



MURRAY
CITY COUNCIL

Council Meeting September 6, 2022



Murray City Municipal Council

Notice of Meeting

September 6, 2022

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

Meeting Agenda

4:00 p.m. **Committee of the Whole** – Council Chambers
Kat Martinez conducting

Approval of Minutes

Committee of the Whole – August 2, 2022

Discussion Items

1. Fire Department Report – Joey Mittelman (30 minutes)
2. Discussion on a FY 2022-2023 Budget Amendment. – Brenda Moore (15 minutes)
3. Discussion on an ordinance related to land use; amends General Plan Chapter Nine related to Moderate Income Housing Strategies. – Zachary Smallwood and Jared Hall (30 minutes)
4. Discussion on a Text Amendment to the Fireclay Master Transportation Plan. – Jared Hall (20 minutes)
5. Discussion on a General Plan Amendment from General Commercial to Residential Medium Density and a Zone Map Amendment from C-D (Commercial Development) to R-M-15 (Residential Medium Density) for the properties addressed 861 East Winchester Street and 6520, 6550 & 6580 South 900 East. – Jared Hall (20 minutes)

Adjournment

The public may view the Council Meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>. Those wishing to have their comments read into the record may send an email by 5:00 p.m. the day prior to the meeting date to city.council@murray.utah.gov. Comments are limited to less than three minutes (approximately 300 words for emails) and must include your name and address.

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

Opening Ceremonies

Call to Order
Pledge of Allegiance

Approval of Minutes

Council Meeting – August 2, 2022
Truth in Taxation Meeting – August 9, 2022

Special Recognition

1. Murray City Council Employee of the Month, Flip Nielson, Parks Lead Worker. Kim Sorensen and Rosalba Dominguez presenting.
2. 2022 Jim and Jean Hendrickson Beautification Awards. Matt Erkelens and the Shade Tree Commission 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

None scheduled.

Public Hearing

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

1. Consider an ordinance permanently closing and vacating an unused Public Utility Easement at 4994 South Commerce Drive, Murray City, Salt Lake County, State of Utah. Bruce Turner 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.

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 Thursday, September 1, 2022, 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 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 MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

Meeting Minutes

Tuesday, August 2, 2022
Murray City Center

5025 South State Street, Council Chambers, Murray, Utah 84107

Attendance: Council Members and others:

Kat Martinez – Chair	District #1
Diane Turner – Vice Chair	District #4
Pam Cotter	District #2
Rosalba Dominguez	District #3

Brett Hales	Mayor	Jennifer Kennedy	City Council Executive Director
Doug Hill	Chief Administrative Officer	Pattie Johnson	Council Administration
Tammy Kikuchi	Chief Communications Officer	Brooke Smith	City Recorder
G.L. Critchfield	City Attorney	Rob White	IT Director
Russ Kakala	Public Works Director	Danny Hansen	IT
Brenda Moore	Finance Director	Jared Hall	CED Director
Chris Zawislak	City Engineer	Thomas McMurtry	Avenue Consultants

Excused: Garry Hrechkosy - District #5

Conducting: Ms. Martinez called the meeting to order at 4:45 p.m.

Approval of Minutes: Committee of the Whole – July 5, 2022. Ms. Turner moved to approve. Ms. Dominguez seconded the motion. All in favor 4-0.

Discussion Items:

- **Resolution approving the Mid-Valley ATP (Active Transportation Plan).** Mr. Zawislak said the Mid-Valley ATP was initiated to create a backbone network among Cottonwood Heights, Midvale, Holladay, Millcreek, Taylorsville, and Murray City. The plan intends to improve bike lanes, neighborhood byways, shoulder bikeways, buffered and protected bike lanes, sidewalks, multi-use paths, shared roadways, and trail paths. He said the importance of the project is that it helps get funding for outlays that mirror the 2021 Transportation Master Plan which was approved by the Murray City Council. He highlighted two specific projects that are proposed in Murray, which would provide a needed corridor connecting Murray to the other cities. Those include improved access along 4800 South; and along Vine Street. The 4800 South project has already received tentative grant funding.

Mr. McMurtry who is leading the project with the Wasatch Front Regional Council gave the

presentation and noted that Murray has more miles of existing bike lanes than other cities. He displayed maps to discuss existing conditions for active transportation, active transportation in the study area, and all disconnects; which is mainly east to west access where not many bike routes exist. He explained that in March of 2020, the Utah Department of Transportation became involved, and together with all city representatives they devised a unified vision for the plan. The vision and goals were used to evaluate project ideas which are to prioritize safe bike routes for all ages and abilities, complete the connected backbone, network, collaborate for public and multi-city commitments and improve access to key origins and destinations. The group held meetings, an in-person workshop, and created an online survey to ensure community involvement. Sixty people including Murray's previous mayor, Mayor Camp and several Murray City employees participated in the workshop. The outcome provided a universe of options to improve Murray's bike routes.

During the pandemic the website was built, the survey continued, all brainstorm material was shared publicly, and an interactive trail map was offered. This resulted in 750 new ideas that were all evaluated and included in the final plan. Through social media they reached over 32,000 people who also became aware of the network. From the survey results, 46% of Murray residents would like to see more walking facilities and 27% would like to see more bike paths. Across all six cities, a total of 240 projects are proposed to make active transportation connections more successful. There was a brief review about levels of protection regarding bike lane types. Mr. McMurtry said the full report and ATP is available at: <http://www.midvalleyatp.com/>

- **CED (Community and Economic Development) Department Report.** Mr. Hall read the purpose statement of the CED and discussed functions, responsibilities and duties, and staffing needs for each division in the CED, which are:
 - Building services
 - Business licensing
 - Planning and zoning
 - Zoning compliance
 - Redevelopment Agency support
 - Economic development
- **Recommendations from the DITF (Diversity and Inclusion Task Force).** Ms. Martinez gave a slide show to review the meaning of diversity, equity, and inclusion and discussed the significance of the task force. She explained the DITF member process, addressed each member by name, reviewed the content of past meetings and noted what guest speakers attended their meetings. She provided the recommendations and read the proposed resolution to the Council which would be considered in the council meeting.

Adjournment: 5:36 p.m.

Pattie Johnson
Council Office Administrator III



Discussion Items



Discussion Item #1



MURRAY

Murray City Council

Fire Department Report

Council Action Request

Committee of the Whole

Meeting Date: September 6, 2022

Department Director Joey Mittelman	Purpose of Proposal Monthly Department Report
Phone # 801-264-2774	Action Requested Information only.
Presenters Joey Mittelman	Attachments
	Budget Impact None
	Description of this Item The Fire Department will provide an update on their department.
Required Time for Presentation 30 Minutes	
Is This Time Sensitive No	
Mayor's Approval	
Date August 23, 2022	



MURRAY
CITY COUNCIL

Discussion Item #2



MURRAY

Department/Agency Finance & Administration

FY 2022-2023 Budget Amendment

Council Action Request

Committee of the Whole

Meeting Date: September 6, 2022

Department Director Brenda Moore Phone # 801-264-2513 Presenters Brenda Moore	Purpose of Proposal Amend the FY 2022-2023 budget Action Requested Discussion Attachments Memo outlining changes to the budget Budget Impact Budget Amendment Description of this Item This is the annual roll forward of projects and specific items from the FY2022 budget to FY2023, along with new grant receipts, insurance adjustments due to open enrollment changes, and FY2023 new items. The number of items is lengthy so I put them in the attached memo. Some of the projects and amounts in the attached memo may change between now and the September 20 public hearing.
Required Time for Presentation 15 Minutes Is This Time Sensitive Yes Mayor's Approval Date August 23, 2022	



MURRAY CITY CORPORATION
FINANCE & ADMINISTRATION

Brenda Moore, Director
801-264-2513

TO: Murray City Municipal Council

From: Brenda Moore, Finance & Administration Director

Date: August 23, 2022

Re: Fiscal Year 2023 Budget Opening – Committee of the Whole September 6

A budget opening public hearing has been scheduled for September 20. The opening will request funds and budget adjustments for the following purposes:

- Projects in-progress at FY 2022 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.
- New project or needs for FY2023

The city is still receiving and paying invoices for work performed in fiscal 2022. The amounts below may change until the public hearing.

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

1. Appropriate \$1,250 from reserves for donations received but unspent by the Park Center.
2. Appropriate \$1,562 from reserves for beard donation money not spent by the victim advocates.
3. Receive and appropriate \$8,455 State Asset Forfeiture grant received to use for police equipment.
4. Receive and appropriate \$4,096 Emergency Medical Service State grant received to use for fire equipment.
5. Appropriate \$202,864 restricted Alcohol funds from reserves for police equipment.
6. In the Library Fund, receive and appropriate \$1,500 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: Power Fund \$12,004.

Rollover Projects from FY22 to FY23 – All from reserves

General Fund Class C

9. 340 E 6240 S to Winchester rebuild \$301,244
10. Various sealer projects \$64,702
11. Fashion Boulevard 5600 S to 6100 S \$900,000

Enterprise Funds

12. Water Fund – Total \$1,637,882
 - a. Mac truck chase and Truck bed \$187,952

- b. F250 service truck \$60,000
 - c. Monroc Fence \$150,000
 - d. various pipe replacement projects \$1,162,090
 - e. repairs on well buildings \$42,840
 - f. Public services site plan \$15,000
 - g. Palo Alto Security for SCADA system \$20,000
- 13. Wastewater Fund – Total \$575,000
 - a. Infrastructure line project \$560,000
 - b. Public services site plan \$15,000
- 14. Murray Parkway Golf Course – Equipment on order \$93,382
- 15. Solid Waste – 1 Ton pickup truck \$60,000
- 16. Storm Water -Total \$463,283
 - a. Clover meadows storm drain \$418,283
 - b. Service truck on order \$45,000
- 17. Central Garage – Four post lift \$32,341
- 18. Power Fund – total \$1,081,986
 - a. Central Station rebuild design \$300,000
 - b. Digger Derrick \$326,259
 - c. Altec Aerial \$214,325
 - d. 2 Ford F550's w service bodies \$167,997
 - e. Ford F250 \$36,390
 - f. Ford Edge \$37,015

Capital Improvement Projects Fund – total moved forward \$11,721,638

- 19. Clean energy vehicle/equipment \$55,051
- 20. Court equipment replacement plan \$19,110
- 21. Non departmental city hall equipment replacement plan \$30,000
- 22. Police equipment replacement plan \$145,430
- 23. Fire Ford F250 on order \$39,000
- 24. Fire equipment replacement plan \$1,202,298
- 25. Parks – total \$3,829,979
 - a. Parks maintenance parking lot repairs facilities resurfacing \$167,605
 - b. Parks equipment replacement program \$181,485
 - c. Parks Ford F250 on order \$32,000
 - d. Park Center equipment replacement plan \$64,819
 - e. Stadium seating Murray amphitheater \$200,000
 - f. Recreation equipment replacement plan \$28,625
 - g. Senior Recreation Center equipment replacement plan \$1,404
 - h. Cemetery equipment replacement plan \$131,730
 - i. Murray Theater Pathways fund raising fees \$35,000
 - j. Murray Theater renovation project \$1,562,382
 - k. Facilities – savings plan for various projects as needed \$657,012
 - l. Facilities – Buildings roll forward including Murray Mansion \$767,917
- 26. Community Development
 - a. Scanning project - \$50,000

- b. Ford Explorer on order \$35,730
- 27. Information Technology
 - a. Equipment replacement plan \$48,589
 - b. GIS equipment replacement plan \$32,117
- 28. Streets - Safety Signage including radar signs \$50,032
- 29. Streets – Equipment - (total \$499,352)
 - a. Bobtail truck #35 \$259,352
 - b. 2 F450 Service Trucks \$210,000
 - c. Pickup Truck \$30,000
- 30. Streets projects – Transportation tax (total \$1,595,988)
 - a. Main & Moonridge \$270,000
 - b. Anderson Ave \$281,000
 - c. 6100 S State to 300 W \$214,532
 - d. Hanauer St. \$187,524
 - e. Bonny view (State restricted Funds) \$500,000
 - f. College & 5300 S Intersection \$142,932
- 31. Streets projects – bond proceeds various overlays \$4,088,962

From Reserves – FY2023 new items

- 32. In the Capital Improvements Projects Fund appropriate
 - a. \$395,000 purchase of property with estimated closing costs
 - b. \$150,000 demolition of a building, creation of parking lot
 - c. \$70,000 Recorder mobile shelving unit – new city hall
 - d. \$65,000 police and employee gym equipment – new city hall
- 33. In the Risk Fund receive \$270,000 insurance proceeds and appropriate \$435,000 to claims expense for settled case. \$165,000 will come from reserves.

There will also be a Municipal Building Authority meeting to roll City Hall construction budget forward of \$5,062,182. If there is budget remaining when the building is complete, the MBA Fund may reimburse the CIP Fund for the shelving and gym equipment.

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



Discussion Item #3



MURRAY

Community and Economic Development

General Plan Amendment, Ch.9 MIH

Council Action Request

Committee of the Whole

Meeting Date: September 6, 2022

Department Director Jared Hall Phone # 801-270-2427 Presenters Zachary Smallwood Jared Hall Required Time for Presentation 30 Minutes Is This Time Sensitive No Mayor's Approval Date August 23, 2022	Purpose of Proposal Review selected menu items and implementation strategies for Moderate Income Housing Element of the General Plan. Action Requested General Plan Amendment Adoption Attachments Proposed changes to the General Plan, Presentation Budget Impact None Anticipated Description of this Item The Utah State Legislature passed House Bill 462 (HB 462) in 2022, requiring that municipalities take additional steps to ensure that each municipality is planning and reducing barriers to moderate income housing. Moderate income is defined as those with household incomes less than 80% of the area median income (AMI). HB 462 requires that municipalities include certain strategies in the Moderate Income Housing (MIH) elements of their general plans and provides a list of twenty-four "menu" items to select them from. HB 462 also requires that cities develop actionable implementation plans for each of those strategies and provide the state a yearly report on steps the city has made to make affordable housing more attainable.
---	--

Continued from Page 1:

Through multiple discussions with both the Planning Commission and City Council the Planning Division has identified the required five (5) items from the list in HB 462 that are most supported and can be most reasonably studied and/or implemented.

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 20th day of September 2022, at the hour of 6:30 p.m. of said day in the Council Chambers, Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a Public Hearing to receive comment on and pertaining to a proposed amendment to Chapter 9 of the Murray City General Plan, pertaining to Moderate Income Housing.

The purpose of this hearing is to receive public comment concerning the proposed amendment to the Murray City General Land Use Plan.

DATED this 26th day of August 2022.



MURRAY CITY CORPORATION

A handwritten signature in blue ink, appearing to read "Brooke Smith", written over a horizontal line.

Brooke Smith
City Recorder

DATES OF PUBLICATION: September 9, 2022
PH22-29

UCA 10-9a-204

10 days prior to the public hearing:

- Post on the Utah Public Notice Website
- Mail to Affected Entities List
- Post on the City Website

ORDINANCE NO. _____

AN ORDINANCE RELATED TO LAND USE; AMENDS GENERAL PLAN
CHAPTER NINE RELATED TO MODERATE INCOME HOUSING
STRATEGIES

Background

The Utah Legislature in the 2022 Legislative Session passed House Bill number 462 (HB 462), which required municipalities to update moderate income housing strategies in their general plans in accordance to various requirements set by the Legislature.

Murray City staff has participated in a number of presentations and has held work sessions with the Murray City Municipal Council regarding changes the Council desires to implement in light of the requirements imposed by HB 462. This matter went before the Murray City Planning Commission on August 4, 2022, and after hearing the matter and citizen comments, the Planning Commission forwarded to the Council a favorable recommendation.

The Council held a public hearing on September 20, 2022 to consider amendments to Chapter 9 of the Murray City General Plan, concerning moderate income housing strategies. After hearing public comments and considering the matter, the Council wants to amend chapter 9 of the Murray City general plan.

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

Section 1. Purpose. The purpose of this ordinance is to adopt amendments to the General Plan related to Chapter 9, Moderate Income Housing.

Section 2. Amendment. The attached amendment to the General Plan, specifically Chapter 9, Moderate Income Housing, is hereby adopted.

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

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this ____ day of September, 2022.

MURRAY CITY MUNICIPAL COUNCIL

Kat Martinez, Chair

ATTEST:

Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of _____, 2022.

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2022

Brett A. Hales, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the ____ day of _____, 2022.

Brooke Smith, City Recorder

Attachment “A”

Murray City General Plan
Chapter 9, Moderate Income Housing

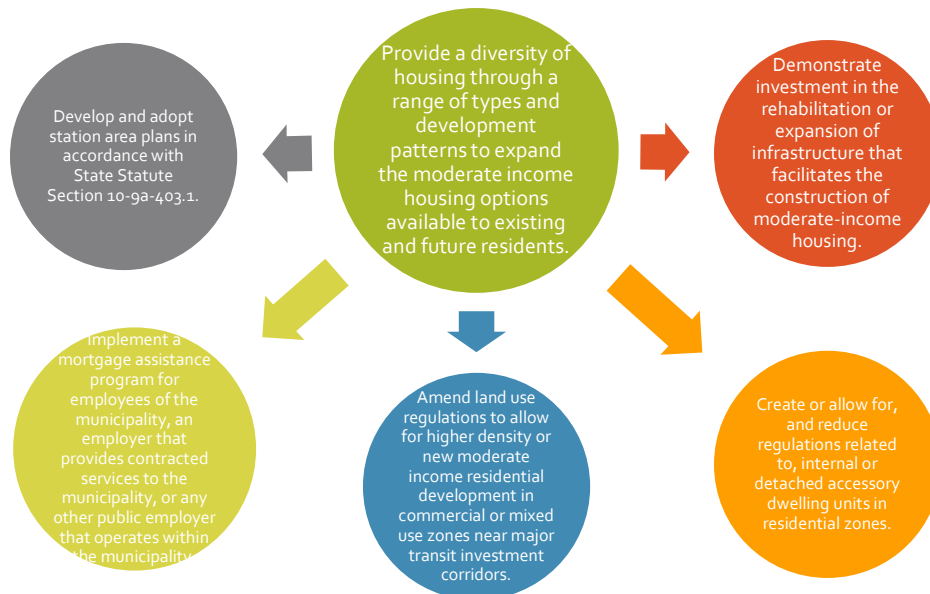
CHAPTER 9 - MODERATE INCOME HOUSING

Utah State Code (Section 10-9a-403) requires municipalities to include a plan for moderate-income housing as part of a general plan. It outlines a responsibility of a City to facilitate a “reasonable opportunity” for those households with moderate income to live within the City. This chapter meets the requirements of a Moderate Income Housing Plan for Murray.

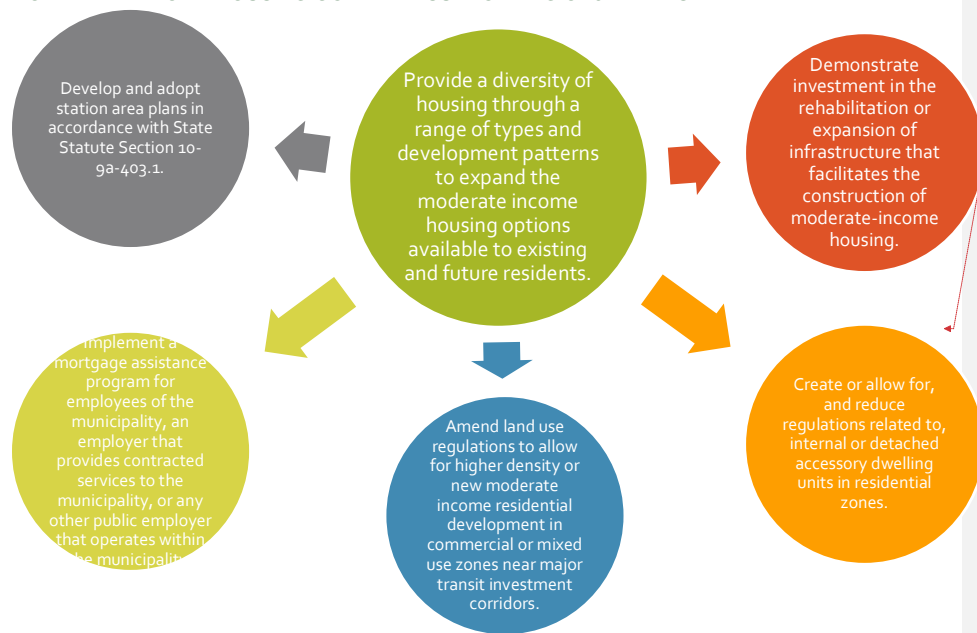
Moderate-income housing is defined by [the U.S. Department of Housing and Urban Development \(HUD\)](#) as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located.” This study uses Area Median Income (AMI) in Salt Lake County as determined by [the U.S. Department of Housing and Urban Development \(HUD\)](#) and average household size to determine moderate income thresholds for an average household.



MODERATE INCOME HOUSING GOAL AND SUPPORTING OBJECTIVES STRATEGIES



MODERATE INCOME HOUSING GOAL AND SUPPORTING OBJECTIVES



Formatted: No bullets or numbering

Formatted: Space Before: 0 pt, After: 8 pt, Line spacing: Multiple 1.08 li, No bullets or numbering

Formatted: Not All caps

9.1 WHAT WE KNOW

LOW-INCOME HOUSING

The Utah Affordable Housing Database, managed by the Utah Department of Housing & Community Development, lists four apartment complexes as low-income apartments, which contain a total of 352 units. These are comprised of 70 one-bedroom units; 223 two-bedroom units; and 59 three-bedroom units. See Table 9.1. Additional low-income units are available in complexes that, as a whole, are not classified low income, such as Lions Gate and Brick Gate in the Fireclay District.

Table 9.1: Current Low Income Apartment Complexes in Murray

Property Name	Address	Bedrooms	Total Units	Approximate Monthly Rent
Birkhill on Main	16 E. Gilbride Ave	1	70	\$447
Birkhill on Main	16 E. Gilbride Ave	2	15	\$629
Birkhill on Main	16 E. Gilbride Ave	3	11	\$815
Frontgate Apartments	4623 South Urban Way (230 West)	2	80	\$784
Frontgate Apartments	4623 S Urban Way	3	48	\$950
Hillside Apartments	5484 S. 235 E.	2	48	\$699
Parkgate Apartments	5491 Jackie s Way (141 East)	2	80	\$784
Total			352	

Source: Utah Affordable Housing Database (Utah Department of Housing & Community Development)

9 – MODERATE INCOME HOUSING



As part of the creation of redevelopment areas, Murray has set aside housing funds to be used to assist with the development of affordable housing within the City. The City's five redevelopment areas, along with the estimated amount of housing set-aside funds is shown in Table 9.2

Table 9.2: Housing Set Asides by Redevelopment Area

Description	CBD	Cherry	East Vine	Smelter	Fireclay
Base Year	1982	2005	2007		
Total Years	20	15	20	32	20
Expiration Year	2034	2023	2028	2023	2032
Housing Set Aside	20%	0%	0%	20%	20%
Estimated Total Housing Funds	\$4,663,824	\$0	\$0	\$2,636,337	\$4,493,131

AREA MEDIAN INCOMES

In order to determine the availability of affordable housing, or the opportunity for low- to moderate-income households to live in the City, this section defines what is affordable for the targeted income groups at 80 percent, 50 percent, and 30 percent of the Area Median Income. The FY2014 HUD AMI¹ is \$68,700. Given this AMI, the targeted income group cut-offs are shown in the Table 9.3 below.

Table 9.3: Income Thresholds for Targeted Income Groups

	30% of AMI	50% of AMI	80% of AMI
Household Income (based on HUD AMI for families)	\$20,610	\$34,350	\$54,960

9.2 HOW IT WILL HELP US PLAN FOR THE FUTURE

HUD considers an affordable monthly housing payment for either a mortgage or rent to be no greater than 30 percent of gross monthly income. This 30 percent should include utilities and other housing costs such as mortgage and hazard insurance. Table 9.4 below shows affordable monthly allowances for each of the targeted income group levels. These amounts represent total housing costs affordable at 30 percent of gross income. Utah Code does not stipulate whether those of moderate income must be able to purchase a home, so the allowance considers affordability for either a mortgage or rental rate. A family choosing housing would need to factor utilities and other fees for a given housing unit within this affordable range. For example, a household at the 80 percent AMI threshold has a monthly housing allowance of \$1,374. If utilities are \$250, the family can afford a rent or mortgage payment of \$1,124 per month.

Table 9.4: Affordable Monthly Housing Allowances for Targeted Income Groups

Family Income Level	30% of AMI	50% of AMI	80% of AMI
Monthly Housing Allowance (Including Utilities)	\$515	\$859	\$1,374
Monthly Housing Payment Allowance (not including \$250 in Utilities)	\$265	\$609	\$1,124

¹The HUD AMI figure is released annually. It is based on a median family income and used as a standard figure across all HUD programs. Although it is a family income, it is the standard figure used by HUD and other housing programs, as well as affordability studies and consolidated plans, even when compared against households. This is to maintain comparability across programs and studies. This study uses the HUD AMI for this comparability and industry standard. If household income were to be used instead of family income to compare to affordable housing units, the City would find less affordable units within the City.

9 – MODERATE INCOME HOUSING

Table 9.5 shows the home price ranges affordable for targeted income groups to purchase at various interest rates. Note the significant difference the interest rate makes on affordability. This assumes utility payments at \$250 per month,² current Murray property tax rates, mortgage and hazard insurance, interest at the given rates, 30-year mortgage term and a ten percent down payment. While current rates are between four and five percent, making housing much more affordable now, affordability in the City will be more difficult to maintain if interest rates rise.

Table 9.5: Affordable Home Price Ranges by Targeted Income Group and Interest Rate

Household Income Range	Household Income Range	Home Price Range					
		4 Percent Mortgage		5 Percent Mortgage		6 Percent Mortgage	
		Low	High	Low	High	Low	High
< 30% of AMI	< \$20,610	\$0	\$52,346	\$0	\$47,456	\$0	\$43,172
30% to 50% of AMI	\$20,610 - \$34,350	\$52,346	\$120,135	\$47,456	\$108,912	\$43,172	\$99,811
50% to 80% of AMI	\$34,350 - \$54,960	\$120,135	\$221,818	\$108,912	\$201,095	\$99,811	\$182,940

The maximum monthly rental allowance for 80% AMI is \$1,374, including \$250 for utilities.

Table 9.6: Affordable Home Rental Ranges, Including Utilities

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)
< 30% of AMI	< \$20,610	up to \$515
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374
Above 80%	>\$54,960	More than \$1,374
Total		

² Utilities are assumed to be higher for a larger average home size.

PRICING AND AFFORDABILITY

Single-Family Residential

As in the housing stock analysis, affordability is broken into two housing categories: one for SFRs, condos, duplexes, PUD, and PUD townhomes and a second for multi-family rental. The affordability of the first category of units, regardless of rental status, is based on market value as given by the County Assessor's Office. The affordability of multi-family units is based on rental rates, as gathered through interviews with each complex and data from the US Census.

Table 9.7 below shows the distribution of single-family units by home value, as maintained by the Salt Lake County Assessor's Office. Nearly 51 percent all units are valued less than \$220,000, or above the \$201,095 threshold.³ The median value, according to the Salt Lake County Assessor's Office, is \$200,300, while the 2013 ACS places the City's median household value higher at \$227,400. Approximately 51 percent of single-family units are within the affordability range.

Table 9.7: Single Family Residential Unit Values

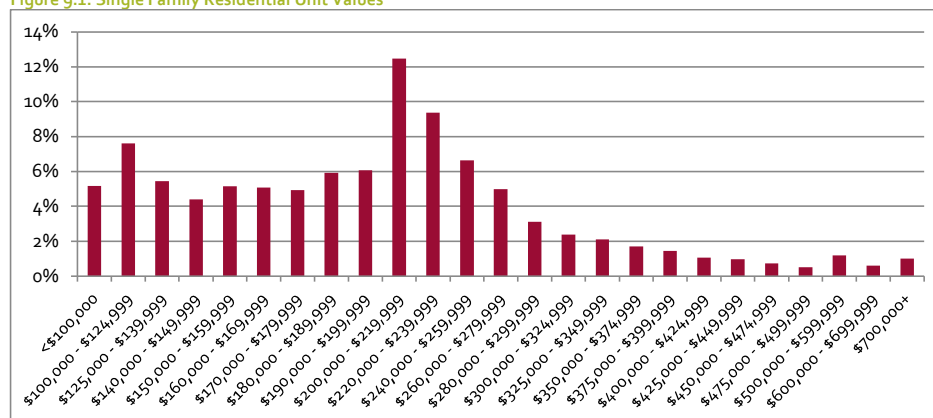
Home Value	# of Units	% Total	Cumulative % of Total
<\$100,000	757	5%	5%
\$100,000 - \$124,999	1,115	8%	13%
\$125,000 - \$139,999	797	5%	18%
\$140,000 - \$149,999	645	4%	23%
\$150,000 - \$159,999	752	5%	28%
\$160,000 - \$169,999	742	5%	33%
\$170,000 - \$179,999	723	5%	38%
\$180,000 - \$189,999	865	6%	44%
\$190,000 - \$199,999	888	6%	50%
\$200,000 - \$219,999	1,823	12%	62%
\$220,000 - \$239,999	1,371	9%	72%
\$240,000 - \$259,999	971	7%	78%
\$260,000 - \$279,999	728	5%	83%
\$280,000 - \$299,999	456	3%	86%

³ Based on a 5 percent mortgage rate

9 – MODERATE INCOME HOUSING

Home Value	# of Units	% Total	Cumulative % of Total
\$300,000 - \$324,999	349	2%	89%
\$325,000 - \$349,999	306	2%	91%
\$350,000 - \$374,999	248	2%	93%
\$375,000 - \$399,999	210	1%	94%
\$400,000 - \$424,999	154	1%	95%
\$425,000 - \$449,999	141	1%	96%
\$450,000 - \$474,999	105	1%	97%
\$475,000 - \$499,999	73	0%	97%
\$500,000 - \$599,999	175	1%	98%
\$600,000 - \$699,999	87	1%	99%
\$700,000+	148	1%	100%
Total	14,629	100%	100%

Figure 9.1: Single Family Residential Unit Values



Source: Salt Lake County Assessor's Office

9 – MODERATE INCOME HOUSING

Multi-Family Residential

Based on interviews with apartment complexes in Murray, as shown in Table 9.8, it appears that rental units in Murray are quite affordable, with over 90 percent of apartments below 80% AMI.⁴

Table 9.8: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)	Estimated # of Affordable Multi-Family Units	Percent of Total
< 30% of AMI	< \$20,610	up to \$515	34	0.8%
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859	243	5.6%
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374	3,676	85.0%
Above 80%	>\$54,960	More than \$1,374	370	8.6%
Total			4,323	100%

According to the ACS, the median gross rent in Murray is \$902, which falls in the 50 to 80 percent of AMI income level (\$1,374 monthly rental allowance). If we assume that 3/4 of the rental units between \$1,000 and \$1,499 are below \$1,374, and the other 1/4 are above \$1,374, then approximately 82 percent of occupied rental units are within the 80 percent of AMI threshold. While this number is less than the estimated affordable rental units based on the apartment interviews, it is still an extremely high affordability rate.

⁴ Data was collected for 4,323 units from 26 complexes. The Assessor's Office listed 4,721 units that could potentially be rental units, leaving 398 units not accounted for which data was not collected.

9 – MODERATE INCOME HOUSING

Table 9.9: Gross Rent (with AMI Levels)

Gross Rent	Number of Units	% of Total	Cumulative % of Total
Less than \$200	10	0%	0%
\$200 to \$299	65	1%	1%
\$300 to \$499 (approx. 30% AMI)	100	2%	3%
\$500 to \$749	1,169	19%	22%
\$750 to \$849 (approx. 50% AMI)	928	15%	36%
\$849 to \$999	1,407	23%	59%
\$1,000 to \$1,375 (approx. 80% AMI)	1,436	23%	82%
\$1,375 or more	776	12%	94%
No Cash Rent	355	6%	100%
Total	6,246	100%	

Source: ACS 2013; ZBPF

If we assume that 82 percent of the remaining 398 units⁵ fall below the 80 percent threshold, then there are approximately an additional 326 affordable rental units, for an estimated total of 4,279 affordable rental units in Murray, with 442 rental units that are above the 80 percent threshold, for a total rental affordability rate of 91 percent. Table 9.10 shows the distribution of all 4,721 rental units, assuming that the distribution of these units is similar to the distribution by the US Census (Table ____).

⁵ Units from the apartment interviews for which data was not available

Table 9.10: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Home Rental Price Range (with Utilities)	Estimated # of Multi-Family Units	Percent of Total Rental Units
< 30% of AMI	< \$20,610	up to \$515	46	1.0%
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859	375	7.9%
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374	3,859	81.7%
Above 80%	>\$54,960	More than \$1,374	442	9.4%
Total			4,721	100%

MATCHING MARKET WITH DEMOGRAPHICS

Using the housing allowances calculated earlier, Table 9.11 below shows how Murray's SFR, condo, PUD, and duplexes match against current income at all levels for Salt Lake County. The median household income for Salt Lake County is \$60,555, with 21 percent of households in the County falling within the \$50,000 to \$74,999 range. In Murray, roughly 48 percent of the SFR, condo, PUD and duplex units are affordable to households in that income range. The percent of homes in each home value range meet the percent of income ranges within the County for incomes between \$25,000 and \$74,999. There is, however, a shortage homes for incomes above \$75,000 and below \$25,000, though it is likely that housing needs for homes with less than \$25,000 in income rent are met through the low-income rental market.

9 – MODERATE INCOME HOUSING

Table 9.11: Percent of Households by Income Category with Percent of Affordable Single-Family Units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Housing Price Range (5% Mortgage)	% of Properties in Value Range
\$10,000 or less	5.0%	\$0	0.0%
\$10,000 to \$14,999	3.9%	\$0 - \$22,359	0.0%
\$15,000 to \$24,999	9.0%	\$22,364 - \$67,087	0.1%
\$25,000 to \$34,999	9.3%	\$67,091 - \$111,814	10.0%
\$35,000 to \$49,999	13.6%	\$111,819 - \$178,906	27.3%
\$50,000 to \$74,999	20.9%	\$178,910 - \$290,724	47.8%
\$75,000 to \$99,999	14.7%	\$290,729 - \$402,543	9.0%
\$100,000 to \$149,999	14.5%	\$402,548 - \$626,181	4.5%
\$150,000 to \$199,999	4.9%	\$626,185 - \$849,819	0.9%
\$200,000 or more	4.3%	\$849,823 or more	0.5%

Based on the percent of households in Salt Lake County within specific income ranges, and the percentage of rental units in Murray that are within the affordable home rental ranges for those income ranges, 91 percent of rental units are affordable to households at 80 percent of AMI; therefore, there is a reasonable opportunity for a household in Salt Lake County to rent in Murray. Furthermore, the majority of apartment complexes interviewed stated that they accept Section 8 vouchers, which increases the overall affordability of apartments in Murray to low-income households.

9 – MODERATE INCOME HOUSING

Table 9.12: Percent of Households by Income Category with Percent of Affordable Multi-Family units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Home Rental Price Range	Estimated % of Units in Value Range - Murray
\$10,000 or less	5.0%	\$0 - \$250	0.0%
\$10,000 to \$14,999	3.9%	\$250 - \$375	0.0%
\$15,000 to \$24,999	9.0%	\$375 - \$625	2.0%
\$25,000 to \$34,999	9.3%	\$625 - \$875	10.0%
\$35,000 to \$49,999	13.6%	\$875 - \$1,250	61.7%
\$50,000 to \$74,999	20.9%	\$1,250 - \$1,875	26.5%
\$75,000 to \$99,999	14.7%	\$1,875 - \$2,500	0.0%
\$100,000 to \$149,999	14.5%	\$2,500 - \$3,750	0.0%
\$150,000 to \$199,999	4.9%	\$3,750 - \$5,000	0.0%
\$200,000 or more	4.3%	\$5,000 or more	0.0%

For the targeted low- and moderate-income households, there are many units available that are affordable to households below 50 percent of AMI. Of the 14,630 single-family, duplex, PUD, or condo units, approximately 7,392, or 51 percent, are available to those with less than 80 percent of AMI.

Table 9.13: Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Affordable Home Price Range (5% Mortgage)	Number of Affordable SFR, Condo, PUD, Duplex Units
< 30% of AMI	< \$20,610	\$0 - \$47,546	0
30% to 50% of AMI	\$20,610 - \$34,350	\$47,456 - \$108,912	1,411
50% to 80% of AMI	\$34,350 - \$54,960	\$108,912 - \$201,095	5,981

9 – MODERATE INCOME HOUSING

Combining the total number of affordable single family units and multi-family units indicates a total of 9,840 affordable units in Murray or 60 percent of the 19,351 units in Murray (Table 9.14). Therefore, there is a reasonable opportunity for those making 80 percent of AMI to live in Murray.

Table 9.14: Total Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Number of Affordable SFR, Condo, PUD, Duplex Units	Number of Affordable Multi-Family Units	Total Affordable Units	% of All Units	Cumulative % of All Units
< 30% of AMI	< \$20,610	0	46	46	0.2%	0.2%
30% to 50% of AMI	\$20,610 - \$34,350	1,411	375	1,786	9.2%	9.5%
50% to 80% of AMI	\$34,350 - \$54,960	5,981	3,859	9,840	50.9%	60.3%
Total		7,392	4,279	11,671	60.3%	

Table 9.15: Percent of Units by Household Income Range

Household Income Range	% of Households in Income Range – Salt Lake County	% of Single Family Units in Value Range	% of Multi-Family Units in Value Range	% of Total Units in Value Range
\$10,000 or less	5.0%	0%	0%	0%
\$10,000 to \$14,999	3.9%	0%	0%	0%
\$15,000 to \$24,999	9.0%	0%	2%	1%
\$25,000 to \$34,999	9.3%	12%	10%	11%
\$35,000 to \$49,999	13.6%	36%	62%	49%
\$50,000 to \$74,999	20.9%	40%	26%	33%
\$75,000 to \$99,999	14.7%	7%	0%	4%
\$100,000 to \$149,999	14.5%	3%	0%	2%
\$150,000 to \$199,999	4.9%	1%	0%	0%
\$200,000 or more	4.3%	0%	0%	0%

Mortgage rates can significantly influence the percent of affordable homes. For example, when calculating housing costs, if a 6 percent mortgage rate is used instead of a 5 percent mortgage then the overall percent of affordable homes decreases from 60.3 percent to 52.0 percent.

Table 9.16: Percent of Units by Mortgage Rate

9 – MODERATE INCOME HOUSING

Household Income Level	4% Mortgage	% of Total	5% Mortgage	% of Total	6% Mortgage	% of Total
Affordable SFR	9,279	63.4%	7,392	50.5%	5,791	39.6%
Affordable MFR	4,279	50.5%	4,279	50.5%	4,279	50.5%
Total Affordable Units	13,558	70.1%	11,671	60.3%	10,070	52.0%
Total Units	19,351		19,351		19,351	

9.3 MODERATE INCOME HOUSING GOAL, OBJECTIVES & STRATEGIES

MODERATE INCOME HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.

MODERATE INCOME HOUSING OBJECTIVES & STRATEGIES & IMPLEMENTATION PLANS

OBJECTIVE 1 STRATEGY: ENSURE HOUSING AFFORDABILITY TARGETS ARE ACHIEVABLE USING A RANGE OF STRATEGIES. DEMONSTRATE INVESTMENT IN THE REHABILITATION OR EXPANSION OF INFRASTRUCTURE THAT FACILITATES THE CONSTRUCTION OF MODERATE-INCOME HOUSING

Action Item Strategy: The Promote affordable housing options that address the needs of low to moderate income households and individuals and offer options for a range of demographics and lifestyles. Community and Economic Development will collaborate with the Murray City Water Department to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2023.

Action Item Strategy: The Community and Economic Development Department will collaborate with Murray City Power to create a masterplan and help identify areas of opportunity for increased capacity and other infrastructure improvements by December 31st, 2025. Ensure zoning of residential areas does not prohibit compatible types of housing.

Action Item Strategy: In coordination with Murray City Parks and Recreation, Community and Economic Development Staff will evaluate the 2020 Parks and Recreation Masterplan and provide an update to the City Council on the progress of the 10-year plan by December 31st, 2025. Continue to support ADUs (Accessory Dwelling Units) in all residential zones.

Action Item Strategy: In coordination with the Murray City Engineering Division, Community and Economic Development Staff will evaluate the 2021 Transportation Masterplan and provide an update to the City Council on the progress of the key elements by December 31st, 2026. Continue to support the use of density bonuses for constructing affordable housing options.

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

9 – MODERATE INCOME HOUSING

Action Item Strategy: The Community and Economic Development Department will collaborate with the Murray City Waste Water Division to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2027. Maintain reduced residential parking requirements in the MCCD, Mixed Use, and Transit Oriented Development zones.

Strategy: Implement transit-oriented development and/or mixed-use zoning for properties in and around transit stations.

OBJECTIVE 2 STRATEGY: PROVIDE THE OPPORTUNITY FOR AFFORDABLE HOME OWNERSHIP BY OFFERING A RANGE OF HOUSING TYPES FOR PURCHASE, INCLUDING ATTACHED DWELLINGS. CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO, INTERNAL OR DETACHED ACCESSORY DWELLING UNITS (ADU) IN RESIDENTIAL ZONES.

Action Plan Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics. The Community and Economic Development Department by December 31st, 2023 will review regulations to facilitate the construction of additional detached accessory dwelling units, including a review of the following items:

- Determine whether the city should allow a second ADU to be located on residential properties.
- Conduct a review of the setback requirements for detached ADUs and propose changes.
- Consider allowing a second level for appropriately located accessory structures when the second story would be used as an ADU.
-

Strategy: Review zoning ordinances and make modifications where necessary to allowable housing types, lot size, setbacks and other factors that limit types of housing in a zone.

STRATEGY: AMEND LAND USE REGULATIONS TO ALLOW FOR HIGHER DENSITY OR NEW MODERATE INCOME RESIDENTIAL DEVELOPMENT IN COMMERCIAL OR MIXED USE ZONES NEAR MAJOR TRANSIT INVESTMENT CORRIDORS.

Action Item: In conjunction with city leadership, the Community and Economic Development Department will review the Murray City Center District zone by December 31st, 2023 and recommend changes to help facilitate moderate income housing.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Murray Central Mixed-Use zone by December 31st, 2024, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Centers Mixed Use zone by December 31st, 2025, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: As part of the station area planning process the Community and Economic Development Department staff will conduct research into and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024.

Formatted: Superscript

Formatted: List Paragraph, Bulleted + Level: 1 + Aligned at: 0.75" + Indent at: 1"

Formatted: List Paragraph, Indent: Left: 1"

Formatted: Superscript

Formatted: Superscript

STRATEGY: IMPLEMENT A MORTGAGE ASSISTANCE PROGRAM FOR EMPLOYEES OF THE MUNICIPALITY, AND EMPLOYER THAT PROVIDES CONTRACTED SERVICES TO THE MUNICIPALITY, OR ANY OTHER PUBLIC EMPLOYER THAT OPERATES WITHIN THE MUNICIPALITY.

Action Item: The Community and Economic Development Department in conjunction with the Murray City Finance Department will scope and determine feasibility for a down payment assistance program by December 31st, 2022.

Formatted: Superscript

Action Item: By December 31st, 2023, city staff will present a proposal for a down payment assistance program to be reviewed by city leaders.

Formatted: Superscript

STRATEGY: DEVELOP AND ADOPT STATION AREA PLANS IN ACCORDANCE WITH STATE STATUTE 10-9A-403.1.

Action Item: By December 31st, 2025, in accordance with state statute; Murray City will have adopted Station Area Plans for all currently active light and commuter rail stations.

Formatted: Superscript

Action Item: By December 31st, 2023, Murray City will have adopted a Station Area Plan for the Murray North, also known as Fireclay, light rail station.

Formatted: Superscript

Action Item: By December 31st, 2024, Murray City will have amended the Murray Central Small Area Plan to reflect the requirements dictated by state statute.

Formatted: Superscript

Action Item: By December 31st, 2025, Murray City will have amended the Fashion Place West Small Area Plan to reflect the requirements dictate by state statute.

Formatted: Superscript

MURRAY CITY GENERAL PLAN AMENDMENT – Project #22-112

Mr. Smallwood presented this application on behalf of Murray City Planning Division Staff to amend Chapter 9, Moderate Income Housing of the 2017 Murray City General Plan. Mr. Smallwood reviewed prior discussions and information that has been provided to the Commission through multiple discussion items with the Planning Commission and City Council. Mr. Smallwood stated that the existing Moderate Income Housing goal is to remain. The changes are in the strategies to accomplish the Moderate Income Housing goals.

Mr. Smallwood reviewed each strategy and its corresponding implementation plan items and the corresponding dates for each item to be addressed by City Staff.

Commissioner Pehrson asked Staff why, in strategy 3 there is an action item that states the Community and Economic Development staff will conduct research and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024. When many of the action items state that there will be reviews and research conducted. Mr. Smallwood stated that currently, Fashion Place West is the only Light Rail Station that does not

continued on next page

have mixed-use zoning surrounding it. In the recently adopted Fashion Place West Small Area Plan it states to adopt zoning, and HB462 requires that any such zoning be in place within five years of the adoption of a Station Area Plan, which will be amended in the future.

