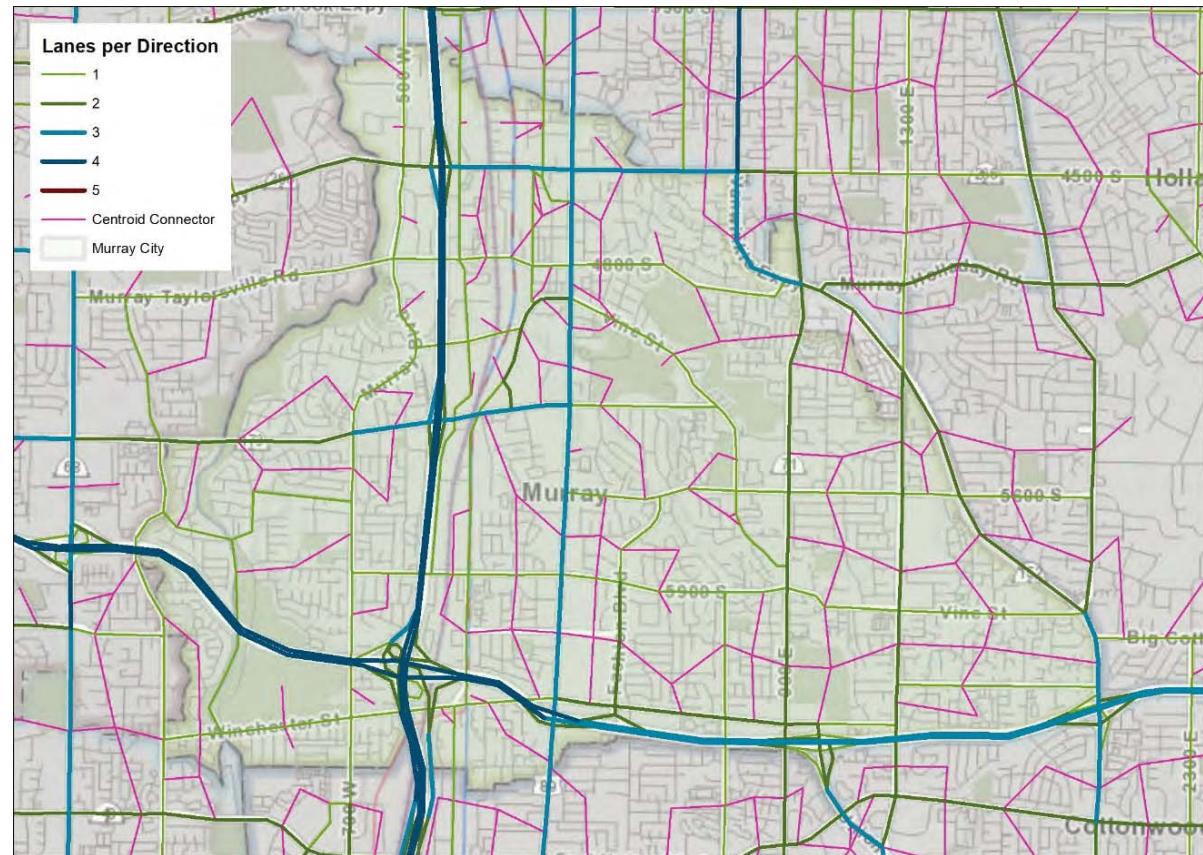
| 2050 Existing |            |            |            | 2050 Revised |            |            |
|---------------|------------|------------|------------|--------------|------------|------------|
| TAZ #         | Households | Population | Employment | Households   | Population | Employment |
| 904           | 440        | 988        | 504        | 1,340        | 2,788      | 504        |
| 905           | 34         | 78         | 3,598      | 34           | 78         | 4,100      |
| 1305          | 576        | 1,276      | 562        | 924          | 1,975      | 562        |
| 932           | 769        | 1,928      | 4,077      | 513          | 1,286      | 3,873      |
| 2882          | -          | -          | -          | 256          | 643        | 204        |
| 1231          | 762        | 1,494      | 1,275      | 15           | 30         | 510        |
| 2883          | -          | -          | -          | 746          | 1,464      | 765        |
| 1238          | 687        | 1,606      | 1,238      | 515          | 1,204      | 495        |
| 2884          | -          | -          | -          | 172          | 401        | 743        |
| 1239          | 1,449      | 3,012      | 1,155      | 1,420        | 2,952      | 1,040      |
| 2885          | -          | -          | -          | 29           | 60         | 116        |
| *New TAZ      |            |            |            |              |            |            |

**Figure 2: 2019 Revised network by lanes**

## Modeled Network

Network revisions were completed to better represent existing and future no-build conditions. Figure 2 below shows the revised 2019 network used for this analysis. Revisions included additional centroid connectors necessary to accommodate the new split TAZs, and the incorporation of Murray Parkway Avenue, Bullion Street, and 5640 South.

The pink lines shown are centroid connectors. When building a model, each (TAZ) has a central point, or centroid. The centroid connectors are links that connect the centroids to the transportation network.



**Table 4: Roadway Classification**

| Murray Roadway Classification | Use                 |                    | Dimensions       |                 | Volume    |
|-------------------------------|---------------------|--------------------|------------------|-----------------|-----------|
|                               | Trip Length (Miles) | Design Speed (MPH) | Lane Width(Feet) | Number of Lanes |           |
| Freeway                       | >5                  | >65                | 12               | 6 - 8           | 80        |
| Expressway                    | >5                  | 55 - 65            | 12               | 5 - 6           | 75        |
| Major Arterial                | 1 - 2               | 45 - 55            | 12               | 6               | 15 - 50   |
| Minor Arterial                | >1                  | 40 - 45            | 12               | 3 - 5           | 10 - 25   |
| Major Collector               | 1                   | 30 - 40            | 12               | 2 - 5           | 3.5 - 10  |
| Minor Collector               | 1                   | 25 - 35            | 11 - 12          | 2 - 3           | 1.5 - 3.5 |
| Local Street                  | <1                  | 20 - 30            | 10 - 12          | 2               | <1.5      |

Figure 3 shows the revised network for both the no build 2030 and 2050 forecast years. In addition to the changes carried over from the 2019 network revisions, the two-way couplet planned for Box Elder Street and Hanauer Street was incorporated.

**Figure 3: 2030 and 2050 No build revised modeled network by lanes**

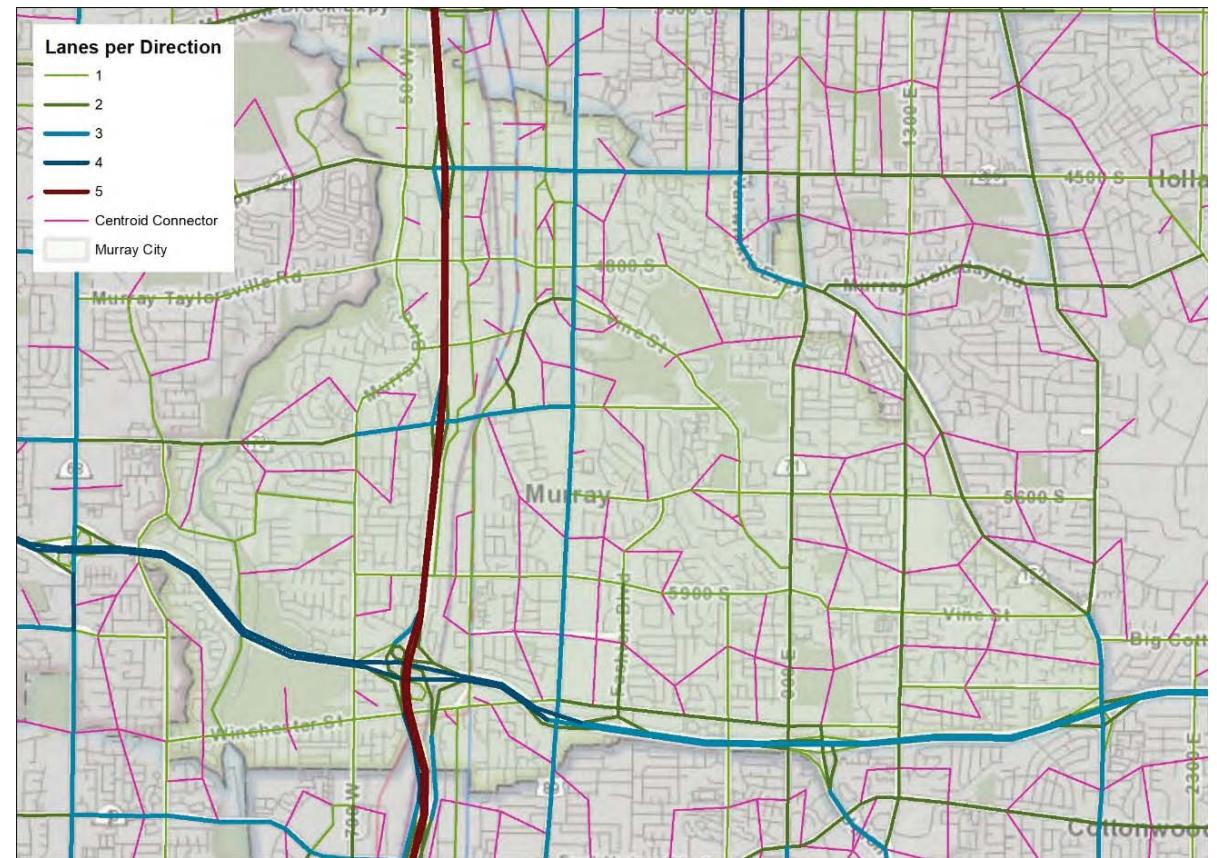


Figure 4 shows the 2030 and 2050 build network for the Murray Transportation plan. Since the model only represents through lanes, widening projects from 2 to 3-lanes will not show as a difference between the build and no build networks. The major difference represented in the build model network is the widening of 500 West/Murray Boulevard from 3 to 5-lanes, which is represented as having 2 through lanes per direction in the build network.

**Figure 4: 2030 and 2050 Build revised modeled network by lanes**

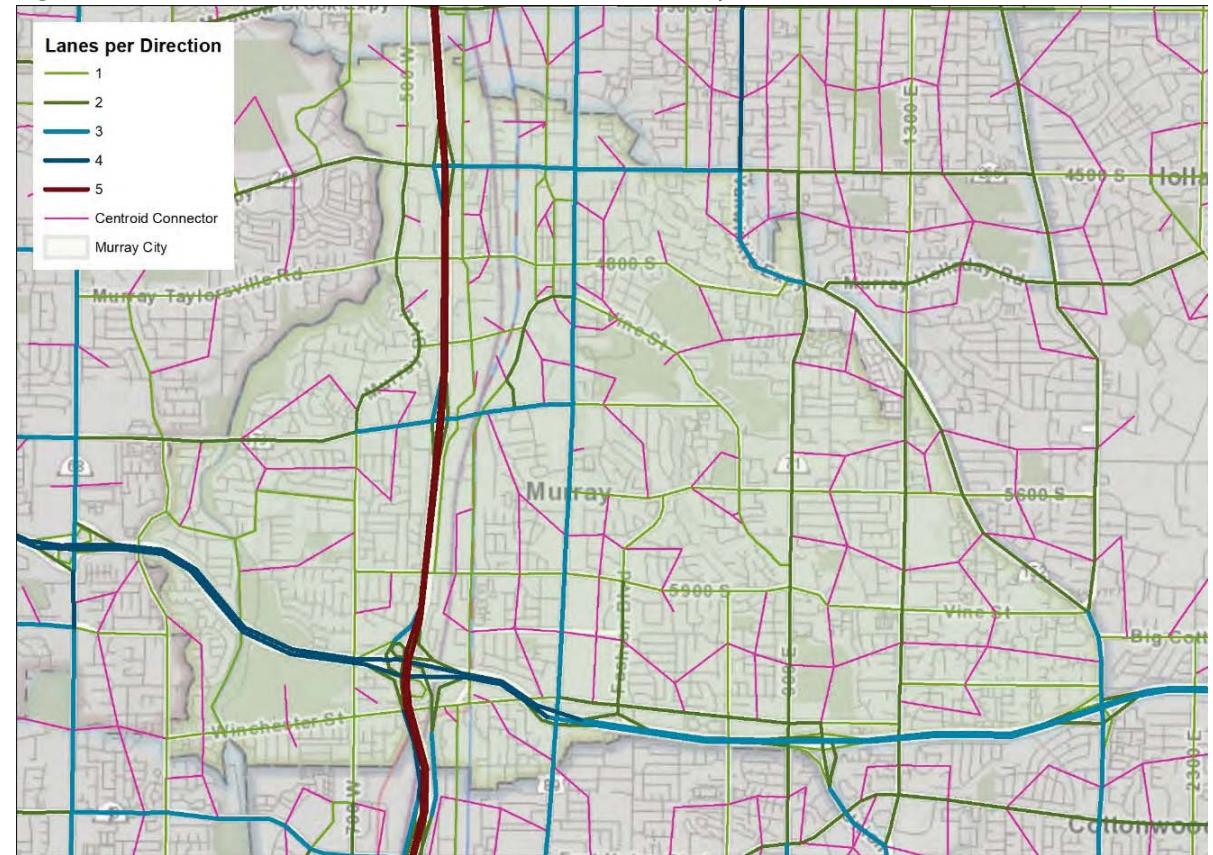


Figure 5: Existing 2019 level of service

## Model Results

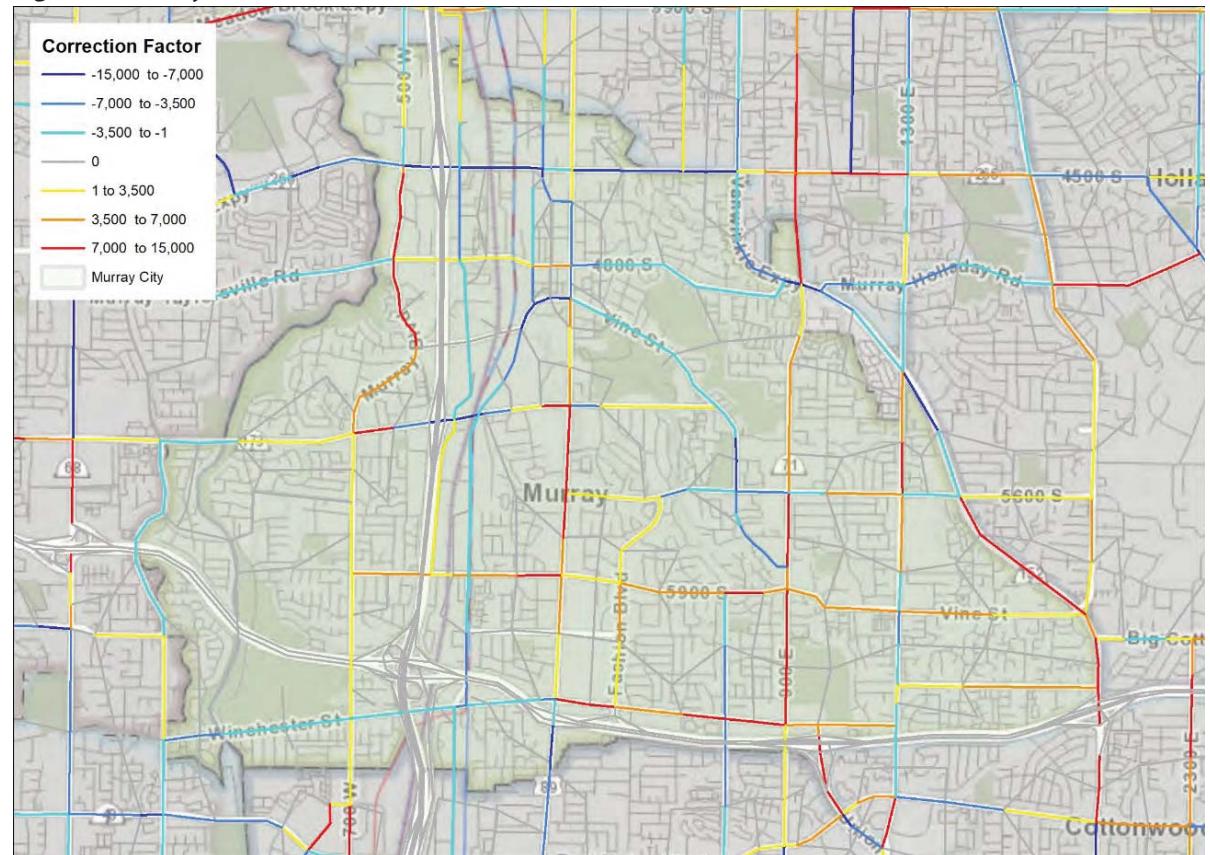
The years of 2019, 2030 and 2050 were modeled using the above described inputs. Travel demand forecasts were produced for the forecast years using a correction factor developed from the 2019 model outputs and actual UDOT traffic data. Additionally, a level of service analysis was performed for each model year to assess existing and forecasted conditions.



## Base-Year Correction

A base-year correction was developed to produce more accurate travel forecasts. The correction was created by subtracting traffic counts by the 2019 modeled volumes shown in Figure 5. For this purpose, UDOT 2017 Traffic on Utah Highways data, UDOT ATSPM data, and traffic counts from the city were used. The correction was then applied to the modeled volumes, with the assumption being that similar discrepancies will persist through the difference forecast years of the model. Figure 6 shows the base-year corrections applied to generate the 2030 and 2050 forecasts.

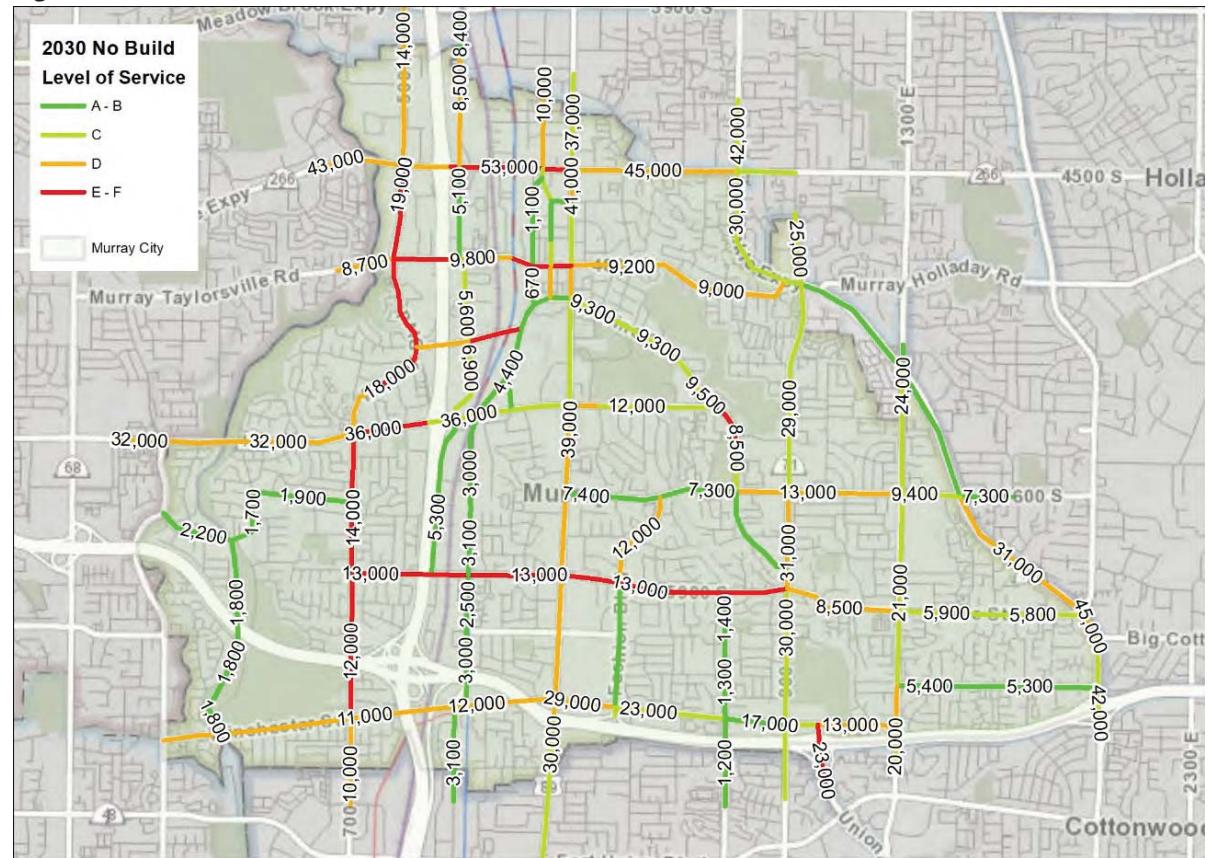
*Figure 6: Base-year correction*



## Model Forecasts

Model forecasts were produced for 2030 and 2050 for both no build and build conditions. The same underlying adjusted volumes were used for both build and no build conditions, with the difference being the capacities assigned to different road segments. All planned capacity improvements for the two forecast years involved center turn lanes, and since the model only captures through-lanes, a single volume set was able to be used for both the build and no build conditions. Figure 7 and Figure 8 show the 2030 and 2050 no build volumes and level of service respectively.

**Figure 7: 2030 No build level of service**



*Figure 8: 2050 No build level of service*

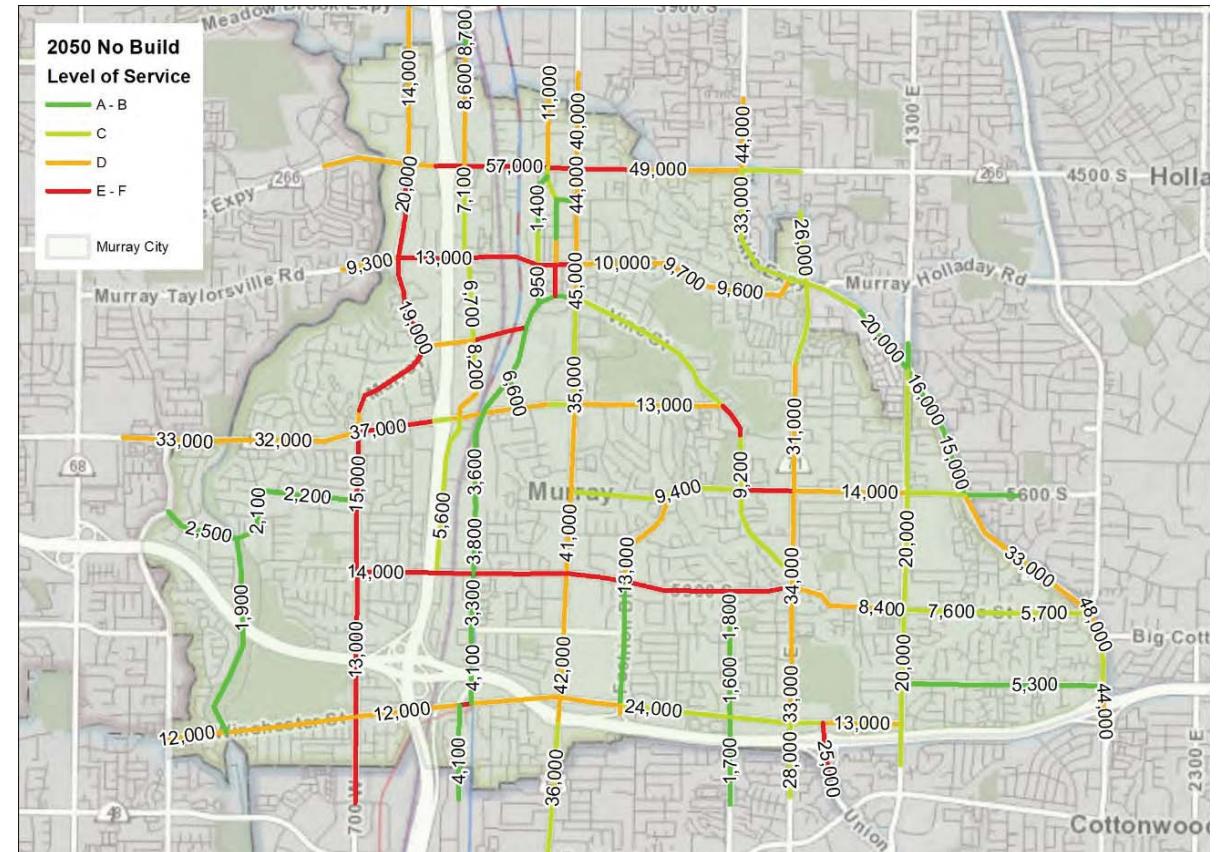


Table 5 shows the capacity adding projects from the transportation master plan which were incorporated into the build level of service analysis. This is a subset of the complete project list, which includes a number of projects that do not provide capacity improvements.

| <i>Table 5: TMP capacity adding projects</i> |                             |                                    |  |
|--|-----------------------------|------------------------------------|--|
| #  | Project                     | Location                           | Type   |
| 2  | Cottonwood Street           | South City Limit to 5600 South     | Widen: 2 to 3 Lanes with Bike Lanes                        |
| 3  | Murray Boulevard / 500 West | 5400 South to 4500 South           | Widen: 3 to 5 Lanes  |
| 5  | 500 West                    | 4500 South to North City Limit     | Restripe / Widen: 2 to 3 Lanes with Bike Lanes             |
| 7  | Commerce Drive              | Central Avenue to 5900 South       | Restripe / Widen: 2 to 3 Lanes with Bike Lanes + Sidewalks |
| 8  | Vine Street                 | 1600 East to 1800 East             | Widen: 2 to 3 Lanes with Bike Lanes + Sidewalks            |
| 20   | 4800 South                  | West City Limit to 700 East        | Restripe: 2 to 3 Lanes                                     |
| 22   | Vine Street                 | Murray Boulevard to Commerce Drive | Restripe / Widen: 2 to 3 Lanes with Bike Lanes             |
| 30   | Winchester Street           | 1200 West to 700 West              | Widen: 2 to 3 Lanes with Sidewalks                         |
| 45   | 5770 South                  | State Street to Fashion Boulevard  | Restripe: 2 to 3 Lanes                                     |

Figure-9 shows the 2030 build LOS. This LOS is expected if capacity adding projects from Table-5 are completed.