Commissioner Paterson stated that during the adoption of the Fashion Place West small area plan she thought the city may use an existing mixed-use zoning district and apply it to this area. Mr. Smallwood stated that the City may adapt an existing mixed-use zone but it is too soon to determine if that is the case.

Mr. Smallwood stated that Planning Staff is recommending that the Planning Commission forward a recommendation of approval to the City Council for the proposed amendments to Chapter 9, Moderate Income Housing in the 2017 Murray City General Plan.

Chair Lowry asked whether the City is addressing Moderate Income Housing more than what is outlined in the General Plan. Mr. Smallwood stated that there are a number of things that are done outside of the General Plan and that this process is to be evaluated more often than it currently is traditionally.

Commissioner Patterson stated that the Planning Division still has to report on their actions taken both in the General Plan and outside of that. Mr. Smallwood agreed and stated that the Planning Division has to report annually to the Department of Workforce Services' Community Development Division. Commissioner Lowry asked whether the reporting is based on the current years AMI. Mr. Smallwood stated that it is not. It is based off what is in the plan.

Commission Milkavich stated that often laws get adopted and then refined in the future and wondered whether cities are going to participate in providing this information to the State and if not, will the State change the laws. Mr. Smallwood stated that every municipality should be participating in updating their General Plans. Commission Milkavich stated that she could see other municipalities rejecting this process. Mr. Smallwood stated that there are many cities that rely on the state to help offset the cost of transportation projects.

Mr. Richards stated that in theory Murray could decide not to update the General Plan. Mr. Smallwood explained that, in theory, yes, but the city would be looked at unfavorably and potential state-wide projects that get funded and have Murray within its scope could lose out on that funding as well. Commission Patterson brought up that this is the States first attempt at providing opportunities for municipalities to participate and that the state could go further in the future if there is a lack of compliance.

Commissioner Milkavich agreed and stated that she could see some resident express concern with the language of providing higher density near major transit investment corridors. Chair Lowry stated that in the current master plan it calls for the city to do these things already and spoke about mixed-use generally.

Mr. Smallwood stated that he wanted to address Commissioner Patterson's comment and stated that there were conversations in the legislature to prohibit cities from land use controls around fixed rail for a mile radius around stations. Commissioner Nay asked whether HB462 had any language that dictates UTA to develop property that they own around stations. Mr. Smallwood stated that he is not aware of any such language, but UTA has been making strides

in reducing barriers to developing around their stations such as removing the one to one parking replacement when developing a park and ride.

Chair Lowry stated that he believes the key to some of this discussion on higher density is the near major transit investment corridors and wondered how the city may be able to communicate that better. Mr. Smallwood stated that there are good resources through envision Utah that could help better communicate with the public about growth.

The commission spoke about density generally and how it is defined, how to explain it, and how best to bring the general public into a better sense of what density means.

Commissioner Nay asked if there has been any discussion on defining what major transit investment corridors are. Mr. Smallwood stated that in the context of HB462 it is meant as light and commuter rail corridors.

Commissioner Pehrson stated that he has had concerns in the past with the usage of the General Plan to justify potential zoning changes. He was concerned with language that would mandate high density or mandatory zone changes and was happy that it isn't in the document. Mr. Smallwood stated that General Plan was crafted with significant public input and that it is used as the tool to be used to guide the Planning Staff's decision making.

Commissioner Richards stated that the Planning Division should look into doing more short form videos to inform the public about mixed-use and other planning concepts to help provide greater community outreach. Mr. Smallwood agreed and stated that there are opportunities for more communication in the city.

Mr. Lowry asked staff if any public comment was received before or during the meeting. Staff responded that none had been received. He then opened the public comment period for this application. There were no comments, so public comment was closed.

Chair Lowry thanked the staff for the hard work they have put into this update and is happy that Murray is ahead of the curve in addressing these important issues.

Commissioner Richards made a motion to forward a recommendation of approval to the city council for the amendments to Chapter 9, Moderate Income Housing in the 2017 Murray City General Plan. **SECONDED** by Commissioner Pehrson

Roll Call Vote

A Pehrson
A Patterson
A Nay
A Milkavich
A Richards
A Lowry

Motion passes 6-0.



AGENDA ITEM			
Moderate Income Housing updates to the General Plan			
ITEM TYPE:	General Plan Amendment		
ADDRESS:	Citywide	MEETING DATE:	September 6, 2022
APPLICANT:	Community & Economic Development Department	STAFF:	Zachary Smallwood, Senior Planner
PARCEL ID:		PROJECT NUMBER:	22-112
REQUEST:	Planning Division Staff proposes amendments to Chapter 9, Moderate Income Housing of the 2017 General Plan to comply with state requirements.		

STAFF REVIEW & ANALYSIS

Background

The Utah State Legislature passed House Bill 462 (HB 462) in March of 2022, requiring that municipalities take additional steps to ensure that each municipality is planning for and reducing barriers to moderate income housing. Moderate income is defined as those persons/families with household incomes less than eighty percent (80%) the area median income (AMI).

HB 462 requires that municipalities include certain strategies in the Moderate Income Housing (MIH) elements of their general plans and provides a list of twenty-four “menu” items to select them from. HB 462 also requires that cities develop actionable implementation plans for each of those strategies and provide the state a yearly report on steps the city has made to make affordable housing more attainable.

Through multiple discussions with both the Planning Commission and City Council the Planning Division has identified the required five (5) items from the list in HB 462 that are most supported and can be most reasonably studied and/or implemented.

Review

Staff is confident that the overarching goal for Moderate Income Housing stated in the current 2017 General Plan is sufficient; it states to “Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.” No changes to the goal are being proposed. As stated in the previous section, the Planning Division is making a recommendation of five items from the list of twenty-four (24). The remainder of this section will review the proposed items and their implementation plans.

Strategy: Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate-income housing.

Action Item: The Community and Economic Development will collaborate with the Murray City Water Department to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2023.

Action Item: The Community and Economic Development Department will collaborate with Murray City Power to create a masterplan and help identify areas of opportunity for increased capacity and other infrastructure improvements by December 31st, 2025.

Action Item: In coordination with Murray City Parks and Recreation, Community and Economic Development Staff will evaluate the 2020 Parks and Recreation Masterplan and provide an update to the City Council on the progress of the 10-year plan by December 31st, 2025.

Action Item: In coordination with the Murray City Engineering Division, Community and Economic Development Staff will evaluate the 2021 Transportation Masterplan and provide an update to the City Council on the progress of the key elements by December 31st, 2026.

Action Item: The Community and Economic Development Department will collaborate with the Murray City Waste Water Division to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2027.

This strategy will help to facilitate collaboration between Murray City departments and focus on where possible future growth will come from. It also creates opportunities to evaluate recently adopted plans and studies to make sure the city is heading in the right direction and making the correct choices.

Strategy: Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units (ADU) in residential zones.

Action Plan: The Community and Economic Development Department by December 31st, 2023 will review regulations to facilitate the construction of additional detached accessory dwelling units, including a review of the following items:

- Determine whether the city should allow a second ADU to be located on residential properties.
- Conduct a review of the setback requirements for detached ADUs and propose changes.
- Consider allowing a second level for appropriately located accessory structures when the second story would be used as an ADU.

In selecting this menu option as a strategy, we recognize that ADUs have been addressed as recently as 2021. Staff would like to further research additional ways we can facilitate the creation of ADUs as the city has very little vacant land. This could allow for infill development on lots that may have otherwise not been able to additional housing.

Strategy: Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors.

Action Item: In conjunction with city leadership, the Community and Economic Development Department will review the Murray City Center District zone by December 31st, 2023 and recommend changes to help facilitate moderate income housing.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Murray Central Mixed-Use zone by December 31st, 2024, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Centers Mixed Use zone by December 31st, 2025, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: As part of the station area planning process the Community and Economic Development Department staff will conduct research into and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024.

This strategy was one of two that were required by the State of Utah in adopting HB462. Though Murray City already allows for higher densities along the fixed rail lines for the most part; some of the regulations could be further refined to help facilitate additional construction.

Strategy: Implement a mortgage assistance program for employees of the municipality, and employer that provides contracted services to the municipality, or any other public employer that operates within the municipality.

Action Item: The Community and Economic Development Department in conjunction with the Murray City Finance Department will scope and determine feasibility for a down payment assistance program by December 31st, 2022.

Action Item: By December 31st, 2023, city staff will present a proposal for a down payment assistance program to be reviewed by city leaders.

This strategy was easily the most favored when speaking with the Commission and Council. This will also most likely be the costliest of the items selected, and planning staff will have to work closely with the city's finance department, and City Council to consider the funding and feasibility of this type of program.

Strategy: Develop and adopt station area plans in accordance with state statute 10-9a-403.1.

Action Item: By December 31st, 2025, in accordance with state statute; Murray City will have adopted Station Area Plans for all currently active light and commuter rail stations.

Action Item: By December 31st, 2023, Murray City will have adopted a Station Area Plan for the Murray North, also known as Fireclay, light rail station.

Action Item: By December 31st, 2024, Murray City will have amended the Murray Central Small Area Plan to reflect the requirements dictated by state statute.

Action Item: By December 31st, 2025, Murray City will have amended the Fashion Place West Small Area Plan to reflect the requirements dictate by state statute.

The requirement for Station Area Plans came as a result of the State recognizing that a large investment was made when developing light and commuter rail in Utah. There have been a number of studies that show when people are located near transit it will be utilized more. The region needs to work to provide additional housing, jobs, and services near these stations to utilize the full potential of these investments.

III. PUBLIC INPUT & PLANNING COMMISSION ACTION

Notices were sent to Affected Entities for this amendment. As of the date of this report there has not been any comment regarding this application.

The Planning Commission held a Public Hearing on August 4, 2022. No comments were given

IV. FINDINGS

Based on the analysis of the proposed amendments and review of the Murray City General Plan and Land Use Ordinance, staff concludes the following:

1. The proposed amendments have been carefully considered and provide direction for the city to work towards providing additional moderate-income housing.
2. The proposed amendments support the goals and objectives of the General Plan by facilitating greater collaboration within the city and furthering the development and preservation of affordable housing.
3. The proposed amendments are necessary to ensure compliance with current Utah State Code.

V. CONCLUSION/RECOMMENDATION

Based on the background, analysis, and the findings within this report, the Murray City Planning Commission and city staff recommends that the City Council **ADOPT the proposed amendments to Chapter 9, Moderate Income Housing in the 2017 Murray City General Plan as reviewed in the Staff Report.**



NOTICE OF PUBLIC HEARING

August 4, 2022, 6:30 PM

The Murray City Planning Commission will hold a public hearing in the Murray City Municipal Council Chambers, located at 5025 S. State Street to receive public comment on the following application made by Murray City Community and Economic Development Staff:

The Murray City Planning Division is requesting an amendment to Chapter 9, Moderate Income Housing in the 2017 General Plan. This is to comply with requirements recently passed by the Utah State Legislature.

The meeting is open, and the public is welcome to attend in person or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting online, you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.

Comments are limited to 3 minutes or less, written comments will be read into the meeting record.

If you have questions or comments concerning this proposal, please contact Zachary Smallwood in the Murray City Planning Division at 801-270-2407, or e-mail zsmallwood@murray.utah.gov.

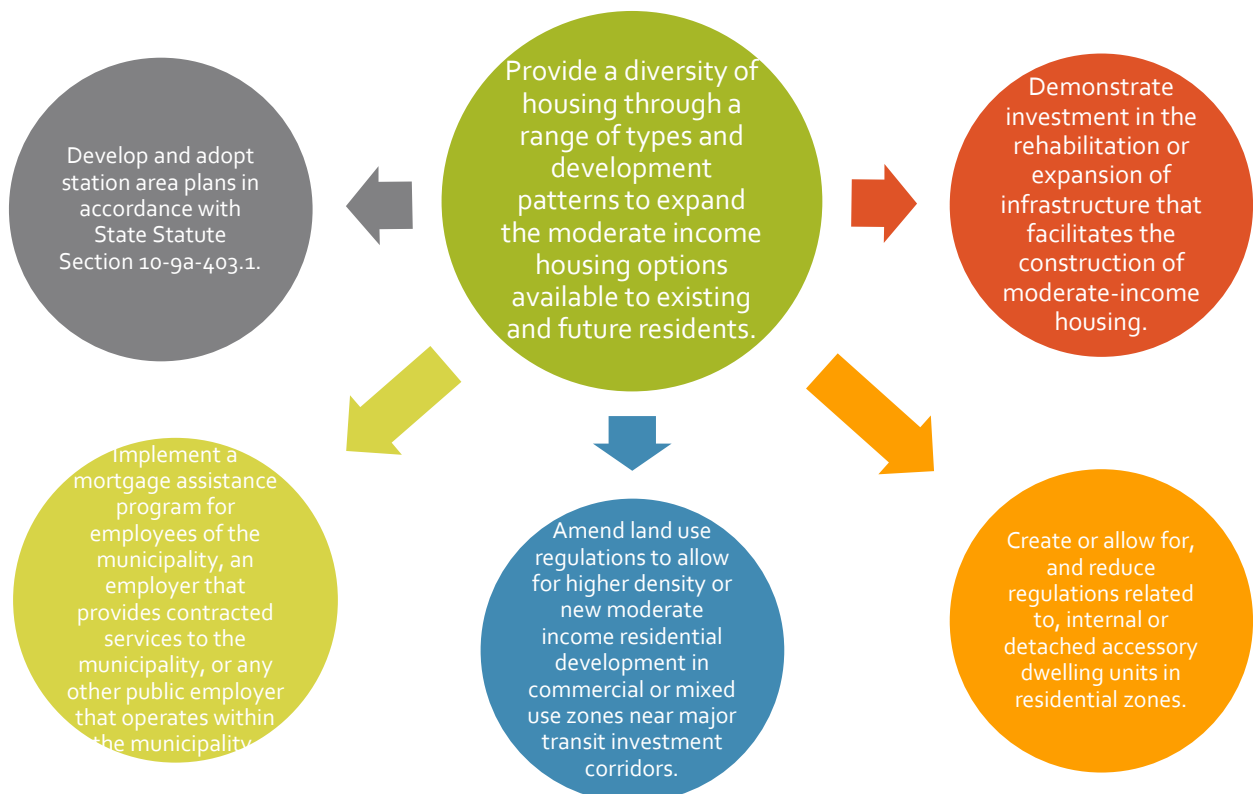
CHAPTER 9 - MODERATE INCOME HOUSING

Utah State Code (Section 10-9a-403) requires municipalities to include a plan for moderate-income housing as part of a general plan. It outlines a responsibility of a City to facilitate a “reasonable opportunity” for those households with moderate income to live within the City. This chapter meets the requirements of a Moderate Income Housing Plan for Murray.

Moderate-income housing is defined by the U.S. Department of Housing and Urban Development (HUD) as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located.” This study uses Area Median Income (AMI) in Salt Lake County as determined by HUD and average household size to determine moderate income thresholds for an average household.



MODERATE INCOME HOUSING GOAL AND SUPPORTING STRATEGIES



9.1 WHAT WE KNOW

LOW-INCOME HOUSING

The Utah Affordable Housing Database, managed by the Utah Department of Housing & Community Development, lists four apartment complexes as low-income apartments, which contain a total of 352 units. These are comprised of 70 one-bedroom units; 223 two-bedroom units; and 59 three-bedroom units. See Table 9.1. Additional low-income units are available in complexes that, as a whole, are not classified low income, such as Lions Gate and Brick Gate in the Fireclay District.

Table 9.1: Current Low Income Apartment Complexes in Murray

Property Name	Address	Bedrooms	Total Units	Approximate Monthly Rent
Birkhill on Main	16 E. Gilbride Ave	1	70	\$447
Birkhill on Main	16 E. Gilbride Ave	2	15	\$629
Birkhill on Main	16 E. Gilbride Ave	3	11	\$815
Frontgate Apartments	4623 South Urban Way (230 West)	2	80	\$784
Frontgate Apartments	4623 S Urban Way	3	48	\$950
Hillside Apartments	5484 S. 235 E.	2	48	\$699
Parkgate Apartments	5491 Jackie s Way (141 East)	2	80	\$784
Total			352	

Source: Utah Affordable Housing Database (Utah Department of Housing & Community Development)



As part of the creation of redevelopment areas, Murray has set aside housing funds to be used to assist with the development of affordable housing within the City. The City's five redevelopment areas, along with the estimated amount of housing set-aside funds is shown in Table 9.2

Table 9.2: Housing Set Asides by Redevelopment Area

Description	CBD	Cherry	East Vine	Smelter	Fireclay
Base Year	1982	2005	2007		
Total Years	20	15	20	32	20
Expiration Year	2034	2023	2028	2023	2032
Housing Set Aside	20%	0%	0%	20%	20%
<i>Estimated Total Housing Funds</i>	<i>\$4,663,824</i>	<i>\$0</i>	<i>\$0</i>	<i>\$2,636,337</i>	<i>\$4,493,131</i>

AREA MEDIAN INCOMES

In order to determine the availability of affordable housing, or the opportunity for low- to moderate-income households to live in the City, this section defines what is affordable for the targeted income groups at 80 percent, 50 percent, and 30 percent of the Area Median Income. The FY2014 HUD AMI¹ is \$68,700. Given this AMI, the targeted income group cut-offs are shown in the Table 9.3 below.

Table 9.3: Income Thresholds for Targeted Income Groups

	30% of AMI	50% of AMI	80% of AMI
Household Income (based on HUD AMI for families)	\$20,610	\$34,350	\$54,960

9.2 HOW IT WILL HELP US PLAN FOR THE FUTURE

HUD considers an affordable monthly housing payment for either a mortgage or rent to be no greater than 30 percent of gross monthly income. This 30 percent should include utilities and other housing costs such as mortgage and hazard insurance. Table 9.4 below shows affordable monthly allowances for each of the targeted income group levels. These amounts represent total housing costs affordable at 30 percent of gross income. Utah Code does not stipulate whether those of moderate income must be able to purchase a home, so the allowance considers affordability for either a mortgage or rental rate. A family choosing housing would need to factor utilities and other fees for a given housing unit within this affordable range. For example, a household at the 80 percent AMI threshold has a monthly housing allowance of \$1,374. If utilities are \$250, the family can afford a rent or mortgage payment of \$1,124 per month.

Table 9.4: Affordable Monthly Housing Allowances for Targeted Income Groups

Family Income Level	30% of AMI	50% of AMI	80% of AMI
Monthly Housing Allowance (Including Utilities)	\$515	\$859	\$1,374
Monthly Housing Payment Allowance (not including \$250 in Utilities)	\$265	\$609	\$1,124

¹The HUD AMI figure is released annually. It is based on a median family income and used as a standard figure across all HUD programs. Although it is a family income, it is the standard figure used by HUD and other housing programs, as well as affordability studies and consolidated plans, even when compared against households. This is to maintain comparability across programs and studies. This study uses the HUD AMI for this comparability and industry standard. If household income were to be used instead of family income to compare to affordable housing units, the City would find less affordable units within the City.

Table 9.5 shows the home price ranges affordable for targeted income groups to purchase at various interest rates. Note the significant difference the interest rate makes on affordability. This assumes utility payments at \$250 per month,² current Murray property tax rates, mortgage and hazard insurance, interest at the given rates, 30-year mortgage term and a ten percent down payment. While current rates are between four and five percent, making housing much more affordable now, affordability in the City will be more difficult to maintain if interest rates rise.

Table 9.5: Affordable Home Price Ranges by Targeted Income Group and Interest Rate

Household Income Range	Household Income Range	Home Price Range					
		4 Percent Mortgage		5 Percent Mortgage		6 Percent Mortgage	
		Low	High	Low	High	Low	High
< 30% of AMI	< \$20,610	\$0	\$52,346	\$0	\$47,456	\$0	\$43,172
30% to 50% of AMI	\$20,610 - \$34,350	\$52,346	\$120,135	\$47,456	\$108,912	\$43,172	\$99,811
50% to 80% of AMI	\$34,350 - \$54,960	\$120,135	\$221,818	\$108,912	\$201,095	\$99,811	\$182,940

The maximum monthly rental allowance for 80% AMI is \$1,374, including \$250 for utilities.

Table 9.6: Affordable Home Rental Ranges, Including Utilities

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)
< 30% of AMI	< \$20,610	up to \$515
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374
Above 80%	>\$54,960	More than \$1,374
Total		

² Utilities are assumed to be higher for a larger average home size.

PRICING AND AFFORDABILITY

Single-Family Residential

As in the housing stock analysis, affordability is broken into two housing categories: one for SFRs, condos, duplexes, PUD, and PUD townhomes and a second for multi-family rental. The affordability of the first category of units, regardless of rental status, is based on market value as given by the County Assessor's Office. The affordability of multi-family units is based on rental rates, as gathered through interviews with each complex and data from the US Census.

Table 9.7 below shows the distribution of single-family units by home value, as maintained by the Salt Lake County Assessor's Office. Nearly 51 percent all units are valued less than \$220,000, or above the \$201,095 threshold.³ The median value, according to the Salt Lake County Assessor's Office, is \$200,300, while the 2013 ACS places the City's median household value higher at \$227,400. Approximately 51 percent of single-family units are within the affordability range.

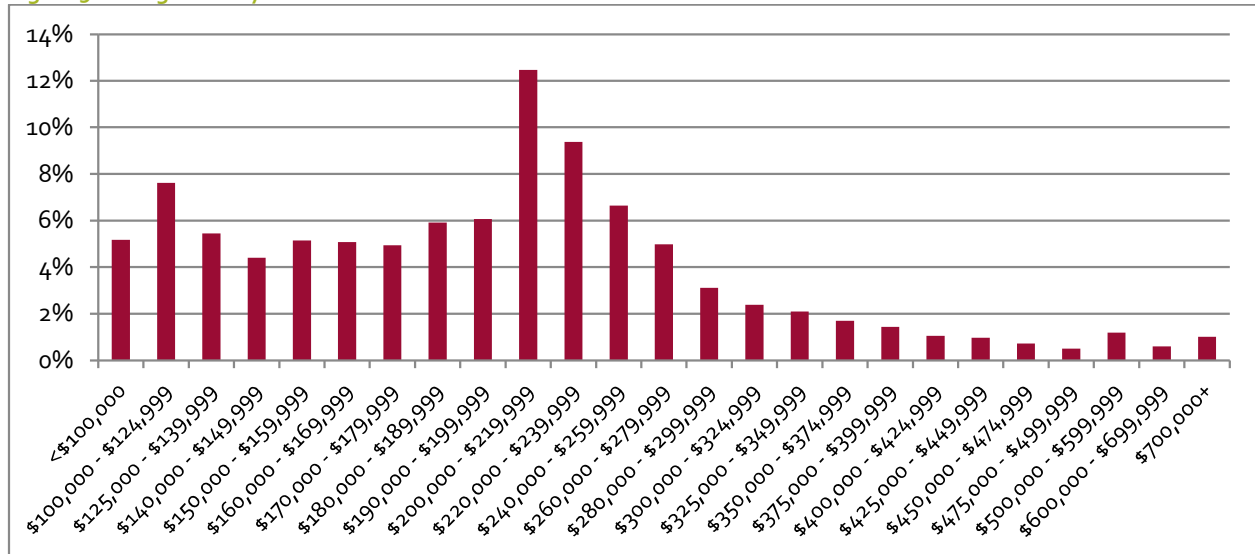
Table 9.7: Single Family Residential Unit Values

Home Value	# of Units	% Total	Cumulative % of Total
<\$100,000	757	5%	5%
\$100,000 - \$124,999	1,115	8%	13%
\$125,000 - \$139,999	797	5%	18%
\$140,000 - \$149,999	645	4%	23%
\$150,000 - \$159,999	752	5%	28%
\$160,000 - \$169,999	742	5%	33%
\$170,000 - \$179,999	723	5%	38%
\$180,000 - \$189,999	865	6%	44%
\$190,000 - \$199,999	888	6%	50%
\$200,000 - \$219,999	1,823	12%	62%
\$220,000 - \$239,999	1,371	9%	72%
\$240,000 - \$259,999	971	7%	78%
\$260,000 - \$279,999	728	5%	83%
\$280,000 - \$299,999	456	3%	86%

³ Based on a 5 percent mortgage rate

Home Value	# of Units	% Total	Cumulative % of Total
\$300,000 - \$324,999	349	2%	89%
\$325,000 - \$349,999	306	2%	91%
\$350,000 - \$374,999	248	2%	93%
\$375,000 - \$399,999	210	1%	94%
\$400,000 - \$424,999	154	1%	95%
\$425,000 - \$449,999	141	1%	96%
\$450,000 - \$474,999	105	1%	97%
\$475,000 - \$499,999	73	0%	97%
\$500,000 - \$599,999	175	1%	98%
\$600,000 - \$699,999	87	1%	99%
\$700,000+	148	1%	100%
Total	14,629	100%	100%

Figure 9.1: Single Family Residential Unit Values



Source: Salt Lake County Assessor's Office

9 – MODERATE INCOME HOUSING

Multi-Family Residential

Based on interviews with apartment complexes in Murray, as shown in Table 9.8, it appears that rental units in Murray are quite affordable, with over 90 percent of apartments below 80% AMI.⁴

Table 9.8: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)	Estimated # of Affordable Multi-Family Units	Percent of Total
< 30% of AMI	< \$20,610	up to \$515	34	0.8%
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859	243	5.6%
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374	3,676	85.0%
Above 80%	>\$54,960	More than \$1,374	370	8.6%
Total			4,323	100%

According to the ACS, the median gross rent in Murray is \$902, which falls in the 50 to 80 percent of AMI income level (\$1,374 monthly rental allowance). If we assume that 3/4 of the rental units between \$1,000 and \$1,499 are below \$1,374, and the other 1/4 are above \$1,374, then approximately 82 percent of occupied rental units are within the 80 percent of AMI threshold. While this number is less than the estimated affordable rental units based on the apartment interviews, it is still an extremely high affordability rate.

⁴ Data was collected for 4,323 units from 26 complexes. The Assessor's Office listed 4,721 units that could potentially be rental units, leaving 398 units not accounted for which data was not collected.

Table 9.9: Gross Rent (with AMI Levels)

Gross Rent	Number of Units	% of Total	Cumulative % of Total
Less than \$200	10	0%	0%
\$200 to \$299	65	1%	1%
\$300 to \$499 (approx.. 30% AMI)	100	2%	3%
\$500 to \$749	1,169	19%	22%
\$750 to \$849 (approx. 50% AMI)	928	15%	36%
\$849 to \$999	1,407	23%	59%
\$1,000 to \$1,375 (approx. 80% AMI)	1,436	23%	82%
\$1,375 or more	776	12%	94%
No Cash Rent	355	6%	100%
Total	6,246	100%	

Source: ACS 2013; ZBPF

If we assume that 82 percent of the remaining 398 units⁵ fall below the 80 percent threshold, then there are approximately an additional 326 affordable rental units, for an estimated total of 4,279 affordable rental units in Murray, with 442 rental units that are above the 80 percent threshold, for a total rental affordability rate of 91 percent. Table 9.10 shows the distribution of all 4,721 rental units, assuming that the distribution of these units is similar to the distribution by the US Census (Table ____).

⁵ Units from the apartment interviews for which data was not available

Table 9.10: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Home Rental Price Range (with Utilities)	Estimated # of Multi-Family Units	Percent of Total Rental Units
< 30% of AMI	< \$20,610	up to \$515	46	1.0%
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859	375	7.9%
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374	3,859	81.7%
Above 80%	>\$54,960	More than \$1,374	442	9.4%
Total			4,721	100%

MATCHING MARKET WITH DEMOGRAPHICS

Using the housing allowances calculated earlier, Table 9.11 below shows how Murray's SFR, condo, PUD, and duplexes match against current income at all levels for Salt Lake County. The median household income for Salt Lake County is \$60,555, with 21 percent of households in the County falling within the \$50,000 to \$74,999 range. In Murray, roughly 48 percent of the SFR, condo, PUD and duplex units are affordable to households in that income range. The percent of homes in each home value range meet the percent of income ranges within the County for incomes between \$25,000 and \$74,999. There is, however, a shortage homes for incomes above \$75,000 and below \$25,000, though it is likely that housing needs for homes with less than \$25,000 in income rent are met through the low-income rental market.

Table 9.11: Percent of Households by Income Category with Percent of Affordable Single-Family Units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Housing Price Range (5% Mortgage)	% of Properties in Value Range
\$10,000 or less	5.0%	\$0	0.0%
\$10,000 to \$14,999	3.9%	\$0 - \$22,359	0.0%
\$15,000 to \$24,999	9.0%	\$22,364 - \$67,087	0.1%
\$25,000 to \$34,999	9.3%	\$67,091 - \$111,814	10.0%
\$35,000 to \$49,999	13.6%	\$111,819 - \$178,906	27.3%
\$50,000 to \$74,999	20.9%	\$178,910 - \$290,724	47.8%
\$75,000 to \$99,999	14.7%	\$290,729 - \$402,543	9.0%
\$100,000 to \$149,999	14.5%	\$402,548 - \$626,181	4.5%
\$150,000 to \$199,999	4.9%	\$626,185 - \$849,819	0.9%
\$200,000 or more	4.3%	\$849,823 or more	0.5%

Based on the percent of households in Salt Lake County within specific income ranges, and the percentage of rental units in Murray that are within the affordable home rental ranges for those income ranges, 91 percent of rental units are affordable to households at 80 percent of AMI; therefore, there is a reasonable opportunity for a household in Salt Lake County to rent in Murray. Furthermore, the majority of apartment complexes interviewed stated that they accept Section 8 vouchers, which increases the overall affordability of apartments in Murray to low-income households.

9 – MODERATE INCOME HOUSING

Table 9.12: Percent of Households by Income Category with Percent of Affordable Multi-Family units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Home Rental Price Range	Estimated % of Units in Value Range - Murray
\$10,000 or less	5.0%	\$0 - \$250	0.0%
\$10,000 to \$14,999	3.9%	\$250 - \$375	0.0%
\$15,000 to \$24,999	9.0%	\$375 - \$625	2.0%
\$25,000 to \$34,999	9.3%	\$625 - \$875	10.0%
\$35,000 to \$49,999	13.6%	\$875 - \$1,250	61.7%
\$50,000 to \$74,999	20.9%	\$1,250 - \$1,875	26.5%
\$75,000 to \$99,999	14.7%	\$1,875 - \$2,500	0.0%
\$100,000 to \$149,999	14.5%	\$2,500 - \$3,750	0.0%
\$150,000 to \$199,999	4.9%	\$3,750 - \$5,000	0.0%
\$200,000 or more	4.3%	\$5,000 or more	0.0%

For the targeted low- and moderate-income households, there are many units available that are affordable to households below 50 percent of AMI. Of the 14,630 single-family, duplex, PUD, or condo units, approximately 7,392, or 51 percent, are available to those with less than 80 percent of AMI.

Table 9.13: Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Affordable Home Price Range (5% Mortgage)	Number of Affordable SFR, Condo, PUD, Duplex Units
< 30% of AMI	< \$20,610	\$0 - \$47,546	0
30% to 50% of AMI	\$20,610 - \$34,350	\$47,456 - \$108,912	1,411
50% to 80% of AMI	\$34,350 - \$54,960	\$108,912 - \$201,095	5,981

Combining the total number of affordable single family units and multi-family units indicates a total of 9,840 affordable units in Murray or 60 percent of the 19,351 units in Murray (Table 9.14). Therefore, there is a reasonable opportunity for those making 80 percent of AMI to live in Murray.

Table 9.14: Total Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Number of Affordable SFR, Condo, PUD, Duplex Units	Number of Affordable Multi-Family Units	Total Affordable Units	% of All Units	Cumulative % of All Units
< 30% of AMI	< \$20,610	0	46	46	0.2%	0.2%
30% to 50% of AMI	\$20,610 - \$34,350	1,411	375	1,786	9.2%	9.5%
50% to 80% of AMI	\$34,350 - \$54,960	5,981	3,859	9,840	50.9%	60.3%
Total		7,392	4,279	11,671	60.3%	

Table 9.15: Percent of Units by Household Income Range

Household Income Range	% of Households in Income Range – Salt Lake County	% of Single Family Units in Value Range	% of Multi-Family Units in Value Range	% of Total Units in Value Range
\$10,000 or less	5.0%	0%	0%	0%
\$10,000 to \$14,999	3.9%	0%	0%	0%
\$15,000 to \$24,999	9.0%	0%	2%	1%
\$25,000 to \$34,999	9.3%	12%	10%	11%
\$35,000 to \$49,999	13.6%	36%	62%	49%
\$50,000 to \$74,999	20.9%	40%	26%	33%
\$75,000 to \$99,999	14.7%	7%	0%	4%
\$100,000 to \$149,999	14.5%	3%	0%	2%
\$150,000 to \$199,999	4.9%	1%	0%	0%
\$200,000 or more	4.3%	0%	0%	0%

Mortgage rates can significantly influence the percent of affordable homes. For example, when calculating housing costs, if a 6 percent mortgage rate is used instead of a 5 percent mortgage then the overall percent of affordable homes decreases from 60.3 percent to 52.0 percent.

Table 9.16: Percent of Units by Mortgage Rate

Household Income Level	4% Mortgage	% of Total	5% Mortgage	% of Total	6% Mortgage	% of Total
Affordable SFR	9,279	63.4%	7,392	50.5%	5,791	39.6%
Affordable MFR	4,279	50.5%	4,279	50.5%	4,279	50.5%
Total Affordable Units	13,558	70.1%	11,671	60.3%	10,070	52.0%
Total Units	19,351		19,351		19,351	

9.3 MODERATE INCOME HOUSING GOAL, OBJECTIVES & STRATEGIES

MODERATE INCOME HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.

MODERATE INCOME HOUSING STRATEGIES & IMPLEMENTATION PLANS

STRATEGY: DEMONSTRATE INVESTMENT IN THE REHABILITATION OR EXPANSION OF INFRASTRUCTURE THAT FACILITATES THE CONSTRUCTION OF MODERATE-INCOME HOUSING

Action Item: The Community and Economic Development will collaborate with the Murray City Water Department to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2023.

Action Item: The Community and Economic Development Department will collaborate with Murray City Power to create a masterplan and help identify areas of opportunity for increased capacity and other infrastructure improvements by December 31st, 2025.

Action Item: In coordination with Murray City Parks and Recreation, Community and Economic Development Staff will evaluate the 2020 Parks and Recreation Masterplan and provide an update to the City Council on the progress of the 10-year plan by December 31st, 2025.

Action Item: In coordination with the Murray City Engineering Division, Community and Economic Development Staff will evaluate the 2021 Transportation Masterplan and provide an update to the City Council on the progress of the key elements by December 31st, 2026.

Action Item: The Community and Economic Development Department will collaborate with the Murray City Waste Water Division to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2027.

STRATEGY: CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO, INTERNAL OR DETACHED ACCESSORY DWELLING UNITS (ADU) IN RESIDENTIAL ZONES.

Action Plan: The Community and Economic Development Department by December 31st, 2023 will review regulations to facilitate the construction of additional detached accessory dwelling units, including a review of the following items:

- Determine whether the city should allow a second ADU to be located on residential properties.
- Conduct a review of the setback requirements for detached ADUs and propose changes.
- Consider allowing a second level for appropriately located accessory structures when the second story would be used as an ADU.

STRATEGY: AMEND LAND USE REGULATIONS TO ALLOW FOR HIGHER DENSITY OR NEW MODERATE INCOME RESIDENTIAL DEVELOPMENT IN COMMERCIAL OR MIXED USE ZONES NEAR MAJOR TRANSIT INVESTMENT CORRIDORS.

Action Item: In conjunction with city leadership, the Community and Economic Development Department will review the Murray City Center District zone by December 31st, 2023 and recommend changes to help facilitate moderate income housing.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Murray Central Mixed-Use zone by December 31st, 2024, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Centers Mixed Use zone by December 31st, 2025, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: As part of the station area planning process the Community and Economic Development Department staff will conduct research into and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024.

STRATEGY: IMPLEMENT A MORTGAGE ASSISTANCE PROGRAM FOR EMPLOYEES OF THE MUNICIPALITY, AND EMPLOYER THAT PROVIDES CONTRACTED SERVICES TO THE MUNICIPALITY, OR ANY OTHER PUBLIC EMPLOYER THAT OPERATES WITHIN THE MUNICIPALITY.

Action Item: The Community and Economic Development Department in conjunction with the Murray City Finance Department will scope and determine feasibility for a down payment assistance program by December 31st, 2022.

Action Item: By December 31st, 2023, city staff will present a proposal for a down payment assistance program to be reviewed by city leaders.

STRATEGY: DEVELOP AND ADOPT STATION AREA PLANS IN ACCORDANCE WITH STATE STATUTE 10-9A-403.1.

Action Item: By December 31st, 2025, in accordance with state statute; Murray City will have adopted Station Area Plans for all currently active light and commuter rail stations.

Action Item: By December 31st, 2023, Murray City will have adopted a Station Area Plan for the Murray North, also known as Fireclay, light rail station.

Action Item: By December 31st, 2024, Murray City will have amended the Murray Central Small Area Plan to reflect the requirements dictated by state statute.

Action Item: By December 31st, 2025, Murray City will have amended the Fashion Place West Small Area Plan to reflect the requirements dictated by state statute.

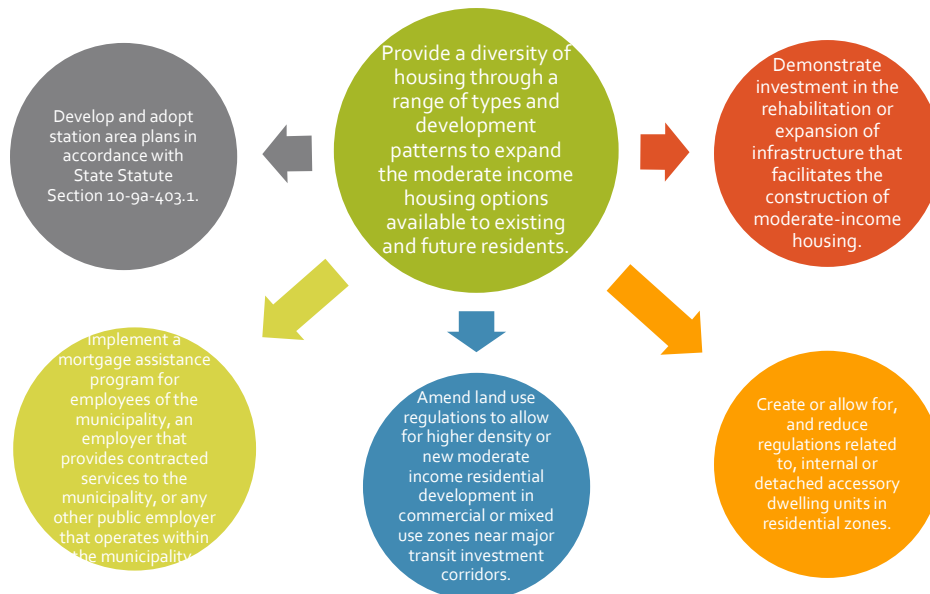
CHAPTER 9 - MODERATE INCOME HOUSING

Utah State Code (Section 10-9a-403) requires municipalities to include a plan for moderate-income housing as part of a general plan. It outlines a responsibility of a City to facilitate a “reasonable opportunity” for those households with moderate income to live within the City. This chapter meets the requirements of a Moderate Income Housing Plan for Murray.

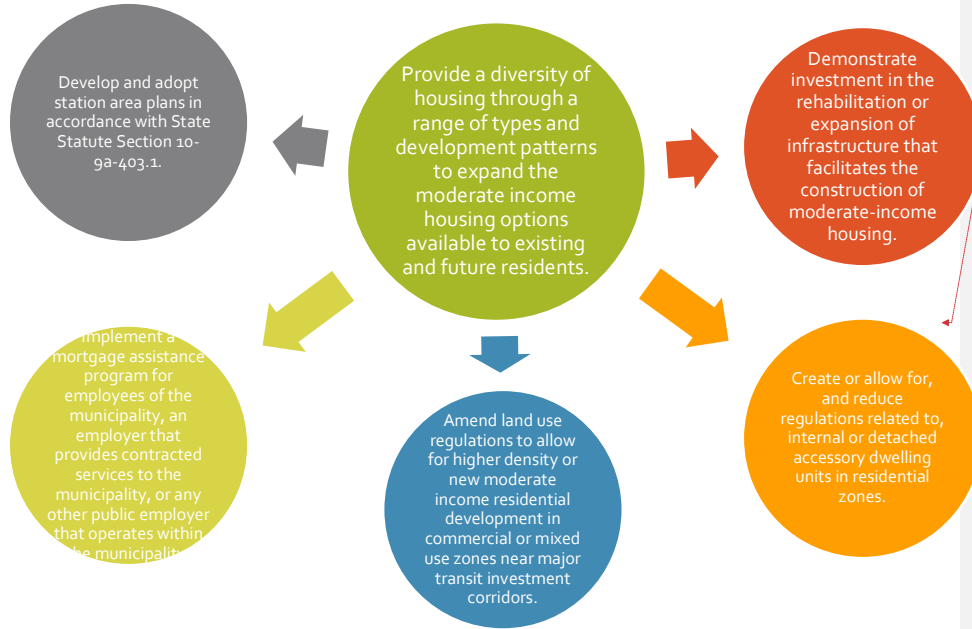
Moderate-income housing is defined by [the U.S. Department of Housing and Urban Development \(HUD\)](#) as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located.” This study uses Area Median Income (AMI) in Salt Lake County as determined by [the U.S. Department of Housing and Urban Development \(HUD\)](#) and average household size to determine moderate income thresholds for an average household.



MODERATE INCOME HOUSING GOAL AND SUPPORTING OBJECTIVES STRATEGIES



MODERATE INCOME HOUSING GOAL AND SUPPORTING OBJECTIVES



Formatted: No bullets or numbering

Formatted: Space Before: 0 pt, After: 8 pt, Line spacing: Multiple 1.08 li, No bullets or numbering

Formatted: Not All caps

9.1 WHAT WE KNOW

LOW-INCOME HOUSING

The Utah Affordable Housing Database, managed by the Utah Department of Housing & Community Development, lists four apartment complexes as low-income apartments, which contain a total of 352 units. These are comprised of 70 one-bedroom units; 223 two-bedroom units; and 59 three-bedroom units. See Table 9.1. Additional low-income units are available in complexes that, as a whole, are not classified low income, such as Lions Gate and Brick Gate in the Fireclay District.

Table 9.1: Current Low Income Apartment Complexes in Murray

Property Name	Address	Bedrooms	Total Units	Approximate Monthly Rent
Birkhill on Main	16 E. Gilbride Ave	1	70	\$447
Birkhill on Main	16 E. Gilbride Ave	2	15	\$629
Birkhill on Main	16 E. Gilbride Ave	3	11	\$815
Frontgate Apartments	4623 South Urban Way (230 West)	2	80	\$784
Frontgate Apartments	4623 S Urban Way	3	48	\$950
Hillside Apartments	5484 S. 235 E.	2	48	\$699
Parkgate Apartments	5491 Jackie s Way (141 East)	2	80	\$784
Total			352	

Source: Utah Affordable Housing Database (Utah Department of Housing & Community Development)

9 – MODERATE INCOME HOUSING



As part of the creation of redevelopment areas, Murray has set aside housing funds to be used to assist with the development of affordable housing within the City. The City's five redevelopment areas, along with the estimated amount of housing set-aside funds is shown in Table 9.2

Table 9.2: Housing Set Asides by Redevelopment Area

Description	CBD	Cherry	East Vine	Smelter	Fireclay
Base Year	1982	2005	2007		
Total Years	20	15	20	32	20
Expiration Year	2034	2023	2028	2023	2032
Housing Set Aside	20%	0%	0%	20%	20%
Estimated Total Housing Funds	\$4,663,824	\$0	\$0	\$2,636,337	\$4,493,131

AREA MEDIAN INCOMES

In order to determine the availability of affordable housing, or the opportunity for low- to moderate-income households to live in the City, this section defines what is affordable for the targeted income groups at 80 percent, 50 percent, and 30 percent of the Area Median Income. The FY2014 HUD AMI¹ is \$68,700. Given this AMI, the targeted income group cut-offs are shown in the Table 9.3 below.

Table 9.3: Income Thresholds for Targeted Income Groups

	30% of AMI	50% of AMI	80% of AMI
Household Income (based on HUD AMI for families)	\$20,610	\$34,350	\$54,960

9.2 HOW IT WILL HELP US PLAN FOR THE FUTURE

HUD considers an affordable monthly housing payment for either a mortgage or rent to be no greater than 30 percent of gross monthly income. This 30 percent should include utilities and other housing costs such as mortgage and hazard insurance. Table 9.4 below shows affordable monthly allowances for each of the targeted income group levels. These amounts represent total housing costs affordable at 30 percent of gross income. Utah Code does not stipulate whether those of moderate income must be able to purchase a home, so the allowance considers affordability for either a mortgage or rental rate. A family choosing housing would need to factor utilities and other fees for a given housing unit within this affordable range. For example, a household at the 80 percent AMI threshold has a monthly housing allowance of \$1,374. If utilities are \$250, the family can afford a rent or mortgage payment of \$1,124 per month.

Table 9.4: Affordable Monthly Housing Allowances for Targeted Income Groups

Family Income Level	30% of AMI	50% of AMI	80% of AMI
Monthly Housing Allowance (Including Utilities)	\$515	\$859	\$1,374
Monthly Housing Payment Allowance (not including \$250 in Utilities)	\$265	\$609	\$1,124

¹The HUD AMI figure is released annually. It is based on a median family income and used as a standard figure across all HUD programs. Although it is a family income, it is the standard figure used by HUD and other housing programs, as well as affordability studies and consolidated plans, even when compared against households. This is to maintain comparability across programs and studies. This study uses the HUD AMI for this comparability and industry standard. If household income were to be used instead of family income to compare to affordable housing units, the City would find less affordable units within the City.

9 – MODERATE INCOME HOUSING

Table 9.5 shows the home price ranges affordable for targeted income groups to purchase at various interest rates. Note the significant difference the interest rate makes on affordability. This assumes utility payments at \$250 per month,² current Murray property tax rates, mortgage and hazard insurance, interest at the given rates, 30-year mortgage term and a ten percent down payment. While current rates are between four and five percent, making housing much more affordable now, affordability in the City will be more difficult to maintain if interest rates rise.

Table 9.5: Affordable Home Price Ranges by Targeted Income Group and Interest Rate

Household Income Range	Household Income Range	Home Price Range					
		4 Percent Mortgage		5 Percent Mortgage		6 Percent Mortgage	
		Low	High	Low	High	Low	High
< 30% of AMI	< \$20,610	\$0	\$52,346	\$0	\$47,456	\$0	\$43,172
30% to 50% of AMI	\$20,610 - \$34,350	\$52,346	\$120,135	\$47,456	\$108,912	\$43,172	\$99,811
50% to 80% of AMI	\$34,350 - \$54,960	\$120,135	\$221,818	\$108,912	\$201,095	\$99,811	\$182,940

The maximum monthly rental allowance for 80% AMI is \$1,374, including \$250 for utilities.

Table 9.6: Affordable Home Rental Ranges, Including Utilities

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)
< 30% of AMI	< \$20,610	up to \$515
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374
Above 80%	>\$54,960	More than \$1,374
Total		

² Utilities are assumed to be higher for a larger average home size.

PRICING AND AFFORDABILITY

Single-Family Residential

As in the housing stock analysis, affordability is broken into two housing categories: one for SFRs, condos, duplexes, PUD, and PUD townhomes and a second for multi-family rental. The affordability of the first category of units, regardless of rental status, is based on market value as given by the County Assessor's Office. The affordability of multi-family units is based on rental rates, as gathered through interviews with each complex and data from the US Census.

Table 9.7 below shows the distribution of single-family units by home value, as maintained by the Salt Lake County Assessor's Office. Nearly 51 percent all units are valued less than \$220,000, or above the \$201,095 threshold.³ The median value, according to the Salt Lake County Assessor's Office, is \$200,300, while the 2013 ACS places the City's median household value higher at \$227,400. Approximately 51 percent of single-family units are within the affordability range.

Table 9.7: Single Family Residential Unit Values

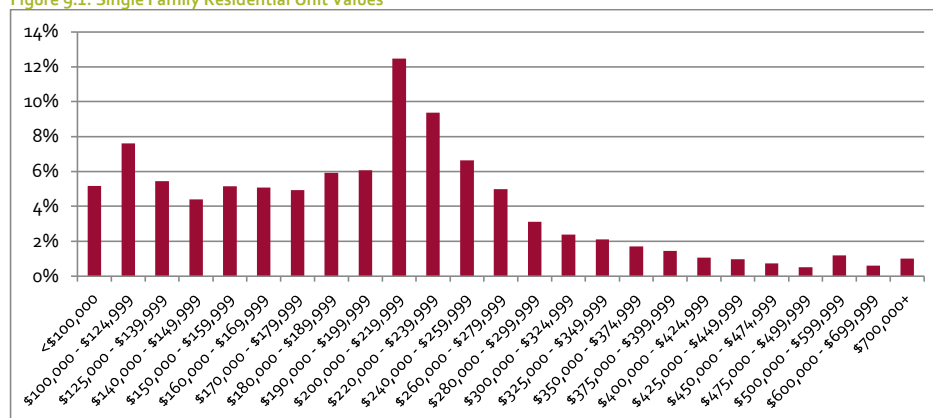
Home Value	# of Units	% Total	Cumulative % of Total
<\$100,000	757	5%	5%
\$100,000 - \$124,999	1,115	8%	13%
\$125,000 - \$139,999	797	5%	18%
\$140,000 - \$149,999	645	4%	23%
\$150,000 - \$159,999	752	5%	28%
\$160,000 - \$169,999	742	5%	33%
\$170,000 - \$179,999	723	5%	38%
\$180,000 - \$189,999	865	6%	44%
\$190,000 - \$199,999	888	6%	50%
\$200,000 - \$219,999	1,823	12%	62%
\$220,000 - \$239,999	1,371	9%	72%
\$240,000 - \$259,999	971	7%	78%
\$260,000 - \$279,999	728	5%	83%
\$280,000 - \$299,999	456	3%	86%

³ Based on a 5 percent mortgage rate

9 – MODERATE INCOME HOUSING

Home Value	# of Units	% Total	Cumulative % of Total
\$300,000 - \$324,999	349	2%	89%
\$325,000 - \$349,999	306	2%	91%
\$350,000 - \$374,999	248	2%	93%
\$375,000 - \$399,999	210	1%	94%
\$400,000 - \$424,999	154	1%	95%
\$425,000 - \$449,999	141	1%	96%
\$450,000 - \$474,999	105	1%	97%
\$475,000 - \$499,999	73	0%	97%
\$500,000 - \$599,999	175	1%	98%
\$600,000 - \$699,999	87	1%	99%
\$700,000+	148	1%	100%
Total	14,629	100%	100%

Figure 9.1: Single Family Residential Unit Values



Source: Salt Lake County Assessor's Office

9 – MODERATE INCOME HOUSING

Multi-Family Residential

Based on interviews with apartment complexes in Murray, as shown in Table 9.8, it appears that rental units in Murray are quite affordable, with over 90 percent of apartments below 80% AMI.⁴

Table 9.8: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)	Estimated # of Affordable Multi-Family Units	Percent of Total
< 30% of AMI	< \$20,610	up to \$515	34	0.8%
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859	243	5.6%
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374	3,676	85.0%
Above 80%	>\$54,960	More than \$1,374	370	8.6%
Total			4,323	100%

According to the ACS, the median gross rent in Murray is \$902, which falls in the 50 to 80 percent of AMI income level (\$1,374 monthly rental allowance). If we assume that 3/4 of the rental units between \$1,000 and \$1,499 are below \$1,374, and the other 1/4 are above \$1,374, then approximately 82 percent of occupied rental units are within the 80 percent of AMI threshold. While this number is less than the estimated affordable rental units based on the apartment interviews, it is still an extremely high affordability rate.

⁴ Data was collected for 4,323 units from 26 complexes. The Assessor's Office listed 4,721 units that could potentially be rental units, leaving 398 units not accounted for which data was not collected.

9 – MODERATE INCOME HOUSING

Table 9.9: Gross Rent (with AMI Levels)

Gross Rent	Number of Units	% of Total	Cumulative % of Total
Less than \$200	10	0%	0%
\$200 to \$299	65	1%	1%
\$300 to \$499 (approx. 30% AMI)	100	2%	3%
\$500 to \$749	1,169	19%	22%
\$750 to \$849 (approx. 50% AMI)	928	15%	36%
\$849 to \$999	1,407	23%	59%
\$1,000 to \$1,375 (approx. 80% AMI)	1,436	23%	82%
\$1,375 or more	776	12%	94%
No Cash Rent	355	6%	100%
Total	6,246	100%	

Source: ACS 2013; ZBPF

If we assume that 82 percent of the remaining 398 units⁵ fall below the 80 percent threshold, then there are approximately an additional 326 affordable rental units, for an estimated total of 4,279 affordable rental units in Murray, with 442 rental units that are above the 80 percent threshold, for a total rental affordability rate of 91 percent. Table 9.10 shows the distribution of all 4,721 rental units, assuming that the distribution of these units is similar to the distribution by the US Census (Table ____).

⁵ Units from the apartment interviews for which data was not available

Table 9.10: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Home Rental Price Range (with Utilities)	Estimated # of Multi-Family Units	Percent of Total Rental Units
< 30% of AMI	< \$20,610	up to \$515	46	1.0%
30% to 50% of AMI	\$20,610 - \$34,350	\$515-\$859	375	7.9%
50% to 80% of AMI	\$34,350 - \$54,960	\$859-\$1,374	3,859	81.7%
Above 80%	>\$54,960	More than \$1,374	442	9.4%
Total			4,721	100%

MATCHING MARKET WITH DEMOGRAPHICS

Using the housing allowances calculated earlier, Table 9.11 below shows how Murray's SFR, condo, PUD, and duplexes match against current income at all levels for Salt Lake County. The median household income for Salt Lake County is \$60,555, with 21 percent of households in the County falling within the \$50,000 to \$74,999 range. In Murray, roughly 48 percent of the SFR, condo, PUD and duplex units are affordable to households in that income range. The percent of homes in each home value range meet the percent of income ranges within the County for incomes between \$25,000 and \$74,999. There is, however, a shortage homes for incomes above \$75,000 and below \$25,000, though it is likely that housing needs for homes with less than \$25,000 in income rent are met through the low-income rental market.

9 – MODERATE INCOME HOUSING

Table 9.11: Percent of Households by Income Category with Percent of Affordable Single-Family Units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Housing Price Range (5% Mortgage)	% of Properties in Value Range
\$10,000 or less	5.0%	\$0	0.0%
\$10,000 to \$14,999	3.9%	\$0 - \$22,359	0.0%
\$15,000 to \$24,999	9.0%	\$22,364 - \$67,087	0.1%
\$25,000 to \$34,999	9.3%	\$67,091 - \$111,814	10.0%
\$35,000 to \$49,999	13.6%	\$111,819 - \$178,906	27.3%
\$50,000 to \$74,999	20.9%	\$178,910 - \$290,724	47.8%
\$75,000 to \$99,999	14.7%	\$290,729 - \$402,543	9.0%
\$100,000 to \$149,999	14.5%	\$402,548 - \$626,181	4.5%
\$150,000 to \$199,999	4.9%	\$626,185 - \$849,819	0.9%
\$200,000 or more	4.3%	\$849,823 or more	0.5%

Based on the percent of households in Salt Lake County within specific income ranges, and the percentage of rental units in Murray that are within the affordable home rental ranges for those income ranges, 91 percent of rental units are affordable to households at 80 percent of AMI; therefore, there is a reasonable opportunity for a household in Salt Lake County to rent in Murray. Furthermore, the majority of apartment complexes interviewed stated that they accept Section 8 vouchers, which increases the overall affordability of apartments in Murray to low-income households.

9 – MODERATE INCOME HOUSING

Table 9.12: Percent of Households by Income Category with Percent of Affordable Multi-Family units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Home Rental Price Range	Estimated % of Units in Value Range - Murray
\$10,000 or less	5.0%	\$0 - \$250	0.0%
\$10,000 to \$14,999	3.9%	\$250 - \$375	0.0%
\$15,000 to \$24,999	9.0%	\$375 - \$625	2.0%
\$25,000 to \$34,999	9.3%	\$625 - \$875	10.0%
\$35,000 to \$49,999	13.6%	\$875 - \$1,250	61.7%
\$50,000 to \$74,999	20.9%	\$1,250 - \$1,875	26.5%
\$75,000 to \$99,999	14.7%	\$1,875 - \$2,500	0.0%
\$100,000 to \$149,999	14.5%	\$2,500 - \$3,750	0.0%
\$150,000 to \$199,999	4.9%	\$3,750 - \$5,000	0.0%
\$200,000 or more	4.3%	\$5,000 or more	0.0%

For the targeted low- and moderate-income households, there are many units available that are affordable to households below 50 percent of AMI. Of the 14,630 single-family, duplex, PUD, or condo units, approximately 7,392, or 51 percent, are available to those with less than 80 percent of AMI.

Table 9.13: Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Affordable Home Price Range (5% Mortgage)	Number of Affordable SFR, Condo, PUD, Duplex Units
< 30% of AMI	< \$20,610	\$0 - \$47,546	0
30% to 50% of AMI	\$20,610 - \$34,350	\$47,456 - \$108,912	1,411
50% to 80% of AMI	\$34,350 - \$54,960	\$108,912 - \$201,095	5,981

9 – MODERATE INCOME HOUSING

Combining the total number of affordable single family units and multi-family units indicates a total of 9,840 affordable units in Murray or 60 percent of the 19,351 units in Murray (Table 9.14). Therefore, there is a reasonable opportunity for those making 80 percent of AMI to live in Murray.

Table 9.14: Total Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Number of Affordable SFR, Condo, PUD, Duplex Units	Number of Affordable Multi-Family Units	Total Affordable Units	% of All Units	Cumulative % of All Units
< 30% of AMI	< \$20,610	0	46	46	0.2%	0.2%
30% to 50% of AMI	\$20,610 - \$34,350	1,411	375	1,786	9.2%	9.5%
50% to 80% of AMI	\$34,350 - \$54,960	5,981	3,859	9,840	50.9%	60.3%
Total		7,392	4,279	11,671	60.3%	

Table 9.15: Percent of Units by Household Income Range

Household Income Range	% of Households in Income Range – Salt Lake County	% of Single Family Units in Value Range	% of Multi-Family Units in Value Range	% of Total Units in Value Range
\$10,000 or less	5.0%	0%	0%	0%
\$10,000 to \$14,999	3.9%	0%	0%	0%
\$15,000 to \$24,999	9.0%	0%	2%	1%
\$25,000 to \$34,999	9.3%	12%	10%	11%
\$35,000 to \$49,999	13.6%	36%	62%	49%
\$50,000 to \$74,999	20.9%	40%	26%	33%
\$75,000 to \$99,999	14.7%	7%	0%	4%
\$100,000 to \$149,999	14.5%	3%	0%	2%
\$150,000 to \$199,999	4.9%	1%	0%	0%
\$200,000 or more	4.3%	0%	0%	0%

Mortgage rates can significantly influence the percent of affordable homes. For example, when calculating housing costs, if a 6 percent mortgage rate is used instead of a 5 percent mortgage then the overall percent of affordable homes decreases from 60.3 percent to 52.0 percent.

Table 9.16: Percent of Units by Mortgage Rate

9 – MODERATE INCOME HOUSING

Household Income Level	4% Mortgage	% of Total	5% Mortgage	% of Total	6% Mortgage	% of Total
Affordable SFR	9,279	63.4%	7,392	50.5%	5,791	39.6%
Affordable MFR	4,279	50.5%	4,279	50.5%	4,279	50.5%
Total Affordable Units	13,558	70.1%	11,671	60.3%	10,070	52.0%
Total Units	19,351		19,351		19,351	

9.3 MODERATE INCOME HOUSING GOAL, OBJECTIVES & STRATEGIES

MODERATE INCOME HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.

MODERATE INCOME HOUSING OBJECTIVES & STRATEGIES & IMPLEMENTATION PLANS

OBJECTIVE 1 STRATEGY: ENSURE HOUSING AFFORDABILITY TARGETS ARE ACHIEVABLE USING A RANGE OF STRATEGIES. DEMONSTRATE INVESTMENT IN THE REHABILITATION OR EXPANSION OF INFRASTRUCTURE THAT FACILITATES THE CONSTRUCTION OF MODERATE-INCOME HOUSING

Action Item Strategy: The Promote affordable housing options that address the needs of low to moderate income households and individuals and offer options for a range of demographics and lifestyles. Community and Economic Development will collaborate with the Murray City Water Department to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2023.

Action Item Strategy: The Community and Economic Development Department will collaborate with Murray City Power to create a masterplan and help identify areas of opportunity for increased capacity and other infrastructure improvements by December 31st, 2025. Ensure zoning of residential areas does not prohibit compatible types of housing.

Action Item Strategy: In coordination with Murray City Parks and Recreation, Community and Economic Development Staff will evaluate the 2020 Parks and Recreation Masterplan and provide an update to the City Council on the progress of the 10-year plan by December 31st, 2025. Continue to support ADUs (Accessory Dwelling Units) in all residential zones.

Action Item Strategy: In coordination with the Murray City Engineering Division, Community and Economic Development Staff will evaluate the 2021 Transportation Masterplan and provide an update to the City Council on the progress of the key elements by December 31st, 2026. Continue to support the use of density bonuses for constructing affordable housing options.

Formatted: Superscript

Formatted: Superscript

Formatted: Superscript

9 – MODERATE INCOME HOUSING

Action Item Strategy: The Community and Economic Development Department will collaborate with the Murray City Waste Water Division to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2027. Maintain reduced residential parking requirements in the M CCD, Mixed Use, and Transit Oriented Development zones.

Strategy: Implement transit-oriented development and/or mixed-use zoning for properties in and around transit stations.

OBJECTIVE 2 STRATEGY: PROVIDE THE OPPORTUNITY FOR AFFORDABLE HOME OWNERSHIP BY OFFERING A RANGE OF HOUSING TYPES FOR PURCHASE, INCLUDING ATTACHED DWELLINGS. CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO, INTERNAL OR DETACHED ACCESSORY DWELLING UNITS (ADU) IN RESIDENTIAL ZONES.

Action Plan Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics. The Community and Economic Development Department by December 31st, 2023 will review regulations to facilitate the construction of additional detached accessory dwelling units, including a review of the following items:

- Determine whether the city should allow a second ADU to be located on residential properties.
- Conduct a review of the setback requirements for detached ADUs and propose changes.
- Consider allowing a second level for appropriately located accessory structures when the second story would be used as an ADU.
-

Strategy: Review zoning ordinances and make modifications where necessary to allowable housing types, lot size, setbacks and other factors that limit types of housing in a zone.

STRATEGY: AMEND LAND USE REGULATIONS TO ALLOW FOR HIGHER DENSITY OR NEW MODERATE INCOME RESIDENTIAL DEVELOPMENT IN COMMERCIAL OR MIXED USE ZONES NEAR MAJOR TRANSIT INVESTMENT CORRIDORS.

Action Item: In conjunction with city leadership, the Community and Economic Development Department will review the Murray City Center District zone by December 31st, 2023 and recommend changes to help facilitate moderate income housing.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Murray Central Mixed-Use zone by December 31st, 2024, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Centers Mixed Use zone by December 31st, 2025, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: As part of the station area planning process the Community and Economic Development Department staff will conduct research into and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024.

Formatted: Superscript

Formatted: List Paragraph, Bulleted + Level: 1 + Aligned at: 0.75" + Indent at: 1"

Formatted: List Paragraph, Indent: Left: 1"

Formatted: Superscript

Formatted: Superscript

STRATEGY: IMPLEMENT A MORTGAGE ASSISTANCE PROGRAM FOR EMPLOYEES OF THE MUNICIPALITY, AND EMPLOYER THAT PROVIDES CONTRACTED SERVICES TO THE MUNICIPALITY, OR ANY OTHER PUBLIC EMPLOYER THAT OPERATES WITHIN THE MUNICIPALITY.

Action Item: The Community and Economic Development Department in conjunction with the Murray City Finance Department will scope and determine feasibility for a down payment assistance program by December 31st, 2022.

Formatted: Superscript

Action Item: By December 31st, 2023, city staff will present a proposal for a down payment assistance program to be reviewed by city leaders.

Formatted: Superscript

STRATEGY: DEVELOP AND ADOPT STATION AREA PLANS IN ACCORDANCE WITH STATE STATUTE 10-9A-403.1.

Action Item: By December 31st, 2025, in accordance with state statute; Murray City will have adopted Station Area Plans for all currently active light and commuter rail stations.

Formatted: Superscript

Action Item: By December 31st, 2023, Murray City will have adopted a Station Area Plan for the Murray North, also known as Fireclay, light rail station.

Formatted: Superscript

Action Item: By December 31st, 2024, Murray City will have amended the Murray Central Small Area Plan to reflect the requirements dictated by state statute.

Formatted: Superscript

Action Item: By December 31st, 2025, Murray City will have amended the Fashion Place West Small Area Plan to reflect the requirements dictate by state statute.

Formatted: Superscript



TO: Murray City Planning Commission
FROM: Community & Economic Development
DATE: June 30, 2022
RE: Agenda Item # 9 – MIH Discussion

Commissioners,

Beginning in May, Murray City Planning Division Staff conducted a number of discussions with the Planning Commission and City Council regarding amendments to the Moderate Income Housing (MIH) element of the General Plan. Earlier this year, the State of Utah required changes to the way cities plan for opportunities to include Moderate Income Housing within each municipality. In previous discussions we have covered how housing affordability is calculated, what that means, and the goals and strategies that are currently included in the City's MIH. We also went over the requirements of the newest state legislation and the individual menu items must be chosen from.

Considering feedback from the Planning Commission and City Council, Staff has identified a number of the menu items for recommendation. The items were selected based on their general support from the Commission and Council, and on our ability to craft meaningful and effective implementation strategies to support them. You will find the recommended items below. Division staff identified five that are listed as "recommended", representing the best fit for the requirement. Three alternatives have also been listed and could serve either as substitutes if there are any concerns or as additions to strengthen the MIH.

Recommendations

- Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate-income housing.
- Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.
- Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed use zones near major transit investment corridors.
- Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality.
- Develop and adopt a station area plan in accordance with Section 10-9a-403.1.

Staff Supported Alternatives

- Demonstrate utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.
- Demonstrate creation of, or participation in, a community land trust program for moderate income housing.
- Implement zoning incentives for moderate income units in new developments.

The attachments to this letter are to provide an early look at what implementation strategies may look like. The Attorney's Office has also provided a spreadsheet with their review of each of the menu items.

If there are no concerns you feel need to be addressed, staff will proceed with drafting final implementation strategies, and include them with the selected menu items for presentation at a public hearing at the Planning Commission in early August. In September the amendments will be forwarded to the City Council for adoption, allowing Staff to submit the adopted amendments to the Moderate Income Housing chapter to the State by 10/01/2022 as required.

We look forward to continuing the conversation with you all. If you have anything you want to talk about before the meeting please don't hesitate to reach out.

Sincerely,

Zachary Smallwood
Senior Planner | Murray City Corporation
4646 South 500 West | Murray UT 84123
(801) 270-2407
zsmallwood@murray.utah.gov

Draft Implementation Strategies for Moderate Income Housing Menu Items

Recommended Menu Items

Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate-income housing

- Work with Murray Power to develop a plan to increase power capacity by 12/31/2027 in areas determined by City Leaders to help facilitate the addition of more housing.
- Collaborate with Murray City Water to update their masterplan and identify areas of opportunity to increase capacity by 12/31/2023.
- In coordination with Murray City Parks and Recreation, review the 2020 Parks and Recreation Masterplan and update the City Council on progress of the 10-year plan by 12/31/2025.
- Work with Murray Wastewater to develop a plan to increase capacity by 12/31/2027.

Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones

- By 12/31/2023 review regulations to facilitate the construction of additional detached ADUs.
 - Review and determine whether to allow a second ADU to be located on properties.
 - Review the setback requirements for detached ADUs.
 - Consider allowing second stories for appropriately located accessory structures WHEN that second story is an ADU.

Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed use zones near major transit investment corridors

- Review the MCMU zone by xx/xx/xxxx and determine whether allowing for substantially increased density provided that a portion of the project is developed as moderate income housing is appropriate.
- Conduct a review of the Centers Mixed Use zone by xx/xx/xxxx to identify opportunities for amendments to allow for moderate income housing.
- Review the MCCD zone by 12/31/2023 and recommend changes to help facilitate moderate income housing.
- Research and draft an appropriate mixed use zone or zones for use in the Fashion Place West area by 12/31/2024. Adopt mixed use zoning for implementation in the Fashion Place West area by 7/1/2025.

Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality

- By 12/31/2022 CED Staff will work with the Finance Department to assess scope and feasibility of a program.
- By 12/31/2023 City Staff will present a proposal for a down payment assistance program to the city leaders.

Develop and adopt a station area plan in accordance with Section 10-9a-403.1

- By 12/31/2025 in accordance with State Statute; adopt Station Area Plans for all currently active light rail and commuter rail stations within Murray City.
 - By 12/31/2023, Murray North (Fireclay) Station Area Plan adopted.
 - By 12/31/2024, Fashion Place West amended to reflect state statute.
 - By 12/31/2025, Murray Central amended to reflect state statute.

Alternative Menu Items

Demonstrate utilization of a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing

- By 12/31/2023 and every year thereafter, the redevelopment agency of Murray City will seek to spend approximately \$xx,xxx (or x%) in new programs or projects related to MIH.

Demonstrate creation of, or participation in, a community land trust program for moderate income housing

- Work with Neighborworks to develop a community land trust program by 12/31/2026

Implement zoning incentives for moderate income units in new developments

- By xx/xx/xxx amend Chapter 17.132 "Incentive Density Bonus" of the Murray City Land Use Ordinance to include less restrictive opportunities for the inclusion of moderate income housing in current multi-family zones.

HB 462 - Analysis of the Menu of Moderate Income Housing Options Required for the General Plan

Under HB 462, the City must revise the Moderate Income Housing (MIH) Element incorporated into its General Plan. The Legislature has required that cities choose from certain "menu" options in creating/revising this MIH Element

I. MIH ELEMENT MUST INCLUDE THE FOLLOWING STRATEGY:

Recommended	(V) develop and adopt a station area plan in accordance with Section 10-9a-403.1	
-------------	--	--

II. MIH Element Must include One of the Following Three Strategies:

		Notes	Financial Intervention	Regulatory Intervention	Administrative Resources
Recommended	(G) amend land use regulations to allow for higher density <i>or</i> new moderate income residential development in commercial or mixed-use zones near major transit investment corridors	Does NOT require City funding. The easy application is to simply increase density within these zones; if amending land use laws to allow for new moderate income residential development, the City would be required to use administrative resources to define, incentivize and enforce	Low	Moderate	High
	(H) amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities	This strategy appears to simply allow areas such as transit developments to have much less or no parking. To enforce parking codes where developments are not required to provide parking will require the addition of police resources and/or an administrative process to handle all of the parking tickets and complaints. The City has reduced parking in the MCCD, TOD, and Mixed-Use zones.	Low	Moderate	High
	(Q) create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act		High	High	High

III. MIH Element Must Select Three of the remaining strategies:

	(A) Rezone for densities necessary to facilitate the production of moderate income housing	Requires the City to zone for high density housing. The City may already be zoned appropriately. How much density does Murray need to satisfy the legislature? Based on the assumption that higher densities will facilitate MIH. Assumes that higher densities will allow more inventory to be built, and that more housing inventory will cause prices to lower and become moderate-income affordable	Low	Moderate	Moderate
Recommended	(B) Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing	Requires City funding. City is to pay for the rehabilitation or expansion of infrastructure "that facilitates" MIH. This item begs the question as to what <i>infrastructure facilitates</i> the construction of moderate income housing, not simply facilitating the construction of an increase of market rate housing inventory	High	Low	Moderate

	(C) Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate income housing	Requires City funding. This requires not just investing in order to put housing stock into the market for an increase in overall inventory, but making sure it is moderate income housing specific. This would mean either the City purchases the property, pays to improve it, and then becomes the landlord so as to charge MIH rates; or the City pays for the rehabilitation for a developer and the City pays (subsidizes) the developer the difference between market rate and MIH rate to ensure MIH. We are unaware of current existing housing stock that is uninhabitable in Murray.	High	Low	High
	(D) identify and utilize general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the municipality for the construction or rehabilitation of moderate income housing	Requires City funding. The City "eats" the construction-related fees (does not collect from the developer but pays these fees from the general fund) on behalf of developer who constructs or rehabs MIH. City would become watchdog (likely through agreement) to ensure that developer constructs or rehabs housing where rent meets moderate income housing rate. This requires the City to develop standards to ensure the waiver of fees goes to the development of actual moderate income housing.	High	Low	High
Recommended	(E) create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones	Requires Ordinance Amendments. This option works to increase density and potentially overall housing unit inventory, however there is no guarantee it is or will be moderate income. City would have to amend its ADU ordinance to allow for streamlined or fewer regulations for ADUs.	Low	Low	Low
	(F) zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers	Does NOT require City funding. It is unclear whether Murray's zoning currently is already at an acceptable density in these areas. While this element would require amending Murray's zoning to increase density in the listed zones (commercial zones or mixed use zones near Trax, commercial centers (the mall?) or employment centers (what is an employment center? Large employers?)), it is unclear how a city zones for moderate income residential development. See footnote 1.	Low	Moderate	Moderate
	(I) amend land use regulations to allow for single room occupancy developments	Does NOT require City funding (although increased density may cause increase in the cost of infrastructure, public services and public safety services). Murray would have to amend zoning laws to allow for this type of arrangement. The City used to allow for this type of congregate living but eliminated it many years ago. This would bring back this type of use. See footnote 2	Low	Low	Low

Alternative	(J) implement zoning incentives for moderate income units in new developments	Does NOT require City funding. Since the City cannot REQUIRE a private-sector developer to construct MIH, to comply with this menu item, the City could put in the land use (zoning) code an incentive to build a minimal amount of MIH in order to increase density (more housing units per acre) than the base zone allows. Non-monetary zoning incentives (such as density increases) would be needed, and would need to directly address moderate income housing in new developments. We have this incentive in one of the mixed use zones as well as a chapter on density incentives. Where a developer will include a minimum number of MIH units in a new development, the developer can be rewarded by being able to build higher density (more units) than would be allowed without the MIH units. Do we already have enough of this type of incentive in our land use code to comply with this menu item?	Low	High	Moderate
	(K) preserve existing and new moderate income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or, notwithstanding Section 10-9a-535, establishing a housing loss mitigation fund	Requires City funding: This option appears to require an increase in funds for the City to establish a grant or housing loss mitigation fund, and resources to oversee and run such a program. The City would pay ("subsidized units", "grant program" or "housing loss mitigation fund") owners/developers to keep and/or build MIH units.	High	High	High
	(L) reduce, waive, or eliminate impact fees related to moderate income housing	Requires City to forego impact fees. This would be an incentive for a developer to build MIH -- ie, waiving impact fees. However, this alone would likely not cover the difference between market rate and MIH rate. So standing alone, this would likely not result in MIH.	High	Low	Moderate
Alternative	(M) demonstrate creation of, or participation in, a community land trust program for moderate income housing	Requires City funding. This requires an increase of administrative costs as well as capital costs to either create a fund to purchase land or to participate in a CLT). See footnote 3. This requires a substantial (both up-front and ongoing) investment in money by the City (and by the private sector assuming a private entity will gift a substantial amount of money) to start a non-profit and to continue to fund its purchase of property and the construction of homes. <i>The CLT by design artificially maintains lower lease rates so that homes are affordable.</i>	High	High	High
Recommended	(N) implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality	Requires City funding. This option requires financial contributions and administrative resources to set up an assistance program. Murray currently works with Neighborworks and Murray provides direct financial aid in certain circumstances. Direct financial aid could include providing financial assistance through grants or interest free loans for example.	High	Low	High

(O) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity, and entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing	May require RDA/City funding. The RDA and City work with Neighborworks.	Low	Low	Moderate
--	---	-----	-----	----------

Alternative	(P) demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing	Requires RDA funding. This strategy puts the RDA in the position of creating directly or subsidizing the construction of moderate income housing units. This "menu item" requires that the RDA show it's 20% affordable housing allotment is being used to "create or subsidize" MIH. We have been doing this on a very limited basis with Neighborworks.	Moderate	High	High
-------------	---	---	----------	------	------

(R) eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530	Requires City to forego impact fees. This would be an incentive for a developer to build external accessory dwelling units -- ie, waiving impact fees. However, this alone would likely not cover the difference between market rate and MIH rate for external accessory dwelling units. So standing alone, this would likely not result in MIH.	Moderate	Low	Moderate
---	--	----------	-----	----------

(S) create a program to transfer development rights for moderate income housing	Requires <u>NO</u> City funding (unless the City becomes the "bank"). A TDR transaction involves: (a) selling the development rights from a sending site, thereby preserving the sending site from future development; and (b) purchase of those development rights by the owner of a site in the receiving area to be allowed to build at a higher density or height than ordinarily permitted by the base zoning. See Footnote 4	Moderate	High	High
---	--	----------	------	------

(T) ratify a joint acquisition agreement with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing	Requires City funds to purchase and develop land and homes to be used for moderate income housing	High	Low	Moderate
--	---	------	-----	----------

(U) develop a moderate income housing project for residents who are disabled or 55 years old or older	Requires City funding. Requires the City to purchase land, pay to develop a housing project, and then pay further to ensure that it is used for disabled residents or those 55 years old or older	High	High	High
---	---	------	------	------

(W) create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones	Requires NO City funding. Requires zoning regulations to disguise apartment buildings to look like single-family homes in areas where community is walkable or in mixed use zones. Walkable would mean where there is enough density justifying nearby retail stores such as grocery, hardware, restaurant, and other such stores.	Low	Moderate	Moderate
--	--	-----	----------	----------

(X) demonstrate implementation of any other program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing	Catch-all menu item for City to create a "program" or "strategy" to do what the legislature has not thought of. The example of a "dedication of a local funding source" requires City funding . Financial, Regulatory and Administrative interventions cannot be identified because this option allows municipalities to craft their own strategy and show to the state that it will work towards addressing moderate income housing needs.			
--	--	--	--	--

Footnotes:

1	"[R]esults show that despite gains made by many policy enactments directed towards increased housing production and rental assistance, most underserved populations who comprise the renter universe remain just that – underserved. And simply building more new housing is not the answer either. Additional strategies must be implemented, and services provided to ensure residents can attain and maintain affordable housing." Eric W. Price, National Housing Preservation Foundation
2	Single room occupancy (often abbreviated to SRO) is a form of housing that is typically aimed at residents with low or minimal incomes who rent small, furnished rooms with a bed, chair and sometimes a small desk – each such bedroom has a lock and key. SRO units are rented out as permanent residence and/or primary residence to individuals, within a multi-tenant building where tenants share a kitchen, toilets or bathrooms. SRO units range from 80 to 140 sq. ft. In some instances, contemporary units may have a small refrigerator, microwave or sink. There is a variety of levels of quality, ranging from a "cubicle with a wire mesh ceiling" at the lowest end, to small hotel rooms or small studio apartments without bathrooms at the higher end." see - https://en.wikipedia.org/wiki/Single_room_occupancy
3	A community land trust (CLT) is a structure that allows land to be held "in trust" for community needs, outside of the influence of market pressures. In a traditional real estate transaction, the homeowner owns the house and the land that it sits on. A CLT transaction separates ownership of the land from the buildings that sit upon it. The CLT retains ownership of the land and leases it to the homeowner. In theory, the purchase price is more affordable because the homeowner is only buying the structure, not the land. The homeowners lease the land from the CLT in a long-term (often 99-year), renewable lease. Finally, the homeowners often must agree to sell the home at a restricted price to keep it affordable in perpetuity, but they may be able to realize appreciation from improvements they make while they live in the house. See also: https://groundedsolutions.org/strengthening-neighborhoods/community-land-trusts

Transfers of development rights (TDR) programs are voluntary programs that allow the owner of one property (the “sending site”) to transfer its development rights to the owner of a second property (the “receiving site”). Most commonly used in conservation efforts, these can also be used to preserve affordable housing. Some places use TDRs to encourage the preservation of affordable housing developments and generate revenue to support their (affordable housing development’s) continued operations. In this context, the sending site – an existing affordable housing development – sells its unused development capacity to a receiving site. The sale preserves the current use of affordable housing and raises funds that can be reinvested in the development to help preserve it for the long-term. The owner of the receiving site may then build at a higher density or building height than would ordinarily be allowed by the underlying zoning code. These programs are most likely to be effective in areas where there is a strong demand for additional density on potential receiving sites. In some cases, the city managing the TDR program plays an interim role by purchasing development rights from sending sites and holding them for a future buyer in a TDR “bank”. By maintaining a TDR bank, local jurisdictions ensure that sending sites can sell their development rights when needed, even if a buyer is not immediately available. TDR programs require careful planning and design. See also: <https://localhousingolutions.org/housing-policy-library/transfers-of-development-rights/>

Murray City

Committee of the Whole Meeting

September 6, 2022



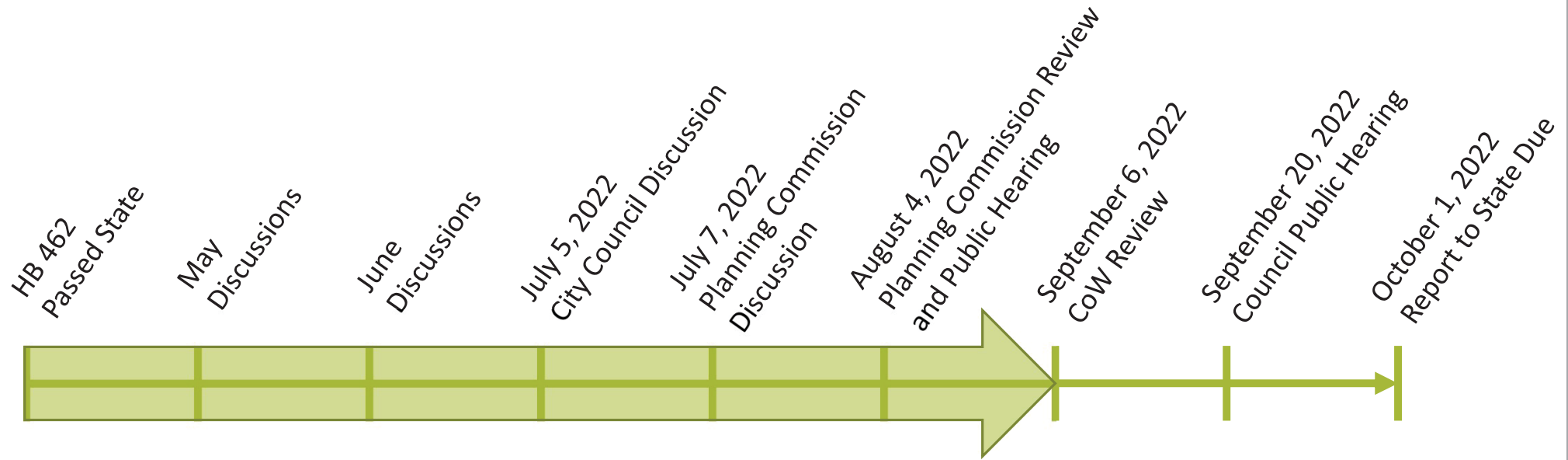
Applicant: Planning Division Staff

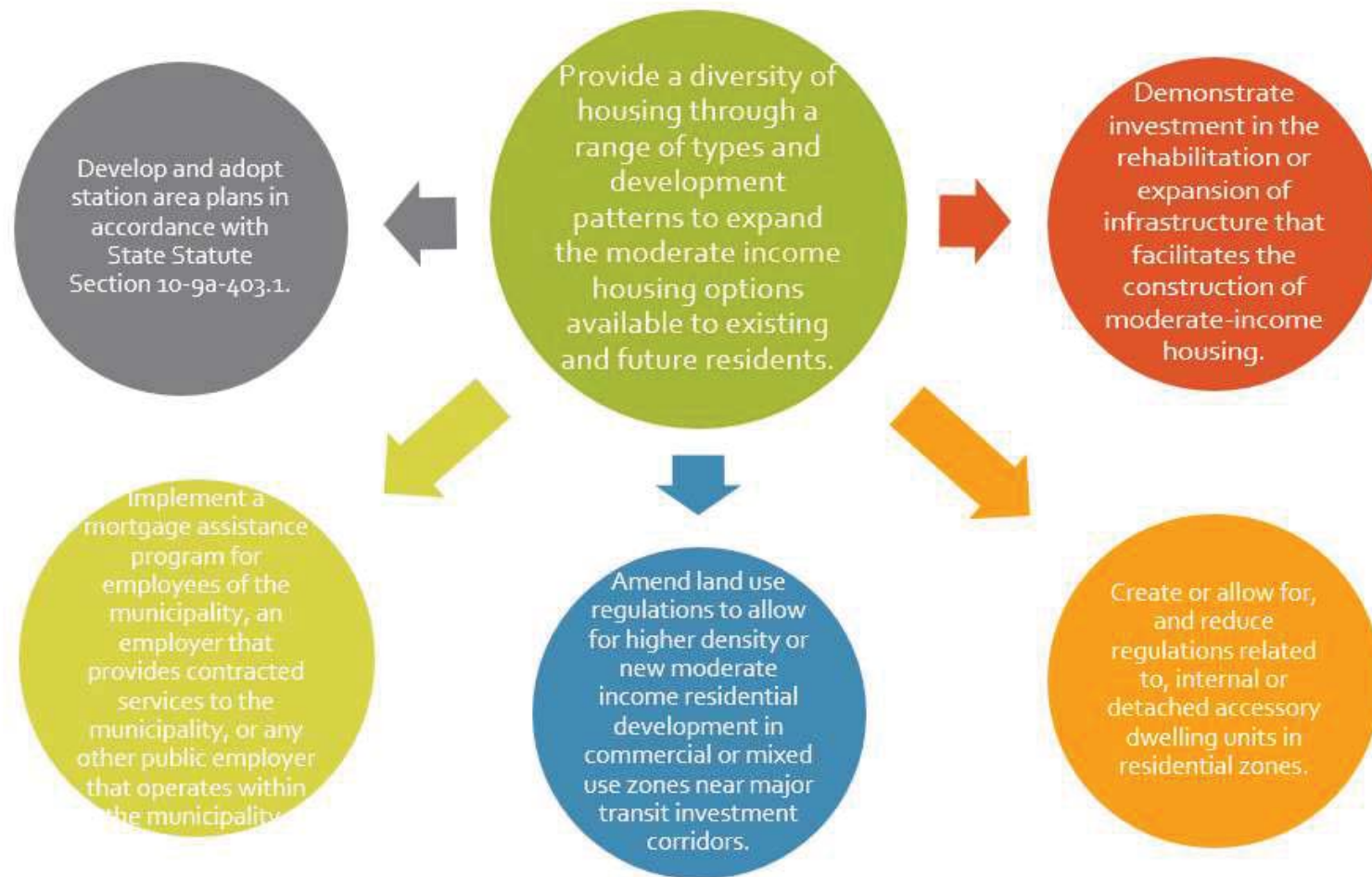
Request: General Plan Amendment to update Chapter 9, Moderate Income Housing to be in line with State requirements

Address: N/A



Where Are We?





Strategy 1

STRATEGY: DEMONSTRATE INVESTMENT IN THE REHABILITATION OR EXPANSION OF INFRASTRUCTURE THAT FACILITATES THE CONSTRUCTION OF MODERATE-INCOME HOUSING

Action Item: The Community and Economic Development will collaborate with the Murray City Water Department to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2023.

Action Item: The Community and Economic Development Department will collaborate with Murray City Power to create a masterplan and help identify areas of opportunity for increased capacity and other infrastructure improvements by December 31st, 2025.

Action Item: In coordination with Murray City Parks and Recreation, Community and Economic Development Staff will evaluate the 2020 Parks and Recreation Masterplan and provide an update to the City Council on the progress of the 10-year plan by December 31st, 2025.

Action Item: In coordination with the Murray City Engineering Division, Community and Economic Development Staff will evaluate the 2021 Transportation Masterplan and provide an update to the City Council on the progress of the key elements by December 31st, 2026.

Action Item: The Community and Economic Development Department will collaborate with the Murray City Waste Water Division to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2027.

Strategy 2

STRATEGY: CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO, INTERNAL OR DETACHED ACCESSORY DWELLING UNITS (ADU) IN RESIDENTIAL ZONES.

Action Plan: The Community and Economic Development Department by December 31st, 2023 will review regulations to facilitate the construction of additional detached accessory dwelling units, including a review of the following items:

- Determine whether the city should allow a second ADU to be located on residential properties.
- Conduct a review of the setback requirements for detached ADUs and propose changes.
- Consider allowing a second level for appropriately located accessory structures when the second story would be used as an ADU.

Strategy 3

STRATEGY: AMEND LAND USE REGULATIONS TO ALLOW FOR HIGHER DENSITY OR NEW MODERATE INCOME RESIDENTIAL DEVELOPMENT IN COMMERCIAL OR MIXED USE ZONES NEAR MAJOR TRANSIT INVESTMENT CORRIDORS.

Action Item: In conjunction with city leadership, the Community and Economic Development Department will review the Murray City Center District zone by December 31st, 2023 and recommend changes to help facilitate moderate income housing.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Murray Central Mixed-Use zone by December 31st, 2024, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Centers Mixed Use zone by December 31st, 2025 and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: As part of the station area planning process the Community and Economic Development Department staff will conduct research into and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024.

Strategy 4

STRATEGY: IMPLEMENT A MORTGAGE ASSISTANCE PROGRAM FOR EMPLOYEES OF THE MUNICIPALITY, AND EMPLOYER THAT PROVIDES CONTRACTED SERVICES TO THE MUNICIPALITY, OR ANY OTHER PUBLIC EMPLOYER THAT OPERATES WITHIN THE MUNICIPALITY.

Action Item: The Community and Economic Development Department in conjunction with the Murray City Finance Department will scope and determine feasibility for a down payment assistance program by December 31st, 2022.

Action Item: By December 31st, 2023, city staff will present a proposal for a down payment assistance program to be reviewed by city leaders.

Strategy 5

STRATEGY: DEVELOP AND ADOPT STATION AREA PLANS IN ACCORDANCE WITH STATE STATUTE 10-9A-403.1.

Action Item: By December 31st, 2025, in accordance with state statute; Murray City will have adopted Station Area Plans for all currently active light and commuter rail stations.

Action Item: By December 31st, 2023, Murray City will have adopted a Station Area Plan for the Murray North, also known as Fireclay, light rail station.