**Figure 9: 2030 Build level of service**

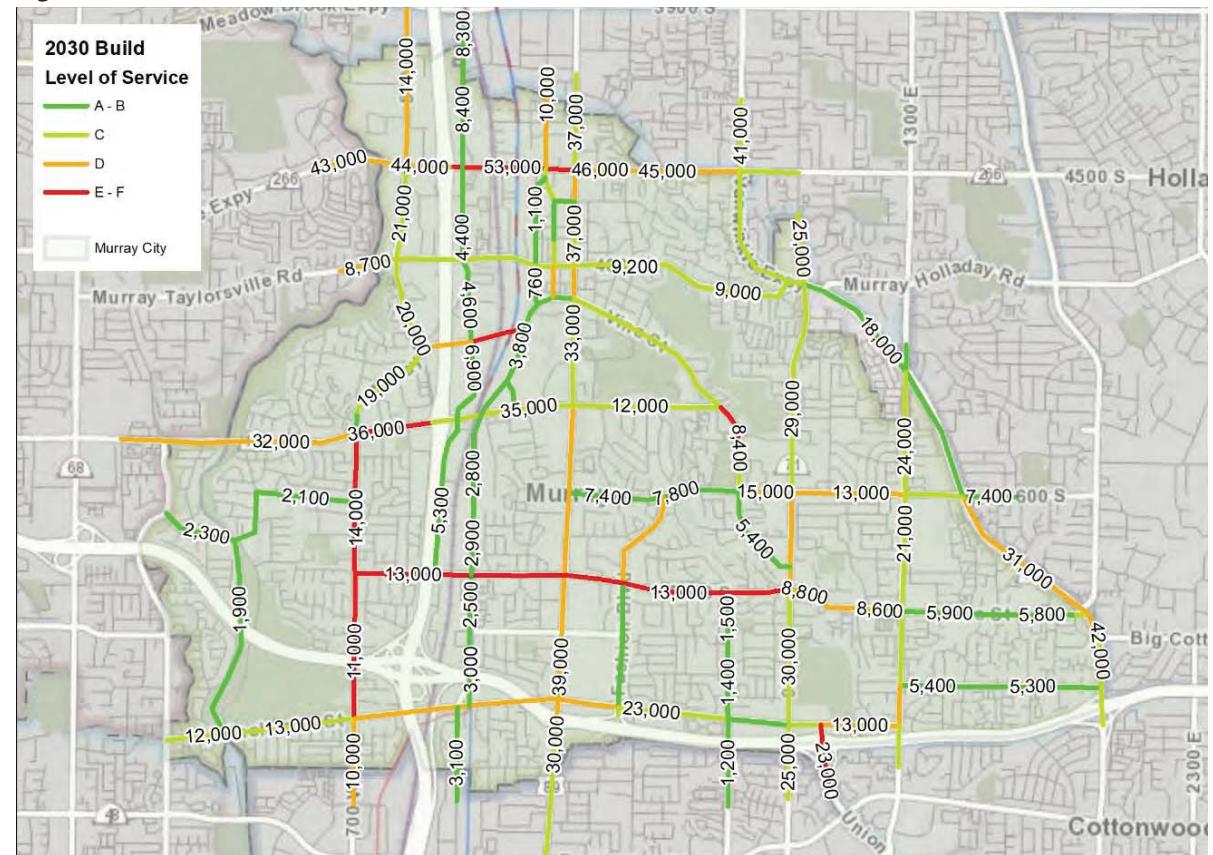
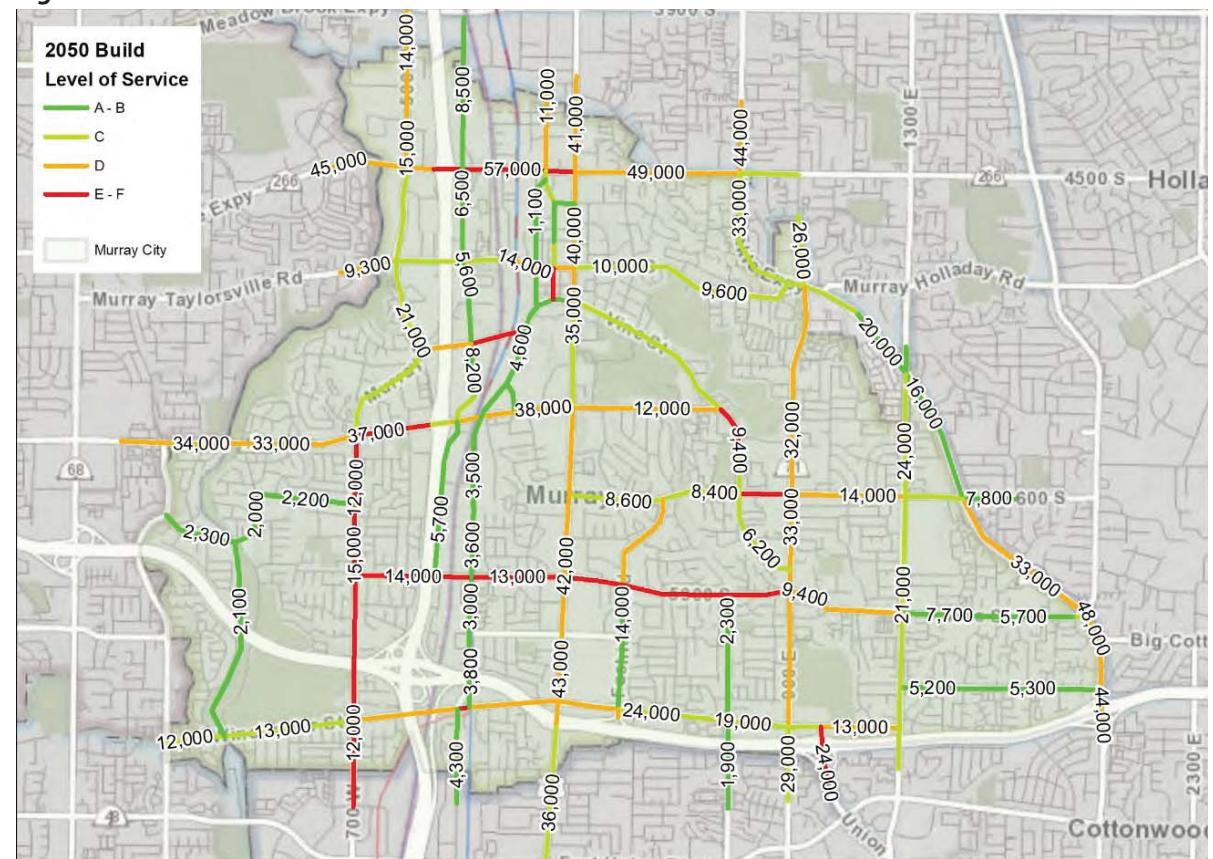


Figure-10 shows the 2030 build LOS. This LOS is expected if capacity adding projects from Table-5 are completed.

**Figure 10: 2050 Build level of service**



# Murray City Access Management Standards

## Purpose

Access Management is to serve as a standard to ensure efficient and safe travel on Murray City streets while at the same time providing access for developmental use such as businesses and residences. In general access management provides for the least amount of access and greatest mobility on a freeway or arterial and the most amount of access and least mobility on local streets. This document will describe the standards across all functional roadway classifications located within Murray City.

## Roadway Classifications

Transportation facilities are separated into classifications based upon use, roadway geometry and traffic volume. Table 6 below is adapted from the 2020 Murray Transportation Plan and defines the functional classification of the roadways contained within Murray City.

*Table 6: Classification characteristics*

| Roadway Classification | Use                 |                    | Dimensions        |                 | Volume  |
|------------------------|---------------------|--------------------|-------------------|-----------------|---------|
|                        | Trip Length (Miles) | Design Speed (MPH) | Lane Width (Feet) | Number of Lanes |         |
| Freeway                | >5                  | >65                | 12                | 6-8             | 80      |
| Expressway             | >5                  | 55-65              | 12                | 5-6             | 75      |
| Major Arterial         | 1-2                 | 45-55              | 12                | 6               | 15-50   |
| Minor Arterial         | >1                  | 40-45              | 12                | 3-5             | 10-25   |
| Major Collector        | 1                   | 30-40              | 12                | 2-5             | 3.5-10  |
| Minor Collector        | 1                   | 25-35              | 11-12             | 2-3             | 1.5-3.5 |
| Local Street           | <1                  | 20-30              | 10-12             | 2               | <1.5    |

## Access Management for Freeways, Expressways and Major Arterials:

The Utah Department of Transportation (UDOT) is responsible for the maintenance and design of interstates and state highways within these classifications. Any access proposed will be subject to review and approval by UDOT. Refer to UDOT's Access Management Plan (R930-6) for access management within these roadways.

## Access Management for Minor Arterials, Collectors and Local Streets:

Murray City roadways are composed of minor arterials, major/minor collectors and local (neighborhood) streets. As mentioned previously in this document, the higher the order of classification of roadway, the more limited the access. Guidelines for these streets are developed in concert with Murray City Code, the UDOT Access Management Plan (R930-6), and general traffic engineering principles. In general, the following requirements should be incorporated into development plans and coordinated with Murray City Planners and Engineers. At the determination of the City Engineer, a traffic study may be required to determine impacts and mitigation of new or modified access points on the roadway system.

Typically, a Traffic Impact Study (TIS) is required for any proposed development that generates 100 or more peak hour trips.

### Access Requirements

#### Access Spacing:

Table 7 summarizes the minimum spacing for signals, streets and driveways for each roadway classification and is adapted from UDOT's access management guidelines. These distances were derived for the maximum amount of traffic flow while maintaining access. Uniform signal spacing allows for maximum progression of traffic along a corridor, signal spacing less than the minimums shown may result in poor progression and increased delays due to drivers encountering red signals. Minimum street spacing is measured from edge to edge and not on the centerlines.

**Table 7: Access spacing requirements**

| Roadway Classification | Minimum Signal Spacing (Feet) | Minimum Street Spacing (Feet) | Minimum Driveway Spacing (Feet) | Minimum Spacing Crossroad to Drive Access |
|------------------------|-------------------------------|-------------------------------|---------------------------------|---|
| Minor Arterial         | 2640                          | 660                           | 300                             | 100                                       |
| Major Collector        | 1320                          | 330                           | 150                             | 85  |
| Minor Collector        | 1320                          | 250                           | 85                              | 50  |
| Local Street           | N/A                           | 250                           | N/A                             | 20  |

#### Arterial Connections:

For a drive access on a collector or local street that connects to arterial roadway, the minimum spacing from the arterial roadway to the drive access is 100 feet measured from the point of intersection of the right-of-way lines.

## Sight Distance:

Access designs must meet AASHTO sight distance guidelines. Objects that obstruct or limit sight distance such as advertising signs, business signs, street signs, structures, fences, walls, trees, and plantings must be designed, placed, and maintained to meet minimum sight distance requirements for vehicles.

Sight distance is a function of roadway speed and control type. In general, the less restrictive the control and the higher the cross-street speeds, the larger the sight distance triangle must be. Ensuring that sight distance triangles are enforced and maintained obstruction free for street intersections and drive approaches is essential for safe roadway operations.

The figures and tables included in this document are derived from the AASHTO publication "A Policy on Geometric Design of Highways and Streets". Each entry in the table and figures refers to the posted speed limit of the roadway and it is assumed that the design speed, which corresponds to AASHTO's recommendations, is 5 mph higher than the posted speed limit. Access to Collector or Arterial streets whether with a driveway or connecting street should include sight distance triangle analyses as part of the application process. See below for sight distance examples.

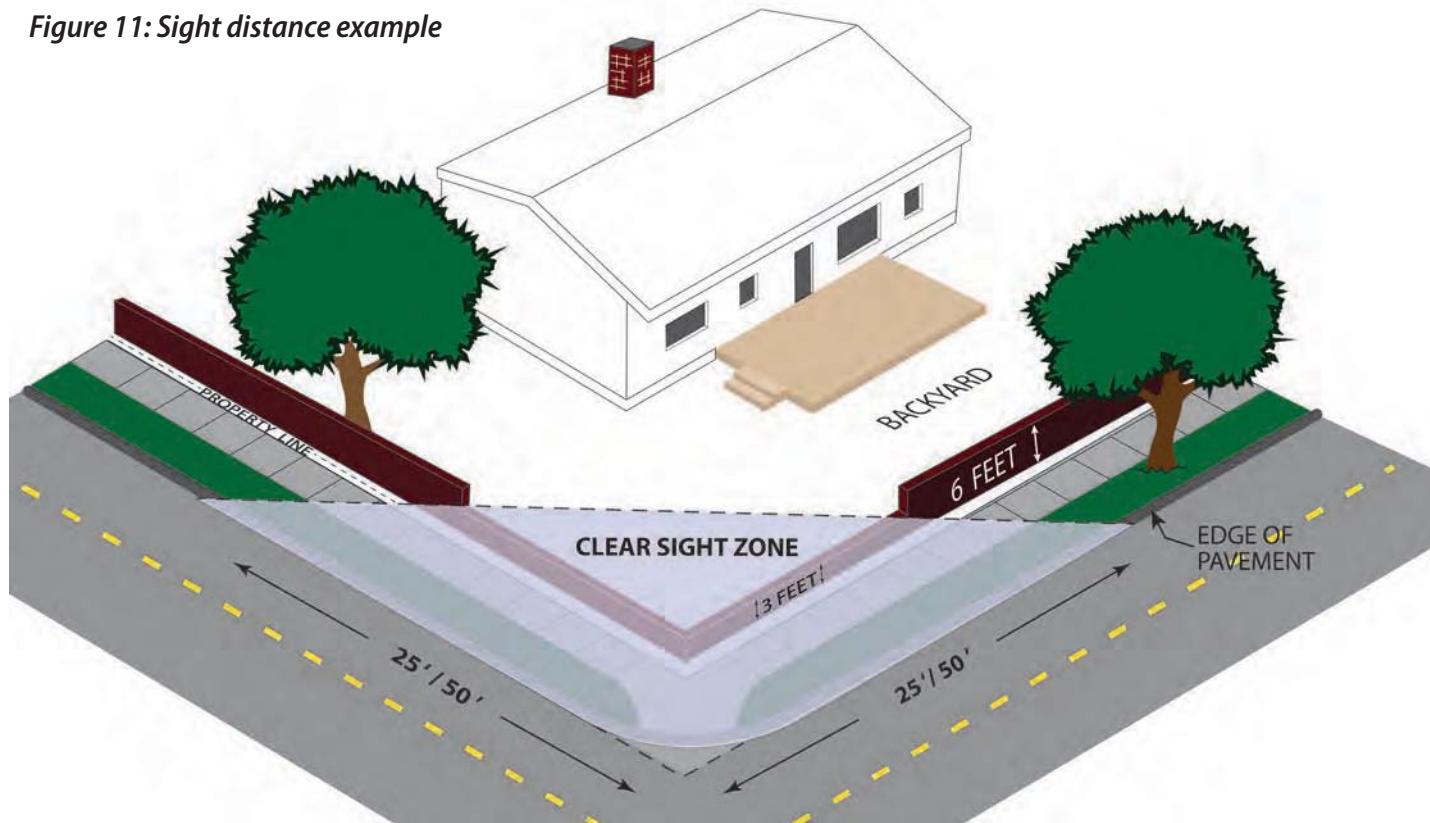
**Table 8: Sight triangle distance**

| Control Type | Cross Street Posted Speed (mph) | Sight Distance Length (Feet) |
|--------------|---------------------------------|------------------------------|
| Uncontrolled | 25                              | 140                          |
| Yield/Stop   | 25                              | 335                          |
| Yield/Stop   | 30                              | 390                          |
| Yield/Stop   | 35                              | 445                          |
| Yield/Stop   | 50                              | 610                          |

\* Sight triangle distance recommendations are for optimal conditions and are subject to change with road geometry

Street corners that include backyards must also include fence corner cuts to ensure unobstructed views of cross traffic. Local cross streets should include 25' corner cuts and all other cross streets should include 50' corner cuts. The corner cuts should be established to follow the standards in the following figure. The state minimum is 50' corner cuts, or an AASHTO recommended sight triangle, which is determined by an engineer. A clear sight zone should be a 25' triangle measured from the back of walk or 50' triangle measured from lip of gutter/ edge of pavement.