Action Item: By December 31st, 2024, Murray City will have amended the Murray Central Small Area Plan to reflect the requirements dictated by state statute.

Action Item: By December 31st, 2025, Murray City will have amended the Fashion Place West Small Area Plan to reflect the requirements dictated by state statute.

Planning Commission

- A public hearing was held by the Planning Commission on August 4, 2022.
- 26 notices were sent to affected entities.
- No public comment was received.
- The Planning Commission voted 6-0 to forward a recommendation of approval to the City Council.

Findings

1. The proposed amendments have been carefully considered and provide direction for the city to work towards providing additional moderate-income housing.
2. The proposed amendments support the goals and objectives of the General Plan by facilitating greater collaboration within the city and furthering the development and preservation of affordable housing.
3. The proposed amendments are necessary to ensure compliance with current Utah State Code.
4. The Planning Commission voted 6-0 to forward a recommendation of approval to the City Council on August 4, 2022.

Staff Recommendation

The Planning Commission and staff recommends that the City Council **APPROVE** the requested amendment to Chapter 9, Moderate Income Housing in the 2017 Murray City General Plan as reviewed in the Staff Report.

THANK YOU





Discussion Item #4



MURRAY

Community & Economic Development

Amendment to the Fireclay Master Transportation Plan

Council Action Request

Committee of the Whole

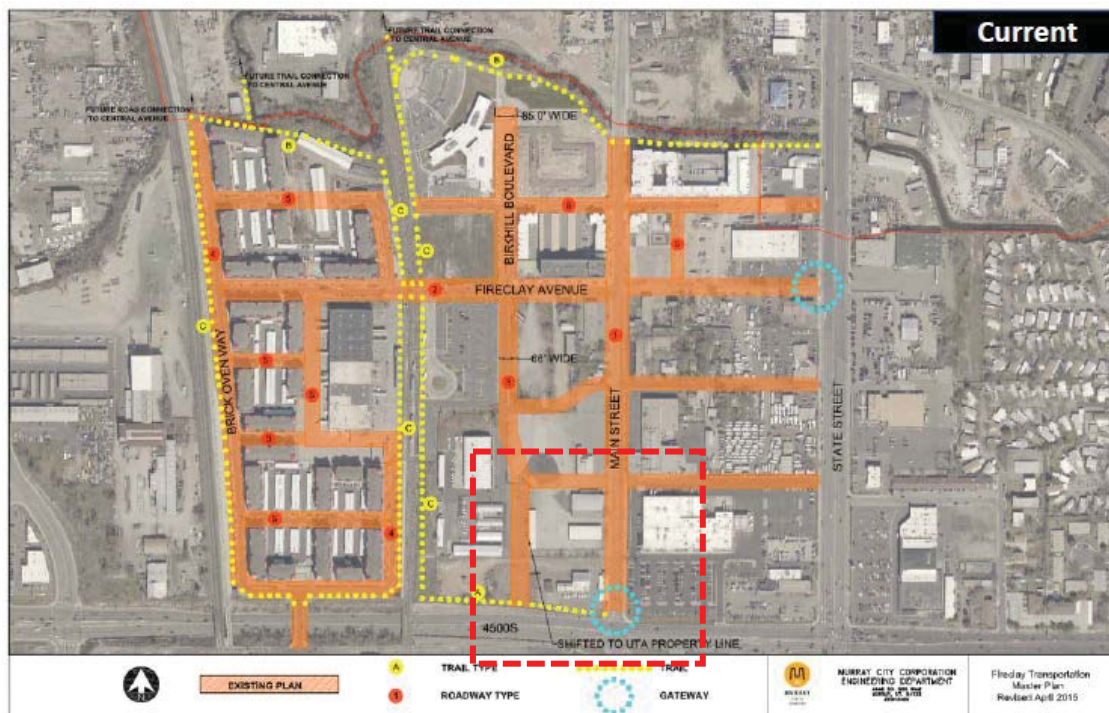
Meeting Date: September 6, 2022

Department Director Jared Hall Phone # 801-270-2427 Presenters Jared Hall Required Time for Presentation 20 Minutes Is This Time Sensitive No Mayor's Approval Date August 23, 2022	Purpose of Proposal Review a request to amend the location of a required street in the Fireclay Master Transportation Plan of the TOD Zone. Action Requested Approve a proposed amendment to Chapter 17.160, the TOD Zone, modifying the Fireclay Master Transportation Plan. Attachments Presentation Slides Budget Impact None. Description of this Item On July 21, 2022 the Planning Commission voted to recommend approval of a request to amend the Fireclay Master Transportation Plan contained in the Design Guidelines of the Transit Oriented Development (TOD) Zone. The TOD Zone covers the area of the city commonly known as Fireclay, which surrounds the Murray North TRAX station. The TOD Zone includes a Master Transportation Plan and map identifying a desired grid of new streets to connect and serve the area. Most of those new streets have been implemented during the development of projects. The requested amendment is the result of potential development applications on the property located at 4410 South Main Street. The amendment would shift the mapped location for installation of a new east-west street connecting Birkhill Boulevard to Main Street from the north side of the property to the south.
--	--

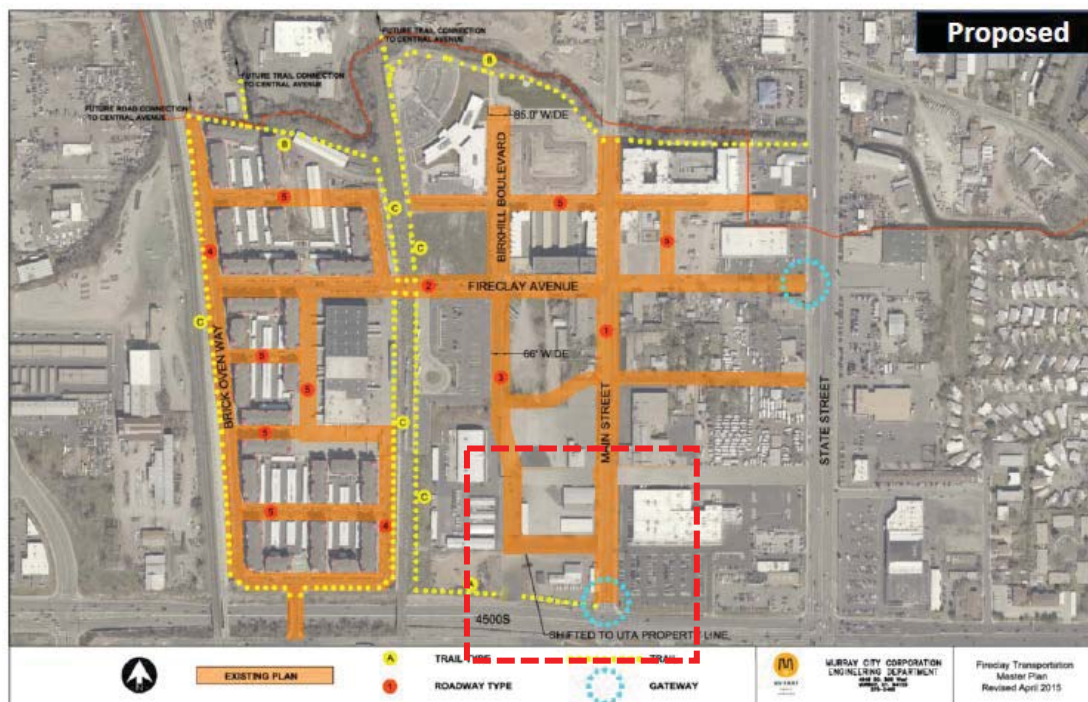


REVIEW

The Master Transportation Plan maps out a grid to create new connections where none existed previously in order to encourage good traffic circulation and pedestrian activity. The focus of this requested amendment lies between Main Street and the TRAX line, just north of 4500 South. The existing plan for this section is pictured in the figure below:



The unnamed, east-west connecting street between Birkhill Boulevard and Main Street is the subject of this application for amendment. The applicant would like to move the street's location southward, toward 4500 South. See the proposed section below:



Issues:

1) Installing the relocated street will involve property owners other than Evergreen: the Utah Transit Authority (UTA) and Salt Lake County. Both groups are working toward redevelopment of their properties, but they will likely not be ready until after Evergreen would have developed the property at 4410 S. Main. Both UTA and Salt Lake County have provided letters of support for the proposed amendment. The future road will benefit redevelopment of both properties, and with the letters of support staff feels confident that the agreement can be reached, and the road eventually installed. The applicant has provided a draft agreement that Evergreen, UTA, and Salt Lake County are reviewing, and which is referenced in the letters of support from UTA and Salt Lake County.

2) Public service and emergency access for the Evergreen development must be provided temporarily until the east-west street is constructed. Working with Murray Public Works and the Fire Department, Evergreen has planned a temporary access and turnaround for emergency services in their development plans which will remain in place until the installation of the new east-west road.

Benefits of the Amendment:

The existing Master Plan has located the east-west road ideally for vehicular circulation. However, there are identifiable benefits to the proposed relocation that could not have been foreseen:

1) The property at 4410 S. Main Street is currently in use as RV storage, having established a right for legal, non-conforming use. Planning Staff sees benefit in this opportunity to develop the property as a mixed-use project.

2) The proposed relocation provides an opportunity to extend Birkhill Boulevard southward beyond the current limit. This extension will facilitate better mixed-use redevelopment of both the UTA and Salt Lake County properties better access for services (delivery, utility, etc.) and better opportunities for pedestrian access into the larger Fireclay area, specifically to the TRAX station.

3) The extension of Birkhill that would be required for this change will provide needed utility extensions and looping to Main Street as well.

FINDINGS

In making their recommendation of approval, the Planning Commission made the following findings:

1. The proposed amendment has been carefully considered by planning and engineering staff and with conditions the modified location can maintain acceptable levels of the benefits anticipated by the existing plan.
2. The proposed amendment supports the goals and objectives of the General Plan and the Fireclay Master Transportation Plan by maintaining the smaller block grid and encouraging pedestrian activity and mixed uses.

3. The proposed amendment will facilitate improved mixed use redevelopment of the Salt Lake County and UTA properties in this area.

RECOMMENDATION

Based on the background, analysis, findings within this report, and Planning Commission recommendation, Staff recommends that the City Council APPROVE the proposed amendment to the Fireclay Master Transportation Plan in Chapter 17.160, Transit Oriented Development, TOD Zone as presented.

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 20th day of September 2022, 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 Public Hearing on and pertaining to the consideration of amending the Fireclay Transportation Master Plan for the Fireclay Redevelopment Project Area.

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

DATED this 25th day of August 2022.



MURRAY CITY CORPORATION

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

Brooke Smith
City Recorder

DATES OF PUBLICATION: September 9, 2022
PH22-31

UCA §10-9a-205

- Mail to each affected entity
- Post on City's website
- Post on Utah Public Notice Website
- Mailed to each property owner within distance parameters (*City Code 17.04.140*)

24 hours prior to hearing:

- Post in 3 locations within city
- Post on City's website

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE FIRECLAY TRANSPORTATION MASTER PLAN FOR THE FIRECLAY REDEVELOPMENT PROJECT AREA. (Evergreen Development.)

BE IT ENACTED BY THE MURRAY CITY MUNICIPAL COUNCIL:

Section 1. Purpose. The purpose of this Ordinance is to amend the Fireclay Transportation Master Plan. In February 2007, as part of the Transit Oriented Development ("TOD") District Design Guidelines, the Council adopted Ordinance 07-10 establishing the Fireclay Transportation Master Plan ("Plan"), known also as the Fireclay Redevelopment Project Area Street Network, Circulation Plan, and Street Design Cross Sections Plan.

The Plan identifies the planned street configuration, pedestrian pathway system and design standards intended to implement the vision for a dense, pedestrian scaled neighborhood. Since the adoption of the Plan, the Council has adopted certain Plan amendments where conflicts have arisen that have hindered development.

Ordinance 09-09 made a minor modification to Edison Avenue. Ordinance 10-08 eliminated 4235 South Street, modified the streets 125 West, 200 West, 4400 South, 4350 South and 4250 South, and increased the curb radius on Fireclay Avenue. Ordinance 11-43 eliminated two sections of road, namely, Dalmore Avenue (4200 South) between Strathmill Lane and Birkhill Boulevard and Strathmill Lane north of Gilbride Avenue. Ordinance 15-05 eliminated the Couplet Street Section; modified the principal North-South Street Section and the principal East-West Street section, the Promenade Street Section, the Secondary Street- Rail Adjacent Street section, and eliminated the streets bisecting the UTA TRAX station and the UTA Paratransit Facility.

This amendment moves the currently unnamed, East-West connecting street between Birkhill Boulevard and Main Street southward, toward 4500 South, as depicted in the proposed map attached hereto as "Exhibit A".

Section 2. Enactment. The attached amended Fireclay Redevelopment Project Area Street Network, Circulation Plan, and Street Design Cross Sections are hereby adopted.

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

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this 20th day of September, 2022.

MURRAY CITY MUNICIPAL COUNCIL

Kat Martinez, Chair

ATTEST:

Brooke Smith
City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of _____, 2022.

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2022.

Brett A. Hales, Mayor

ATTEST:

Brooke Smith
City Recorder

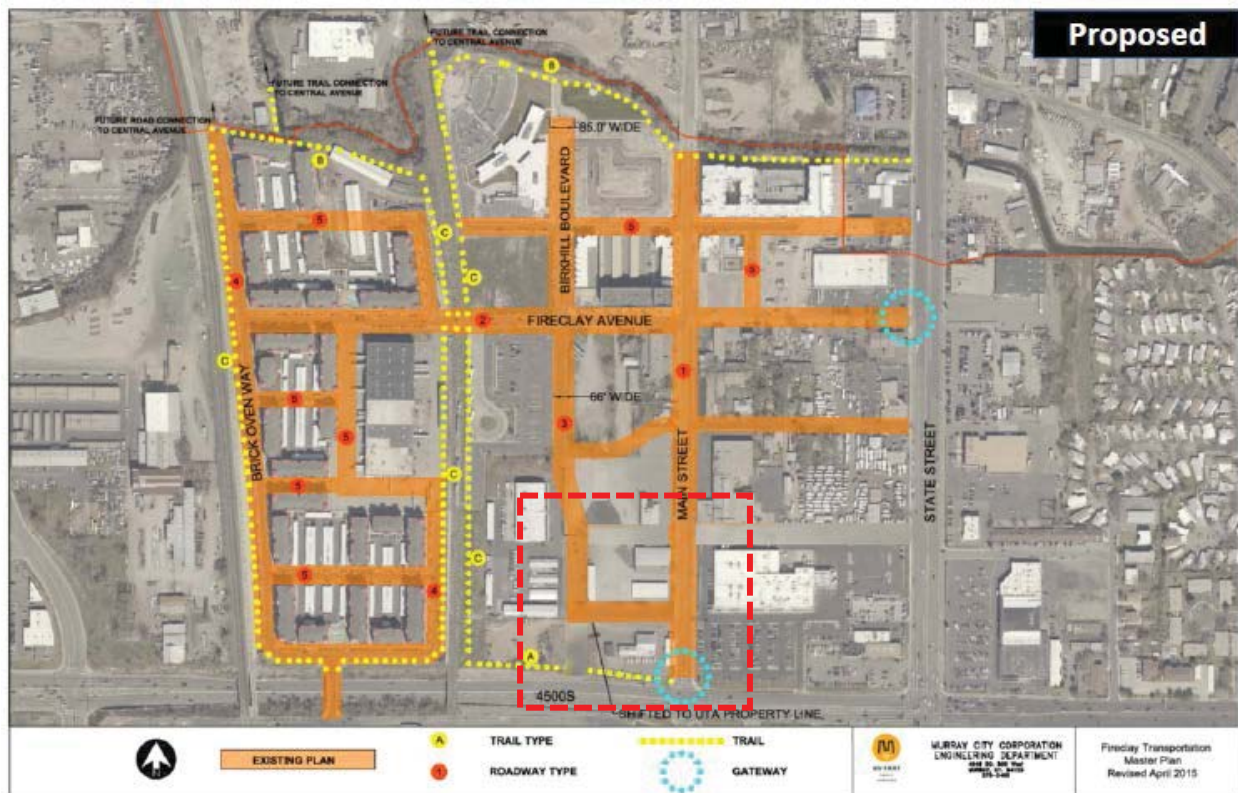
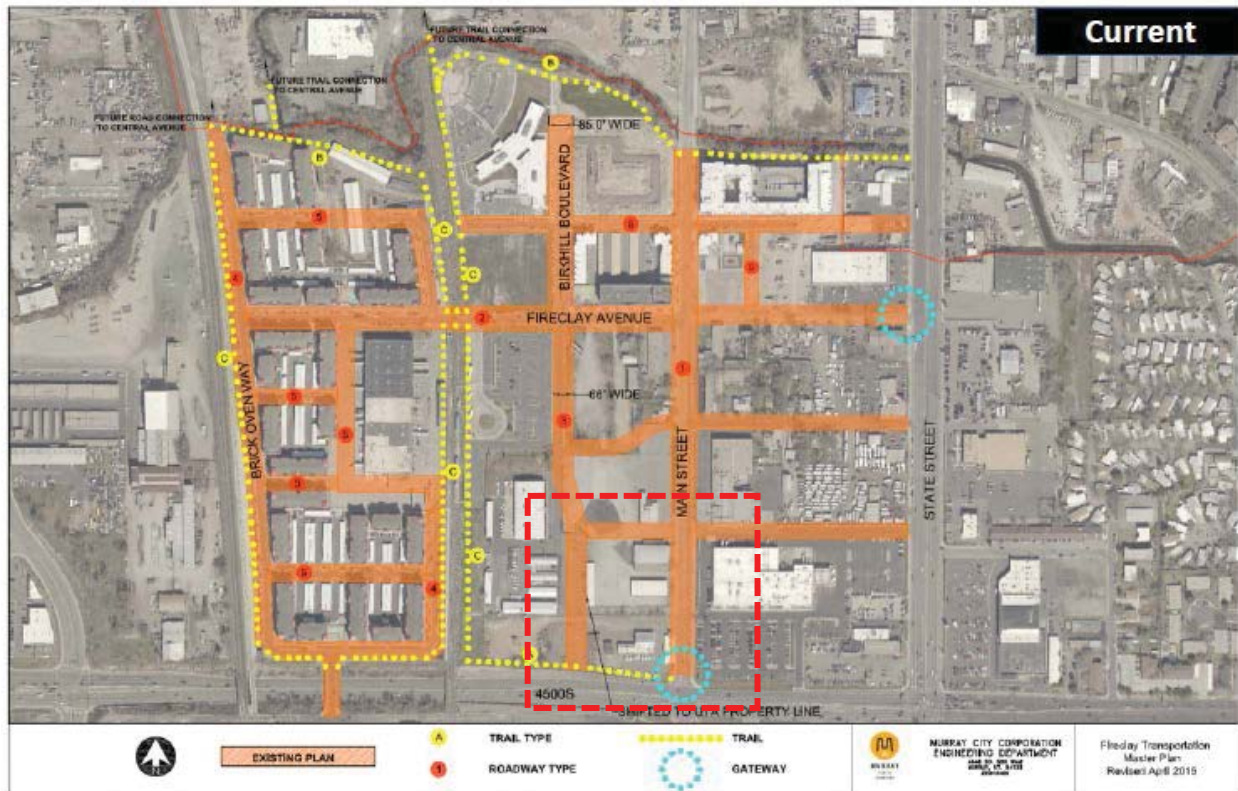
CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance or a summary hereof was published according to law on the ____ day of _____, 2022.

City Recorder

Exhibit “A”

Map



Current and proposed Master Transportation Plans. The location of the east-west street to be shifted has been highlighted.

FIRECLAY MASTER TRANSPORTATION PLAN AMENDMENT – Project #22-118

Mr. Hall presented this text amendment. This is a text amendment because the TOD zone has design guidelines attached, and those guidelines include a master transportation plan. We are specifically talking about the last pieces of the master transportation plan that need to happen here. He displayed a map from tonight's packet, with all the streets labeled. Birkhill Boulevard did not exist before this zone was put in place, along with Gilbride Avenue and Edison Avenue which were also added with developments. Prior to this zone being created, there was nothing in this area except the underutilized brick manufacturing areas. This plan created a grid layout to allow for mixed uses, and most of those streets have been created at this point. The current plan shows one more east-west connection from Birkhill Blvd. to Main St. Salt Lake County owns property to the south, and UTA owns the property to the west. He showed images for comparison of the current master transportation plan and the proposed updated master transportation plan that moves that un-named road connecting Birkhill and Main Street to a different location. The potential development of one of the last pieces of property in the area is what is driving this request to amend the plan, and that is largely connected to the UTA and Salt

Lake County properties that in the near future will redevelop as mixed-use projects. Staff had concerns about making this change, so staff asked Evergreen Development to get UTA and Salt Lake County on board with an agreement in the future. We do not have that agreement yet, as those take time to create but Evergreen does have letters of support from both groups that were included in the meeting packet. He reviewed the benefits and issues as listed in the staff report. Staff has asked for a temporary turnaround until that extension is completed for public and emergency service, Salt Lake County agreed to that turnaround.

Mr. Pehrson asked if 4500 S is city maintained.

Mr. Hall responded no, that's a UDOT road and the grade change is pretty severe.

Mr. Pehrson asked if UDOT is okay with all of this.

Mr. Hall said that regarding the exit to Main Street, we will need a UDOT letter, but staff aren't concerned about getting that; it will however be limited access, possibly only right in and right out. There will be no direct access to 4500 S.

Mr. Nay asked for more information on the parking lot.

Mr. Hall said that's not actually a parking lot, it will be a parking deck wrapped by mixed use housing units.

Ms. Milkavich asked about the letters of intent, what is the process or timeframe for development.

Mr. Hall said that from their talks with UTA and Salt Lake County, it will be longer for UTA to fully develop their property and Salt Lake County will be quicker and done within possibly 2 years. Everything should be done within about 5 years.

Ms. Milkavich noted that the economy and plans change, and the letter of intent was created in place of a development agreement. She then asked when the development agreement will be created and finalized.

Mr. Hall said the development agreement is already being worked on with the upper level people involved for approval, so that won't be long before it's presented.

Jeremy Carver (Applicant) loves Murray, his wife is from Murray, and his in-laws still live here along with his grandparents. He is grateful for planning staff and those here for their time. He discussed driving along Main Street, and that 20% of the time he drives on it he gets stuck behind the RVs being towed and backing up traffic. He has an agreement with the church and Parris RV to basically swap properties; their properties both end up being 1.94 acres. On the map you can see that the Parris RV site is basically the missing piece, as they own both sides of Edison, and they are really looking forward to consolidating their operations. He was looking at acquiring some apartments in the past, here in the TOD area, and he didn't know how to get into it. He thinks that's primarily because as you go along 4500 S, on the corner is the Salt Lake County property, and it's abandoned; that is the entrance and face of the TOD area. They had a developer over a year ago that was trying to proceed with doing apartments there and they were stonewalled because they didn't have the access they needed, which means they are very eager to work with him. They have plans already in place and they are allowing him to use their

land, and he is paying for the road and improvements. He is also working with UTA, and discussed their current space, explaining they really want the surrounding area to be developed. As the road gets built out, there will be two points of circulation for both the UTA and the Salt Lake County facilities.

Mr. Lowry opened the hearing for public comment. There were no comments in person or submitted during the meeting so the hearing was closed.

Mr. Pehrson moved to forward a recommendation of approval to the city council for the proposed amendment to the Fireclay Master Transportation Plan in the TOD Zone, as outlined. Motion seconded by Ms. Milkavich.

Roll Call Vote

<u>A</u>	Pehrson
<u>A</u>	Milkavich
<u>A</u>	Nay
<u>A</u>	Lowry

Motion passed 4-0, unanimous in favor.

Mr. Nay motioned to adjourn the meeting at 8:34 p.m., motion seconded by Pehrson. A voice vote was made; vote was 4-0, unanimous in favor.

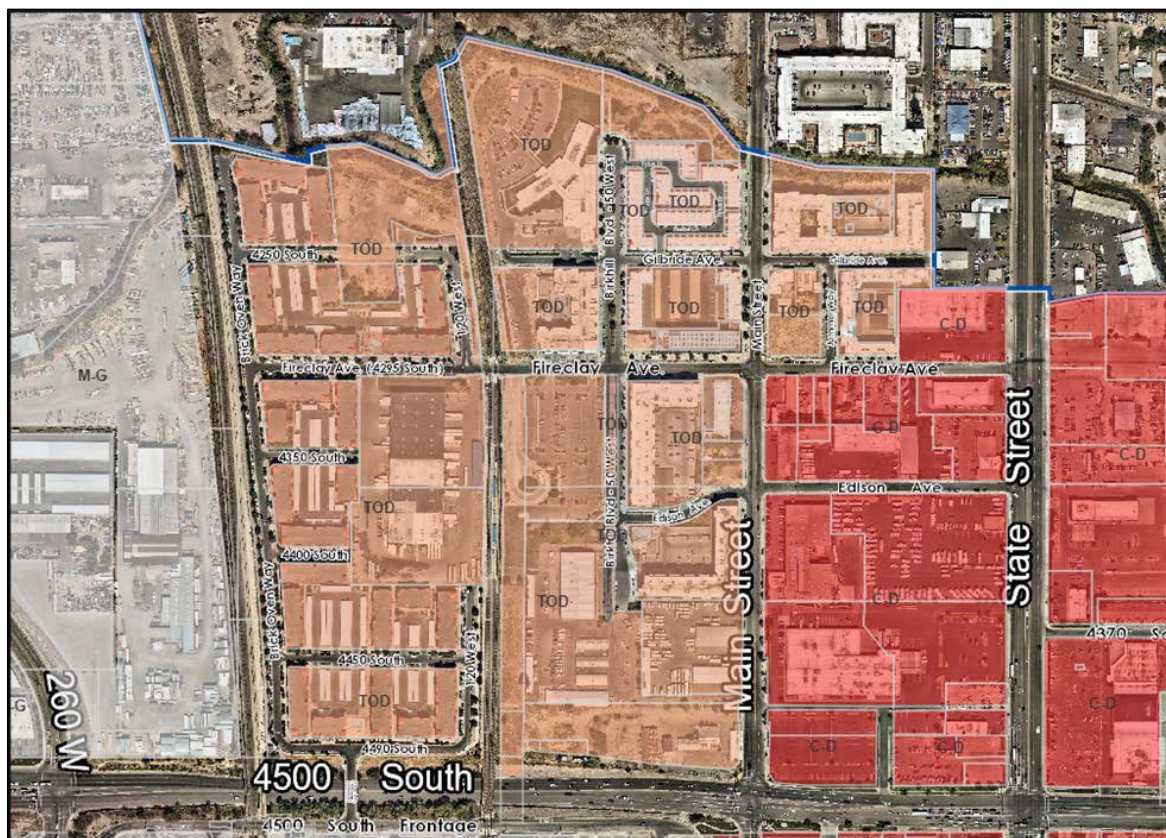


Jared Hall, Director



AGENDA ITEM #9

ITEM TYPE:	Text Amendment, Fireclay Master Transportation Plan		
ADDRESS:	Fireclay TOD area	MEETING DATE:	July 19, 2022
APPLICANT:	Evergreen Development	STAFF:	Jared Hall, CED Director
PARCEL ID:	n/a	PROJECT NUMBER:	22-118
CURRENT ZONE:	TOD	APPLICABLE ZONE:	TOD
REQUEST:	Evergreen Development proposes to amend the Fireclay Master Transportation Plan, adjusting the location of a required east-west connection between Birkhill Boulevard and Main Street.		



I. STAFF REVIEW & ANALYSIS

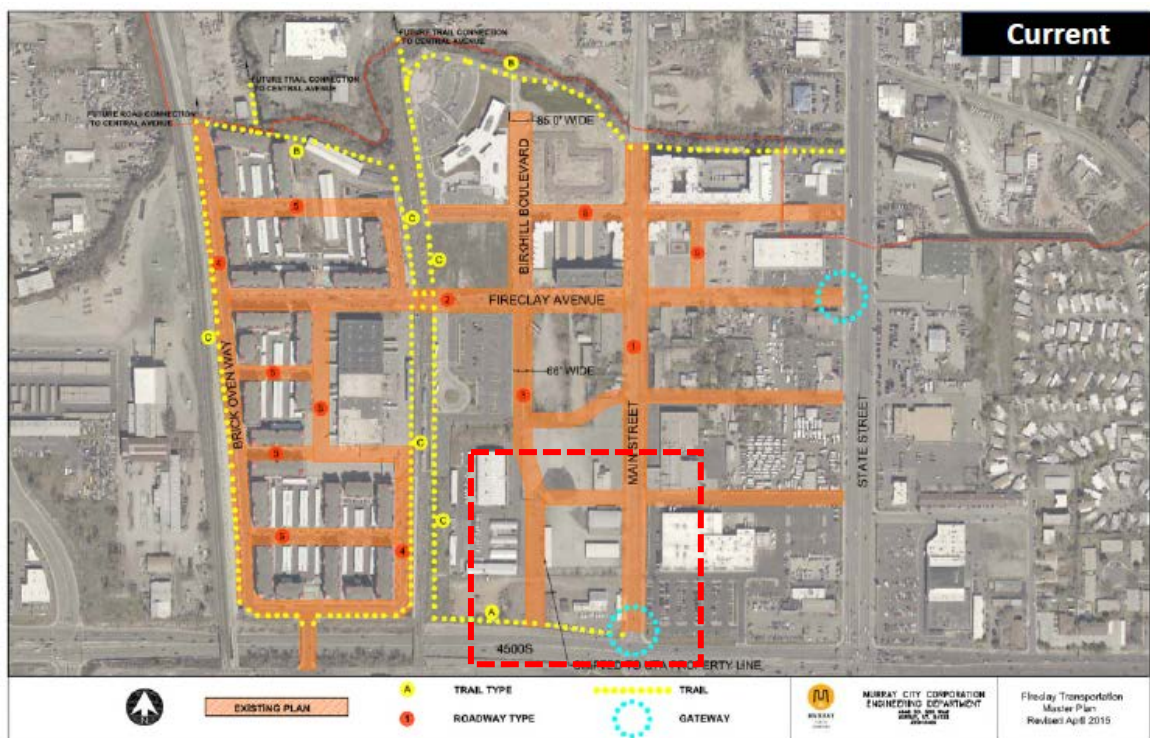
Background

The Transit Oriented Development, TOD Zone covers the area of the city known as Fireclay, which surrounds the Murray North TRAX station. When the TOD Zone was adopted, it included Design Guidelines, which in turn contain a Master Transportation Plan. That plan includes a map indicating a desired grid of new streets to serve the area. Most of those new and connected streets have been implemented. Like those newly implemented streets from the plan, the few remaining pieces of the plan will be created as part of development applications.

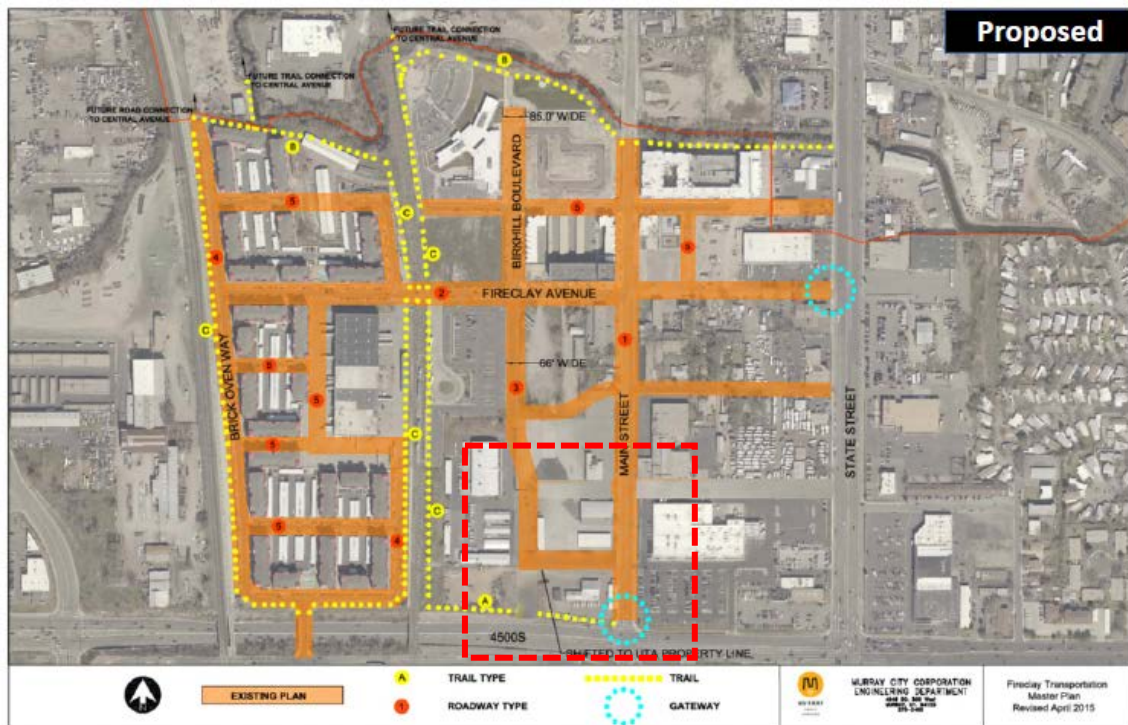
Staff is working with the applicant, Evergreen, toward the development of property currently owned and used by Parris R.V. at 4410 South Main Street. The requested amendment is a result of potential development applications on that property.

Review & Considerations

Fireclay Master Transportation Plan: The existing Fireclay Master Transportation Plan identifies street types and maps out a grid to create new connections where none existed previously in order to encourage good traffic circulation and pedestrian activity. There are only a few areas still undeveloped in Fireclay. The most significant is the area in question, several properties between Main Street and the TRAX line, just north of 4500 South. The existing plan for this section is pictured in the figure below:



The unnamed, east-west connecting street between Birkhill Boulevard and Main Street is the subject of this application for amendment. The applicant would like to move the street's location southward, toward 4500 South. See the proposed section below:



Issues: The complicating issues in the proposed amendment are that the proposed street's location and installation will depend on property owners other than Evergreen – specifically on the Utah Transit Authority (UTA) and Salt Lake County. Both groups are planning and working toward mixed-use redevelopment projects on their properties, but they will likely not be ready until after Evergreen would have developed the property at 4410 S. Main. Additionally, if Evergreen develops the 4410 S. Main property without the east-west road concurrent, public service and emergency access for the development would be insufficient. Pedestrian access between Main Street and Birkhill could be lessened unless building and site design incorporates it somehow.

Agreement / Letters of Support: Both UTA and Salt Lake County have provided letters of support for the proposed amendment. The future road will benefit redevelopment of both properties, and with the letters of support staff feels confident that the agreement can be reached, and the road eventually installed. The applicant has

provided a draft agreement that Evergreen, UTA, and Salt Lake County are reviewing and which is referenced in the letters of support from UTA and Salt Lake County.

Potential Benefits: The existing Master Plan has located the east-west road ideally for vehicular circulation. However, there are identifiable benefits to the proposed relocation that could not have been foreseen:

- 1)** The property at 4410 S. Main Street is currently in use as RV storage, having established a right for legal, non-conforming use. Staff sees benefit in this opportunity to develop the property as a mixed-use project, which is facilitated by the current applicants pending deal with those property owners. It may take time to re-create that opportunity if it comes again at all.
- 2)** The proposed relocation does provide an ability to extend Birkhill to the south beyond the current limit, which will facilitate better mixed-use redevelopment of both the UTA property and the Salt Lake County properties by allowing greater unit counts and providing better access for services (delivery, utility, etc.) and better opportunities for pedestrian access into the larger Fireclay area and specifically to the TRAX station.
- 3)** The extension of Birkhill that would be required for this change will provide needed utility provision and looping to Main Street, and utility access for the Salt Lake County and UTA properties as well.

Addressing the Issues: The issues that could result from the proposed amendment that were identified in this report are:

- 1)** The street's location depending on UTA and Salt Lake County. This is addressed adequately by the letters of support, identifying the future agreement and the applicant's participation in the improvement.
- 2)** Public service and emergency access for the development. This can be addressed by the applicant's plan to provide a temporary turnaround and access on the south side of the development at 4410 S. Main until the new proposed road location becomes permanent. The applicant has provided a design for the temporary turnaround which is attached to this report.
- 3)** Pedestrian access between Main Street and Birkhill Boulevard. The applicant can maintain open space between the proposed development at 4410 S. Main and the existing Metro Phase 2 building and provide a pedestrian walkway between the

developments. Other design or building design considerations could also lessen that impact.

II. FINDINGS

Based on the analysis of the proposed text amendments and review of the Murray City General Plan and Land Use Ordinance, staff concludes the following:

1. The proposed amendment has been carefully considered by planning and engineering staff and with conditions the modified location can maintain acceptable levels of the benefits anticipated by the existing plan.
2. The proposed amendment supports the goals and objectives of the General Plan and the Fireclay Master Transportation Plan by maintaining the smaller block grid and encouraging pedestrian activity and mixed uses.
3. The proposed amendment will facilitate improved mixed use redevelopment of the Salt Lake County and UTA properties in this area.

III. CONCLUSION/RECOMMENDATION

Based on the background, analysis, and the findings within this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL to the City Council for the proposed amendment to the Fireclay Master Transportation Plan in the TOD Zone as outlined in the Staff Report.**



NOTICE OF PUBLIC MEETING

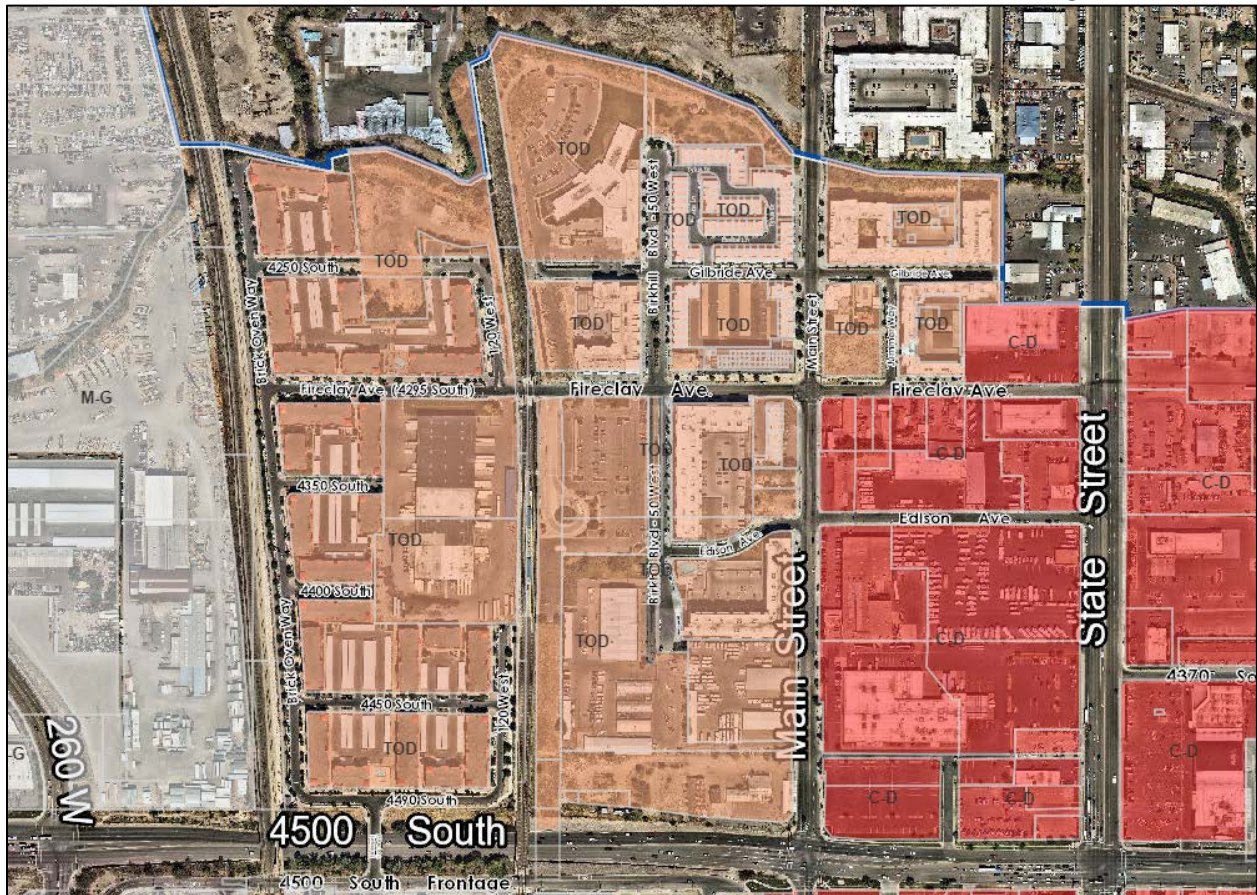
July 21, 2022, 6:30 PM

The Murray City Planning Commission will hold a public hearing in the Murray City Municipal Council Chambers, located at 5025 S. State Street to receive public comment on the following application:

Jeremy Carver, representing Evergreen Development, is requesting an amendment to the Fireclay Master Transportation Plan in the Transit Oriented Development (TOD) Zone, Chapter 17.168 of the Murray City Land Use Ordinance. The requested amendment would shift the planned east-west right-of-way between Birkhill Boulevard and Main Street farther to the south. Please see the attached plans. The Fireclay Master Transportation Plan can be found in the TOD Zone Design Guidelines, which are available on the Community & Economic Development page of the city website at murray.utah.gov.

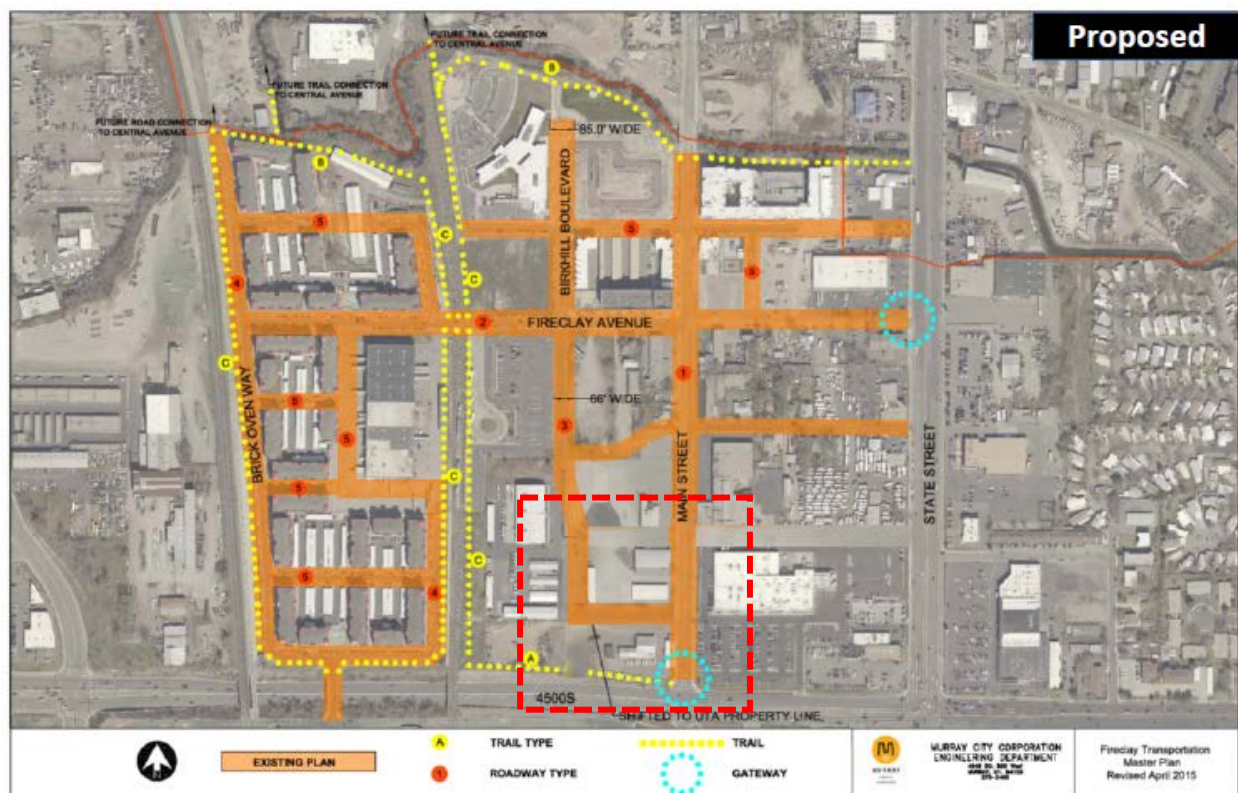
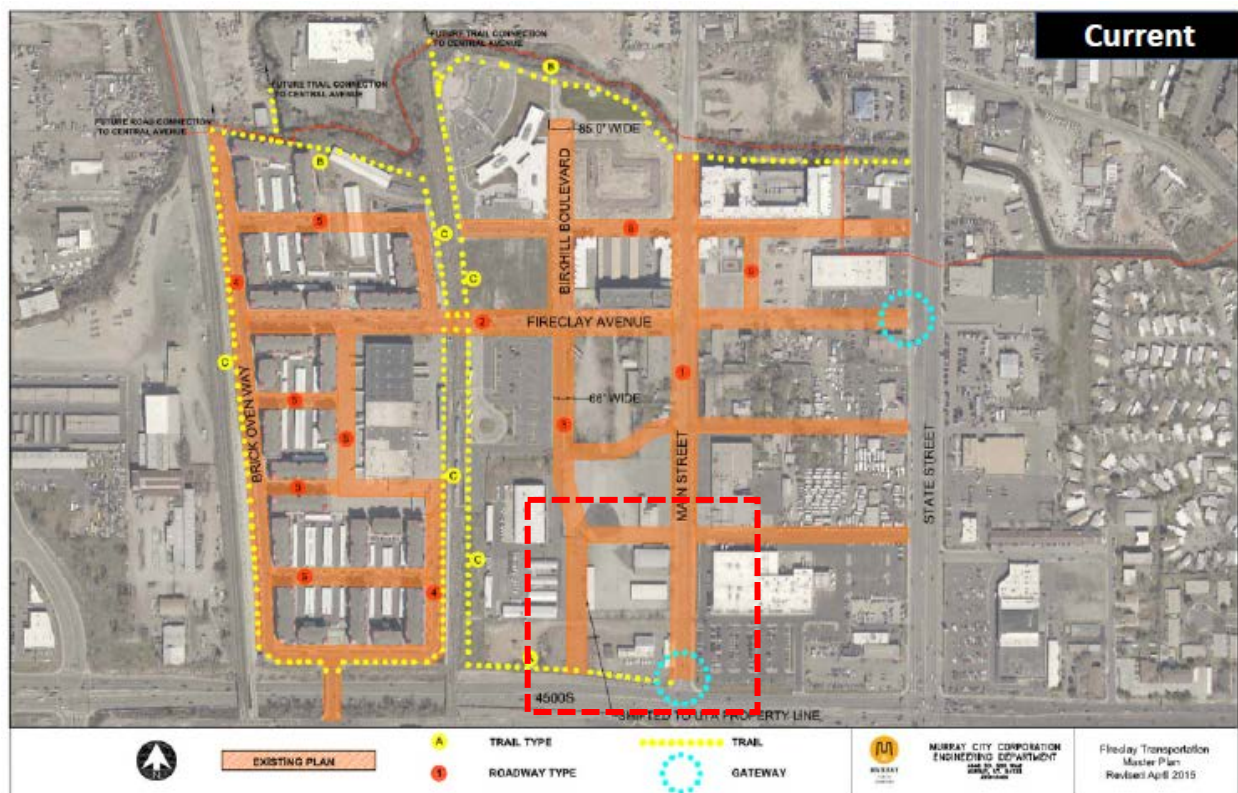
The meeting is open, and the public is welcome to attend in person or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting online, you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.