Figure 11: Sight distance example



#### **Signing:**

All signs that serve the public (coordinate markers, stop signs, yield signs, etc.) must conform to the current MUTCD standards.

#### **Railroads:**

No access may be located within 250 feet of an at-grade railroad crossing. Access distances may be greater depending on roadway geometry and access category spacing. Refer to UDOT rule R930-5 and R930-6 for additional information.

#### **Driveways:**

Driveway access in Murray City is controlled by permit through the Public Services Division. Businesses, multi-family residential developments and new construction must complete the Excavation/Encroachment Permit Application available through the Murray City Engineering Division.

Additional Planning and Engineering level approvals may also be required for new developments and Non-Residential driveway access changes.

Residents in existing single-family residential lots may apply for the Street Improvement Permit through Murray City Engineering to modify an existing or construct a new driveway. Table 9 summarizes Murray City Code regarding the location and widths of driveways for each property utilization.

**Table 9: Access requirements**

| Lot Use   | Driveway Width |            | Driveway Spacing (feet)   |
|---|----------------|------------|---|
|   | Min (Feet)     | Max (Feet) |   |
| Single Family Residential                       | 12             | 30         | Two driveways (max.) per property – 35 foot spacing for circular drives |
| Multi-Family Residential                        | 20             | 30         | 85 - 300  |
| Non-Residential (Any access not included above) | 25             | 50         | 85 - 300  |

A minimum distance of 5 feet from the property line is required for all driveways unless a reciprocal easement is provided. When appropriate, it is desired for shared or combined driveways within a lot or multiple lots to promote circulation and minimize conflict points and impacts to arterial or collector streets.

#### **Local and Collector Street Corners:**

For Single Family corner lots on a local road, the distance from the crossroad to the driveway must be a minimum of 20 feet measured from the point of intersection of the right-of-way lines. However, it is encouraged to locate driveways to the opposite side of the property away from the corner.

For Single Family corner lots on a collector road, the distance from the crossroad to the driveway must be a minimum of 50 feet measured from the point of intersection of the right-of-way lines.

For Multi-Family and Non-Residential uses with an ADT<100, the distance from the crossroad to the driveway access must be a minimum of 50 feet measured from the point of intersection of the right-of-way lines.

For Multi-Family and Non-Residential uses with an ADT>100, the distance from the crossroad to the driveway access must a minimum of 85 feet measured from point of intersection of the right-of-way lines.

### Sight Distance Example 1

|   |   |                 |
|---|---|-----------------|
| Control Type  | - | STOP            |
| Cross Street Functional Class                           | - | Minor Collector |
| Cross Street Pavement Width                             | - | 36'             |
| Cross Street Posted Speed Limit                         | - | 30 mph          |
| Cross Street Lanes                                      | - | 2               |
| Cross Street Lane Width                                 | - | 12'             |
| Vehicle Offset from Road CL                             | - | 6'              |
| Sight Distance Value (from Table 3)                     | - | 390'            |
| Clear Zone Length (measured to middle of planter strip) |   |                 |

|       |   |      |
|-------|---|------|
| Left  | - | 122' |
| Right | - | 92'  |

**Figure 12: Sight distance example of minor collector**



\* Sight triangle distance recommendations are for optimal conditions and are subject to change with road geometry

## Sight Distance Example 2

|                                     |   |                 |
|-------------------------------------|---|-----------------|
| Control Type                        | - | STOP            |
| Cross Street Functional Class       | - | Major Collector |
| Cross Street Pavement Width         | - | 46'             |
| Cross Street Posted Speed Limit     | - | 30 mph          |
| Cross Street Lanes                  | - | 2               |
| Cross Street Lane Width             | - | 11'             |
| Vehicle Offset from Road CL         | - | 5.5'            |
| Sight Distance Value (from Table 3) | - | 390'            |

Clear Zone Length (measured to middle of planter strip)

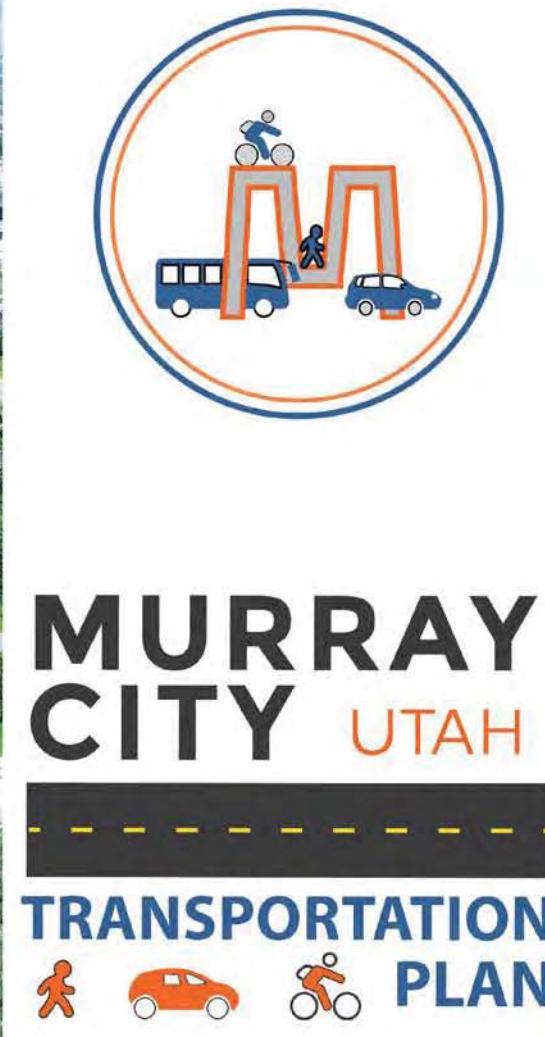
|       |   |      |
|-------|---|------|
| Left  | - | 104' |
| Right | - | 171' |

**Figure 13: Sight distance example of major collector**



\* Sight triangle distance recommendations are for optimal conditions and are subject to change with road geometry

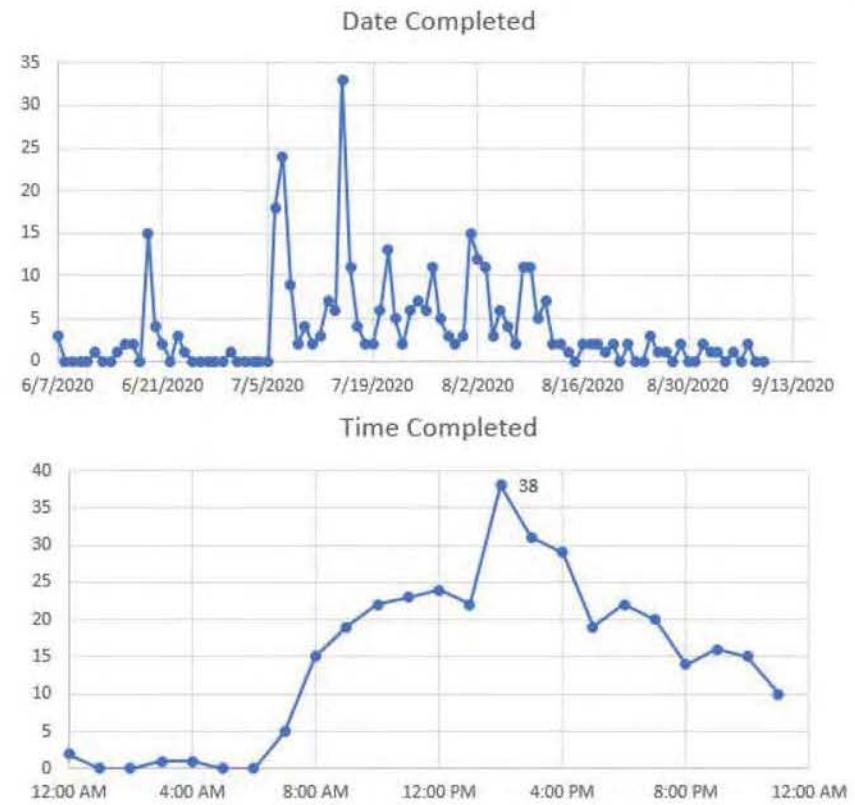
## Survey Results





# Number of Surveys

- 348 completed surveys
  - 35 June
  - 196 July
  - 110 August
  - 7 September (On-going)
  - 33 completed on July 15 alone
- The most surveys completed between 2:00 and 3:00 PM





# Survey

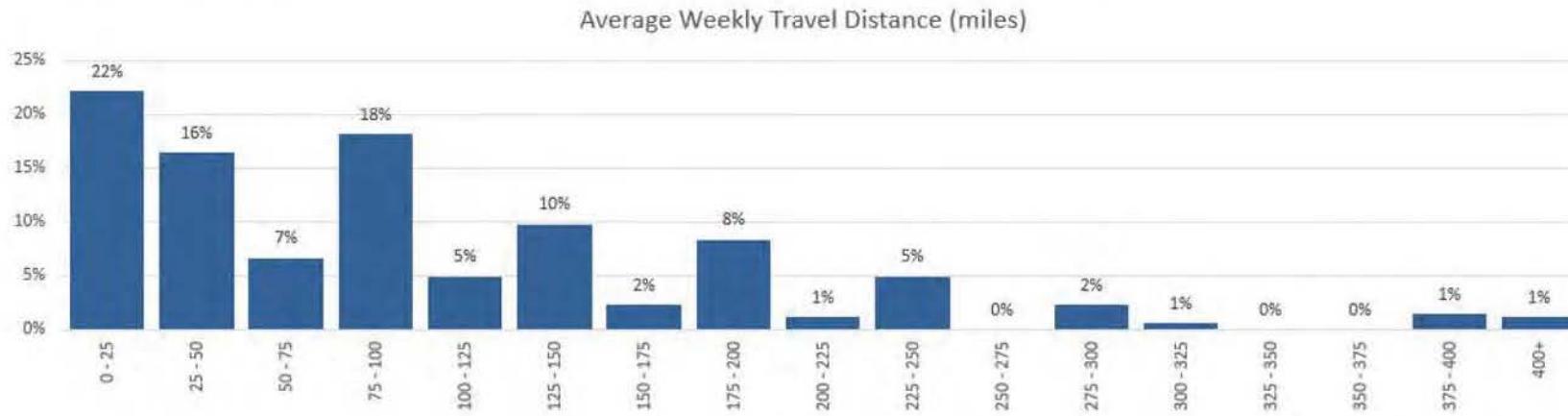
**How many miles do you travel in an average week?**