Comments are limited to 3 minutes or less, written comments will be read into the meeting record.



This notice is being sent to you as an affected entity. If you have questions or comments concerning this proposal, please contact Jared Hall in the Murray City Community & Economic Development Department at 801-270-2427, or e-mail jhall@murray.utah.gov.

Public Notice Dated | July 8th, 2022



Current and proposed Master Transportation Plans. The location of the east-west street to be shifted has been highlighted.

ZONING AMENDMENT APPLICATION

Type of Application (check all that apply):

Project # _____

☐ Zoning Map Amendment

☒ Text Amendment

☐ Complies with General Plan

☐ Yes

☐ No

Subject Property Address: 4410 South Main Street, Murray, Utah

Parcel Identification (Sidwell) Number: 21-01-278-023-0000

Parcel Area: 1.94 acres Current Use: RV Storage

Existing Zone: TOD Proposed Zone: _____

Applicant

Name: Jeremy Carver

Mailing Address: 475 North 300 West, Suite 16

City, State, ZIP: Kaysville, UT 84037

Daytime Phone #: 801-386-6724 Fax #: _____

Email address: jcarver@evgre.com

Business or Project Name : Parris RV

Property Owner's Name (If different): BD Parris, LLC

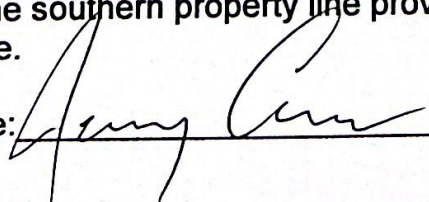
Property Owner's Mailing Address: 12928 S. Hickory Knolls Ct.

City, State, Zip: Draper, UT 84020

Daytime Phone #: 801-809-0161 Fax #: _____ Email: brett@parrisrv.com

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

Amend the TOD zone by amending the TOD Design Guidelines and the Murray Fireclay Transportation Master Plan associated with it to be compatible with the future uses anticipated for the neighboring properties owned by Salt Lake County, Evergreen and UTA. Traffic study confirms there is sufficient bandwidth in the roads for future projects and that a road on the southern property line provides a similar benefit to a road on the northern property line.

Authorized Signature:  Date: 6/15/22

Property Owners Affidavit

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

Wendy A. Parris
Owner's Signature

Co-Owner's Signature (if any)

State of Utah

§

County of Salt Lake



Subscribed and sworn to before me this 14 day of June, 2022.

Mindie Larsen
Notary Public

Residing in Salt Lake County My commission expires: 3-12-2024

Agent Authorization

I (we), _____, the owner(s) of the real property located at _____, in Murray City, Utah, do hereby appoint _____, as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize _____ to appear on my (our) behalf before any City board or commission considering this application.

Owner's Signature

Co-Owner's Signature (if any)

State of Utah

§

County of Salt Lake

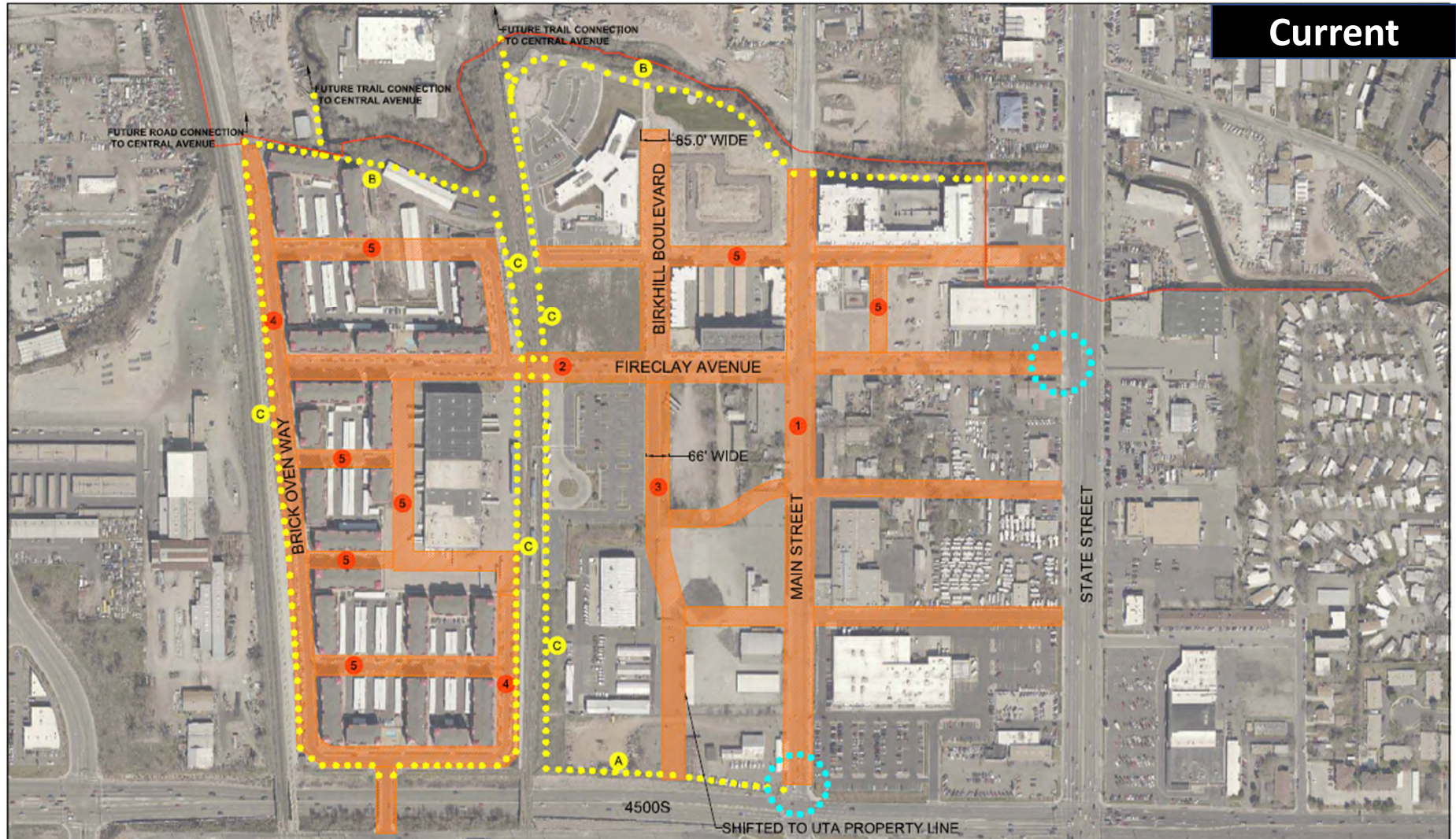
On the _____ day of _____, 20____, personally appeared before me

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

Notary Public
Residing in _____

My commission expires: _____

Current



EXISTING PLAN

A

TRAIL TYPE

1

ROADWAY TYPE



TRAIL



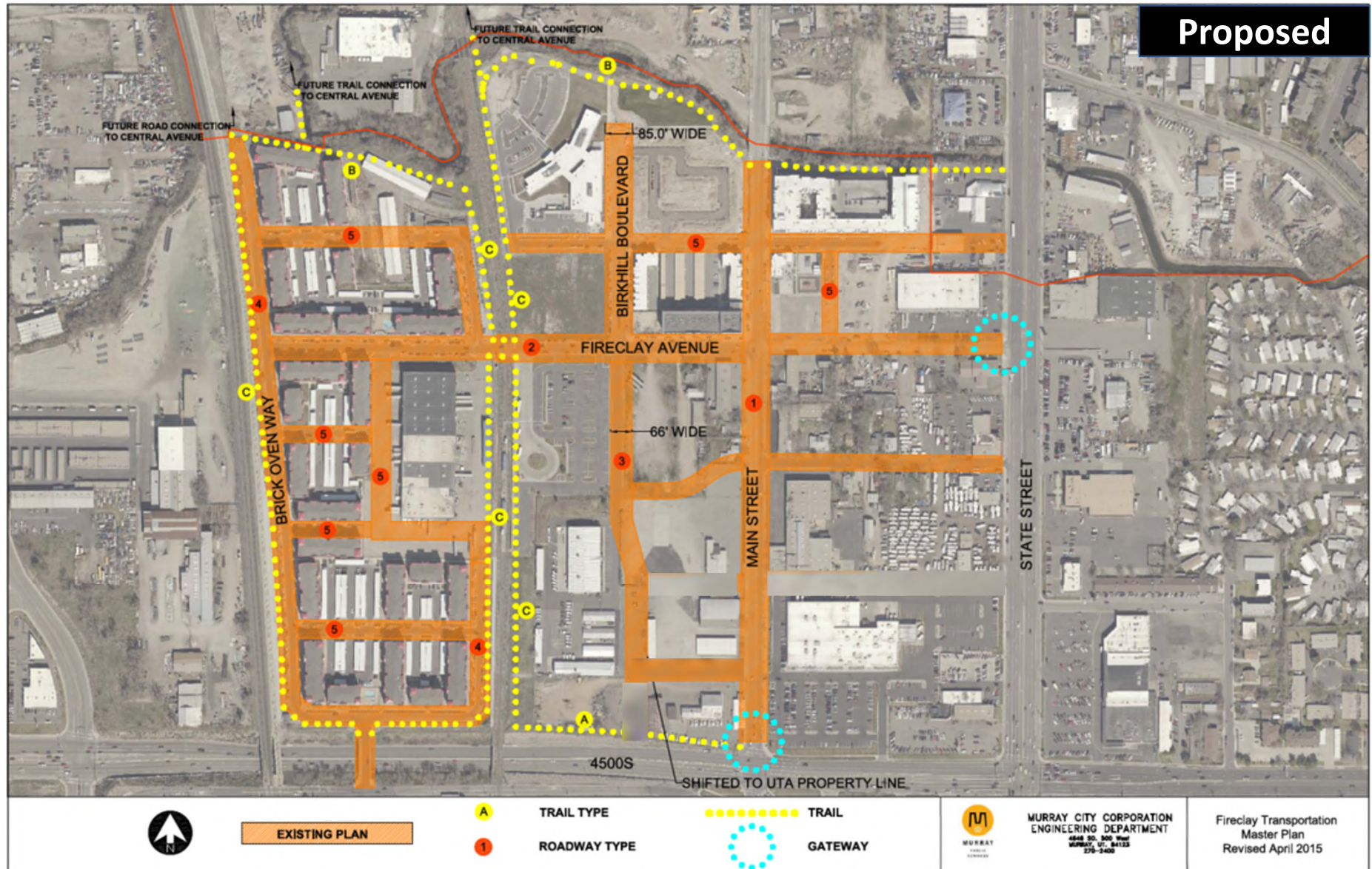
GATEWAY

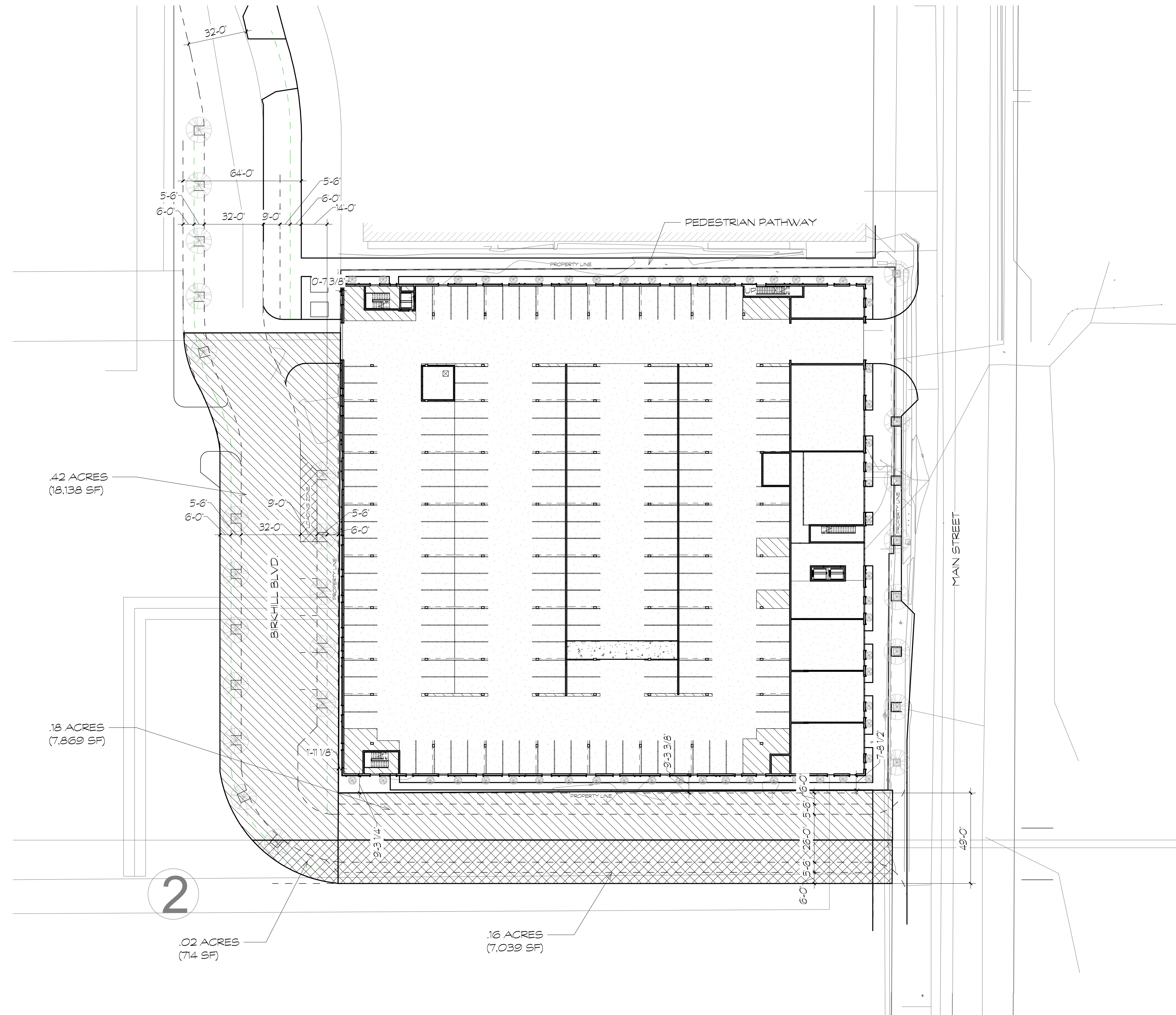


MURRAY CITY CORPORATION
ENGINEERING DEPARTMENT
4848 SO. 500 WEST
MURRAY, UT 84123
2010-2012

Fireclay Transportation
Master Plan
Revised April 2015

Proposed



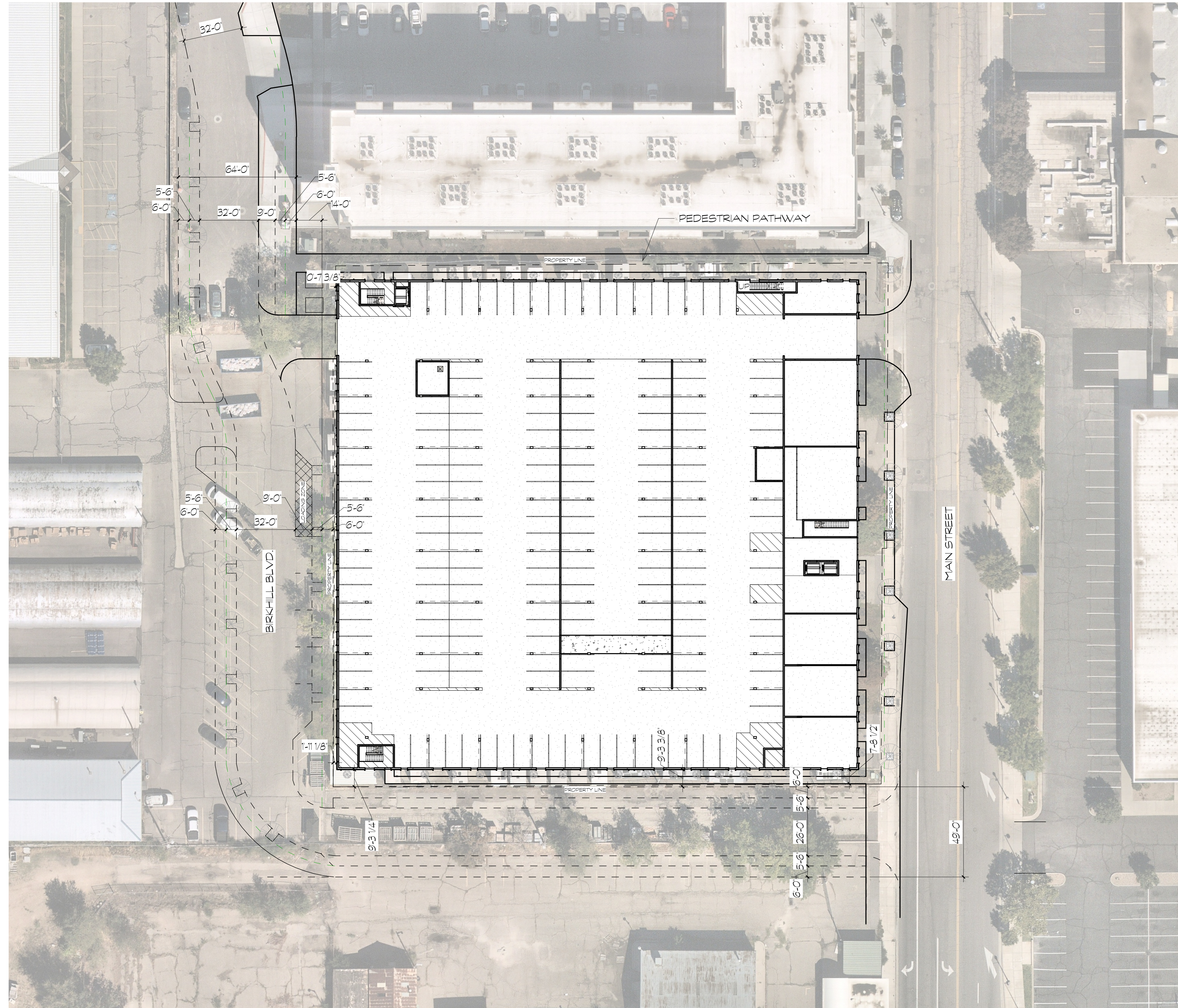


EVERGREEN - 4400 S. MAIN STREET

MURRAY, UTAH

ROAD EXHIBIT

6-15-22

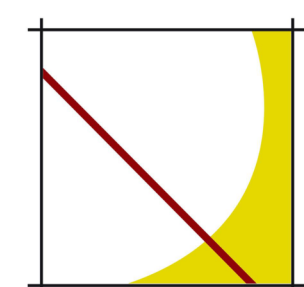


EVERGREEN - 4400 S. MAIN STREET

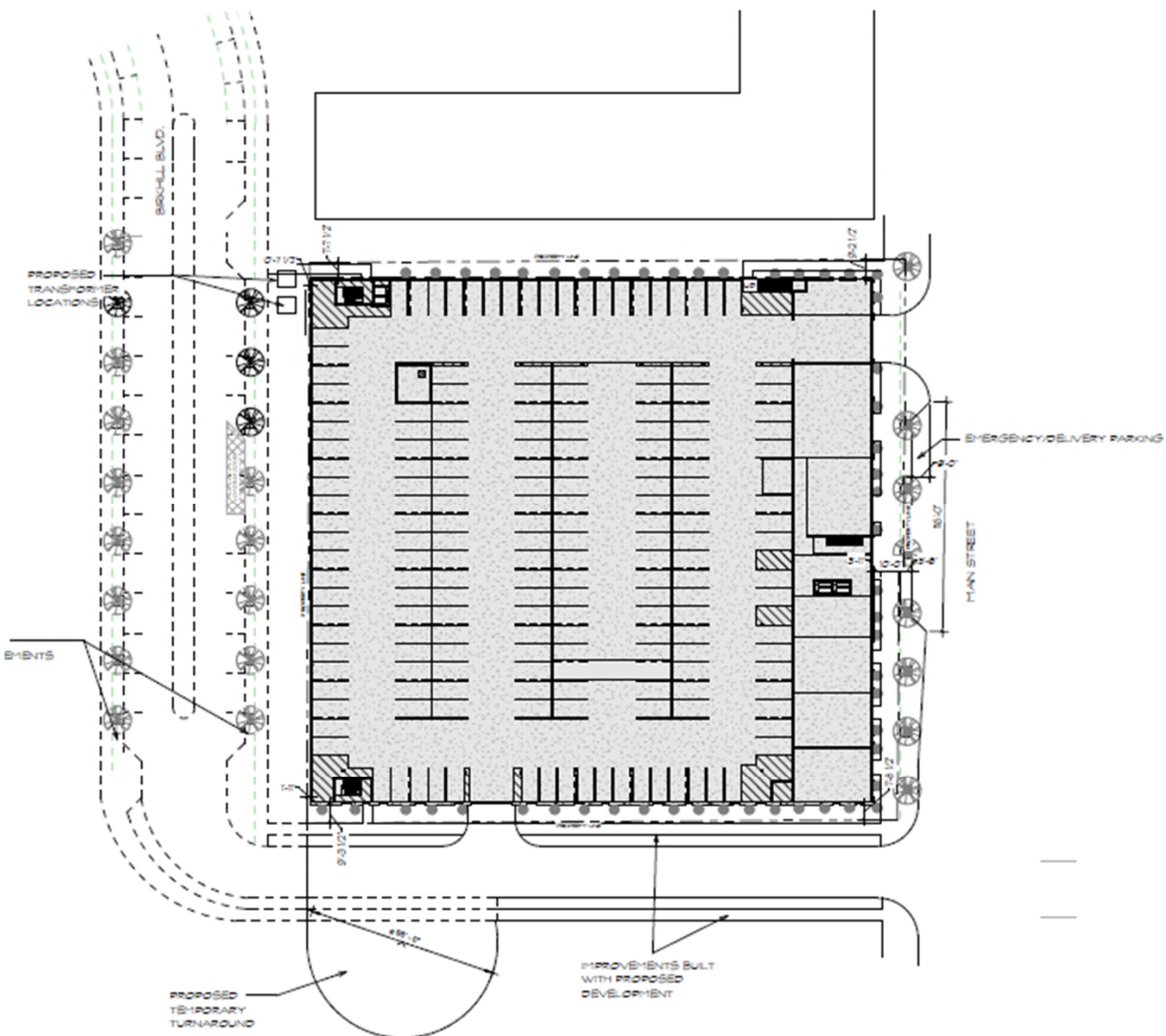
MURRAY, UTAH

ROAD EXHIBIT

6-15-22



Architecture
Belgique, Inc.

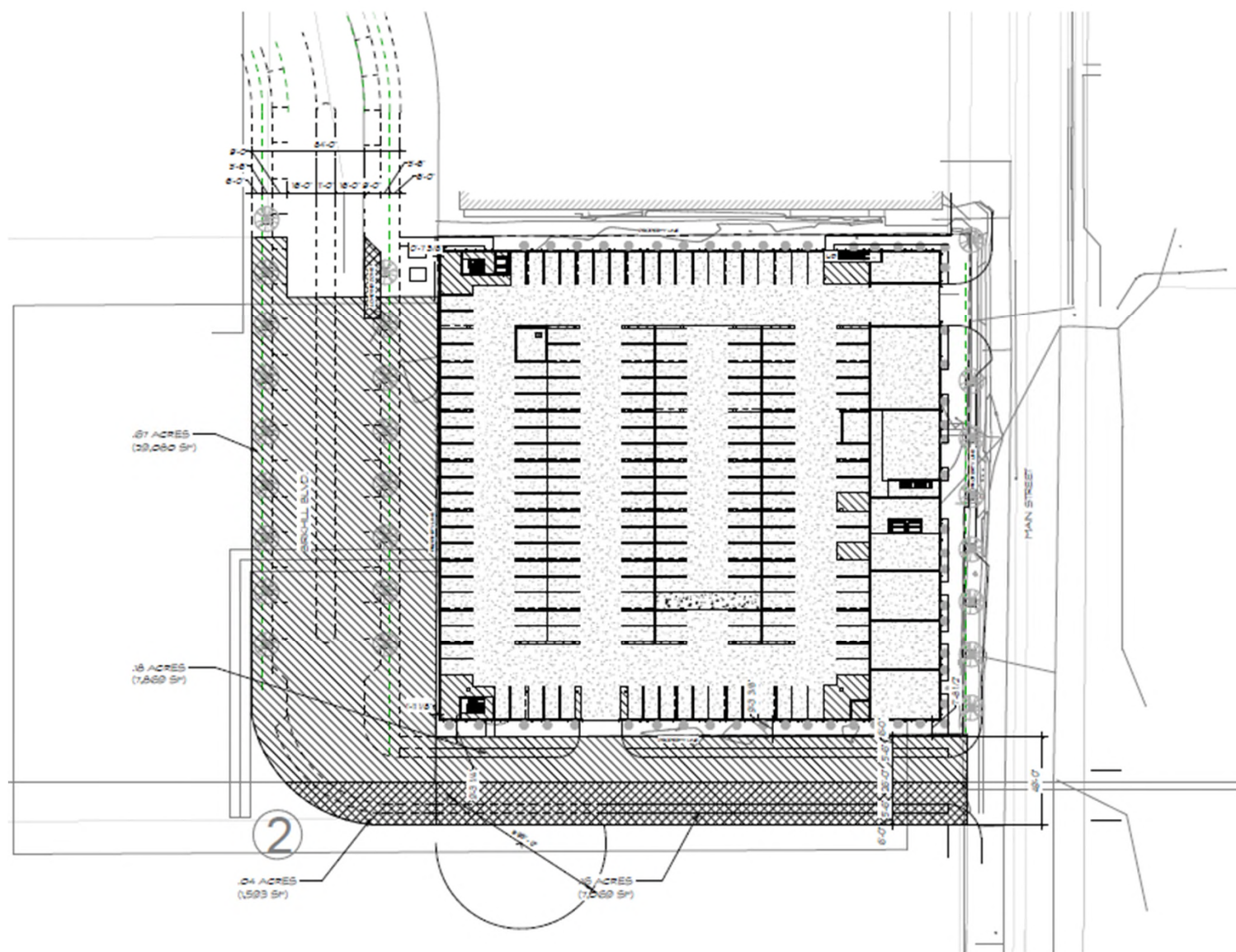


PARKING COUNT		
Level	Type	Count
Level 1	2' x 18' - 20' deep	158
Level 2	2' x 18' - 20' deep	124
Grand total:		352

SITE INFORMATION	
4400 S. MAIN STREET - 1.95 ACRES	
FRONT YARD SETBACK - 15'-0" FROM	
BACK OF CURB AND GUTTER	
REAR AND SIDE YARD SETBACKS - 0'	

PARKING REQUIRED	
1BED - 105 X 145 - 153 STALLS	
2BED - 15 X 81 - 80 STALLS	
STUDIO - 10 X 65 - 65 STALLS	
LIVE/WORK - 15 X 3 - 5 STALLS	
COMMERCIAL - 1300 SF X 3,325 - 11 STALLS	
326 TOTAL STALLS	

UNIT SCHEDULE	
Name	Count
UNIT - 1BED	145
UNIT - 2BED	81
UNIT - LIVE/WORK	5
UNIT - STUDIO	65
Grand total: 274	





Jennifer Wilson
Salt Lake County Mayor

**DEPARTMENT OF
ADMINISTRATIVE SERVICES**

Megan Hillyard
Director

Derrick Sorensen
Real Estate Manager

DIVISIONS

ADDRESSING

CONTRACTS & PROCUREMENT

FACILITIES MANAGEMENT

INFORMATION SERVICES

REAL ESTATE

RECORDS MANAGEMENT &
ARCHIVES

SALT LAKE COUNTY
GOVERNMENT CENTER
2001 S. State St. Ste. N3200
Salt Lake City, UT 84190
385-468-7060 phone
385-468-7072 fax
www.slco.org
TTY: 7-1-1

July 13, 2022

Re: Letter of Support

To Murray City:

This Letter of Support serves to inform the Murray City Planning Department and Murray City City Council that Salt Lake County is currently negotiating with Evergreen Devco to arrange for the construction of a road on the southern border of the Parris RV property. If all of the details of this arrangement are worked out and subject to final approval of the Salt Lake County Mayor and Salt Lake County Council, Salt Lake County has discussed dedicating a portion of the land that will be used for the road, and Evergreen Devco has discussed paying for and causing the road and utilities to be constructed. This arrangement also requires the participation of the Utah Transit Authority. Salt Lake County has been informed that if a final agreement is reached with all of the parties, Evergreen Devco intends to complete the road by January 31, 2025.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Sorensen'.

Derrick Sorensen
Real Estate Manager
Salt Lake County



UTAH TRANSIT AUTHORITY



669 West 200 South

Salt Lake City, UT 84101

July 14, 2022

Murray City

Attention: Mr. Trae Stokes, City Engineer

5025 S. State Street

Murray City, Utah 84107

Dear Mr. Stokes:

This Letter of Support serves to inform you, as well as the Murray City Planning Department and Murray City Council, that the Utah Transit Authority ("UTA"), at the staff level, is in support of an access road, gate, and turn-around being constructed along the south side of the Parris RV property. UTA is in discussions with Salt Lake County to correct a long-standing boundary line problem between our individual properties that connect to Main Street. As part of those discussions, UTA would exchange land with Salt Lake County, including its access road, conditioned on UTA receiving a dedicated access road to Main Street and access to public utilities. The terms of the land exchange have not been finalized, and any such exchange is subject to UTA Board approval.

Due to the continuing operations on our property, UTA is not prepared at this time to allow Birkhill Boulevard to be connected through its property. However, as this area is planned, in conjunction with the City to realize the full potential of these properties, it is understood that Birkhill Boulevard would need to connect at that time. It is our understanding that Salt Lake County and Evergreen Devco will work out the final details of the cost and construction of the road and utilities which they intend to complete by January 31, 2025. Any additional property transactions would also be subject to approval by the UTA Board of Trustees.

Sincerely,

Paul Drake, UTA Director Real Estate & TOD

Spencer Burgoyne, UTA Mgr. Property Administration



LAND DEDICATION AND RIGHT OF WAY CONSTRUCTION AGREEMENT

THIS LAND DEDICATION AND RIGHT-OF-WAY CONSTRUCTION AGREEMENT (this “**Agreement**”) is made this ____ day of _____, 2022, by and among the UTAH TRANSIT AUTHORITY, a large public transit district (“**UTA**”), SALT LAKE COUNTY, a body corporate and politic of the State of Utah (“**SLC**”), and EVERGREEN-45TH & MAIN LAND, L.L.C., an Arizona limited liability company (“**Evergreen**”).

A. UTA is the owner of that certain parcel or parcels of real property more particularly described on **Exhibit A** attached hereto and incorporated herein by this reference (the “**UTA Property**”).

B. SLC is the owner of that certain parcel or parcels of real property adjacent to the UTA Property more particularly described on **Exhibit B** attached hereto and incorporated herein by this reference (the “**SLC Property**”).

C. Evergreen has a contractual right to purchase that certain parcel of real property adjacent to the UTA Property more particularly described on **Exhibit C** attached hereto and incorporated herein by this reference (the “**Evergreen Property**”).

D. UTA is willing to dedicate the UTA Property to Murray City, Utah (the “**City**”), for the purpose of a public right-of-way along the southern border of the Evergreen Property (the “**Southern Right-of-Way**”), and the City desires to accept the UTA Property. At some future date UTA expects to dedicate some portion of public right-of-way along the western border of the Evergreen Property (the “**Western Right-of-Way**”),

E. SLC is willing to dedicate the SLC Property to the City for the purpose of the Southern Right-of-Way and the City desires to accept the SLC Property. At some future date SLC expects to dedicate some portion of the Western Right-of-Way,

F. The Southern Right-of-Way and the Western Right-of-Way will be constructed in two phases as herein provided.

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, the sufficiency of which are mutually acknowledged, the parties hereto agree as follows:

1. **Conveyance of the UTA Property.** On and as of the Dedication Date (as defined below), UTA shall sell and otherwise convey to the City by Special Warranty Deed, and the City agrees to accept, for the consideration set forth in Sections 3 and 7 of this Agreement, all right, title and interest in Southern Right of Way of the UTA Property more particularly described in **Exhibit A**.

2. **Conveyance of the SLC Property.** On and as of the Dedication Date, SLC shall sell and otherwise convey to the City by Special Warranty Deed, and the City agrees to accept, for the

consideration set forth in Sections 3 and 7 of this Agreement, all right, title and interest in the Southern Right of Way SLC Property more particularly described in **Exhibit B**.

3. Consideration for Conveyance of the UTA Property and the SLC Property. In exchange for the conveyance of the Southern Right of Way of the UTA Property and the Southern Right of Way of the SLC Property, the City agrees that the conveyance of the Southern Right of Way of the UTA Property and the Southern Right of Way of the SLC Property shall be considered the total contribution by UTA and SLC, as applicable, and by Evergreen, for any further land dedication for the Southern Right-of-Way and the Western Right-of-Way, and no additional property of any kind shall be required for the Southern Right-of-Way, the Western Right-of-Way or any other public right-of-way by or for the development of the Evergreen Property by Evergreen or its successor and assigns. The terms and provisions hereof shall survive the expiration or termination of this Agreement.

4. Merchantability of Title.

(a) UTA represents and warrants that, to UTA's actual knowledge and based upon the assessor records, UTA owns fee simple title in and to the UTA Property.

(b) SLC represents and warrants that, to SLC's actual knowledge and based upon the assessor records, SLC owns fee simple title in and to the SLC Property.

(c) The City may, at its option and expense, obtain a current commitment for a title insurance policy and obtain a title insurance policy current as of the Dedication Date.

5. Closing Documents.

(a) Within 30 days following the Closing Date (the "Dedication Date"), UTA shall execute and deliver to the City a Special Warranty Deed in the form attached hereto as **Exhibit D**, conveying the Southern Right of Way of the UTA Property described on **Exhibit A** to the City in fee simple, free and clear of all monetary encumbrances arising by, through and under UTA.

(b) On or prior to the Dedication Date, SLC shall execute and deliver to the City a Special Warranty Deed in the form attached hereto as **Exhibit D**, conveying the Southern Right of Way of the SLC Property described on **Exhibit B** to the City in fee simple, free and clear of all monetary encumbrances arising by, through and under SLC.

6. Closing. The date of closing shall be the date that that Evergreen provides written notice to UTA and SLC that Evergreen has acquired the Evergreen Property ("Closing Date"); provided, however, that if for any reason a closing does not occur on or before December 31, 2022, this Agreement shall automatically terminate and be of no further force or effect. **[NOTE: DATE TO BE CONFIRMED]**

7. Construction of Southern Right-of-Way. Evergreen, at Evergreen's sole cost and expense, covenants to design and construct the improvements for the Southern Right-of-Way (e.g. utilities and pavement) in the location depicted on **Exhibit E** and labeled as "Phase 1 Construction"

within 24 months following the Dedication Date. All construction shall be in accordance with the specifications as required by the City and in accordance with plans and specifications approved by the City.

8. Construction of Western Right-of-Way. UTA, at UTA's sole cost and expense, covenants to design and construct the improvements associated with the Western Right-of-Way (e.g. utilities and pavement) in the location depicted on **Exhibit E** and labeled as "Phase 2 Construction". All construction shall be in accordance with the specifications as required by the City and in accordance with plans and specifications approved by the City.

9. Modifications. This Agreement shall not be amended except by subsequent written agreement of the parties.

10. Captions. The captions to this Agreement are inserted only for the purpose of convenient reference and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

11. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, successors, and assigns as the case may be.

12. Invalid Provision. If any provision of this Agreement shall be determined to be void by any court of competent jurisdiction, then such determination shall not affect any other provision hereof, and all of the other provisions shall remain in full force and effect. It is the intention of the parties hereto that if any provision of this Agreement is capable of two constructions, one of which would render the provision void and the other which would render the provision valid, then the provision shall have the meaning which renders it valid.

13. Governing Law. The laws of the State of Utah shall govern the validity, performance and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that venue of such suit or action shall be in Salt Lake County, State of Utah.

14. Notice. All notice required under this Agreement shall be in writing and shall be hand-delivered, sent by overnight delivery or sent by registered or certified mail, return receipt requested, postage prepaid, to the addresses of the parties herein set forth. All notices so given shall be considered effective 72 hours after deposit in the United States mail with the proper address as set forth below or, upon receipt, if sent by overnight delivery service or when personally delivered. Any party by notice so given may change the address to which future notices shall be sent.

Notice to UTA: **[NOTE: PLEASE CONFIRM/SUPPLY]**

250 South 600 West
Salt Lake City, UT 84101
Attention: _____

Notice to SLC: **[NOTE: PLEASE CONFIRM/SUPPLY]**

2001 South State Street N4300
Salt Lake City, Utah 84114
Attention: _____

Notice to Evergreen:

c/o Evergreen Devco, Inc.
1873 South Bellaire Street, Suite 1200
Denver, CO 85222
Attention: Mr. Tyler Carlson

15. Assignment or Assignments. There shall be no transfer or assignment of any of the rights or obligations of under this Agreement without the prior written approval of the non-assigning party.

16. Title and Authority. Each party represents and warrants that the undersigned individual(s) has or have full power and authority to enter into this Agreement and that the other parties are relying on such representations and warranties in entering into this Agreement.

[balance of page intentionally left blank]

By: _____
Name: _____
Its: _____

EVERGREEN-45TH & MAIN LAND L.L.C., an
Arizona limited liability company

By: Evergreen Development Company-2022,
L.L.C., an Arizona limited liability company
Its: Manager

By: Evergreen Devco, Inc., a California
corporation
Its: Manager

By: _____

Its: _____

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was subscribed, sworn to, and acknowledged before me this
_____ day of _____, 2022, by _____ as the
_____ of Evergreen Devco, Inc., a California corporation, as Manager of
Evergreen Development Company-2022, L.L.C., an Arizona limited liability company, as
Manager of Evergreen-45th & Main Land L.L.C., an Arizona limited liability company.

My commission expires: _____

(S E A L)

Notary Public

EXHIBIT A

LEGAL DESCRIPTION OF THE UTA PROPERTY

[To be inserted]

EXHIBIT B

LEGAL DESCRIPTION OF THE SLC PROPERTY

[To be inserted]

EXHIBIT C

LEGAL DESCRIPTION OF THE EVERGREEN PROPERTY

BEGINNING AT A POINT IN THE WEST LINE OF MAIN STREET IN MURRAY CITY, UTAH, NORTH 00°04' EAST 314.4 FEET AND DUE WEST 823.82 FEET AND NORTH 00°16' EAST 155.04 FEET ALONG THE WEST LINE OF MAIN STREET FROM THE SOUTHEAST CORNER OF LOT 1, BLOCK 9, TEN ACRE PLAT "A", BIG FIELD SURVEY; AND RUNNING THENCE NORTH 00°16' EAST ALONG THE WEST LINE OF MAIN STREET 155.04 FEET; THENCE SOUTH 89°42' WEST 300 FEET; THENCE SOUTH 00°16' WEST 283 FEET; THENCE NORTH 89°42' EAST 300 FEET; THENCE NORTH ALONG THE WEST LINE OF MAIN STREET 127.96 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THEREFROM THAT PORTION CONVEYED TO MURRAY CITY, AS DISCLOSED BY WARRANTY DEED RECORDED FEBRUARY 27, 2015 AS ENTRY NO. 12001502 IN BOOK 10300 AT PAGE 4039 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND IN FEE INCIDENT TO THE WIDENING OF THE EXISTING HIGHWAY STATE ROUTE 266 (4500 SOUTH STREET) KNOWN AS PROJECT NO. F-0266(62)3, BEING PART OF AN ENTIRE TRACT OF PROPERTY SITUATE IN LOT 2 OF BLOCK 9, TEN ACRE PLAT "A", BIG FIELD SURVEY, AND THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN. THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID ENTIRE TRACT AND THE EXISTING WESTERLY RIGHT OF WAY LINE OF MAIN STREET WHICH CORNER IS 310.23 FEET NORTH 00°05'15" EAST (314.40 FEET NORTH 00°04'00" EAST BY RECORD) ALONG THE EAST LINE OF LOT 1 AND 824.04 WEST (823.82 FEET BY RECORD) AND 31.24 FEET NORTH 00°15'54" EAST (NORTH 00°16'00" EAST BY RECORD) ALONG SAID EXISTING WESTERLY RIGHT OF WAY LINE OF MAIN STREET FROM THE SOUTHEAST CORNER OF SAID LOT 1, SAID CORNER IS ALSO 33.00 FEET PERPENDICULARLY DISTANT WESTERLY FROM THE MAIN STREET CONTROL LINE OPPOSITE APPROXIMATE ENGINEER STATION 5+91.80; AND RUNNING THENCE SOUTH 89°42'00" WEST 2.50 FEET ALONG THE SOUTHERLY PROPERTY LINE OF SAID ENTIRE TRACT TO A POINT 35.50 FEET PERPENDICULARLY DISTANT WESTERLY FROM SAID CONTROL LINE OPPOSITE APPROXIMATE ENGINEER STATION 5+91.77; THENCE NORTH 00°15'54" EAST 127.96 FEET ALONG A LINE PARALLEL WITH SAID CONTROL LINE TO A POINT OPPOSITE APPROXIMATE ENGINEER STATION 7+19.73; THENCE SOUTH 89°44'06" EAST 2.50 FEET TO SAID EXISTING WESTERLY RIGHT OF WAY LINE AT A POINT 33.00 FEET PERPENDICULARLY DISTANT WESTERLY FROM SAID CONTROL LINE OPPOSITE APPROXIMATE ENGINEER STATION 5+19.73; THENCE SOUTH 00°15'54" WEST (SOUTH 00°16'00" WEST BY RECORD) 127.94 FEET ALONG SAID EXISTING WESTERLY RIGHT OF WAY LINE TO THE POINT OF

BEGINNING AS SHOWN ON THE OFFICIAL MAP OF SAID PROJECT ON FILE IN THE OFFICE OF THE UTAH DEPARTMENT OF TRANSPORTATION.

(NOTE: ROTATE ALL BEARINGS IN THE ABOVE DESCRIPTIONS $00^{\circ}14'32''$ CLOCKWISE TO OBTAIN HIGHWAY BEARINGS.)

EXHIBIT D

FORM OF SPECIAL WARRANTY DEED

When recorded return to:

Attention: _____

SPECIAL WARRANTY DEED

THIS DEED, made this _____ day of _____, 20__, between _____, whose street address is _____ (“**Grantor**”), and **SALT LAKE CITY, UTAH**, whose street address is _____ (“**Grantee**”);

WITNESSETH, That Grantor for and in consideration of the sum of TEN DOLLARS (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm, unto Grantee, its, successors and assigns forever, all the real property, together with improvements, if any, situate, lying and being in the County of Salt Lake, State of Utah, described on **Exhibit A** attached hereto and incorporated herein by this reference (the “**Property**”);

TOGETHER with all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, and the reversions, remainders, rents, issues and profits thereof; and all the estate, right, title, interest, claim and demand whatsoever of Grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described with the appurtenances, unto the Grantee, its successors and assigns forever. Grantor, for itself, its successors and assigns, does covenant and agree that Grantor shall and will **WARRANT AND FOREVER DEFEND** the title to above-bargained premises and the quiet and peaceable possession of Grantee, its successors and assigns, against all and every person or persons claiming the whole or any part thereof, by, through or under Grantor, except for current taxes and those restrictions, covenants, easements and other encumbrances of record against the Property.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, Grantor has executed this deed on the date set forth above.

GRANTOR:

By: _____

Name: _____

Its: _____

STATE OF _____)

) SS

COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2022, by _____, as _____ of _____.

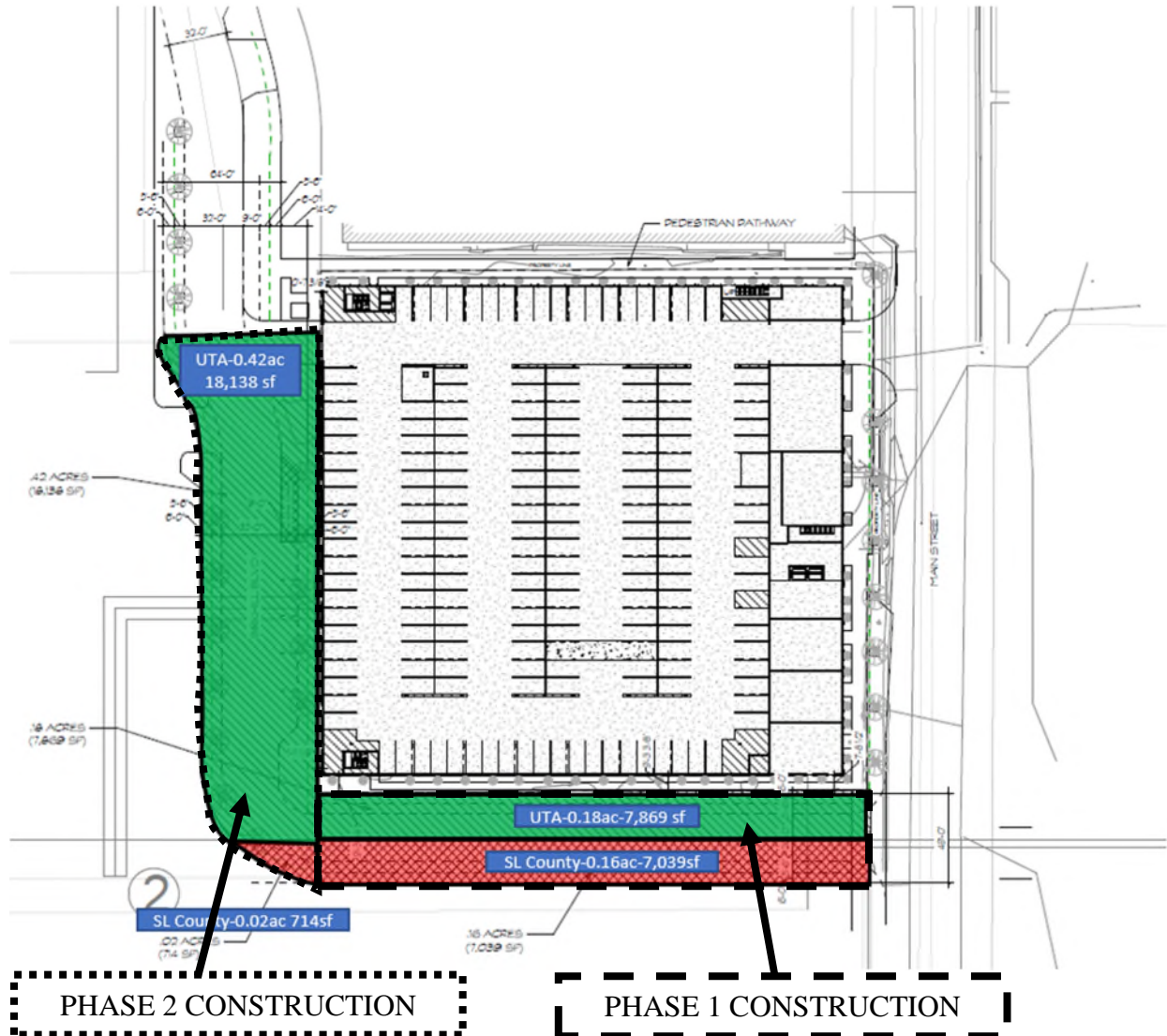
Notary Public

My Commission expires: _____

EXHIBIT A TO SPECIAL WARRANTY DEED
LEGAL DESCRIPTION

EXHIBIT E

DEPICTION OF THE PHASE 1 CONSTRUCTION AND THE PHASE 2 CONSTRUCTION





Jennifer Wilson
Salt Lake County Mayor

**DEPARTMENT OF
ADMINISTRATIVE SERVICES**

Megan Hillyard
Director

Derrick Sorensen
Real Estate Manager

DIVISIONS

ADDRESSING

CONTRACTS & PROCUREMENT

FACILITIES MANAGEMENT

INFORMATION SERVICES

REAL ESTATE

RECORDS MANAGEMENT &
ARCHIVES

SALT LAKE COUNTY
GOVERNMENT CENTER
2001 S. State St. Ste. N3200
Salt Lake City, UT 84190
385-468-7060 phone
385-468-7072 fax
www.slco.org
TTY: 7-1-1

July 13, 2022

Re: Letter of Support

To Murray City:

This Letter of Support serves to inform the Murray City Planning Department and Murray City City Council that Salt Lake County is currently negotiating with Evergreen Devco to arrange for the construction of a road on the southern border of the Parris RV property. If all of the details of this arrangement are worked out and subject to final approval of the Salt Lake County Mayor and Salt Lake County Council, Salt Lake County has discussed dedicating a portion of the land that will be used for the road, and Evergreen Devco has discussed paying for and causing the road and utilities to be constructed. This arrangement also requires the participation of the Utah Transit Authority. Salt Lake County has been informed that if a final agreement is reached with all of the parties, Evergreen Devco intends to complete the road by January 31, 2025.

Sincerely,

A blue ink signature of Derrick Sorensen, written in a cursive style.

Derrick Sorensen
Real Estate Manager
Salt Lake County



UTAH TRANSIT AUTHORITY



669 West 200 South

Salt Lake City, UT 84101

July 14, 2022

Murray City

Attention: Mr. Trae Stokes, City Engineer

5025 S. State Street

Murray City, Utah 84107

Dear Mr. Stokes:

This Letter of Support serves to inform you, as well as the Murray City Planning Department and Murray City Council, that the Utah Transit Authority ("UTA"), at the staff level, is in support of an access road, gate, and turn-around being constructed along the south side of the Parris RV property. UTA is in discussions with Salt Lake County to correct a long-standing boundary line problem between our individual properties that connect to Main Street. As part of those discussions, UTA would exchange land with Salt Lake County, including its access road, conditioned on UTA receiving a dedicated access road to Main Street and access to public utilities. The terms of the land exchange have not been finalized, and any such exchange is subject to UTA Board approval.

Due to the continuing operations on our property, UTA is not prepared at this time to allow Birkhill Boulevard to be connected through its property. However, as this area is planned, in conjunction with the City to realize the full potential of these properties, it is understood that Birkhill Boulevard would need to connect at that time. It is our understanding that Salt Lake County and Evergreen Devco will work out the final details of the cost and construction of the road and utilities which they intend to complete by January 31, 2025. Any additional property transactions would also be subject to approval by the UTA Board of Trustees.

Sincerely,

Paul Drake, UTA Director Real Estate & TOD

Spencer Burgoyne, UTA Mgr. Property Administration

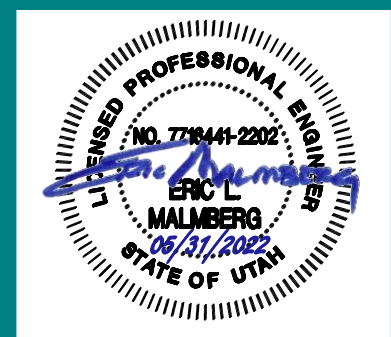
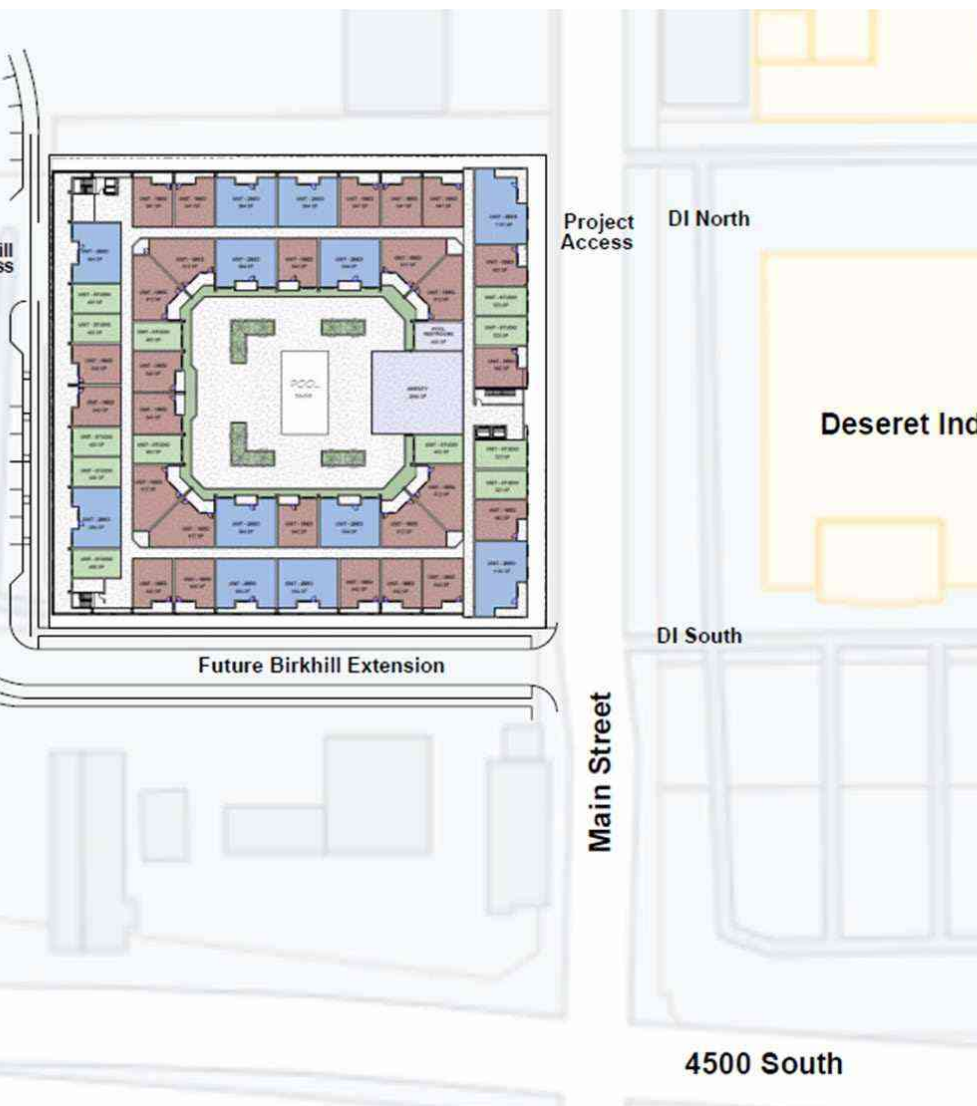




Evergreen Apartments

4400 South Main
Street, Murray, Utah

Traffic Impact Analysis



Anderson Wahlen Associates
2010 North Redwood Road
Salt Lake City, Utah 84116
Phone: (801) 521-8529
Fax: (801) 521-9551
Date: June 2022

Traffic Impact Analysis for Evergreen Apartments – 4400 South Main Street Murray, Utah

June 2022

Prepared by:
Anderson, Wahlen & Associates
2010 North Redwood Road
Salt Lake City, Utah 84116
Phone: (801) 521-8529
Fax: (801) 521-9551

<p>Evergreen Apartments - 4400 South Main Street Traffic Study</p>

TABLE OF CONTENTS

	page
I. Introduction and Summary	3
A. Purpose and Study Objectives.....	3
B. Executive Summary	3
II. Proposed Project	5
III. Study Area Conditions.....	5
A. Existing Traffic Data.....	7
IV. Projected Traffic	9
A. Trip Generation.....	9
B. Origin/Destination and Trip Distribution.....	9
V. Traffic Analysis.....	14
A. Unsignalized Analysis.....	15
B. Signalized Analysis	17
VI. Conclusions/Recommendations.....	18

<p>Evergreen Apartments - 4400 South Main Street Traffic Study</p>
--

LIST OF TABLES

	page
Table One	AM/PM Peak Development Trip Generation9
Table Two	AM/PM Peak Total Development Trips.....9
Table Three	Unsignalized Intersection LOS-Delay Relationship Access.....14
Table Four	Peak Period Intersection Analysis – Main Street Access to the Site15
Table Five	Peak Period Intersection Analysis – Main Street and Edison Avenue15
Table Six	Peak Period Intersection Analysis – Main Street and DI South Access16
Table Seven	Peak Period Intersection Analysis – 4500 South and Main Street.....17
Table Eight	Peak Period Intersection Analysis – Fireclay Avenue and Main Street18

<p>Evergreen Apartments - 4400 South Main Street Traffic Study</p>

LIST OF FIGURES

	page
Figure One - Project Site Location	4
Figure Two - Conceptual Site Plan	6
Figure Three - Existing Peak Hour Traffic Counts.....	8
Figure Four – Trip Distribution Assumptions	11
Figure Five – Site Generated Traffic	12
Figure Six – Site Generated Traffic plus Existing Traffic	13

Executive Summary

I. Introduction and Summary

A. Purpose of Report and Study Objectives

The proposed development site is on the west side of Main Street at approximately 4400 South in Murray, Utah. The current property is owned by Parris RV and is currently used for RV storage. The frontage of the current property has four driveways accessing Main Street.

This traffic study will look at the impacts of the proposed development assuming that the project has a single access onto Main Street and another single access onto Birkhill Boulevard.

Figure One shows the location of the development. Trip projection and traffic analysis in this report will be performed for the AM and PM peak hours.

B. Executive Summary

Traffic was counted at the existing intersections during the AM and PM commuter hours on a single weekday. Trip generation was performed for the development and trip distribution was projected. The existing traffic was compared with the existing plus site generated development traffic to show the impacts of the proposed development.

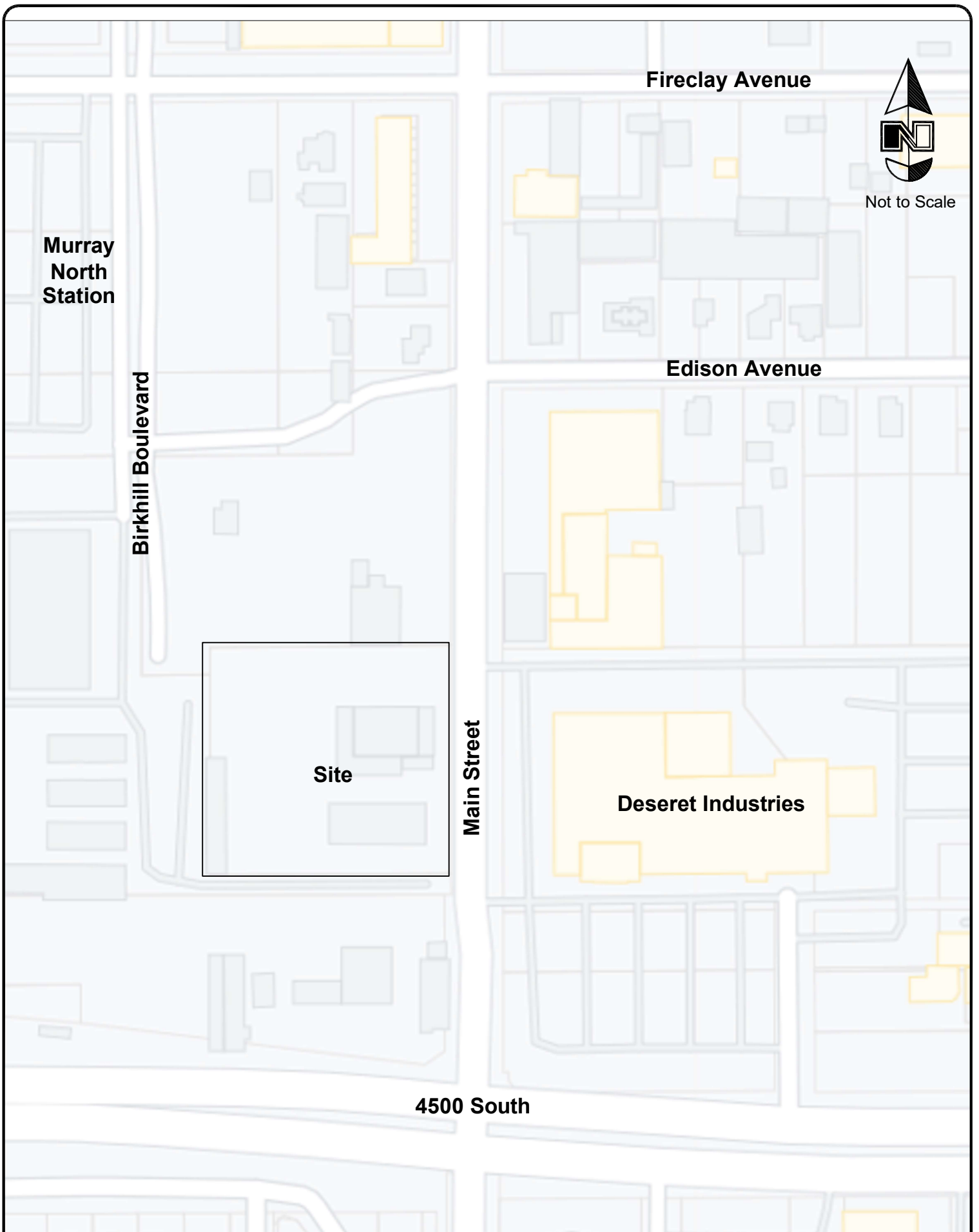
The results of the traffic analysis show that the unsignalized accesses/intersections in the study area will continue to operate acceptably with the addition of the proposed apartment traffic.

The analysis shows that the projected queuing will not exceed the storage provided.

The 4500 South/Main and Fireclay/Main signals were found to operate acceptably and the additional traffic from the proposed apartments had little to no impact on level of service and queuing.

The analysis showed that the future connection of Birkhill Boulevard will likely need to be restricted to not allow northbound left turns. This was unrelated to the proposed apartments and based on the lack of queuing storage available due to the storage needed for the southbound left turn at 4500 South/Main Street.

Signing and striping should be prepared to meet Murray City or MUTCD standards, as applicable.



II. Proposed Development

The project at completion is conceptually planned to include the following land use:

- 274 apartments

III. Area Conditions

Trip projection and traffic analysis in this report will be performed for the AM and PM peak hours.

Main Street is a one lane in each direction with a center turn median in the area of the site. Main Street has a 35-mph speed limit. Birkhill Boulevard is one lane in each direction with a center turn lane. It currently does not have a full cross section at the site. It will be designed to a full cross section and will dead end at the project access for the near future. Murray City plans to extend Birkhill Boulevard to continue to the south and then turn to Main Street in the future. Therefore, in the future Birkhill Boulevard will border the west and south portions of the project. It will ultimately connect to Main Street opposite the Deseret Industries southmost Main Street access.

Figure Two shows the conceptual site plan.

The site plan for the Future Birkhill Extension features a central pool area labeled "POOL 330 x 150'". Surrounding the pool are several units and amenities:

- Units:** The units are arranged in a rectangular pattern around the pool. They are color-coded: blue for "UNIT - 2BRD 904 SF", brown for "UNIT - 1BRD 641 SF", green for "UNIT - STUDIO 400 SF", and purple for "UNIT - 1BRD 812 SF".
- Amenities:** A "POOL RECEPTIONS 400 SF" area is located on the right side of the pool. An "AMENITY 300 x 150'" area is located on the right side of the pool, adjacent to the pool reception area.
- Access:** "Birkhill Access" is indicated on the left side of the plan.
- Future Extension:** The "Future Birkhill Extension" is indicated at the bottom of the plan.

The site plan for the Future Birkhill Extension features a central pool area labeled "POOL 330 x 150'". Surrounding the pool are several units and amenities:

- Units:** The units are arranged in a rectangular pattern around the pool. They are color-coded: blue for "UNIT - 2BRD 904 SF", brown for "UNIT - 1BRD 641 SF", green for "UNIT - STUDIO 400 SF", and purple for "UNIT - 1BRD 812 SF".
- Amenities:** A "POOL RECEPTIONS 400 SF" area is located on the right side of the pool. An "AMENITY 300 x 150'" area is located on the right side of the pool, adjacent to the pool reception area.
- Access:** "Birkhill Access" is indicated on the left side of the plan.
- Future Extension:** The "Future Birkhill Extension" is indicated at the bottom of the plan.

The site plan for the Future Birkhill Extension features a central pool area labeled "POOL 330 x 150'". Surrounding the pool are several units and amenities:

- Units:** The units are arranged in a rectangular pattern around the pool. They are color-coded: blue for "UNIT - 2BRD 904 SF", brown for "UNIT - 1BRD 641 SF", green for "UNIT - STUDIO 400 SF", and purple for "UNIT - 1BRD 812 SF".
- Amenities:** A "POOL RECEPTIONS 400 SF" area is located on the right side of the pool. An "AMENITY 300 x 150'" area is located on the right side of the pool, adjacent to the pool reception area.
- Access:** "Birkhill Access" is indicated on the left side of the plan.
- Future Extension:** The "Future Birkhill Extension" is indicated at the bottom of the plan.

Project Access

DI North

Deseret Industries

DI South

Main Street

4500 South



Figure Two

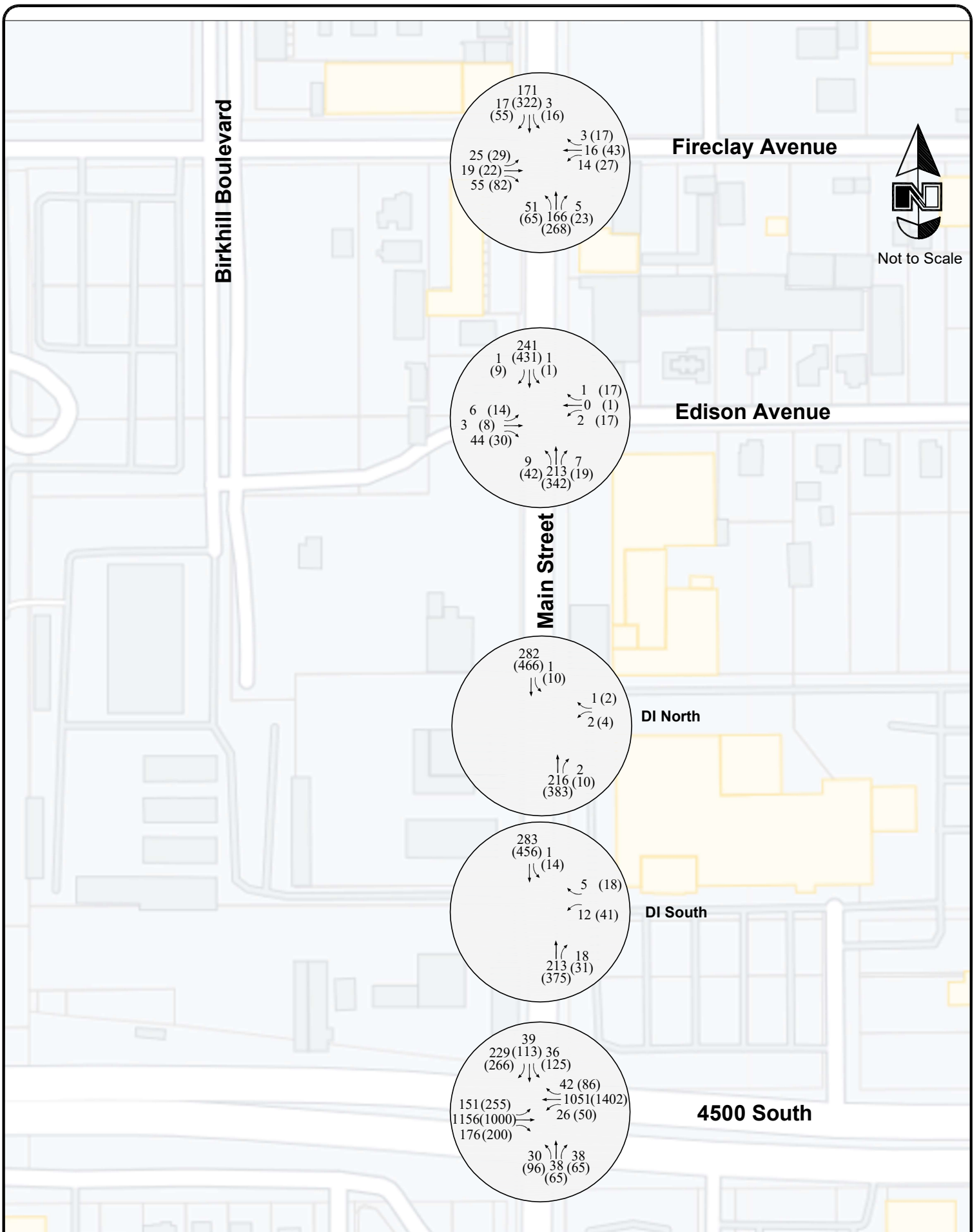
Evergreen - 4400 S Main Traffic Study Conceptual Site Plan

A. Existing Traffic Data

Intersection counts were made at the following locations on May 19th 2022 (from 7:00 – 9:00 AM and from 4:00 to 6:00 PM):

- 4500 South and Main Street (UDOT Signal Metrics were used to obtain the counts).
- Main Street and the southmost Deseret Industries Access
- Main Street and Edison Avenue
- Main Street and Fireclay Avenue

The peak hour was based on 4500 South and Main Street. The AM Peak Hour was from 7:30 to 8:30 a.m. The PM Peak Hour was from 4:45 to 5:45 p.m. Figure Three shows the existing traffic counts. Detailed counts are shown in Appendix A.



IV. Projected Traffic

A. Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation (Tenth Edition) handbook was used to estimate trips for the land uses. The proposed land uses are noted in the following list by type and size.

- 274 Apartment Units

Tables One and Two show the AM and PM peak hour total trips generated.

<i>Evergreen – 4400 S. Main Street Traffic Study</i> Table One AM/PM Peak Development Trip Generation				
Facility	Facility Size	ITE Land Use Code	Trip Rate	Trips Generated
AM Peak Hour				
Multi-Family Housing (Mid-Rise)	274 units	221	0.36	99
PM Peak Hour				
Multi-Family Housing (Mid-Rise)	274 units	221	0.74	203

<i>Evergreen – 4400 S. Main Street Traffic Study</i> Table Two AM/PM Peak Total Development Trips					
Facility	Trips Generated	ITE Percent Inbound	ITE Percent Outbound	Total Inbound Trips	Total Outbound Trips
AM Peak Hour					
Multi-Family Housing (Mid-Rise)	99	26%	74%	26	73
PM Peak Hour					
Multi-Family Housing (Mid-Rise)	203	61%	39%	124	79

B. Origin/Destination and Trip Distribution

The trip origin/destination for the site was estimated based the turning movement counts from nearby intersections. It was found that the majority of the traffic was to/from the south.

Origin/Destination

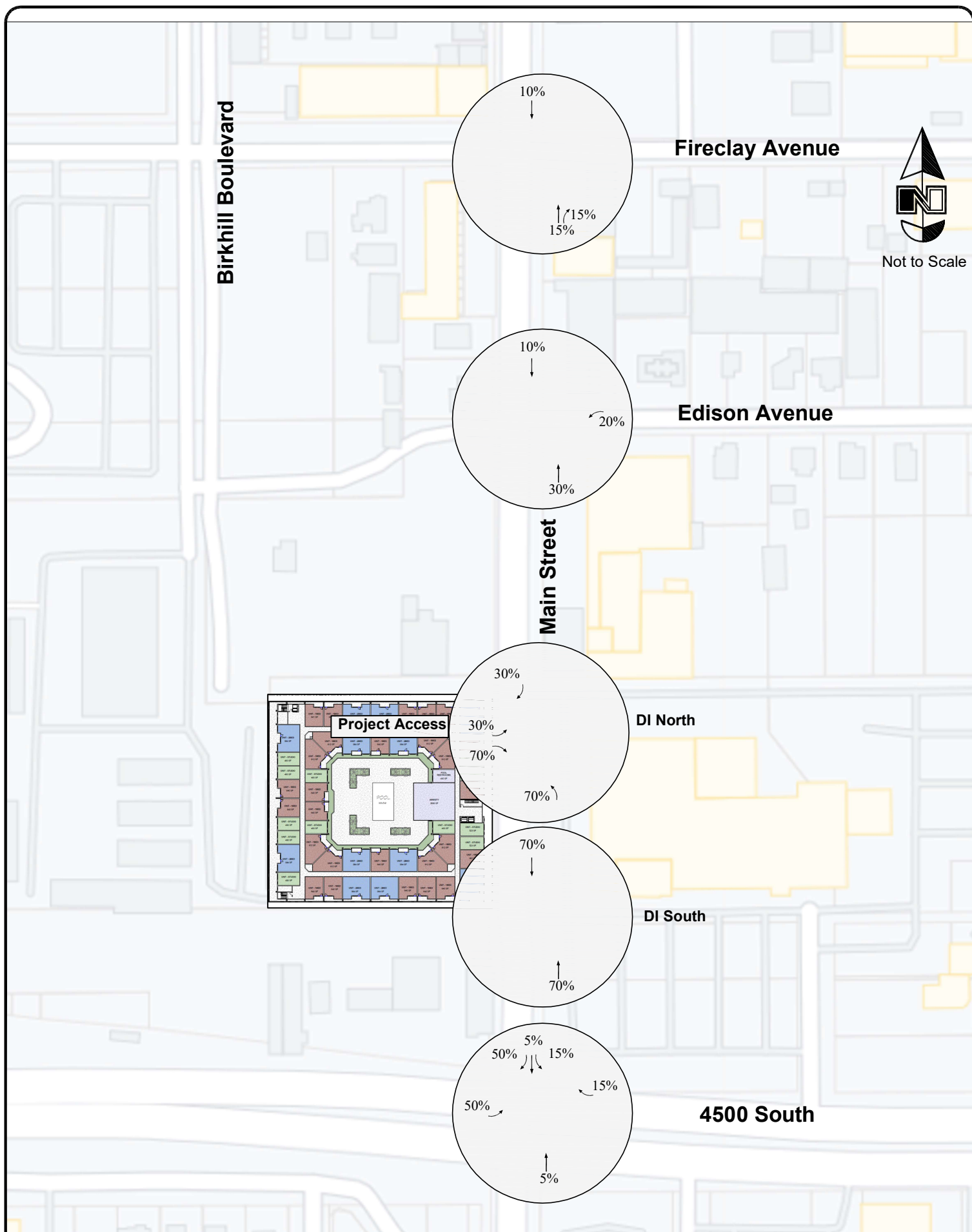
- South 70%
- North 30%

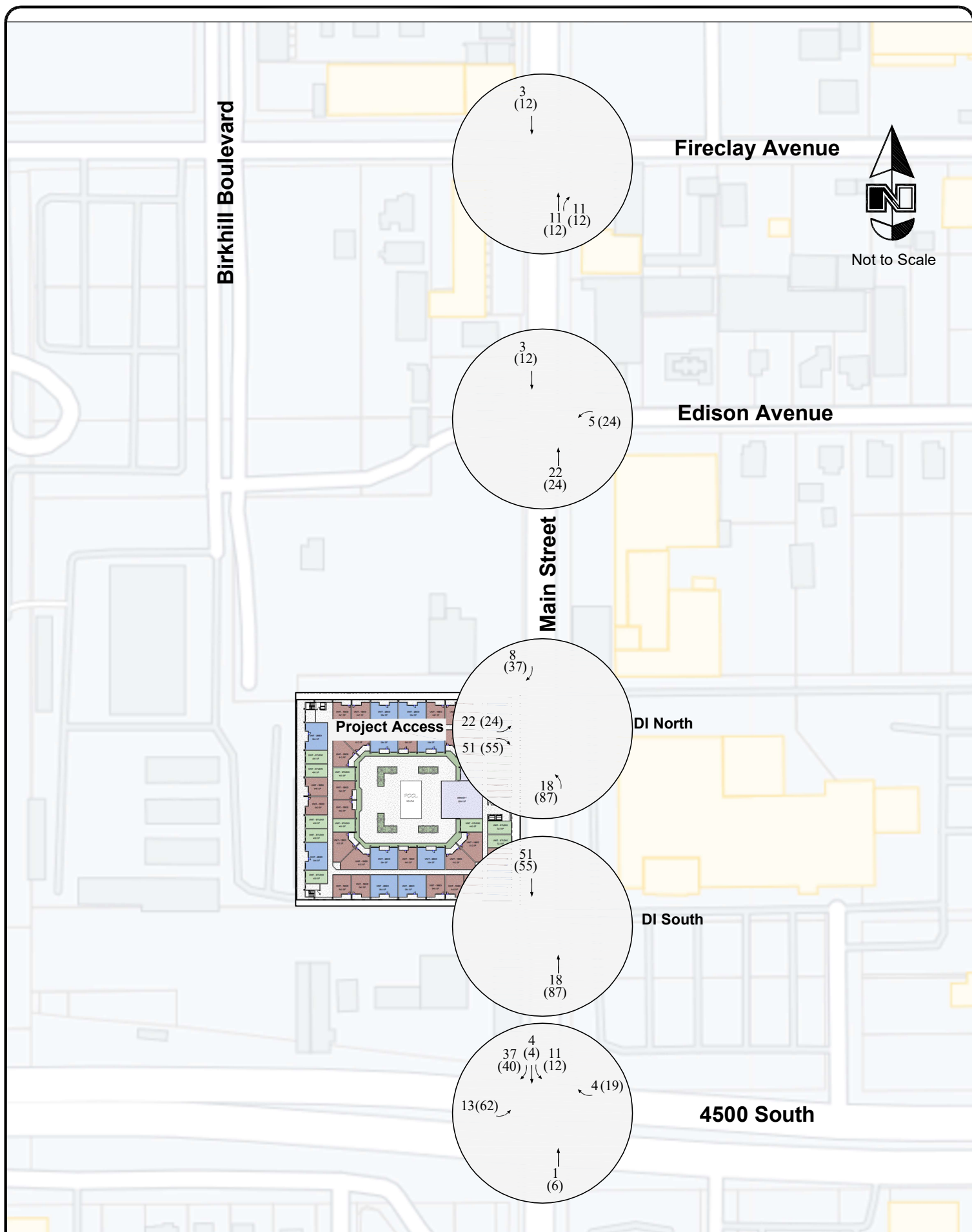
This traffic was further distributed to the other intersections based on existing turning movements. Traffic was assumed to use the Main Street access to the site. This was a worst case analysis as Birkhill Boulevard provides an alternative access.

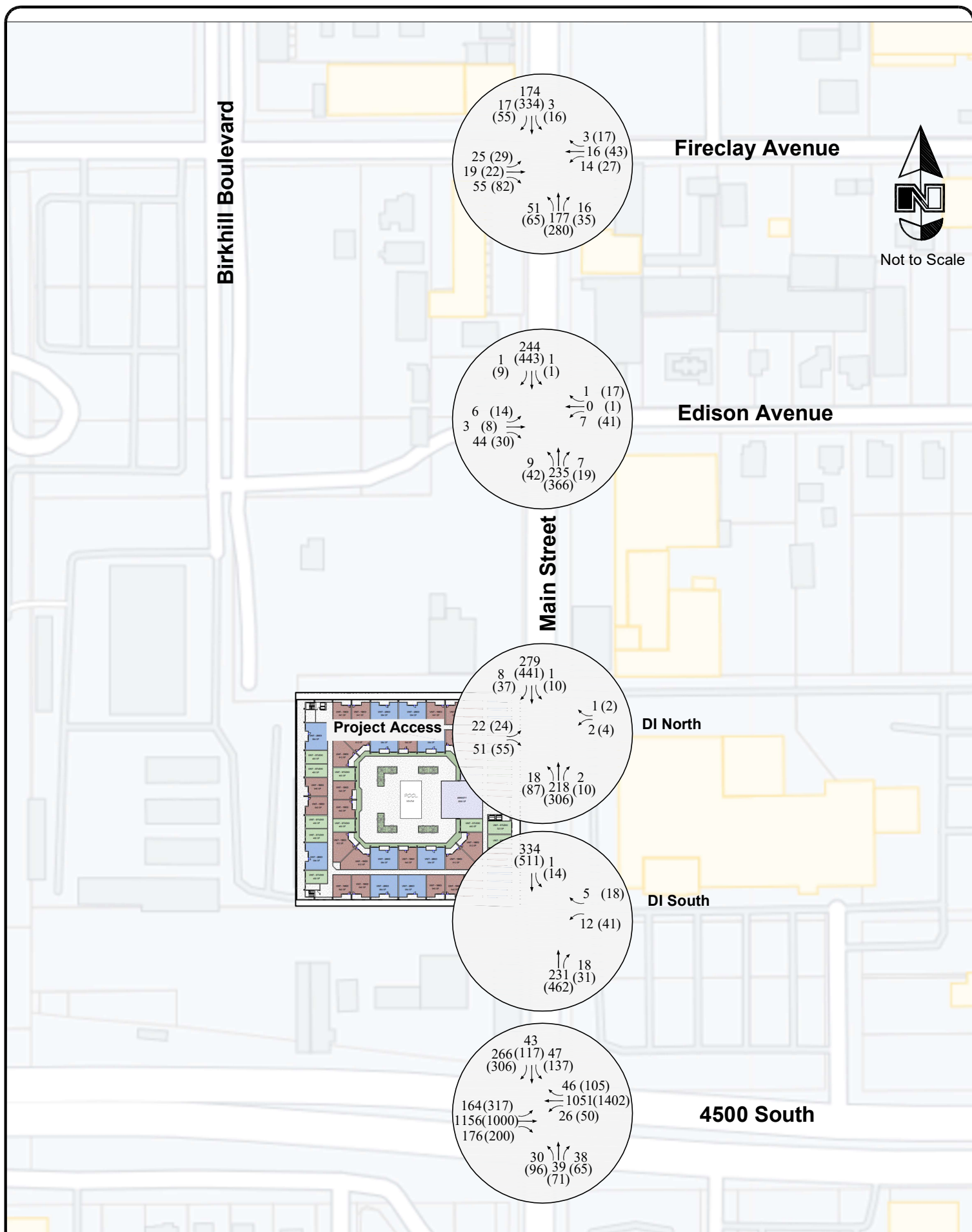
Figure Four shows the trip distribution assumptions.

Figure Five shows the projected site generated trips.

Figure Six shows the site generated trips plus existing traffic.







V. Traffic Analysis

The accesses and intersections are analyzed using the Synchro software to evaluate the impacts of the project on the surrounding traffic network. As was discussed previously, the alternatives compare: existing traffic; existing traffic with the proposed site (with site).

For the 4500 South and Main Street, UDOT signal timings were input. The cycle length for this signal was 120 seconds. For Fireclay Avenue and Main Street, the timings were per field measurements with a cycle length of 45 seconds.

Table Three shows the Level of Service delay ranges for intersections as defined by the Highway Capacity Manual.

<i>Evergreen – 4400 S. Main Street Traffic Study</i> <i>Table Three</i> Intersection LOS-Delay Relationship		
Level of Service	Unsignalized	Signalized
	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

A. Unsignalized Analysis

Table Four shows the Delay / LOS Evaluation for the Main Street Access to the site.

Evergreen – 4400 S. Main Street Traffic Study Table Four Peak Period Intersection Analysis –Main Street Access to the Site Delay/LOS Evaluation				
Delay / LOS (in sec)	AM Existing	PM Existing	AM Existing With Site	PM Existing With Site
EB Left	N/A	N/A	14.2/B	16.0/C
EB Right	N/A	N/A	10.3/B	12.3/B
WB Left	13.1/B	20.4/C	15.2/C	17.6/C
WB Right	9.5/A	10.7/B	9.5/A	10.7/B
NB Left	N/A	N/A	7.9/A	8.9/A
SB Left	7.7/A	8.2/A	7.7/A	8.2/A

The above analysis shows that the proposed site access will operate acceptably. It should be noted that this intersection is offset slightly from the existing Deseret Industries North Access. The DI North Access is a minor access with little traffic and the offset is such that the northbound/southbound left turns on Main Street do not overlap while turning into the sites. Therefore, while offset accesses are not ideal, this is the best case of offset and there are low volumes of traffic at the existing access so the offset is not an issue.

Table Five shows the Delay / LOS Evaluation for the Main Street and Edison Avenue intersection.

Evergreen – 4400 S. Main Street Traffic Study Table Five Peak Period Intersection Analysis –Main Street and Edison Avenue Intersection Delay/LOS Evaluation				
Delay / LOS (in sec)	AM Existing	PM Existing	AM Existing With Site	PM Existing With Site
EB Approach	10.7/B	17.0/C	10.7/B	17.0/C
WB Approach	12.5/B	18.4/C	14.0/B	25.0/D
NB Left	7.8/A	8.5/A	7.8/A	8.5/A
SB Left	7.7/A	8.1/A	7.8/A	8.1/A

The above analysis shows that this intersection continues to operate acceptably with the

proposed development traffic.

Table Six shows the Delay / LOS Evaluation for the Main Street and DI South access.

<i>Evergreen – 4400 S. Main Street Traffic Study</i> Table Six Peak Period Intersection Analysis –Main Street/DI South Access Delay/LOS Evaluation				
Delay / LOS (in sec)	AM Existing	PM Existing	AM Existing With Site	PM Existing With Site
WB Left	12.4/B	19.6/C	13.2/B	23.9/C
WB Right	9.5/A	10.8/B	9.6/A	11.6/B
SB Left	7.7/A	8.3/A	7.8/A	8.5/A

The above analysis shows that this access continues to operate acceptably with the proposed development traffic.

It should be noted that this access is approximately 200 feet north of the 4500 South/Main Street intersection. The PM Peak hour queues were simulated and even with the development, the queues would typically not impact this access. That said, the future extension of Birkhill Boulevard might need to have restrictions. There is not enough room to have back-to-back left turns (southbound left turn at 4500 South and northbound left turn into Birkhill Boulevard). Therefore, the northbound left turn into Birkhill Boulevard will likely need to be restricted when Birkhill Boulevard is connected to Main Street. This recommendation is unrelated to the proposed development.

B. Signalized Intersections

Table Seven shows the analysis for 4500 South and Main Street intersection.

Evergreen – 4400 S. Main Street Traffic Study Table Seven Peak Period Intersection Analysis –4500 South/Main Street Delay/LOS Evaluation				
Delay / LOS (in sec)	AM Existing	PM Existing	AM Existing With Site	PM Existing With Site
EB Left	51.7/D	58.3/E	52.3/D	67.2/E
EB Thru/Right	8.7/A	8.0/A	8.7/A	8.0/A
WB Left	57.3/E	64.3/E	57.3/E	64.3/E
WB Thru/Right	11.0/B	12.5/B	11.0/B	12.5/B
NB Left	48.4/D	75.4/E	48.4/D	77.4/E
NB Thru/Right	31.3/C	42.8/D	32.0/C	45.5/D
SB Left	49.5/D	*/F	51.3/D	*/F
SB Thru	47.5/D	54.3/D	47.9/D	54.8/D
SB Right	15.6/B	34.9/C	22.6/C	50.4/D
Intersection	14.6/B	24.5/C	15.6/B	29.1/C

*For delays greater than 100 seconds, the delay calculation is unstable and therefore, not reasonable for comparisons.

It can be seen that the addition of the apartments has little impact on the signal and the signal continues to operate at acceptable levels of service. The southbound left turn has issues that are existing and the development traffic is not expected to add much traffic in this direction. The southbound queues were projected based on 10 random simulations in SimTraffic:

	Storage Available	Projected Queue Average	95 th Percentile
• Southbound Left Turn	200'	113'	171'
• Southbound Thru	200'	108'	199'
• Southbound Right	200'	84'	146'

While the above queues are acceptable, there will not be room for a northbound left turn into Birkhill Boulevard in the future and the northbound left turn will likely need to be restricted. This is unrelated to the proposed development. This was discussed in the previous section with the DI South Access.

Table Eight shows the analysis for Fireclay Avenue and Main Street intersection.

<i>Evergreen – 4400 S. Main Street Traffic Study</i> <i>Table Eight</i> Peak Period Intersection Analysis –Fireclay Avenue/Main Street Delay/LOS Evaluation				
Delay / LOS (in sec)	AM Existing	PM Existing	AM Existing With Site	PM Existing With Site
EB Approach	11.6/B	9.7/A	11.6/B	9.7/A
WB Approach	14.4/B	13.0/B	14.4/B	13.0/B
NB Left	3.9/A	5.1/A	3.9/A	5.1/A
NB Thru/Right	3.7/A	5.1/A	3.6/A	5.2/A
SB Left	3.7/A	4.6/A	3.7/A	4.6/A
SB Thru/Right	3.5/A	5.6/A	3.5/A	5.7/A
Intersection	5.7/A	6.6/A	5.6/A	6.6/A

It can be seen that the addition of the apartments has little impact on the signal and the signal continues to operate at acceptable levels of service.