*120 miles on average*

*5 miles lowest response*

*800 miles highest*

*Some responses changed by time period “Now: ~30 Pre-COVID-19: ~100”*





# Survey

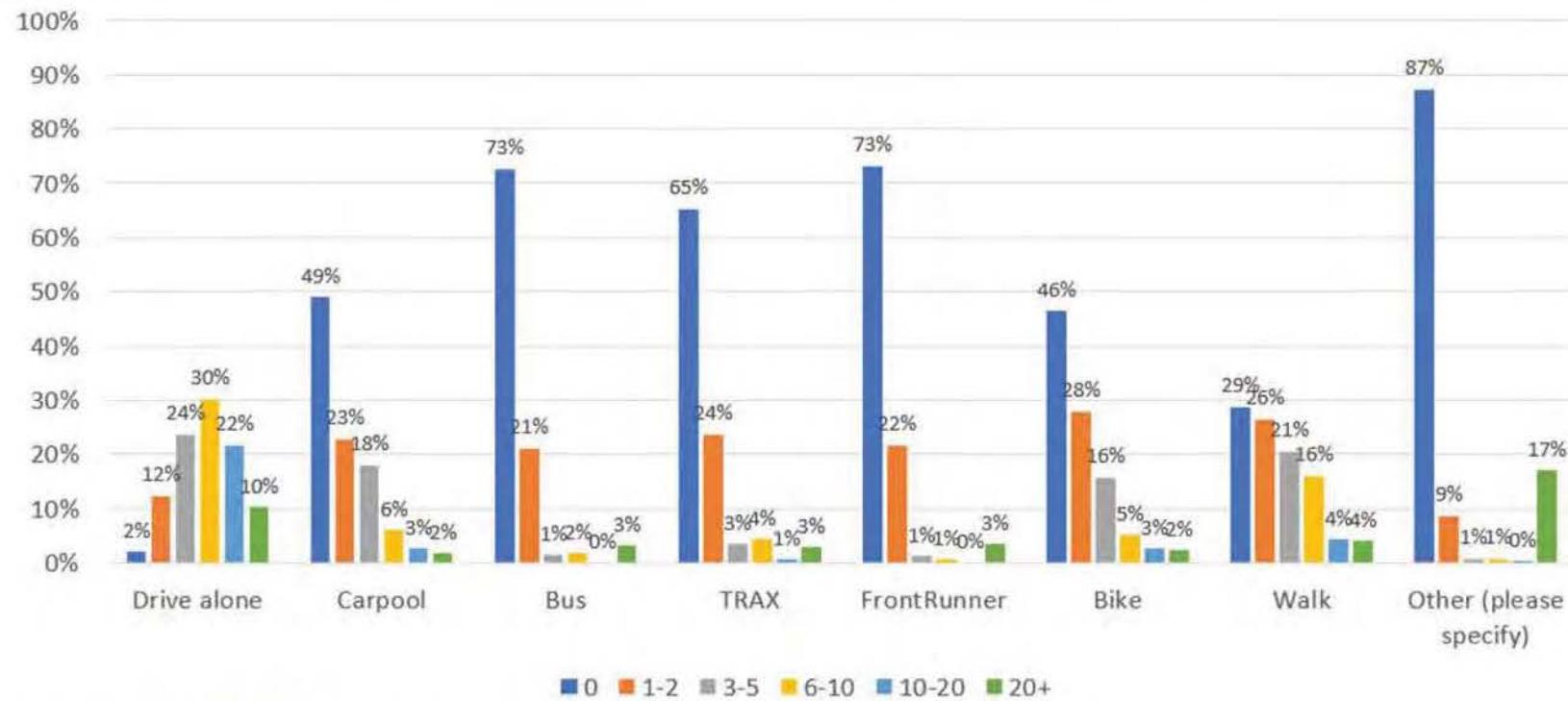
How often do you use the following modes of transportation?





# Survey

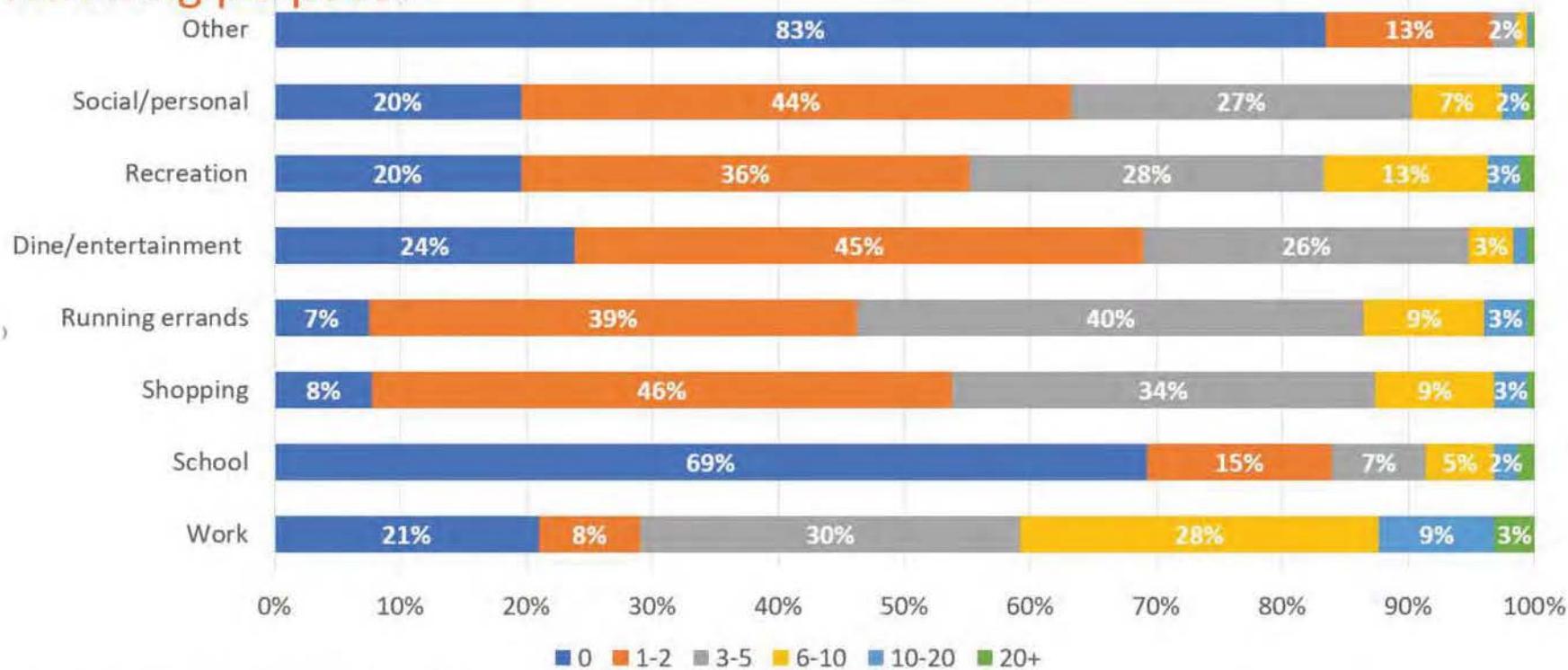
In an average week, how many trips do you make using each mode?





# Survey

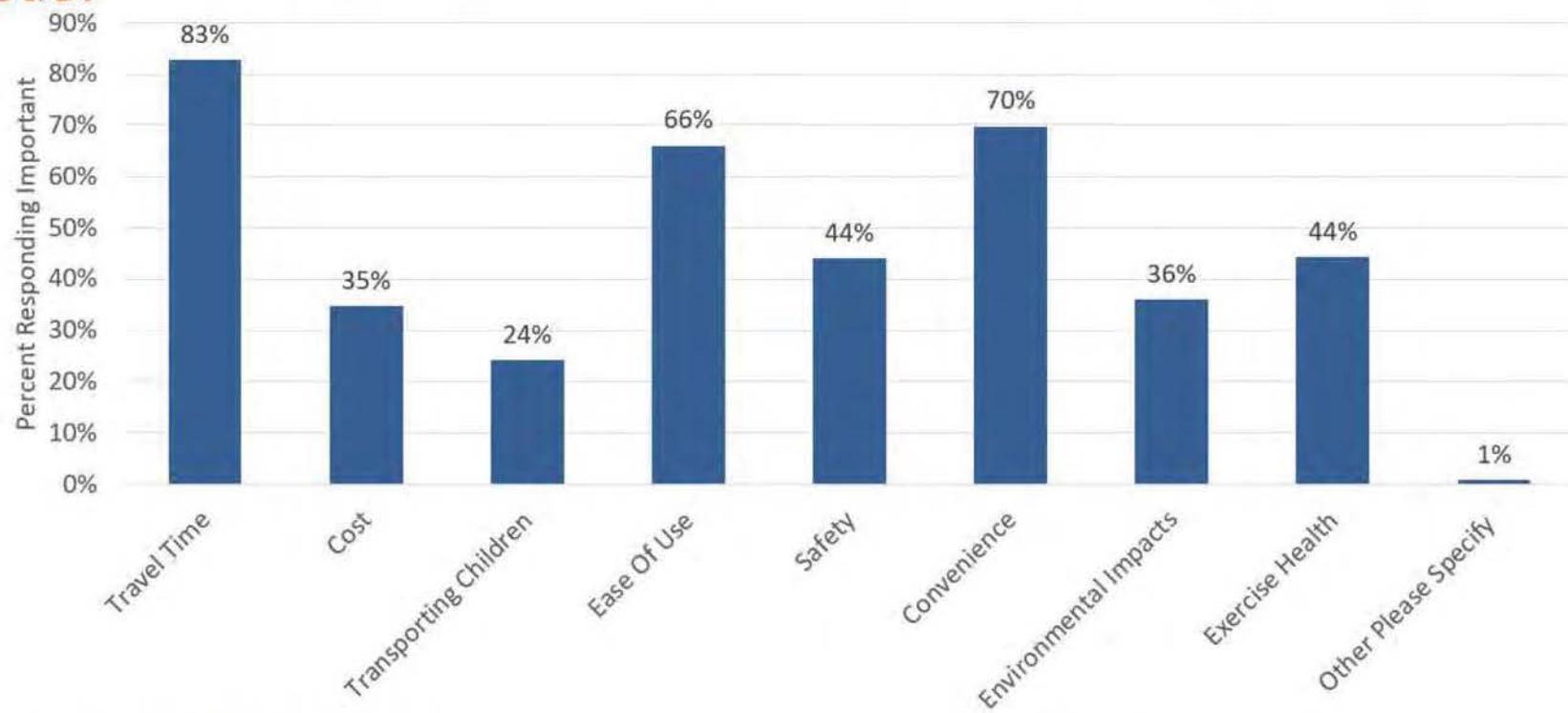
In an average week, how many trips do you make for the following purpose?





# Survey

What factors are most important to you when selecting a travel mode?



# Survey



What would encourage you to use an alternative to driving alone?

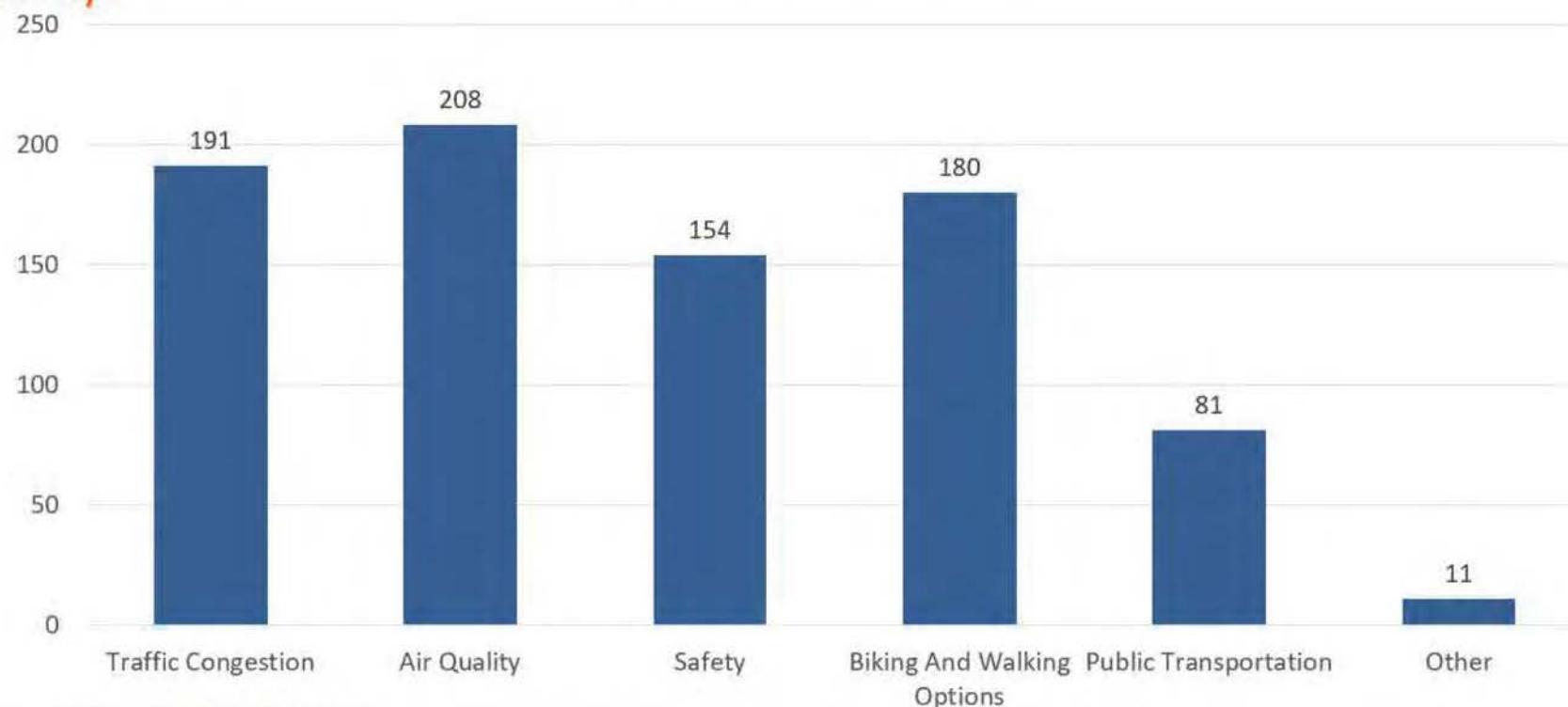
- “Better proximity to public transportation and better frequency”
- “Better ‘last mile’ at my work destination”
- “Improved bike lane connectivity”
- “Better access to bus routes, walkable destinations, bike paths and places to leave my bike”
- “Cheaper Trax fares”
- “Earlier and later services”

A word cloud graphic centered on transportation and public transit options, including words like public, bike, Trax, convenience, work, transit, bus, and transportation.