VI. Conclusions/Recommendations

The results of the traffic analysis show that the unsignalized accesses/intersections in the study area will continue to operate acceptably with the addition of the proposed apartment traffic.

The analysis shows that the projected queuing will not exceed the storage provided.

The 4500 South/Main and Fireclay/Main signals were found to operate acceptably and the additional traffic from the proposed apartments had little to no impact on level of service and queuing.

The analysis showed that the future connection of Birkhill Boulevard will likely need to be restricted to not allow northbound left turns. This was unrelated to the proposed apartments and based on the lack of queuing storage available due to the storage needed for the southbound left turn at 4500 South/Main Street.

Signing and striping should be prepared to meet Murray City or MUTCD standards, as applicable.

APPENDICES

Appendix A
Appendix B

Traffic Counts
Access and Intersection Analyses

Project: **Evergreen**

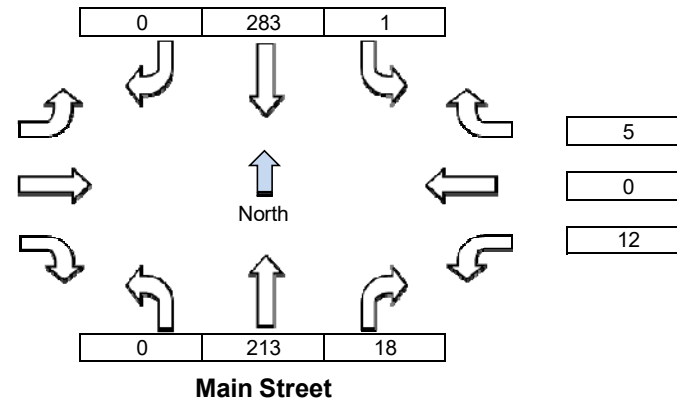
Count Date: **5/19/2022**

Intersection:
 North / South **Main Street**
 East / West **DI South Access**

Start Time **7:00 AM**
 End Time **9:00 AM**

Peak Hour Volume: **532**
 PHF:
 Peak Hour from: **7:30 AM**
 Peak Hour to: **8:30 AM**

DI South Access



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM													0
7:15 AM	7:30 AM													0
7:30 AM	7:45 AM	0	85		2		1		50	2				140
7:45 AM	8:00 AM	1	64		5		2		66	9				147
8:00 AM	8:15 AM	0	60		3		1		48	5				117
8:15 AM	8:30 AM	0	74		2		1		49	2				128
8:30 AM	8:45 AM													0
8:45 AM	9:00 AM													0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM	1	149	0	7	0	3	0	116	11	0	0	0	287
7:15 AM	8:15 AM	1	209	0	10	0	4	0	164	16	0	0	0	404
7:30 AM	8:30 AM	1	283	0	12	0	5	0	213	18	0	0	0	532
7:45 AM	8:45 AM	1	198	0	10	0	4	0	163	16	0	0	0	392
8:00 AM	9:00 AM	0	134	0	5	0	2	0	97	7	0	0	0	245

Project: **Evergreen**

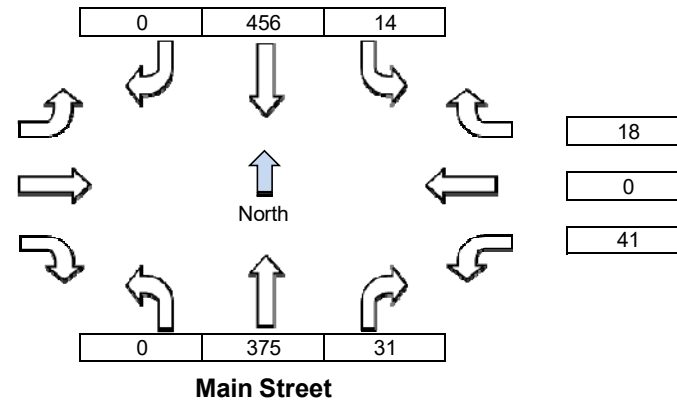
Count Date: **5/19/2022**

Intersection:
 North / South **Main Street**
 East / West **DI South Access**

Start Time **4:00 PM**
 End Time **6:00 PM**

Peak Hour Volume: **935**
 PHF:
 Peak Hour from: **4:45 PM**
 Peak Hour to: **5:45 PM**

DI South Access



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM	5	89		10		8	76	6					194
5:00 PM	5:15 PM	2	142		12		3	90	14					263
5:15 PM	5:30 PM	2	110		4		4	109	4					233
5:30 PM	5:45 PM	5	115		15		3	100	7					245
5:45 PM	6:00 PM													0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM	5	89	0	10	0	8	0	76	6	0	0	0	194
4:15 PM	5:15 PM	7	231	0	22	0	11	0	166	20	0	0	0	457
4:30 PM	5:30 PM	9	341	0	26	0	15	0	275	24	0	0	0	690
4:45 PM	5:45 PM	14	456	0	41	0	18	0	375	31	0	0	0	935
5:00 PM	6:00 PM	9	367	0	31	0	10	0	299	25	0	0	0	741

Project: **Evergreen**

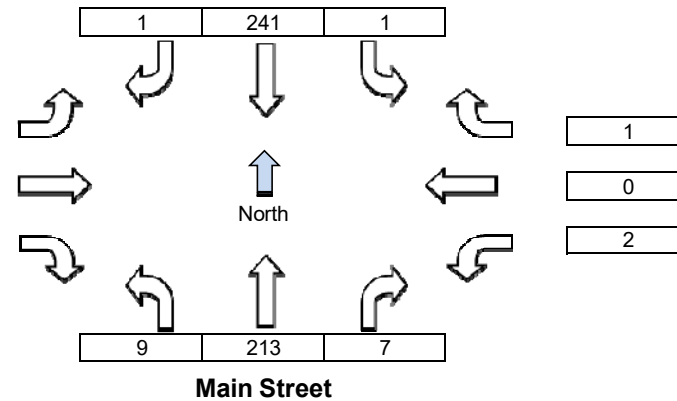
Count Date: **5/19/2022**

Intersection:
 North / South **Main Street**
 East / West **Edison**

Start Time **7:00 AM**
 End Time **9:00 AM**

Peak Hour Volume: **528**
 PHF:
 Peak Hour from: **7:30 AM**
 Peak Hour to: **8:30 AM**

Edison



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM													0
7:15 AM	7:30 AM													0
7:30 AM	7:45 AM	0	70	0	1	0	0	0	56	0	1	0	15	143
7:45 AM	8:00 AM	0	56	0	0	0	0	2	66	6	2	0	6	138
8:00 AM	8:15 AM	1	53	1	1	0	1	4	45	1	3	1	11	122
8:15 AM	8:30 AM	0	62	0	0	0	0	3	46	0	0	2	12	125
8:30 AM	8:45 AM													0
8:45 AM	9:00 AM													0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM	0	126	0	1	0	0	2	122	6	3	0	21	281
7:15 AM	8:15 AM	1	179	1	2	0	1	6	167	7	6	1	32	403
7:30 AM	8:30 AM	1	241	1	2	0	1	9	213	7	6	3	44	528
7:45 AM	8:45 AM	1	171	1	1	0	1	9	157	7	5	3	29	385
8:00 AM	9:00 AM	1	115	1	1	0	1	7	91	1	3	3	23	247

Project: **Evergreen**

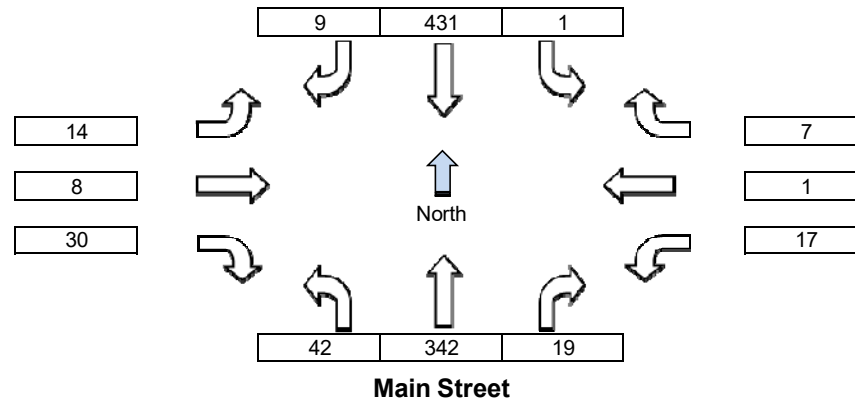
Count Date: **5/19/2022**

Intersection:
 North / South **Main Street**
 East / West **Edison**

Start Time **4:00 PM**
 End Time **6:00 PM**

Peak Hour Volume: **921**
 PHF:
 Peak Hour from: **4:45 PM**
 Peak Hour to: **5:45 PM**

Edison



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM	0	89	1	4	0	2	7	77	7	1	0	3	191
5:00 PM	5:15 PM	0	129	1	8	1	0	16	73	2	5	2	5	242
5:15 PM	5:30 PM	0	109	3	3	0	4	13	101	8	4	3	12	260
5:30 PM	5:45 PM	1	104	4	2	0	1	6	91	2	4	3	10	228
5:45 PM	6:00 PM													0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM	0	89	1	4	0	2	7	77	7	1	0	3	191
4:15 PM	5:15 PM	0	218	2	12	1	2	23	150	9	6	2	8	433
4:30 PM	5:30 PM	0	327	5	15	1	6	36	251	17	10	5	20	693
4:45 PM	5:45 PM	1	431	9	17	1	7	42	342	19	14	8	30	921
5:00 PM	6:00 PM	1	342	8	13	1	5	35	265	12	13	8	27	730

Project: **Evergreen**

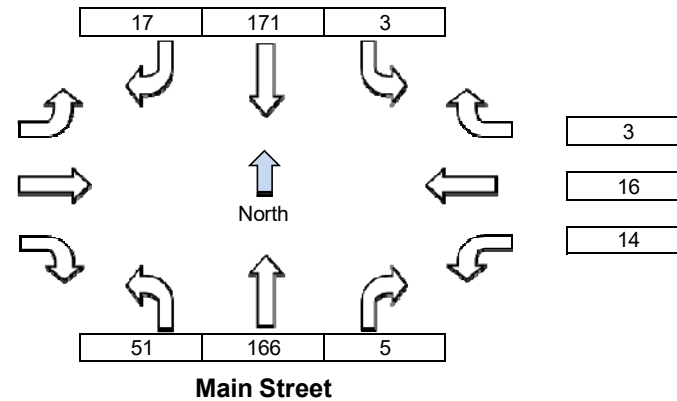
Count Date: **5/19/2022**

Intersection:
 North / South **Main Street**
 East / West **Fireclay Avenue**

Start Time **7:00 AM**
 End Time **9:00 AM**

Peak Hour Volume: **545**
 PHF:
 Peak Hour from: **7:30 AM**
 Peak Hour to: **8:30 AM**

Fireclay Avenue



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM													0
7:15 AM	7:30 AM													0
7:30 AM	7:45 AM	1	45	3	4	7	1	20	36	1	9	3	19	149
7:45 AM	8:00 AM	0	43	6	2	2	0	9	56	3	5	7	12	145
8:00 AM	8:15 AM	1	39	4	4	4	1	12	38	1	6	5	10	125
8:15 AM	8:30 AM	1	44	4	4	3	1	10	36	0	5	4	14	126
8:30 AM	8:45 AM													0
8:45 AM	9:00 AM													0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM	1	88	9	6	9	1	29	92	4	14	10	31	294
7:15 AM	8:15 AM	2	127	13	10	13	2	41	130	5	20	15	41	419
7:30 AM	8:30 AM	3	171	17	14	16	3	51	166	5	25	19	55	545
7:45 AM	8:45 AM	2	126	14	10	9	2	31	130	4	16	16	36	396
8:00 AM	9:00 AM	2	83	8	8	7	2	22	74	1	11	9	24	251

Project: **Evergreen**

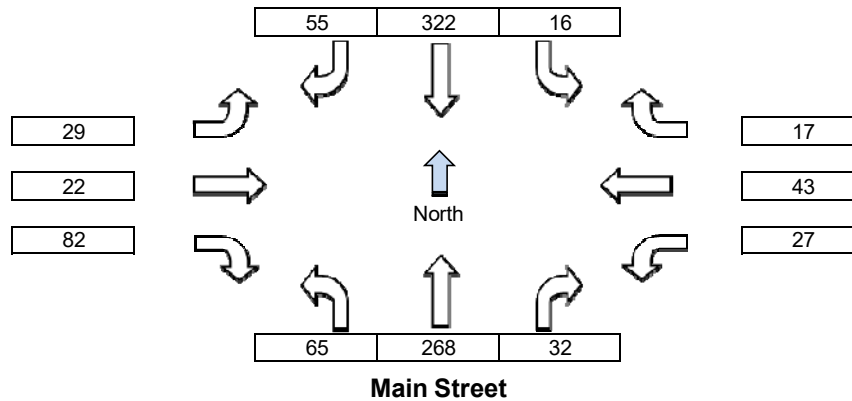
Count Date: **5/19/2022**

Intersection:
 North / South **Main Street**
 East / West **Fireclay Avenue**

Start Time **4:00 PM**
 End Time **6:00 PM**

Peak Hour Volume: **978**
 PHF:
 Peak Hour from: **4:45 PM**
 Peak Hour to: **5:45 PM**

Fireclay Avenue



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM													0
4:15 PM	4:30 PM													0
4:30 PM	4:45 PM													0
4:45 PM	5:00 PM	2	71	8	4	8	4	13	62	7	7	3	18	207
5:00 PM	5:15 PM	4	99	18	7	10	5	16	58	7	8	6	22	260
5:15 PM	5:30 PM	5	81	13	6	11	5	19	73	10	9	5	19	256
5:30 PM	5:45 PM	5	71	16	10	14	3	17	75	8	5	8	23	255
5:45 PM	6:00 PM													0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total Volumes
From	To	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM	2	71	8	4	8	4	13	62	7	7	3	18	207
4:15 PM	5:15 PM	6	170	26	11	18	9	29	120	14	15	9	40	467
4:30 PM	5:30 PM	11	251	39	17	29	14	48	193	24	24	14	59	723
4:45 PM	5:45 PM	16	322	55	27	43	17	65	268	32	29	22	82	978
5:00 PM	6:00 PM	14	251	47	23	35	13	52	206	25	22	19	64	771

Signal Selection

Signal ID

7316

Select

Press Enter to select signal

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

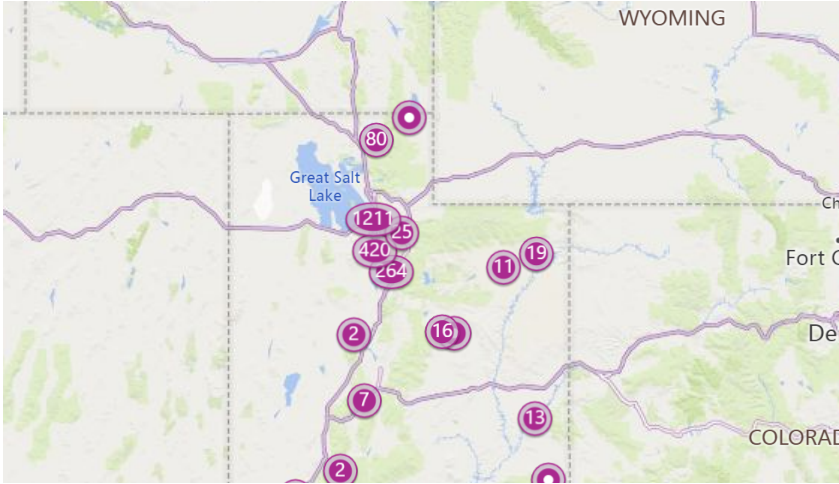


Chart Selection

Metrics List

Purdue Phase Termination

Split Monitor

Pedestrian Delay

Preemption Details

Timing And Actuation

Left Turn Gap Analysis

Purdue Split Failure

Yellow and Red Actuations

Turning Movement Counts

Approach Volume

Approach Delay

Arrivals On Red

Purdue Coordination Diagram

Approach Speed

Turning Movement Counts Options

Thru Movement Y-axis Max

1000

Turn Movement Y- axis Max

300

Volume Bin Size

15

☒ Show MovementType Volume

☒ Show Total Volume

☒ Show Data Table

Date Selection

Start Date

5/19/2022

07:00

AM

End Date

5/19/2022

08:59

AM

Reset Date

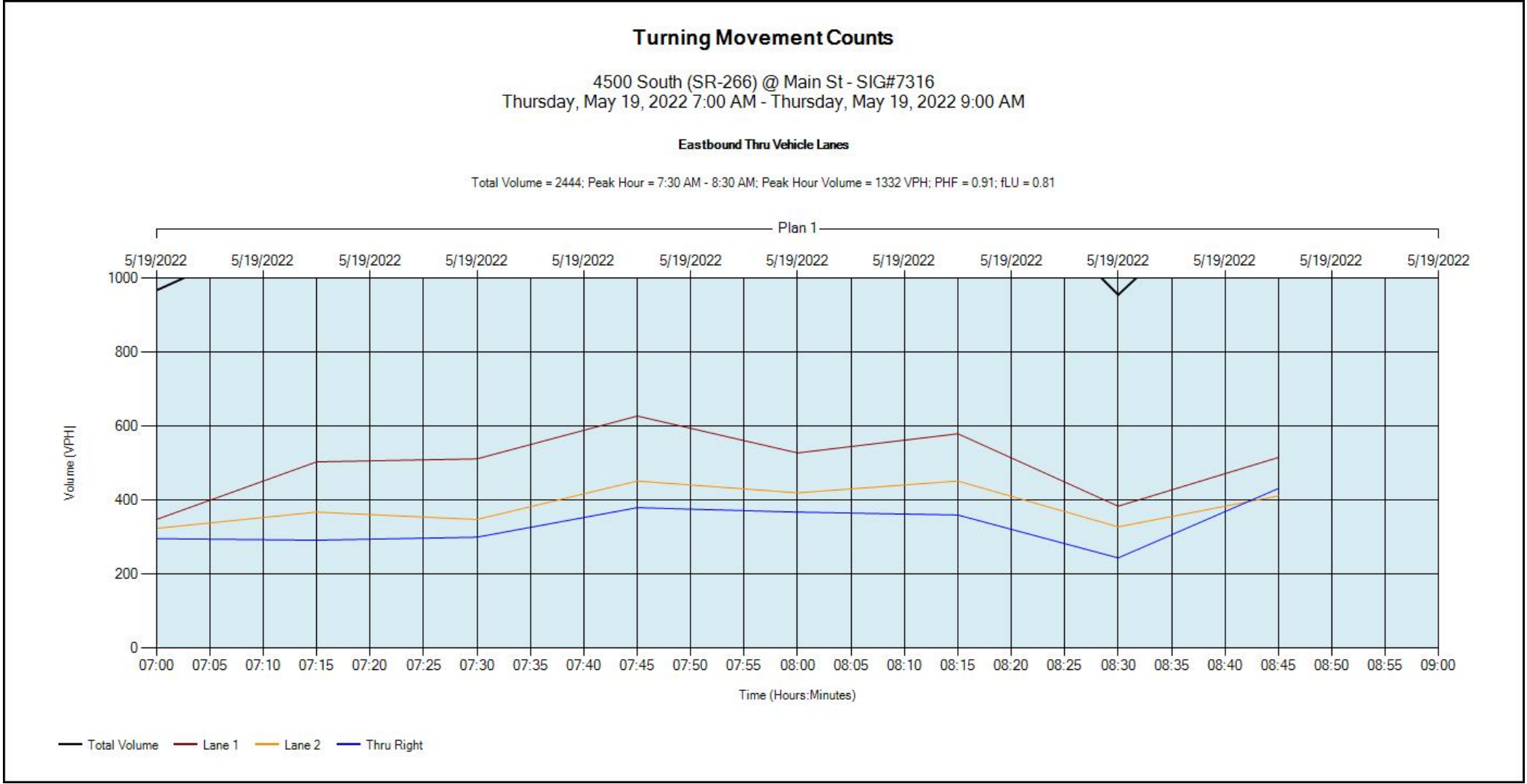
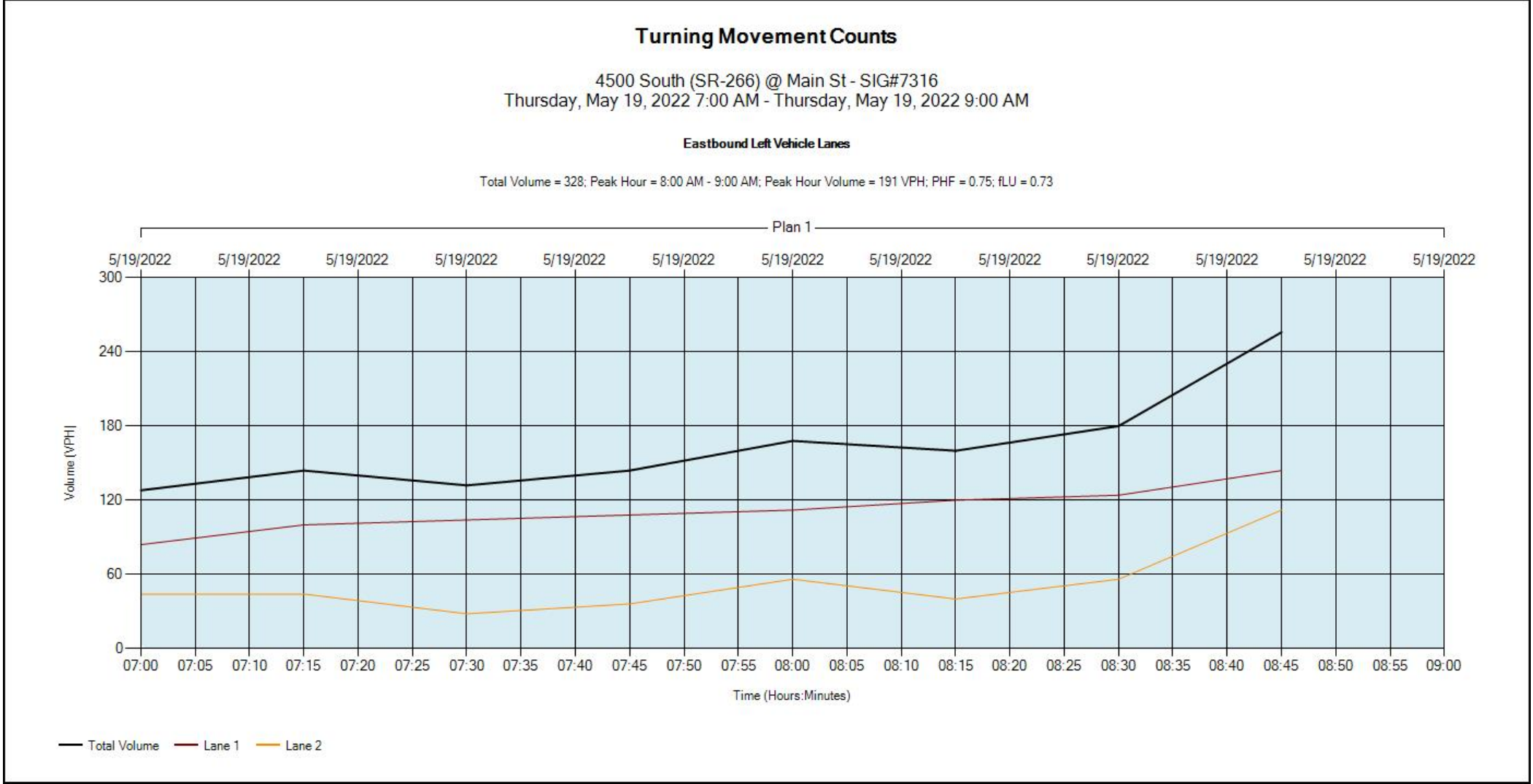
May 2022

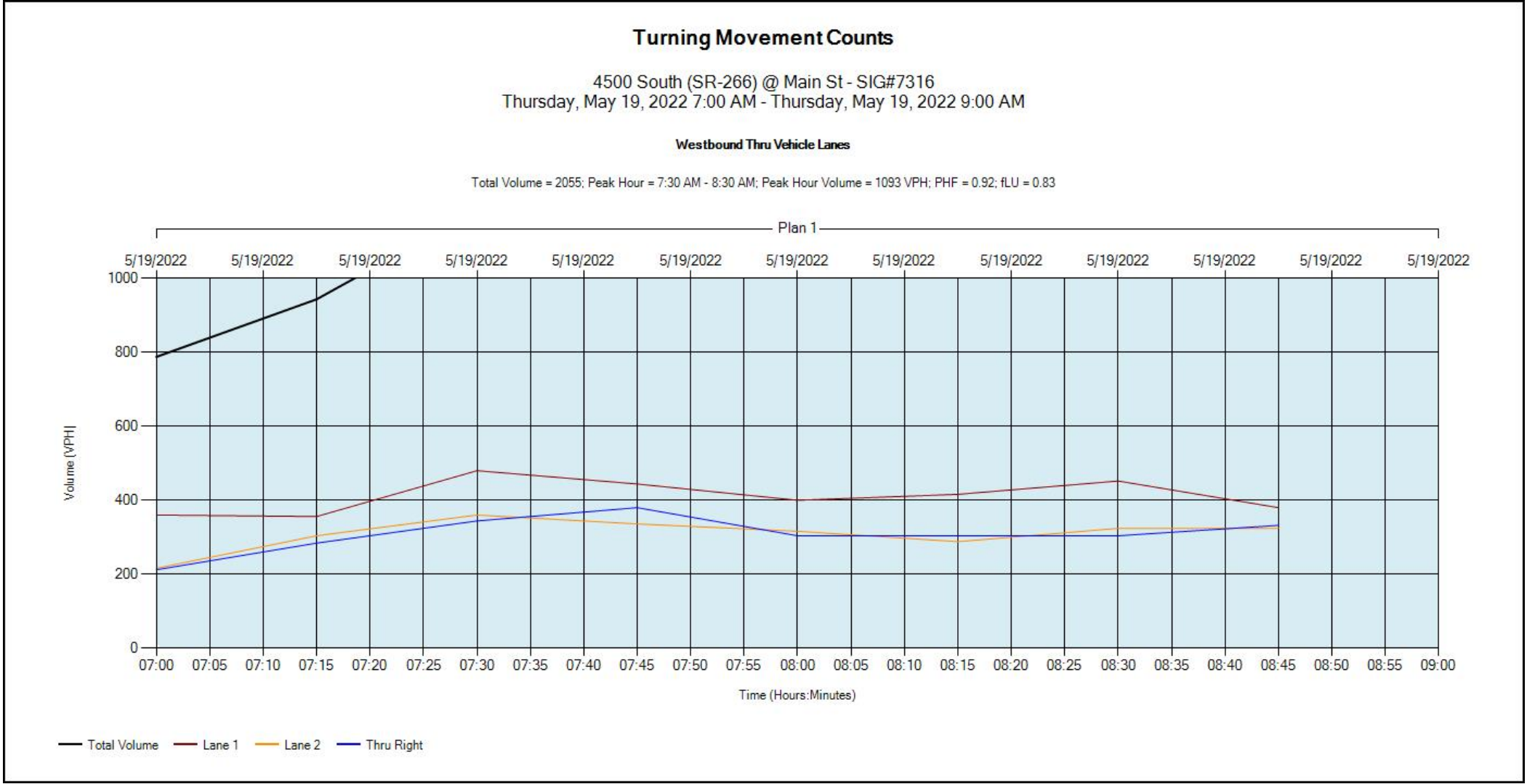
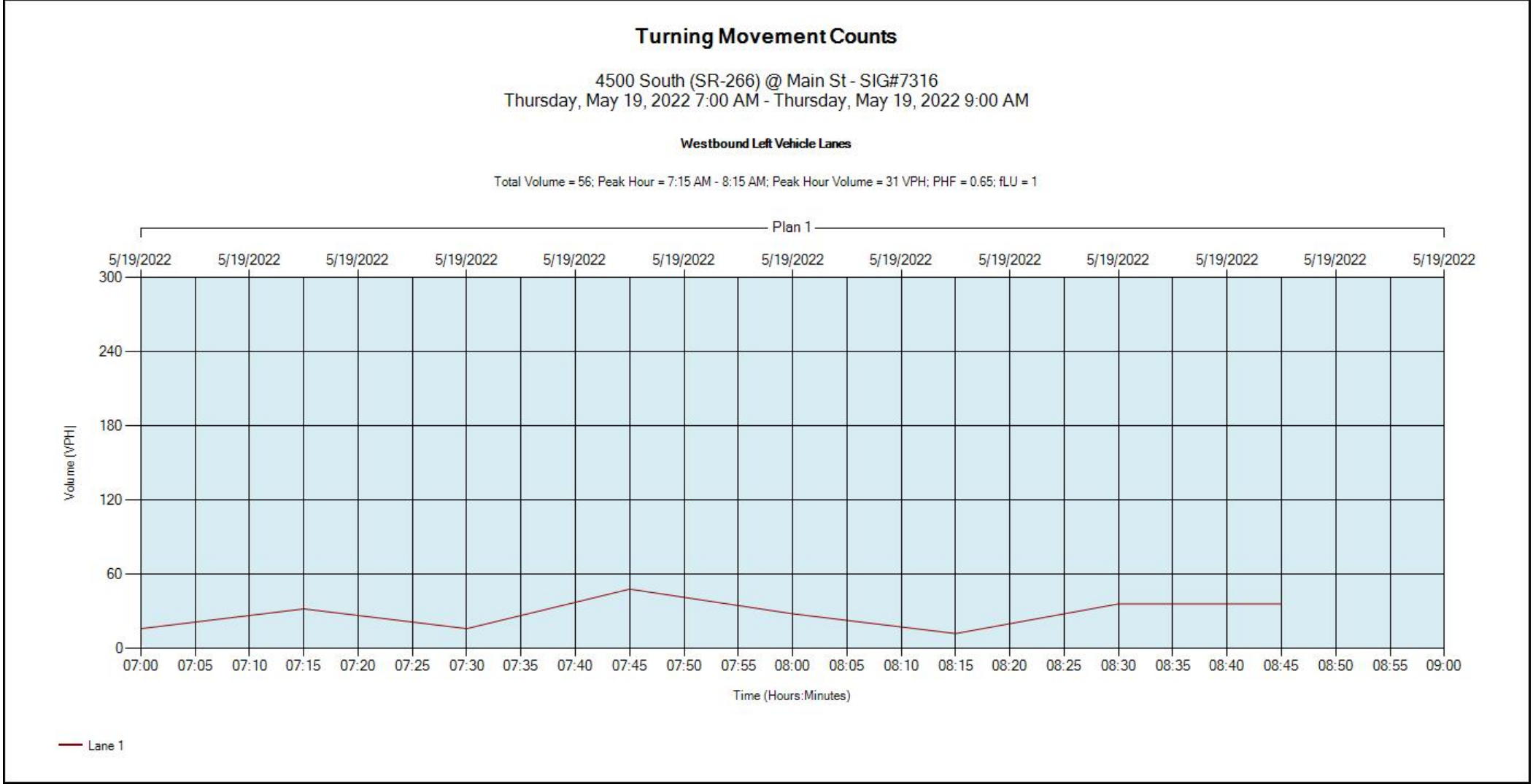
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

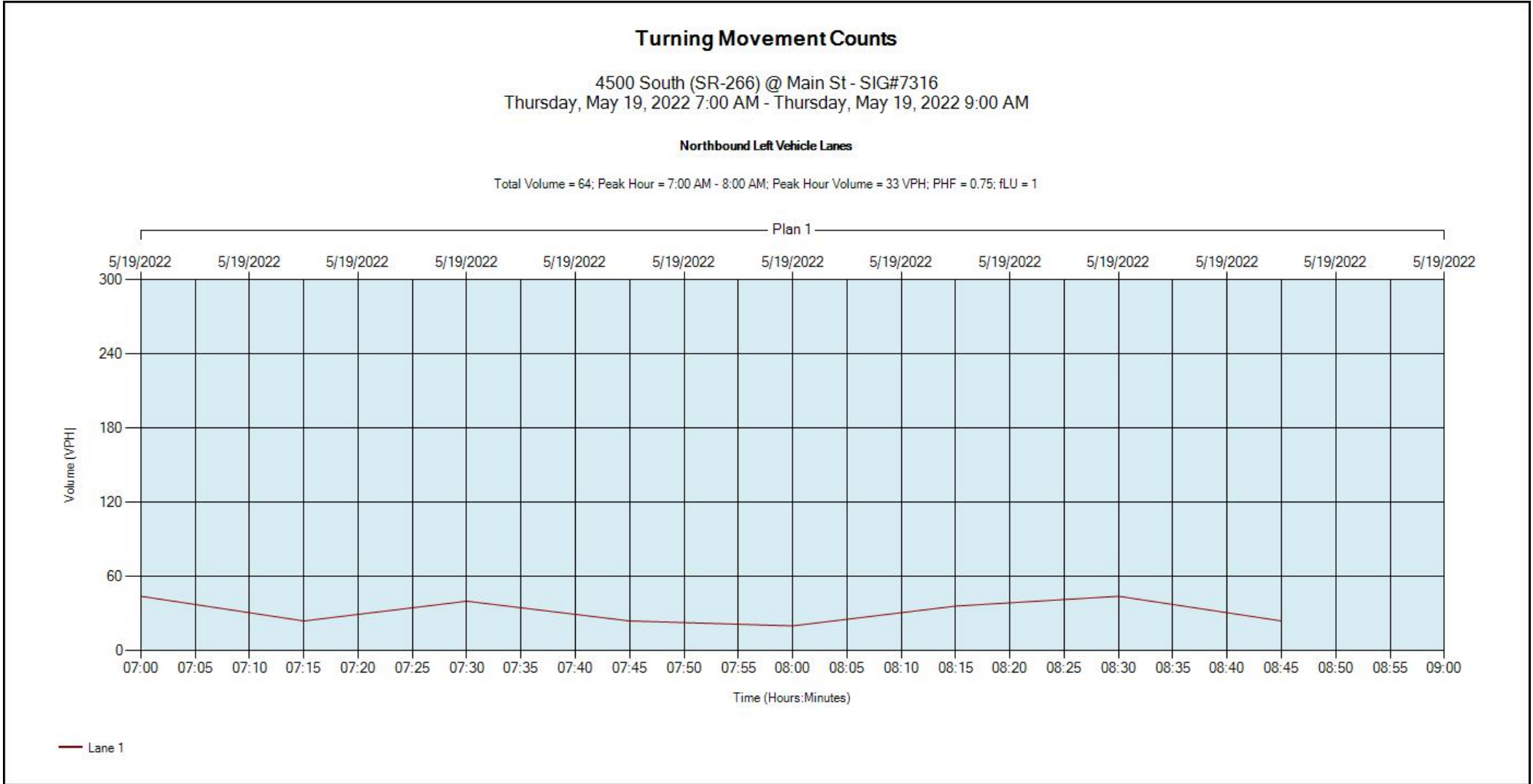
Create Chart

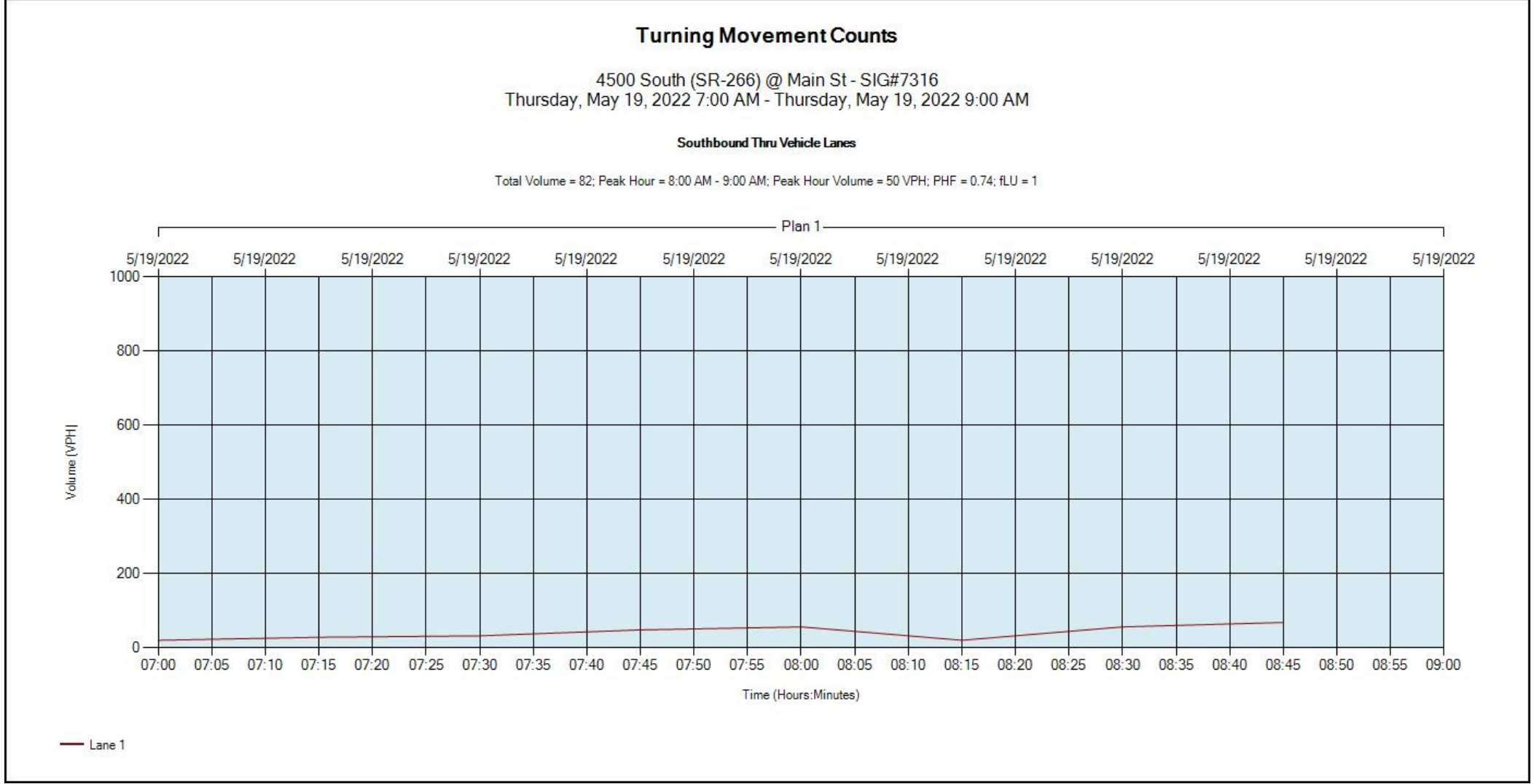
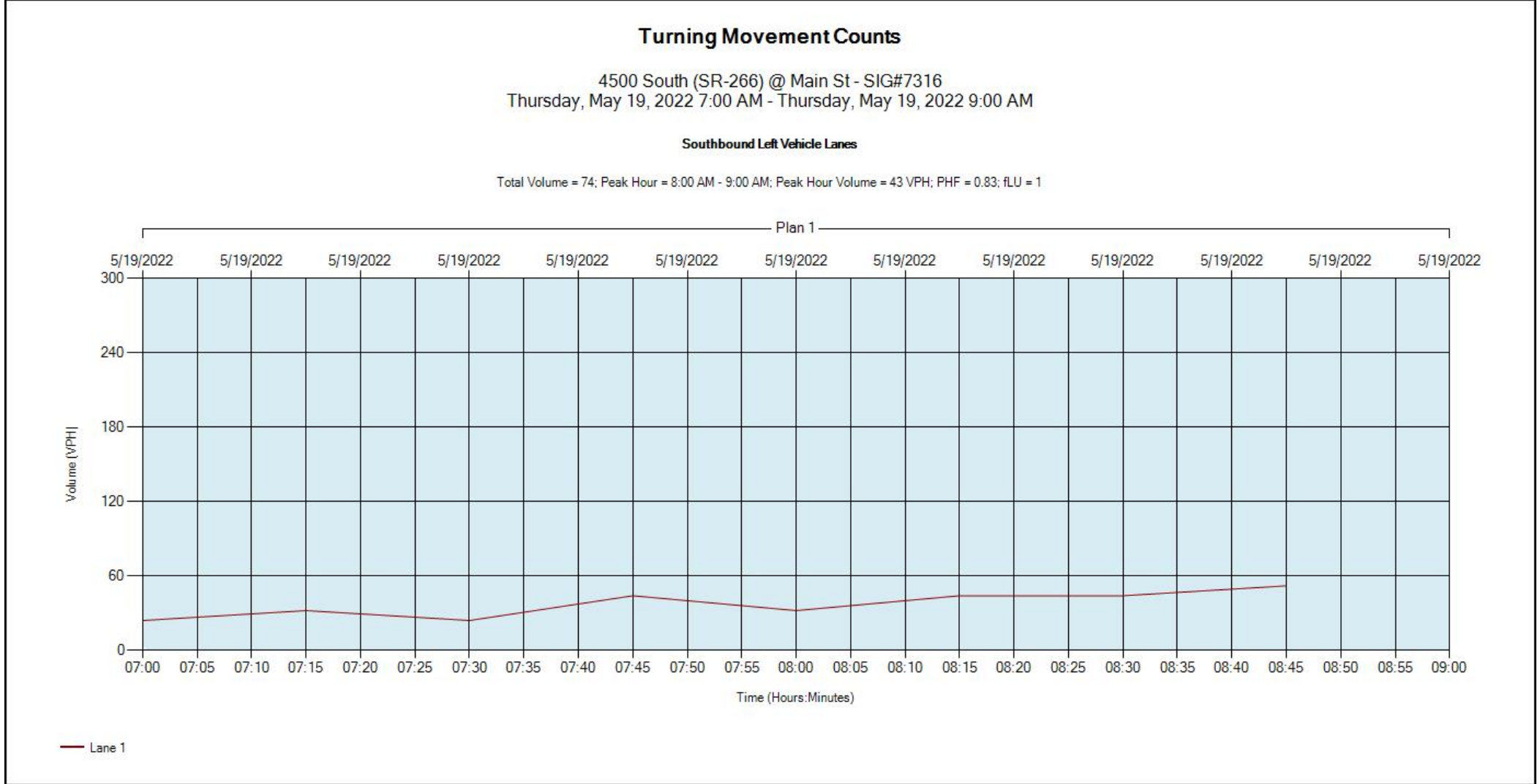
	Vehicle															
	Eastbound				Westbound				Northbound			Southbound				Vehicle Total
	L	T	TR	Total	L	T	TR	Total	L	TR	Total	L	T	R	Total	
7:00 AM	32	168	74	274	4	144	53	201	11	12	23	6	5	65	76	574
7:15 AM	36	218	73	327	8	165	71	244	6	15	21	8	7	72	87	679
7:30 AM	33	215	75	323	4	210	86	300	10	19	29	6	8	74	88	740
7:45 AM	36	270	95	401	12	195	95	302	6	18	24	11	12	52	75	802
8:00 AM	42	237	92	371	7	179	76	262	5	17	22	8	14	57	79	734
8:15 AM	40	258	90	388	3	176	76	255	9	22	31	11	5	46	62	736
8:30 AM	45	178	61	284	9	194	76	279	11	29	40	11	14	34	59	662
8:45 AM	64	232	108	404	9	176	83	268	6	17	23	13	17	58	88	783
Total	328	1776	668	2772	56	1439	616	2111	64	149	213	74	82	458	614	5710