# Survey

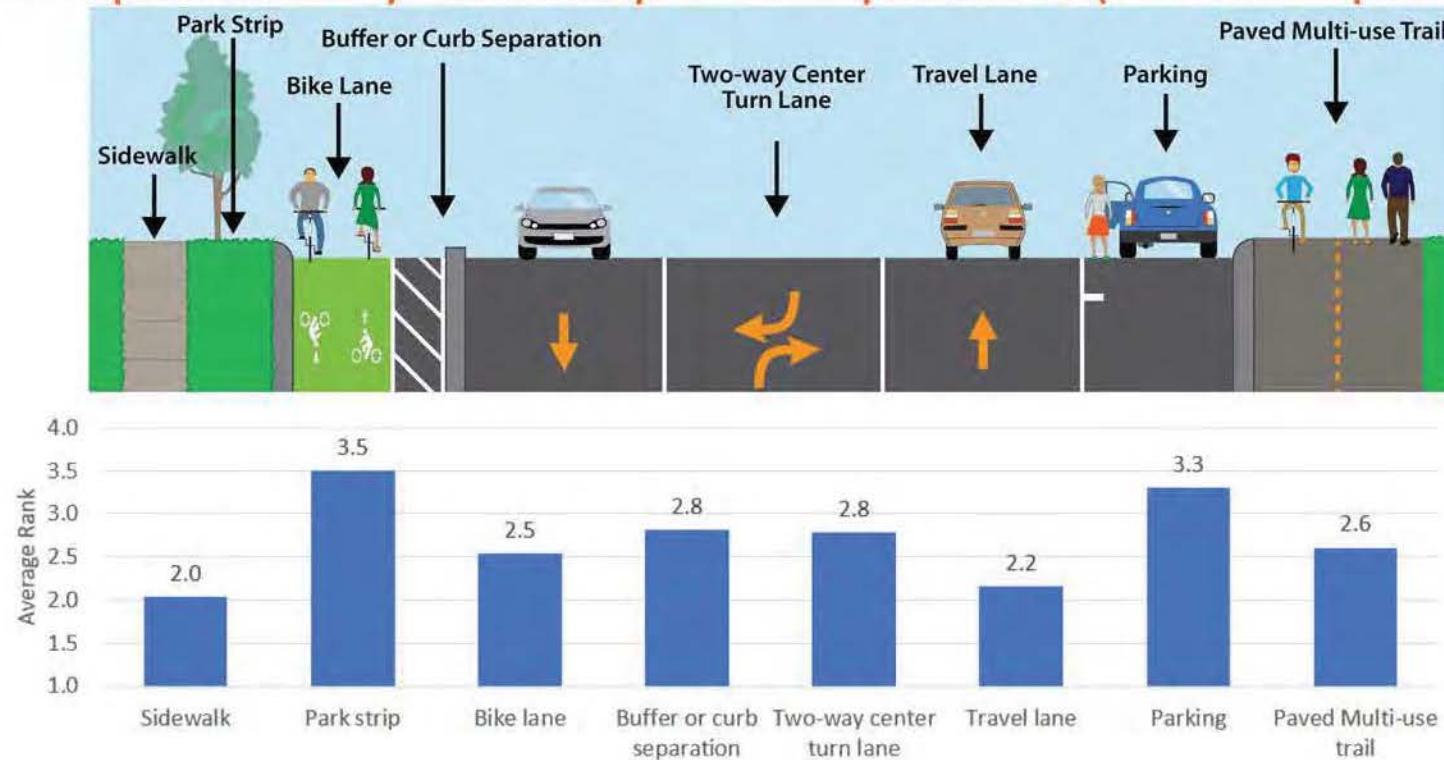
What transportation issues are you most concerned within Murray?



# Survey



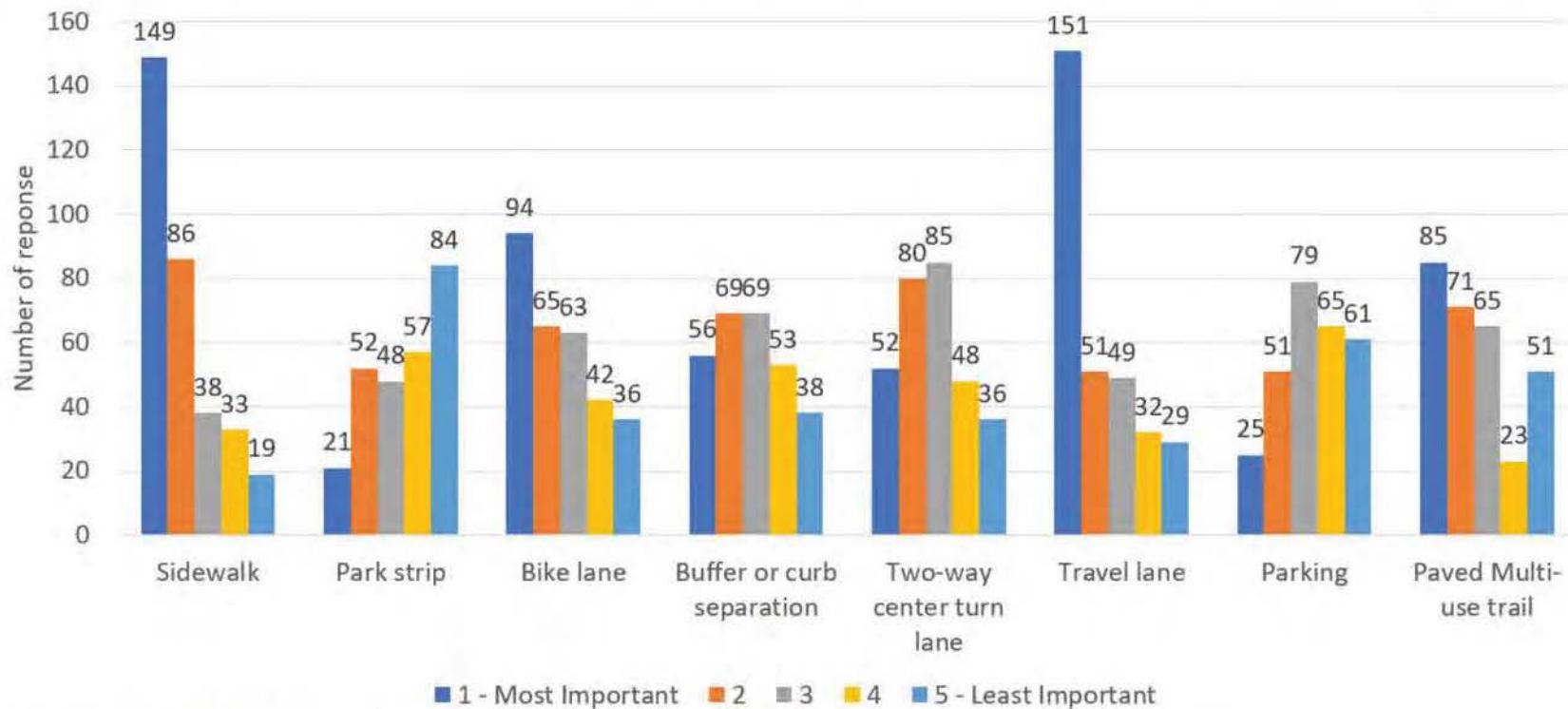
Rank the top 5 roadway realms by their importance (1 most important)





# Survey

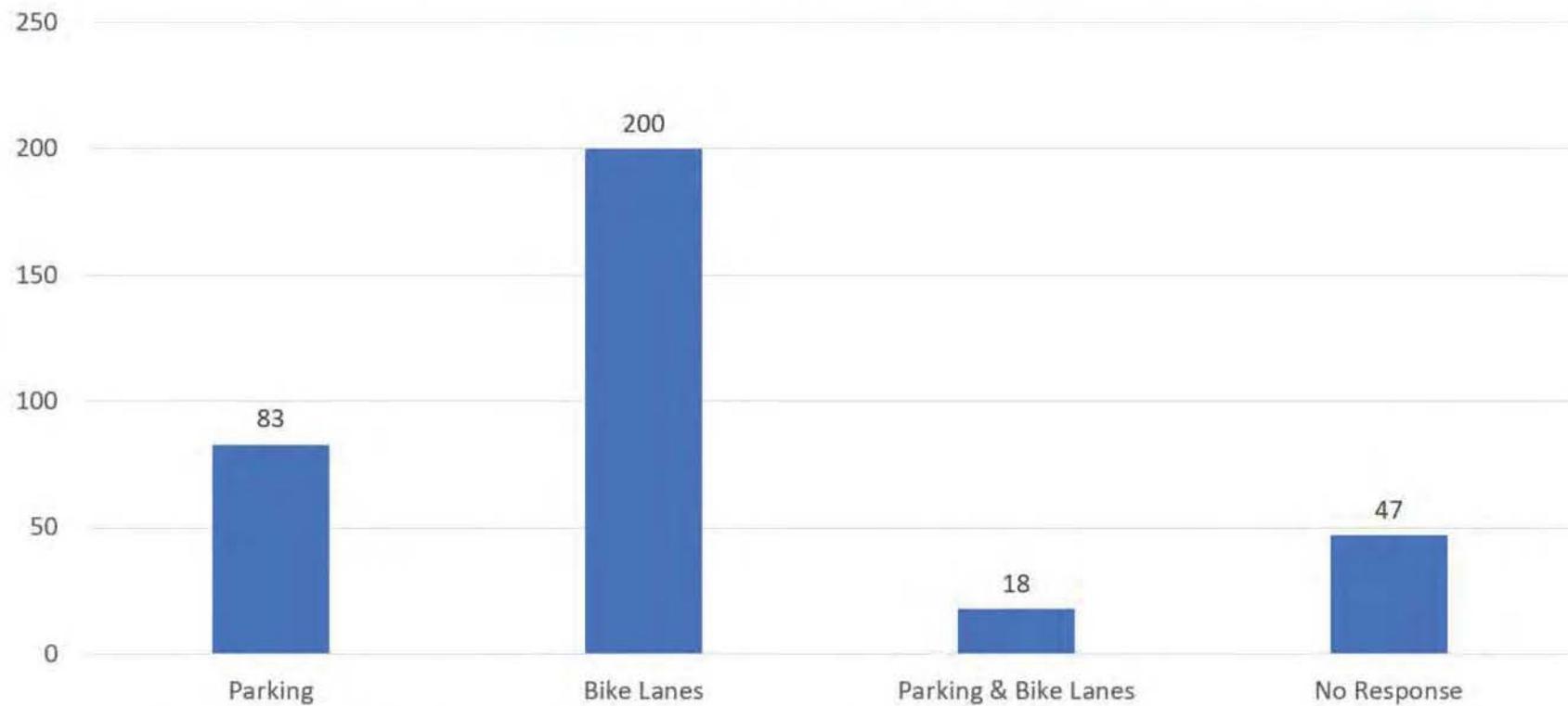
Rank the top 5 roadway realms by their importance (1 most important)





# Survey

Should roadway shoulders be used for bike lanes or on-street parking?



## Survey



## What transportation improvements would you like to see in Murray?

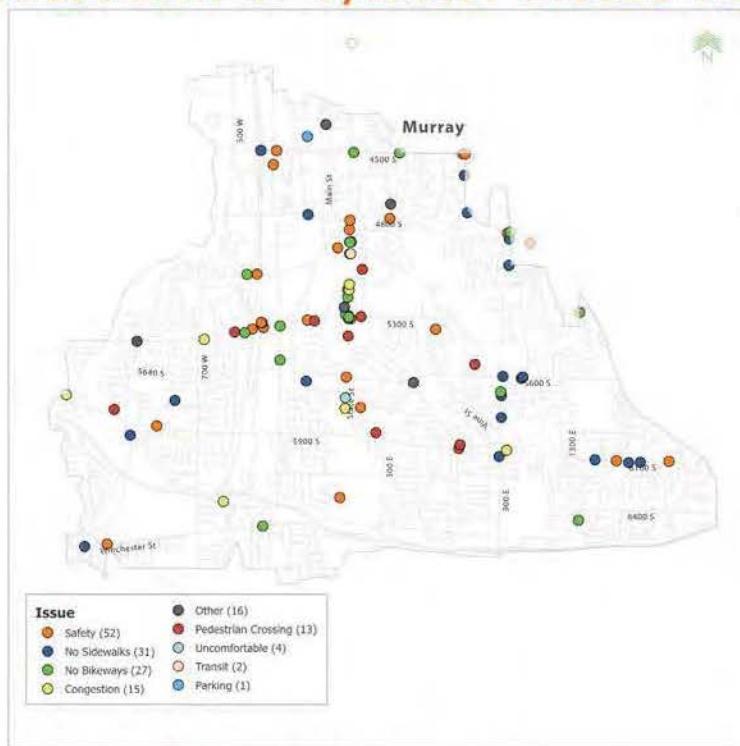
- *“More walkable community, better enforcement of speeding and school zones”*
- *“Better lit and painted bicycle lanes (with ample buffer space) and pedestrian pathways”*
- *“Wider sidewalks. More bike lanes. Multi-use paved trails for skating”*
- *“Bike connections to transit, East-side BRT/TRAX, more bike infrastructure, street trees, traffic calming”*

A word cloud centered around 'bike lanes' with various related terms like 'sidewalks', 'traffic', 'roads', 'streets', 'enforcement', and 'improvements'.



# Survey

Are there areas in Murray that you feel are unsafe for vehicles, pedestrians or cyclists? Please describe this transportation issue.

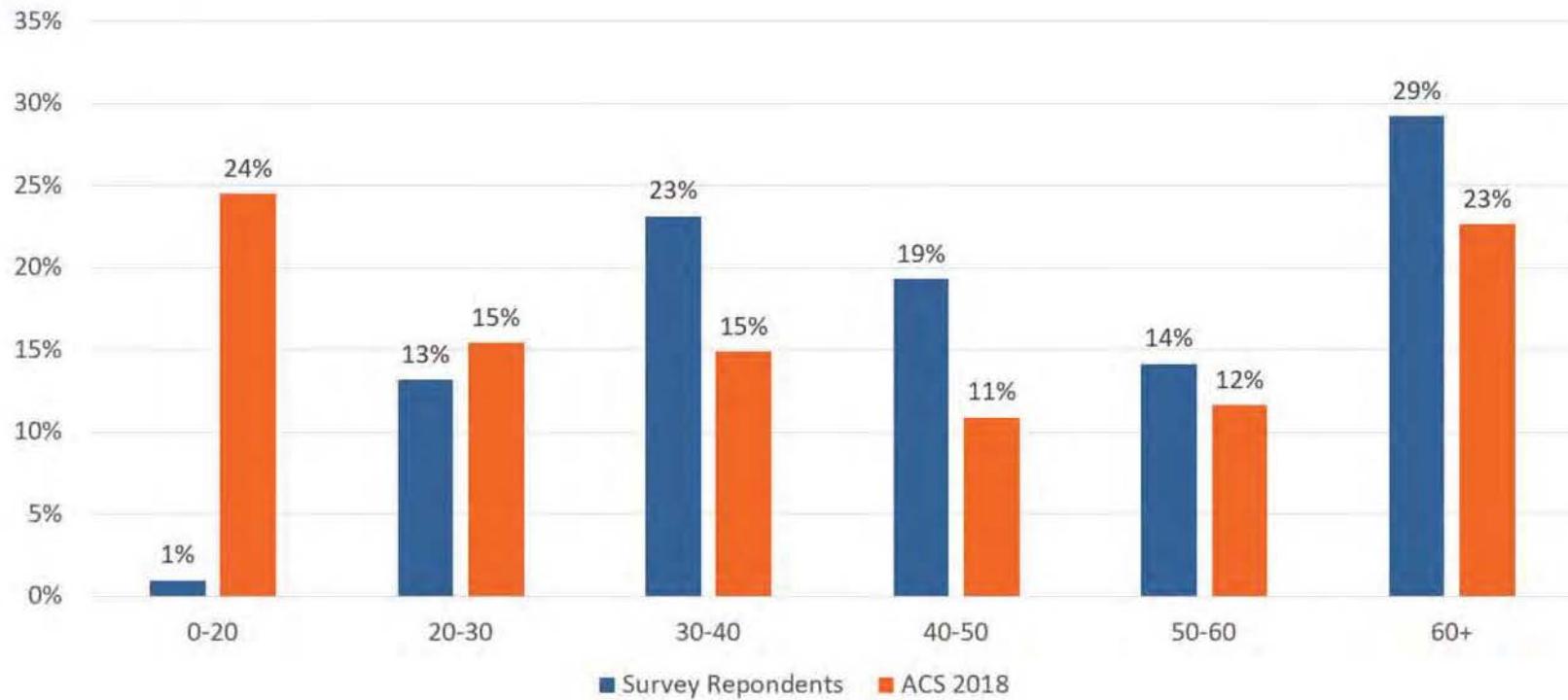


- *“Dangerous merge lane on to I-15 freeway northbound at 5300 South”*
- *“Low visibility hill, faster speed limit, no sidewalk seems to be where I see the most accidents”*
- *“Lack of sidewalks makes it unsafe to reach bus stops”*
- *“No bike lane or safe way to get from 48th to 9th east”*
- *“6900-6100 South State Street at Fashion Place Mall is a traffic nightmare”*
- *“It would also be helpful to have a bike/pedestrian lane on Murray Parkway Ave. where the road crosses I-215.”*



# Survey

## What is your age?





MURRAY

## Standards and Specifications (continued)

### Crosswalk Guidelines and Standards

#### **Engineering Study**

An Engineering Study is required for new crosswalks. The objective is to determine where marked pedestrian crosswalks are appropriate, where marking or signing is ineffective and when additional treatments should be applied. An engineering study should be completed to determine the need of any marked crosswalk and should, at a minimum include the following information:

- Roadway geometry
- Motorist sight distance
- Traffic and pedestrian volume data
- Site characteristics and observations
- Posted speed limits, design speed, average speed and 85<sup>th</sup> percentile speed
- Crash history

Crosswalks should be avoided in locations with the following characteristics:

- Inadequate stopping sight distance for motorists
- Inadequate visibility for pedestrians
- Heavy truck traffic
- High vehicle turning movements
- High vehicular speeds
- Inadequate lighting

#### **Crosswalk Installation Criteria**

##### **Mid-Block Locations**

- Adequate stopping sight distance for design speed of the roadway must be achieved
- 20 or more pedestrian crossings in a one hour time frame or
- 15 or more elderly and/or child pedestrian crossings per hour or
- 60 or more pedestrian crossings in a 4 hour time period or
- A pedestrian destination such as a school, park, retail shops, office building or trail
- Mid-block crosswalks should not be installed within a reasonable distance of an established crossing or signalized intersection (600 feet).
- Mid-block crosswalk spacing should be at least 600 feet. In very urban, heavy pedestrian areas of the City, mid-block crosswalk spacing may be reduced to 300 feet
- Mid-block crosswalks must be signed and striped as per MUTCD requirements
- For higher speed and higher volume roads, a center island refuge and/or pedestrian activated flasher system (RRFB) or (HAWK) should be considered

##### **Signalized Intersections**

- Crosswalks should be installed on every approach that has pedestrian indications
- Crosswalks should not be signed at signals
- Crosswalk striping should be parallel with stop bars
- Crosswalk striping should be straight and run from pedestrian ramp to pedestrian ramp



## Standards and Specifications (continued)

### Crosswalk Guidelines and Standards

#### Unsignalized Intersections

- 10 or more pedestrian crossings in a one hour time frame
- Crosswalks should only be used at the stop controlled approaches to the intersections
- Crosswalks should not be signed at unsignalized intersections

Crosswalks should be evaluated and installed as per the Manual on Uniform Traffic Control Devices (MUTCD)

#### School Crosswalks

- School crosswalk locations should be evaluated and installed as per Part 7 of the Utah Manual on Uniform Traffic Control Devices

#### Standards

- Manual on Uniform Traffic Control Devices (MUTCD)
- Utah Manual on Uniform Traffic Control Devices
- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Guide for the Development of Bicycle Facilities

#### References

- NCITE. *Guidance for the Installation of Pedestrian Crossing Facilities*, January 2009
- Federal Highway Administration. *Manual on Uniform Traffic Control Devices for Streets and Highways*. Washington D.C., 2009
- Virginia Department of Transportation. *Guidelines for the Installation of Marked Crosswalks*, May 2007
- City of Boulder Colorado. *Pedestrian Crossing Treatment Installation Guidelines*, November 2011



**MURRAY**  
CITY COUNCIL

# Public Hearing #2



**MURRAY**

# Public Works

## Water Protection Ordinance Amendment

### Council Action Request

#### Council Meeting

Meeting Date: August 24, 2021

|  |   |
|--|---|
| <b>Department</b><br>Director<br>Danny Astill  | <b>Purpose of Proposal</b><br>Amend sections 13.30.030, 13.30.070 and 13.30.150 of the Murray City Municipal Code.  |
| <b>Phone #</b><br>801-270-2440   | <b>Action Requested</b><br>Consideration of ordinance   |
| <b>Presenters</b><br>Danny Astill,<br>Cory Wells   | <b>Attachments</b><br>Proposed ordinance  |
| <b>Required Time for Presentation</b>  | <b>Budget Impact</b><br>There are no expected budget impacts related to this ordinance change.  |
| <b>Is This Time Sensitive</b><br>No  | <b>Description of this Item</b><br>Murray City's water system is made up of 20 wells and eight springs that represent a significant investment for the city and an invaluable resource. In an effort to protect these resources from outside influences we have established a Ground Water Protection Ordinance which needs to be modified from time to time as new technologies or sources of contamination are identified. We continuously work to protect these water resources from sources of contamination, and the proposed ordinance modifications are based on recommendations from hydrology experts. |
| <b>Mayor's Approval</b><br> |   |
| <b>Date</b><br>July 20, 2021   |   |

# Murray City Corporation

## NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 24<sup>th</sup> day of August, 2021, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to amending sections 13.30.030, 13.30.070, and 13.30.150 of the Murray City Municipal Code relating to regulating ground source heat pump systems in ground water source protection recharge areas and protection zones.

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

DATED this 9<sup>th</sup> day of August, 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink.

Brooke Smith  
City Recorder

DATES OF PUBLICATION: August 13, 2021  
PH21-31

UCA §10-8-15(7)

Post: Utah Public Notice Website

Mail:

Erica Gaddis  
Division Director  
Utah Division of Water Quality  
P.O. Box 144870  
Salt Lake City, Utah 84114-4870

Scott Baird  
Director  
Salt Lake County Public Works & Municipal Services  
P.O. Box 144575  
Salt Lake City, UT 84114-4575

Tim Davis  
Division Director  
Utah Division of Drinking Water  
P.O. Box 144830  
Salt Lake City, UT 84114-4830

Joshua Wolf  
Environmental Scientist  
Salt Lake County Health Department  
788 Woodoak Ln  
Murray, UT 84107

Tim Tingey  
City Manager  
Cottonwood Heights City  
2277 Bengal Blvd.  
Cottonwood Heights, UT 84121

ORDINANCE NO. \_\_\_\_

AN ORDINANCE AMENDING SECTIONS 13.30.030, 13.30.070 AND 13.30.150 OF THE MURRAY CITY MUNICIPAL CODE OF THE CITY CODE RELATING TO RESTRICTING GEOTHERMAL WELLS IN RECHARGE AREAS AND PROTECTION ZONES.

BE IT ORDAINED BY THE MURRAY CITY MUNICIPAL COUNCIL:

*Section 1. Purpose.* The purpose of this Ordinance is to amend sections 13.30.030, 13.30.070 and 13.30.150 relating to restricting geothermal wells in recharge areas and protection zones.

*Section 2. Amend sections 13.30.030, 13.30.070 and 13.30.150.* Sections 13.30.030, 13.30.070 and 13.30.150 of the Murray City Municipal Code shall be amended as follows:

**13.30.030: DEFINITIONS:**

Unless the context specifically indicates otherwise, the meanings of terms used in this chapter shall be defined as follows:

**ABANDONED WELL:** Means a well, the use of which has been permanently discontinued or is in such a state of disrepair that it cannot be used for its intended purpose or for observation purposes.

**BEST MANAGEMENT PRACTICES (BMPs):** Means a practice or combination of practices determined to be the most effective practicable (including technological, economic, and institutional considerations) means of preventing or reducing the amount of pollution to a level compatible with water, soil, and air quality goals.

**CITY:** Means Murray City Corporation.

**CITY COUNCIL:** Means the Murray City Municipal Council.

**CLOSURE:** Means the cessation of operation of a facility, or any portion thereof, and the act of securing such facility or portion thereof to ensure protection of ground water in accordance with the appropriate State, Federal and local regulations applicable to the specific facility and with the provisions of this chapter.

**CONTINUOUS TRANSIT:** Means the nonstop movement of a mobile vehicle except for stops required by traffic laws.

**DEPARTMENT:** Means the City Public Works Department.

**DIRECTOR:** Means the Director of the Public Works Department or designee.

**DISCHARGE:** Means and includes, without limitation, spilling, leaking, seeping, pouring, injecting, emitting, emptying, disposing, releasing, or dumping regulated substances, hazardous waste or petroleum products to the soils, air, ground waters, or surface waters of the City. Discharge does not include the use of a regulated substance in accordance with the appropriate use intended or specified by the manufacturer of the substance, provided that such use is not prohibited by Federal, State, or local regulations. Discharge does not include discharges specifically authorized by Federal or State permits.

**DRINKING WATER SOURCE:** Means a drinking water spring or well supplying water which has been permitted or intended for consumptive use.

**DRINKING WATER SOURCE PROTECTION ZONE (DWSP), OR PROTECTION ZONE:** Means an area within which Best Management Practices are mandated for restricted uses, or certain uses are prohibited, in order to protect ground water flowing to public drinking water sources, and designated as a Protection Zone, level 1, 2, 3, or 4, pursuant to section [13.30.050](#) of this chapter.

**GROUND SOURCE HEAT PUMP (GSHP) SYSTEM:** Means a central heating and/or cooling system that pumps heat to or from the ground. It uses the earth as a heat source in the winter or a heat sink in the summer. These systems reduce operational costs of heating and cooling by taking advantage of moderate ground temperatures. GSHP as used in this chapter includes, but is not limited to, any such systems commonly referred to as Geothermal Wells, Geothermal Heat Pump Wells, Geothermal Heat Pumps, Closed-loop Heating/Cooling Exchange Wells, and Heat Exchange Units.

**GROUND WATER:** Means any water which may be drawn from the ground.

**GROUND WATER DISCHARGE AREA:** Means an area where the direction of ground water movement is upward from the principal aquifer to the shallow unconfined aquifer. Discharge areas, determined by the United States Geological Survey (USGS), are shown in section [13.30.150](#), appendix C of this chapter.

**GROUND WATER DIVIDE:** Means a line on a water table on each side of which the water table slopes downward in a direction away from the line.

**GROUND WATER TOT:** Means the time of travel for ground water to reach a drinking water source.

**HANDLE:** Means to use, generate, process, produce, package, treat, store or transport a regulated substance, hazardous waste or petroleum product in any fashion.

**HAZARDOUS WASTE:** Means all waste regulated under the following Federal Acts: the Reserve Conservation and Recovery Act, the Toxic Substance Control Act, the Clean

Water Act, the Clean Air Act, the Solid Waste Disposal Act and the Atomic Energy Act of 1954.

**HEALTH DEPARTMENT:** Means the Salt Lake Valley Health Department.

**OPERATING PERMIT:** Means a permit to operate a facility handling regulated substances, hazardous waste or petroleum products under this chapter. The permit will be issued by the Public Works Department.

**PCS:** Means potential contaminant source.

**PETROLEUM PRODUCT:** Includes, without limitation, fuels (gasoline, diesel fuel, kerosene, and mixtures of these products), lubricating oils, motor oils (new and used), hydraulic fluids, and other similar petroleum based products.

**POTENTIAL CONTAMINATION SOURCE:** means any facility or site which employs an activity or procedure which may potentially contaminate ground or surface water. A pollution source is also a potential contamination source.

**PROHIBITED USE:** Means a use, activity or practice which creates a substantial risk of pollution or contamination in the specified protection zone. A prohibited use is not permitted.

**RECHARGE AREA:** Means either a primary or secondary recharge area.

**RECHARGE AREA AND PROTECTION ZONE MAP:** Means the map by that name designated in section [13.30.040](#) of this chapter.

**REGULATED PERSON:** Means a person, corporation, partnership, association or other legal entity subject to this chapter.

**REGULATED SUBSTANCES:** Means substances (including degradation and interaction products) which because of quantity, concentration, or physical, chemical (including ignitability, corrosivity, reactivity and toxicity), infectious characteristics, radiomutagenicity, carcinogenicity, teratogenicity, bioaccumulative effect, persistence (nondegradability) in nature, or any other characteristics relevant to a particular material that may cause significant harm to human health and/or the environment (including surface and ground water, plants, and animals), including, without limitation, those substances set forth in the generic regulated substances list which is included as section [13.30.150](#), appendix A of this chapter; and the substances set forth in the following lists, as the same may be amended from time to time: identification and listing of hazardous materials (40 CFR part 261, subpart D) and list of extremely hazardous substances (40 CFR part 355, appendices A and B) and which are in a form capable of entering ground water.

**RESIDENTIAL USE:** Means any building or structure or portion thereof that is designated for or used for residential purposes and any activity involving the use or occupancy of a lot for residential purposes. Residential use shall include those customary and accessory residential activities associated with the principal permitted use of a lot for residential purposes as provided in the City's zoning ordinance.

**SECONDARY CONTAINMENT:** Means any system that is used to provide release detection and release prevention, such as trays under containers, floor curbing or other systems designed to hold materials or liquids that may discharge from containers holding regulated substances, petroleum products or hazardous substances. Examples include a double walled tank, a double walled integral piping system, or single walled tank or integral piping system that is protected by an enclosed concrete vault, liner or an impervious containment area.

**SEPTIC HOLDING TANK:** Means a watertight receptacle, used to contain septic waste, the contents of which are removed and disposed of at a waste disposal facility.

**SEPTIC TANK SYSTEM:** Means a generally watertight receptacle connected to a drain field that allows liquid from the tank to enter the soil. The system is constructed to promote separation of solid and liquid components of domestic wastewater, to provide decomposition of organic matter, to store solids and to allow clarified liquid to discharge for further treatment and disposal in a soil absorption system.

**SLUDGE OR BIOSOLIDS:** Means the solids separated from wastewater during the wastewater treatment process.

**TRAVEL TIME CONTOUR:** Means the locus of points that form a line of any configuration in space from which ground water particles on that line theoretically take an equal amount of time to reach a given destination, such as a well or a well field, as predicted by the refined Salt Lake Valley MOD FLOW/MOD PATH model.

**USGS:** Means the United States Geological Survey.

**WELL:** Any excavation that is drilled, cored, bored, washed, driven, dug, jetted or otherwise constructed when the intended use of such excavation is for the location, acquisition, development or artificial recharge of ground water.

**WELL FIELD:** Means an area of land which contains one or more drinking water supply wells. (Ord. 18-06: Ord. 17-40)

### **13.30.070: USES AND RESTRICTIONS WITHIN RECHARGE AREAS AND PROTECTION ZONES:**

A. Prohibitions And Restrictions: A list of uses which may constitute potential contamination sources is found in section [13.30.150](#), appendix B of this chapter. The list

categorizes each use as either permitted, conditional or prohibited within protection zones referenced in section [13.30.150](#), appendix C of this chapter, and includes BMPs, if available, for each use. Permit requests for restricted uses shall be processed as provided in section [13.30.080](#) of this chapter. The department shall update and/or revise section [13.30.150](#), appendix B of this chapter from time to time as uses, technology, and BMPs evolve over time. Section [13.30.150](#), appendix C of this chapter shall not be construed to allow a permitted or a conditional use except as that use may be provided in the zoning ordinance of the City. It is the purpose of this chapter to regulate and/or prohibit certain land uses which may be otherwise classified as permitted or conditional uses under the zoning ordinance, and if the provisions of this chapter conflict with the zoning ordinance in this regard, the more strict provisions of this chapter shall apply.

B. Discharge: A person may not discharge, or permit the discharge, of any regulated substance, hazardous waste or petroleum product, whether treated or untreated, to soils, air, ground water, or surface water in any recharge area or protection zone, that may have a deleterious effect upon the ground water in the City, unless the discharge is in compliance with Federal, State, and local regulations. (Ord. 17-40)

**C. Ground Source Heat Pump wells: The City restricts GSHP wells drilled in Source Protection Zones 1 through 4 as follows:**

- 1. GSHP wells of any depth are prohibited in Zones 1 and 2.**
- 2. GSHP wells less than 30' are restricted in zones 3 and 4.**

**13.30.150: APPENDICES:**

**APPENDIX B**

**List Of Potential Contamination Sources And Best Management Practices**

The following table identifies uses which have varying potentials to contaminate ground water sources. These uses have been classified according to the risk of contamination in each protection zone as follows:

**Permitted Uses (P)** - The risk of contamination is considered relatively low in the specified zone if regulatory requirements and Best Management Practices are implemented and, therefore, the use is permitted if it otherwise conforms to the zoning ordinance, chapter 17, of this Code.

**Conditional Uses (C)** - The risk of contamination is moderate in the specified zone. The use may be permitted only after conditional use review and approval by the Planning Commission if the use otherwise conforms to the zoning ordinance, chapter 17, of this Code and to State law. Approval is subject to implementation of Best

Management Practices and compliance with other reasonable conditions as may be established by the Planning Commission.

**Prohibited Uses (X)** - The risk of contamination is very high in the specified zone. The use is not permitted regardless of any other provision of the zoning ordinance, chapter 17, of this Code.

**Stormwater: R-317-8 Pretreatment: Contact local Municipal wastewater plant.**

| TABLE 1<br>Use Matrix for Potential Contamination Sources |                  |                    |        |        |                     |                             |
|---|------------------|--------------------|--------|--------|---------------------|-----------------------------|
| Potential Contamination Source                            | Protection Zone  |                    |        |        | Related Regulations | Best Management Practice(s) |
|   | Primary Recharge | Secondary Recharge | Zone 1 | Zone 2 | Zones 3 and 4       |                             |
| ...   | -                | -                  | -      | -      | -                   | -                           |
| <u>GSHP, less than 30 feet deep</u>                       | X                | X                  | X      | X      | C                   | -                           |
| <u>GSHP, more than 30 feet deep</u>                       | X                | X                  | X      | X      | X                   | -                           |
| ...   | -                | -                  | -      | -      | -                   | -                           |
| -   | -                | -                  | -      | -      | -                   | -                           |

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

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Diane Turner, Chair

ATTEST:

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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.

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D. Blair Camp, Mayor

ATTEST:

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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.

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Brooke Smith, City Recorder



**MURRAY**  
CITY COUNCIL

# Public Hearing #3



**MURRAY**

**Council Action Request**

# Police Department

## Intent to apply for 2021 Edward Byrne Memorial Justice Asst. Grant

### Council Meeting

Meeting Date: August 24, 2021

|  |  |
|--|--|
| <b>Department Director</b><br>Chief Craig Burnett  | <b>Purpose of Proposal</b><br>Official notification of the police department's intent to apply for the 2021 Edward Byrne Memorial Justice Assistance Grant                                 |
| <b>Phone #</b><br>801-264-2613   | <b>Action Requested</b><br>Public hearing, consideration of resolution   |
| <b>Presenters</b><br>Chief Burnett   | <b>Attachments</b><br>Resolution and program narrative   |
| <b>Required Time for Presentation</b>  | <b>Budget Impact</b><br>Receipt of funds from a federal grant  |
| <b>Is This Time Sensitive</b><br>No  | <b>Description of this Item</b><br>Staff is requesting city council approval of the grant application, and approval to purchase six HD in-car digital camera systems with the grant award. |
| <b>Mayor's Approval</b><br> |  |
| <b>Date</b><br>August 10, 2021   |  |

# Murray City Corporation

## PUBLIC NOTICE OF GRANT SOLICITATION AND NOTICE OF PUBLIC HEARING

### REGARDING THE CITY'S INTENT TO APPLY FOR A GRANT FROM THE EDWARD BYRNE JUSTICE ASSISTANCE GRANT ("JAG") PROGRAM

NOTICE IS HEREBY GIVEN that on the 24<sup>th</sup> day of August 2021, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to the City's intent to apply for a grant from the Edward Byrne Justice Assistance Grant Program (JAG).

The purpose of this hearing is to receive public comment concerning the proposed grant application. The JAG grant program allows states, tribes, and local governments to support a broad range of activities to prevent and control crime based on their own local needs and conditions. JAG funds can be used for state and local initiatives, technical assistance, training, personnel, equipment, supplies, contractual support, and information systems for criminal justice.

The Murray City Police Department is seeking financial assistance for the purchase of In-Car cameras to be put in Department vehicles. The Murray City Police Department will utilize FY 2021 JAG funds for the following:

- 1) Six HD in-car digital camera systems

The amount allocated to the City of Murray for this grant is \$32,824.00. The JAG grant program narrative may be viewed online at <http://www.murray.utah.gov>

Public comments can be made in person during the meeting on August 24, 2021. In addition, the City will accept public comments via email from July 29, 2021 until noon on August 12, 2021. Emailed public comments should include your name and contact information. Submitted comments will be included in the record and are limited to less than three (3) minutes. Comments should be submitted to: droberts@murray.utah.gov.

DATED this 26<sup>th</sup> day of July, 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink, appearing to read "Brooke Smith".

Brooke Smith  
City Recorder

Published: July 26, 2021

1. City Website
2. Utah Public Notice Website
3. Posted in the common area of City Hall.

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION APPROVING THE CITY'S APPLICATION FOR A GRANT FROM THE EDWARD BYRNE JUSTICE ASSISTANCE GRANT PROGRAM (JAG).

WHEREAS, the City, through its Police Department, wants to apply for a grant from the Edward Byrne Justice Assistance Grant ("JAG") Program; and

WHEREAS, the amount of the grant would be \$32,824.00; and

WHEREAS, the grant would be used to pay for six HD in-car digital camera systems; and

WHEREAS, as part of the application process, the City must provide to the public the opportunity to comment on the application, and the City Council must review and approve of the application after considering any public input; and

WHEREAS, the City Council held a duly noticed public hearing on August 24, 2021 to receive input regarding the application; and

WHEREAS, after considering the public input, the City Council wants to approve the application for the JAG grant.

NOW, THEREFORE, BE IT RESOLVED by the Murray City Municipal Council that it hereby approves the City's application for a grant from the Edward Byrne Justice Assistance Grant Program (JAG).

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

MURRAY CITY MUNICIPAL COUNCIL

---

Diane Turner, Council Chair

ATTEST:

---

Brooke Smith, City Recorder

Murray City Police Department  
Program Narrative

**In Car Camera System**

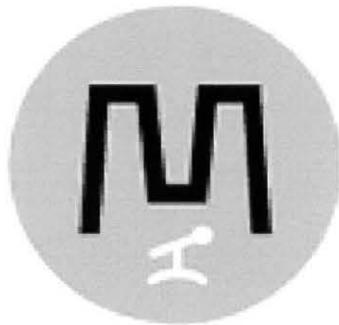
Over the last several years, the City of Murray has been updating its patrol fleet by purchasing new police cars, replacing most of the marked patrol units within the department. The vehicles are rotated each year. Old vehicles are retired, and new vehicles replace them. Most of our mobile cameras in our patrol vehicles are outdated, out of warranty, and need to be replaced.

The Murray City Police Department invested a substantial amount of funds purchasing new digital in car camera systems and setting up an updated and modern infrastructure in support of the camera system. The completed system allows first line responders to digitally record incidents in the field, and automatically upload and capture stored video from the patrol vehicle to the main storage computers anytime an officer pulls into the police station parking lot or other city owned facilities.

Due to budget constraints, our department is unable to purchase updated in car cameras therefore, the Murray City Police Department is seeking financial assistance to purchase the in-car digital camera systems needed to keep the system updated and working.

No other JAG or related justice funds will be utilized for this program.

Submitted by:  
Deputy Chief Doug Roberts  
Murray City Police Department  
5025 South State Street  
Murray, Utah 84107  
801-264-2673 (main)  
801-264-2569 (desk)



MURRAY  
CITY COUNCIL

# Mayor's Report And Questions



**MURRAY**  
CITY COUNCIL

# Adjournment