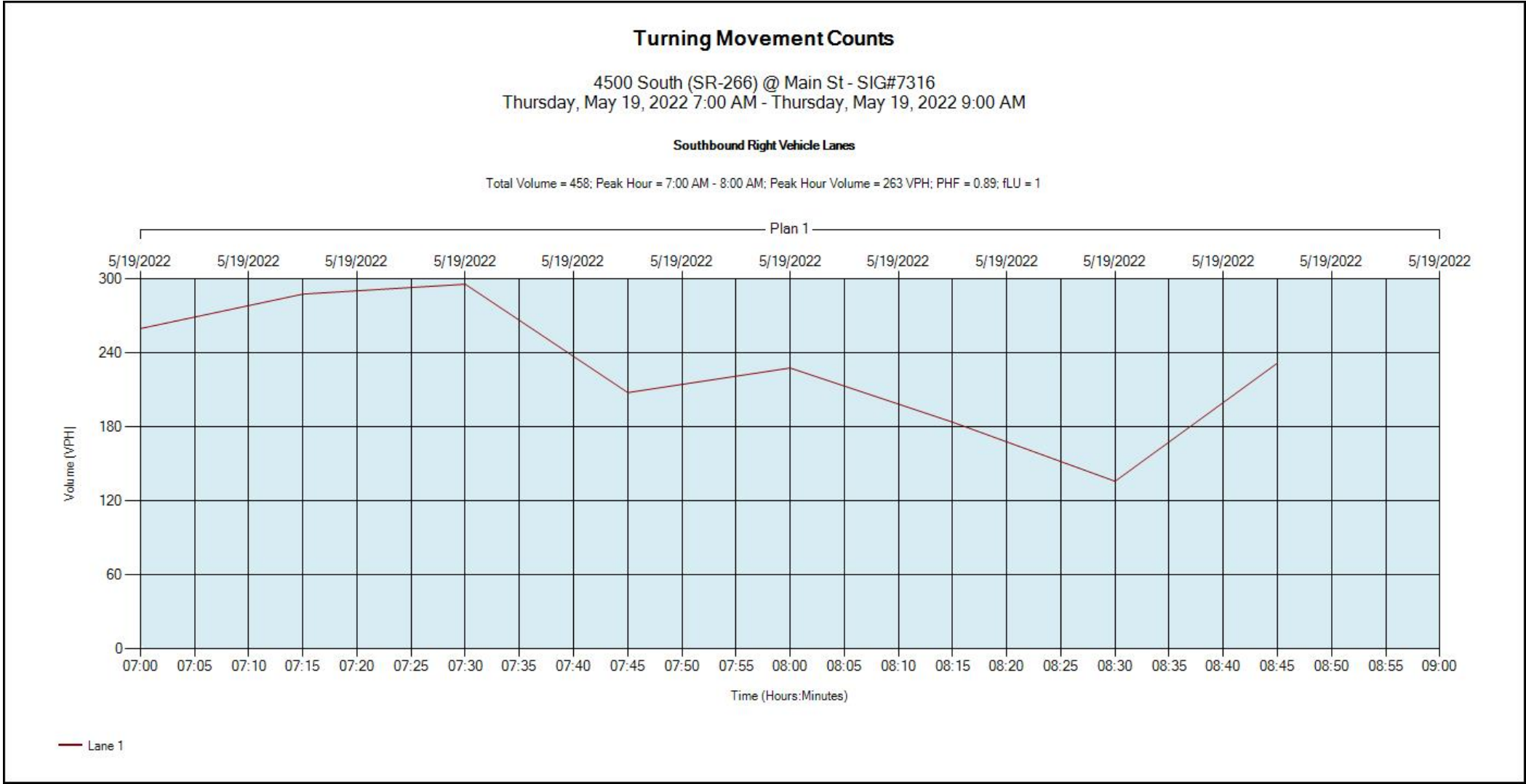
	Peak Hour (PHF = 0.94)															
	Eastbound				Westbound				Northbound			Southbound				Vehicle Total
	L	T	TR	Total	L	T	TR	Total	L	TR	Total	L	T	R	Total	
7:30 AM - 8:30 AM	151	980	352	1483	26	760	333	1119	30	76	106	36	39	229	304	3012











}

Signal

Signal Selection

Signal ID

7316

Select

4500 South (SR-266) @ Main St

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

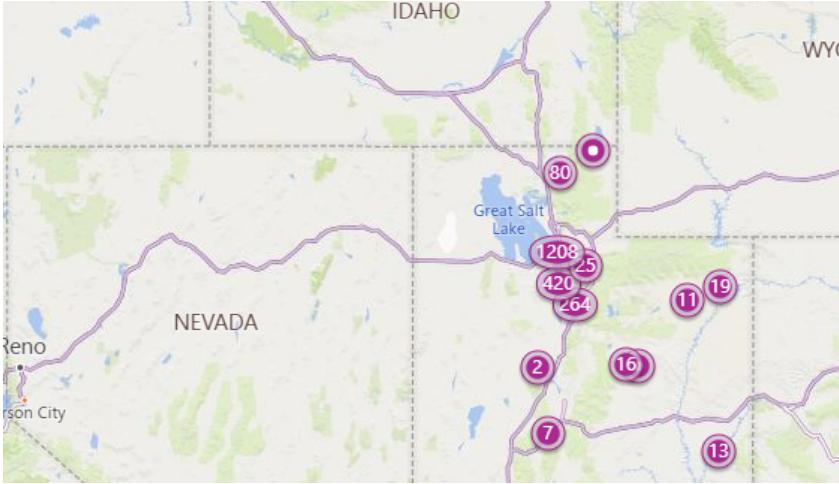


Chart Selection

Metrics List

Purdue Phase Termination

Split Monitor

Pedestrian Delay

Preemption Details

Timing And Actuation

Left Turn Gap Analysis

Purdue Split Failure

Yellow and Red Actuations

Turning Movement Counts

Approach Volume

Approach Delay

Arrivals On Red

Purdue Coordination Diagram

Approach Speed

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

☒ Show Plans

☐ Show Ped Activity

☒ Show Average Split

☐ Show % Max Out/ForceOff

☐ Show Percent GapOuts

☐ Show Percent Skip

Date Selection

Start Date

05/19/2022

7:30

AM

End Date

05/19/2022

8:30

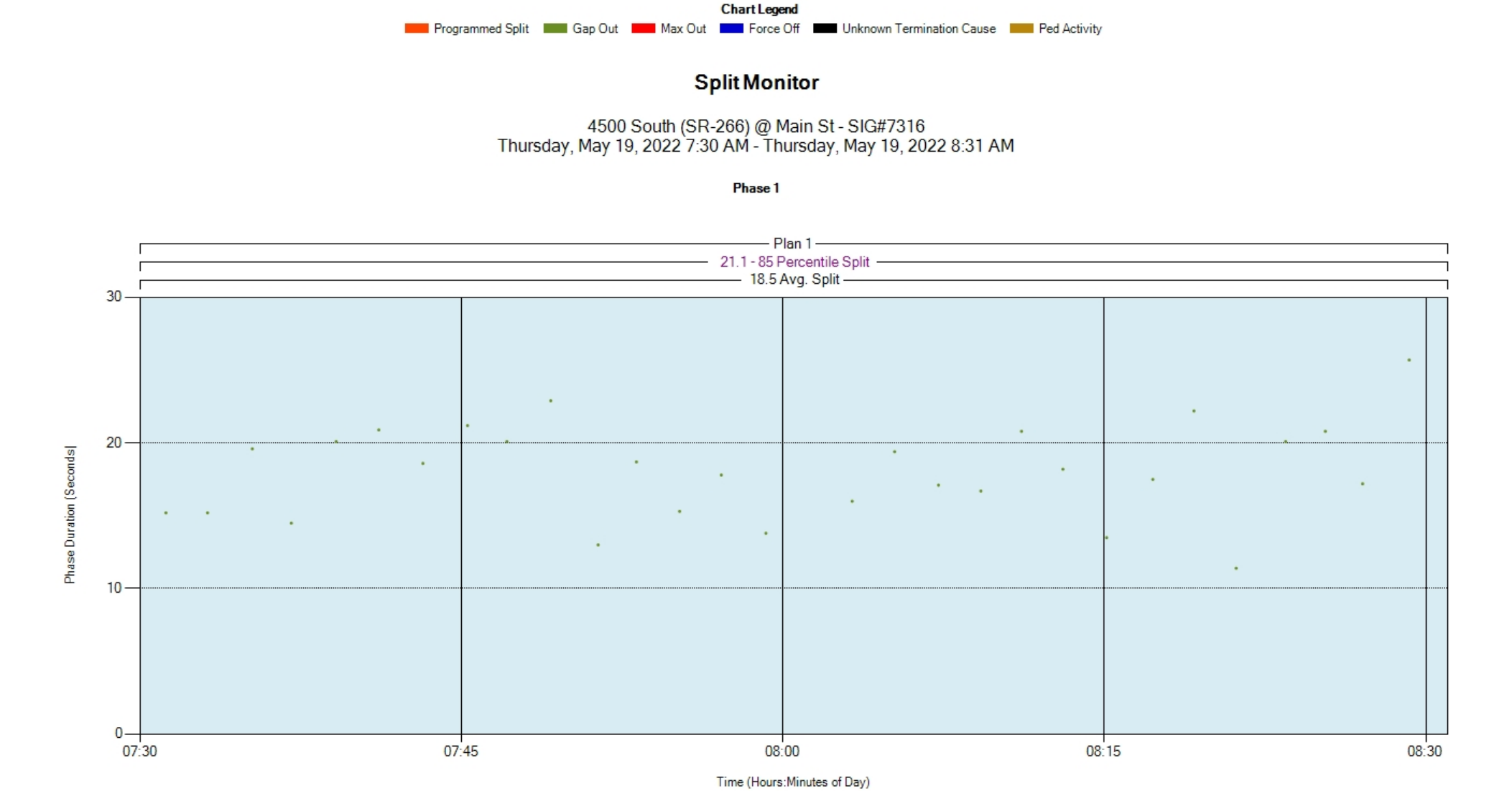
AM

Reset Date

May 2022

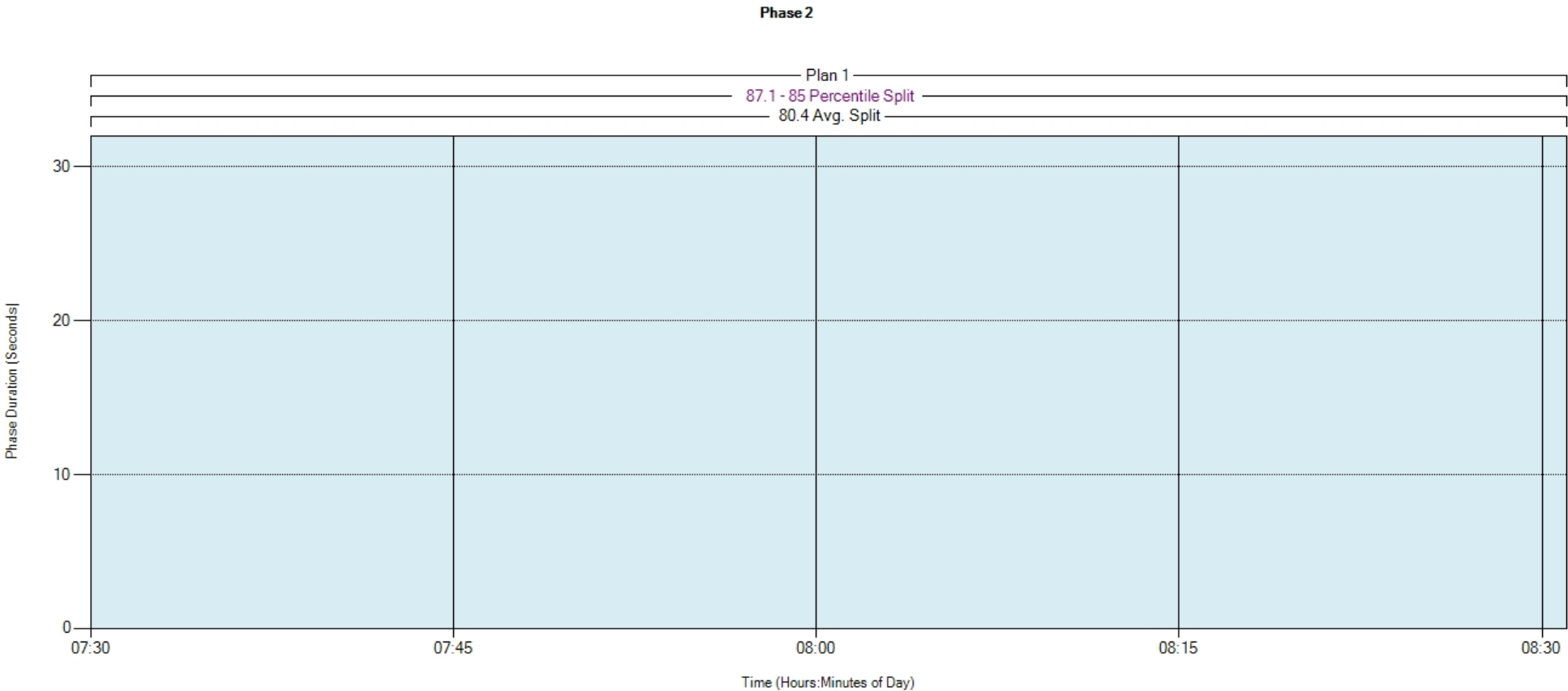
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Create Chart



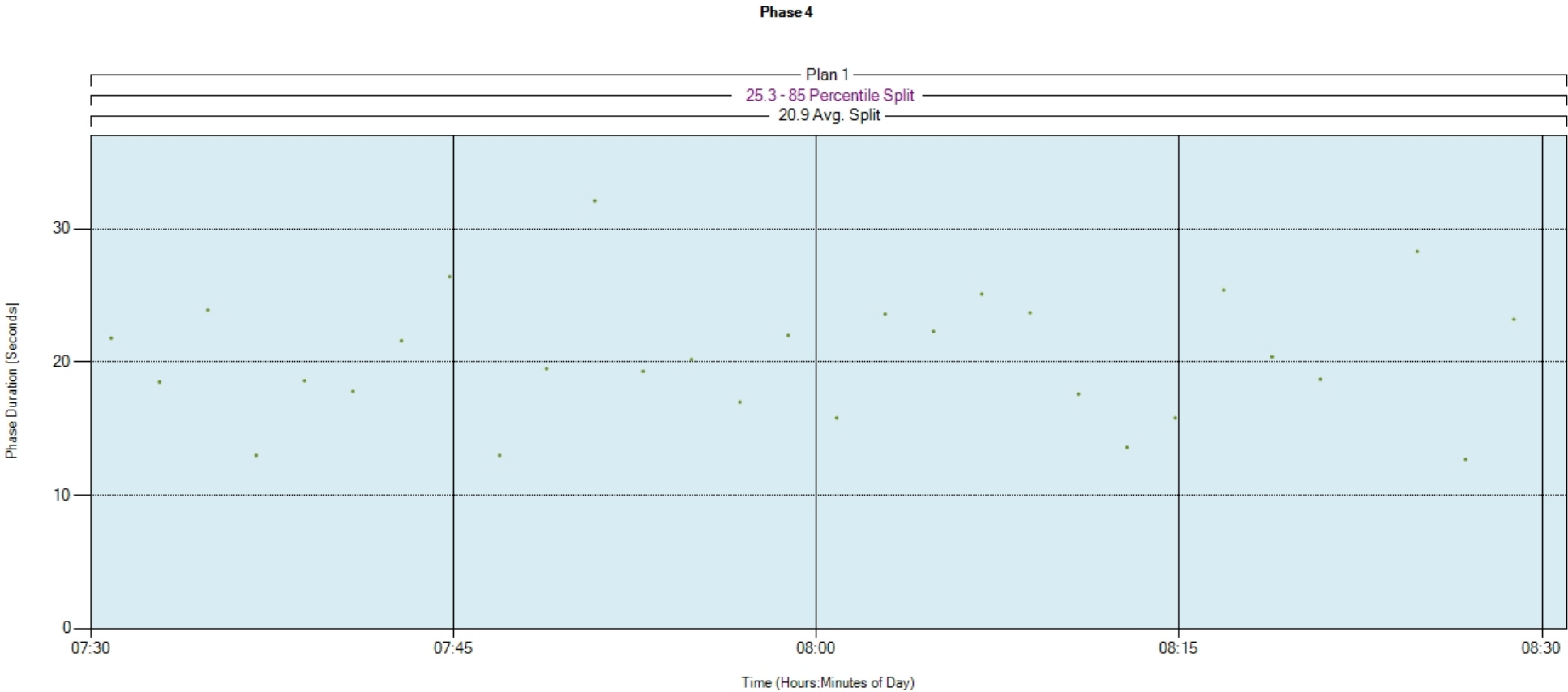
Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 7:30 AM - Thursday, May 19, 2022 8:31 AM



Split Monitor

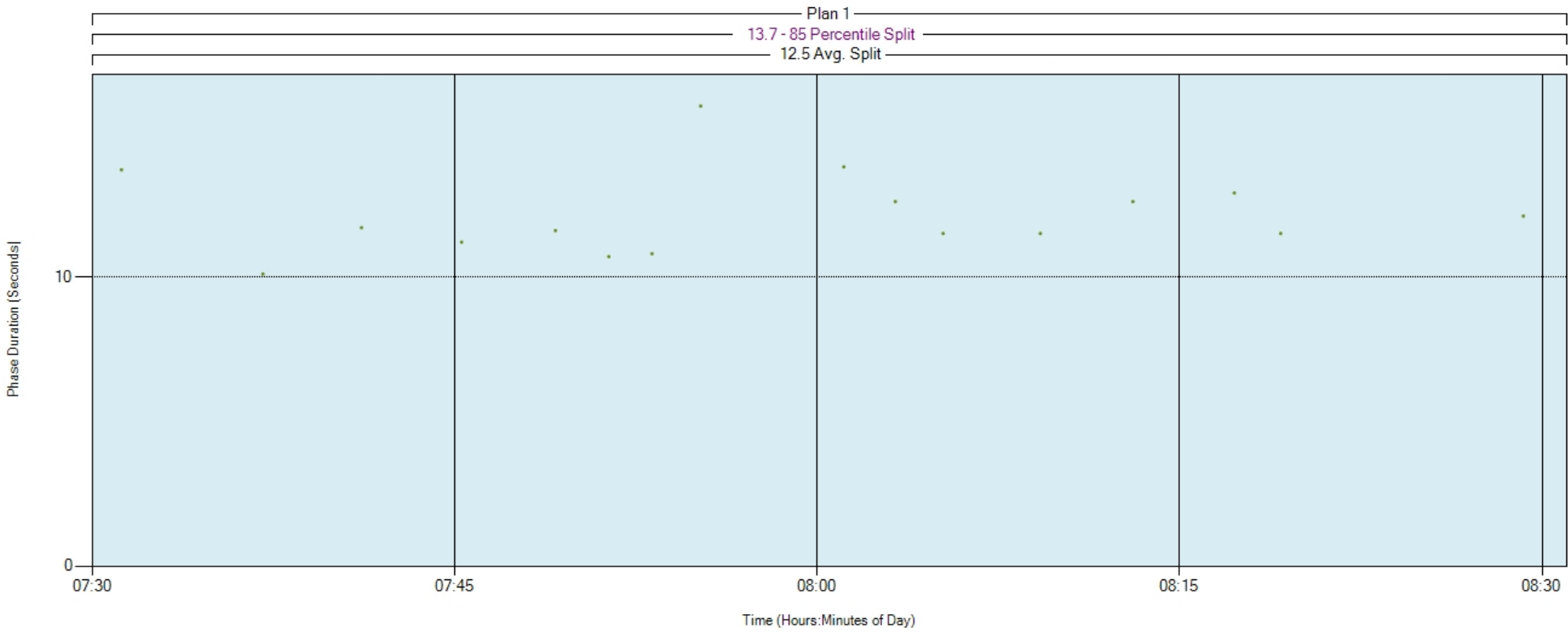
4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 7:30 AM - Thursday, May 19, 2022 8:31 AM



Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 7:30 AM - Thursday, May 19, 2022 8:31 AM

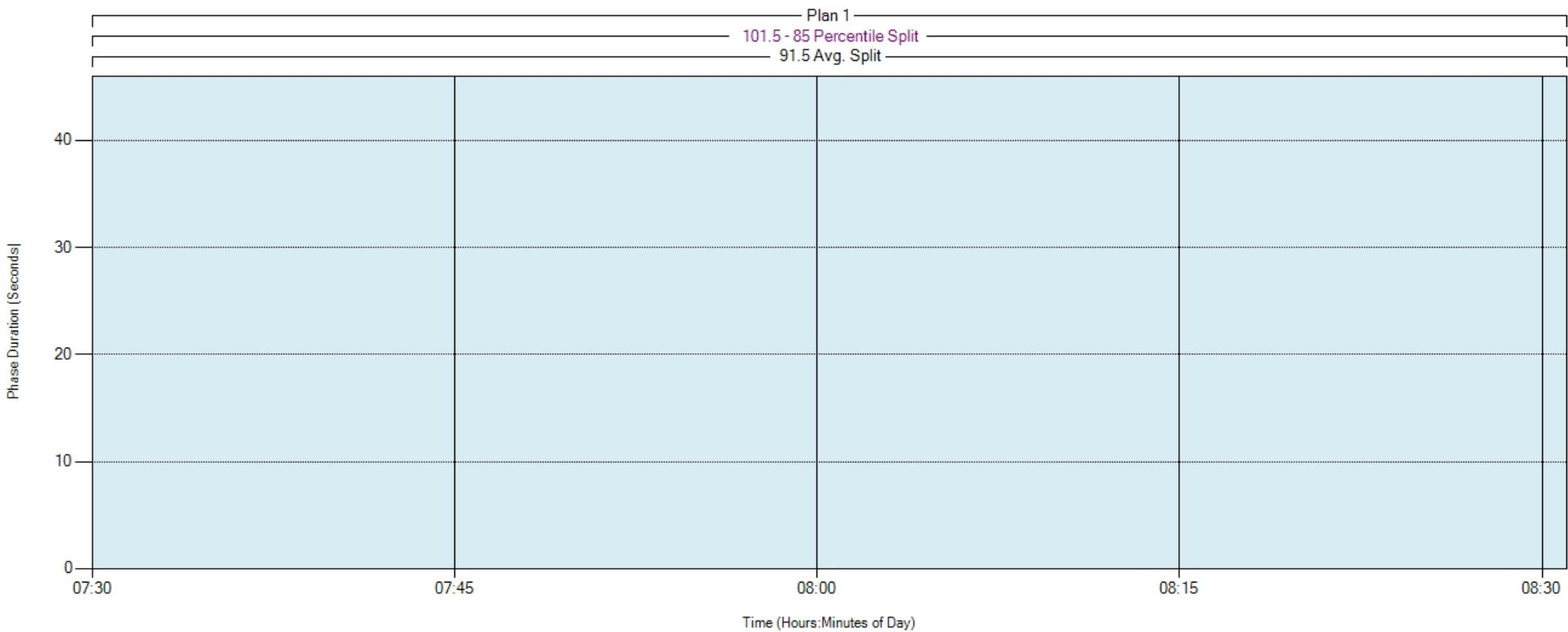
Phase 5



Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 7:30 AM - Thursday, May 19, 2022 8:31 AM

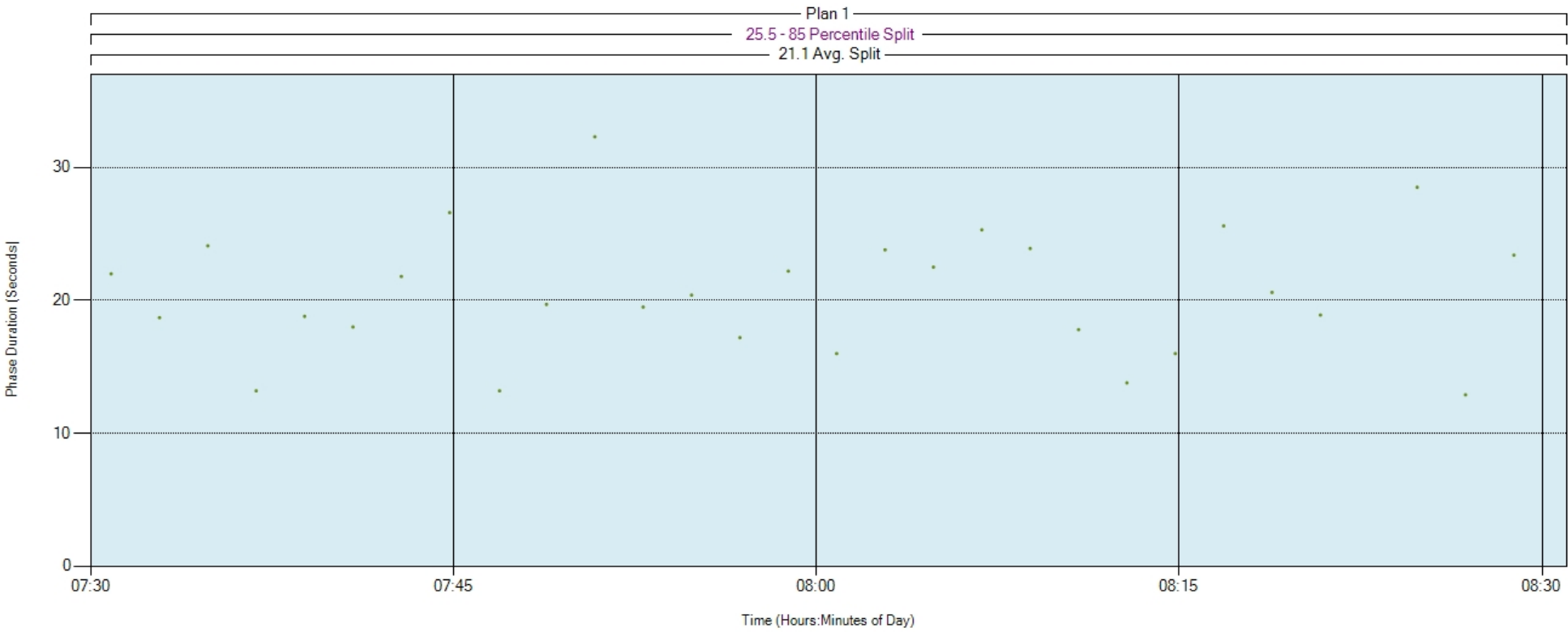
Phase 6



Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 7:30 AM - Thursday, May 19, 2022 8:31 AM

Phase 8



Signal

Signal Selection

Signal ID

7316

Select

Press Enter to select signal

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

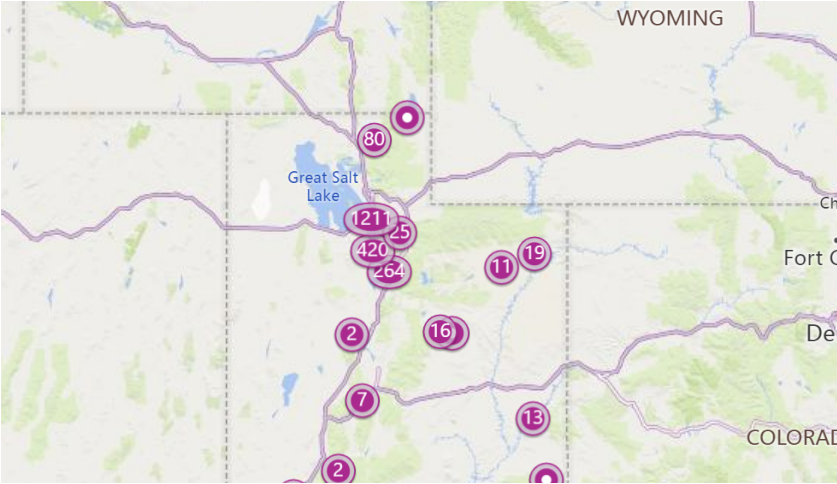


Chart Selection

Metrics List

Purdue Phase Termination

Split Monitor

Pedestrian Delay

Preemption Details

Timing And Actuation

Left Turn Gap Analysis

Purdue Split Failure

Yellow and Red Actuators

Turning Movement Counts

Approach Volume

Approach Delay

Arrivals On Red

Purdue Coordination Diagram

Approach Speed

Turning Movement Counts Options

Thru Movement Y-axis Max

1000

Turn Movement Y- axis Max

300

Volume Bin Size

15

☒ Show MovementType Volume

☒ Show Total Volume

☒ Show Data Table

Date Selection

Start Date

5/19/2022

04:00

PM

End Date

5/19/2022

05:59

PM

Reset Date

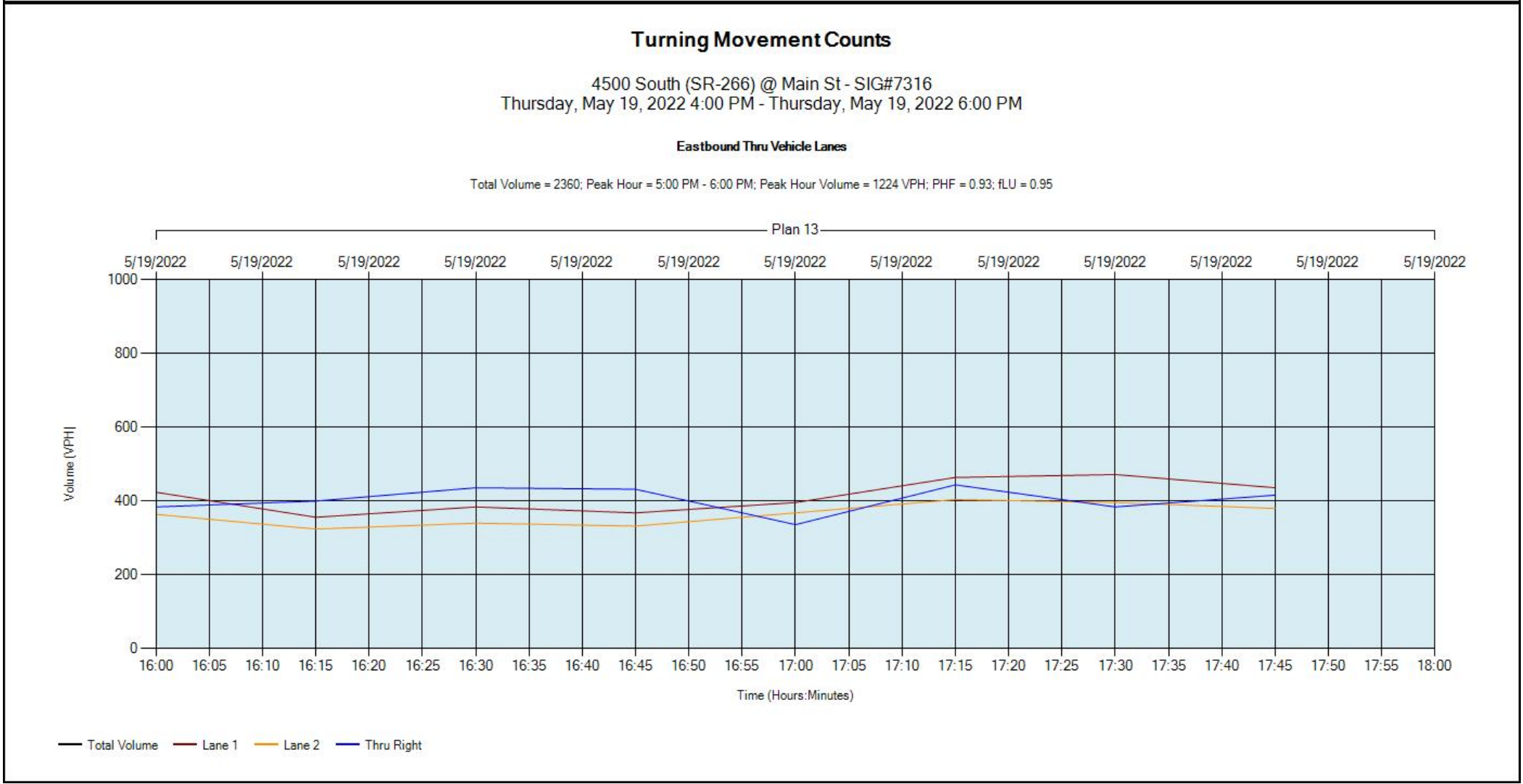
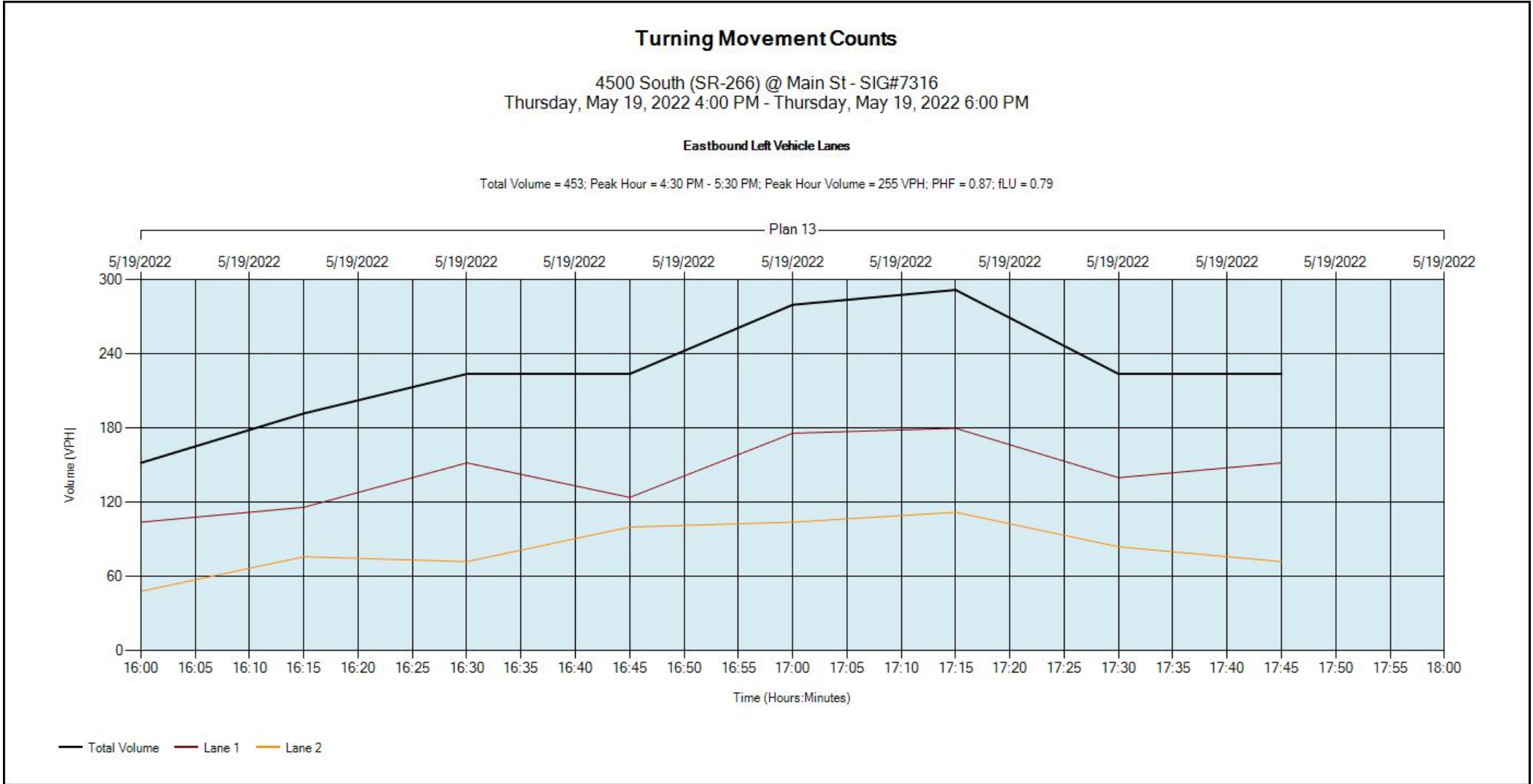
May 2022

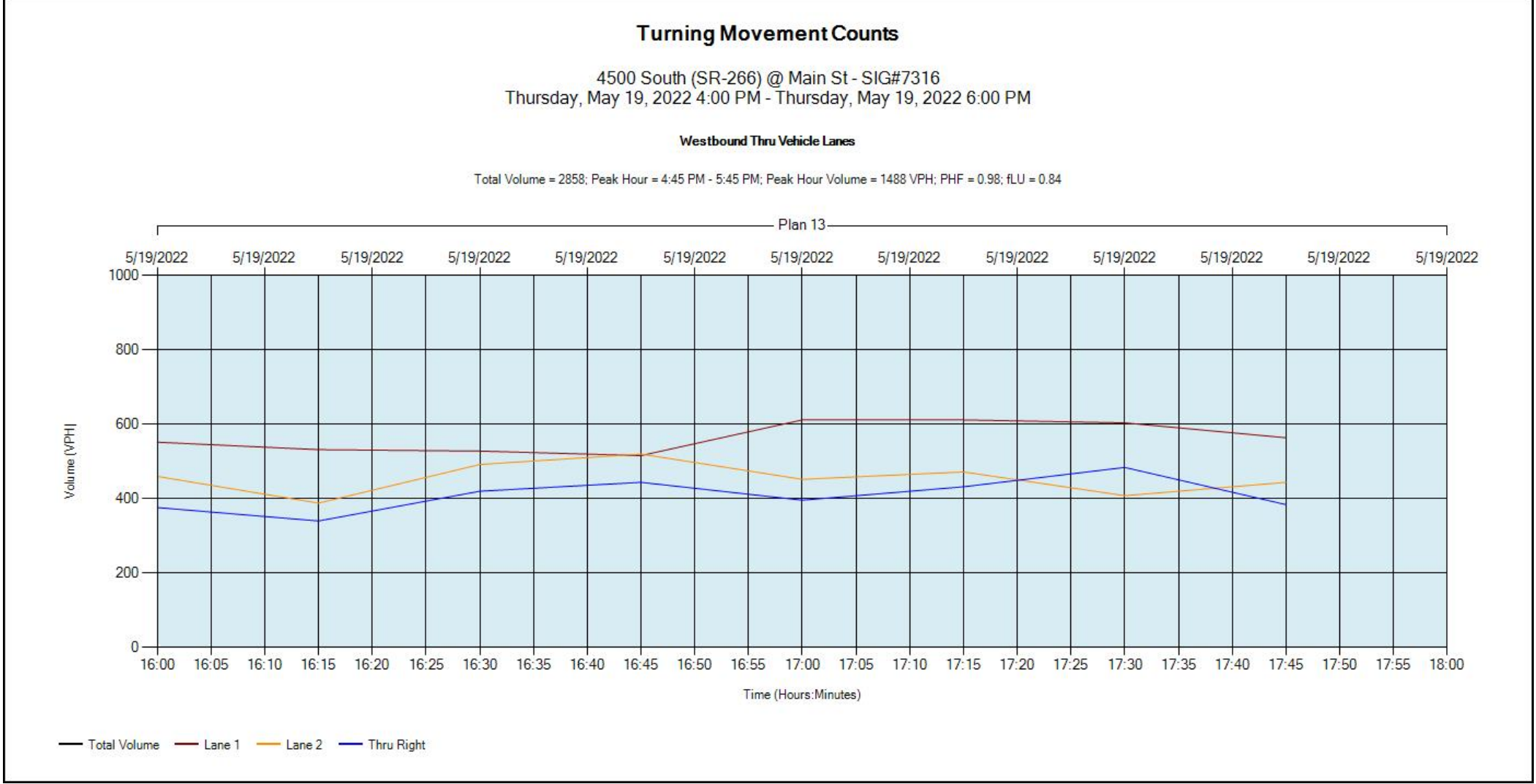
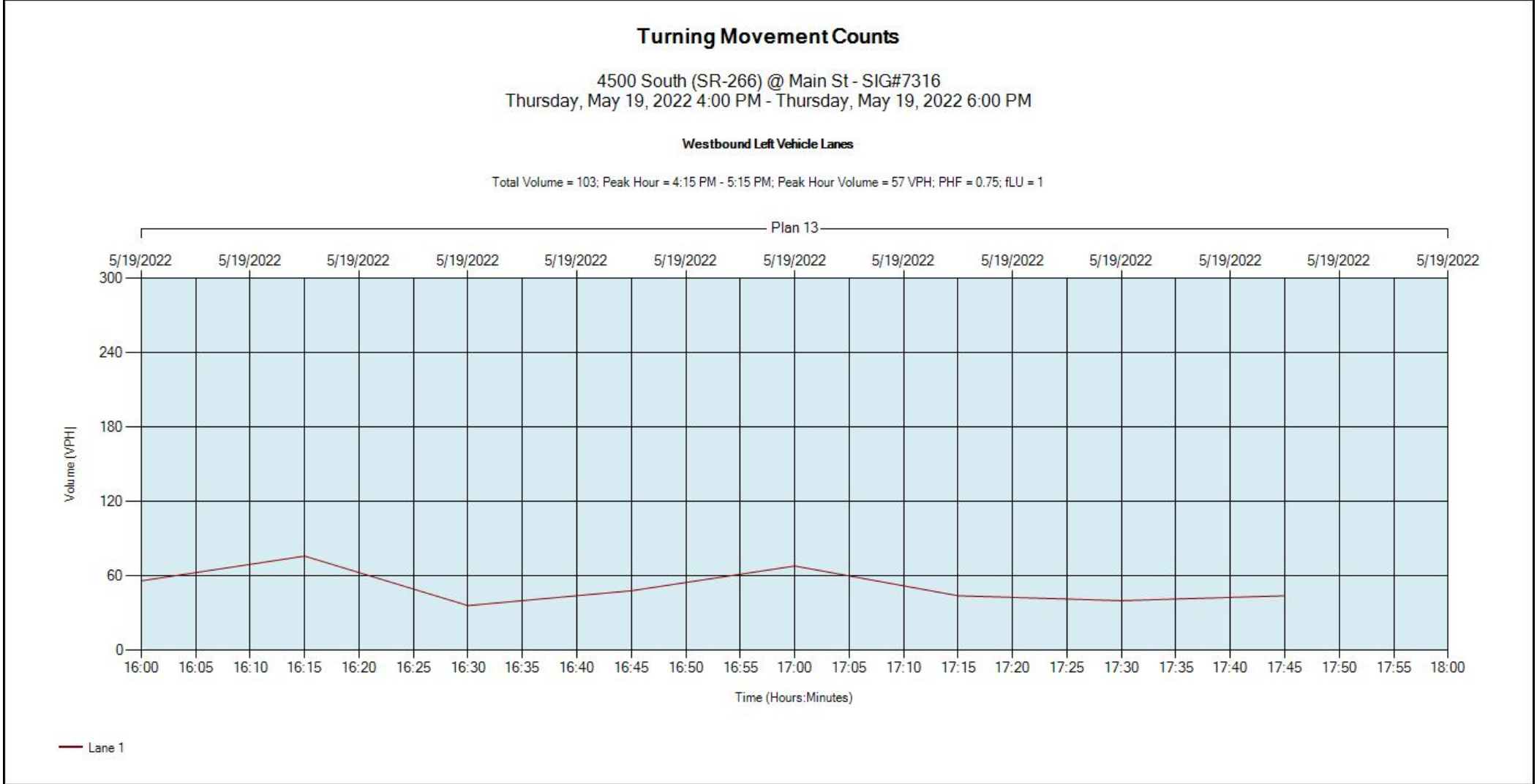
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

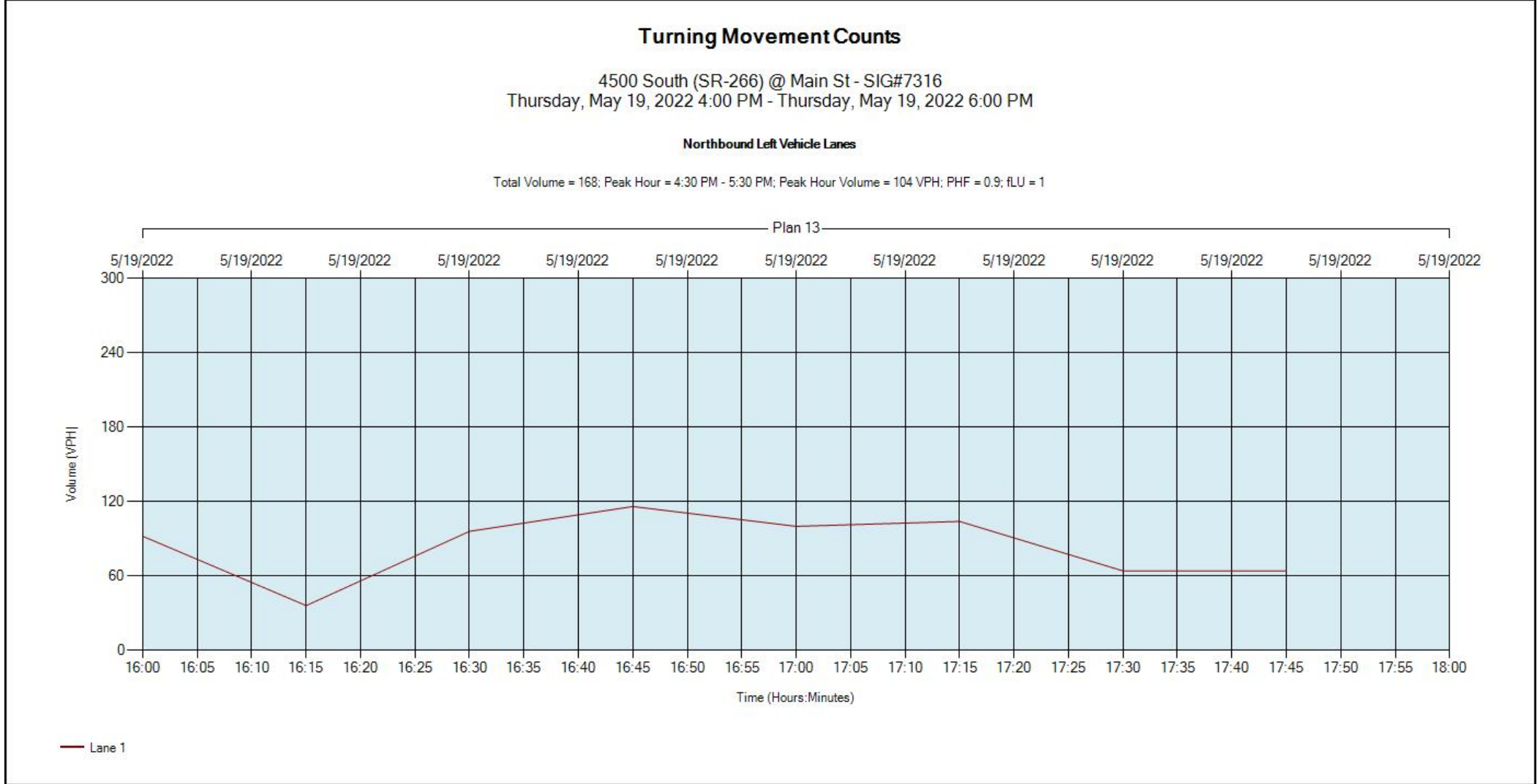
Create Chart

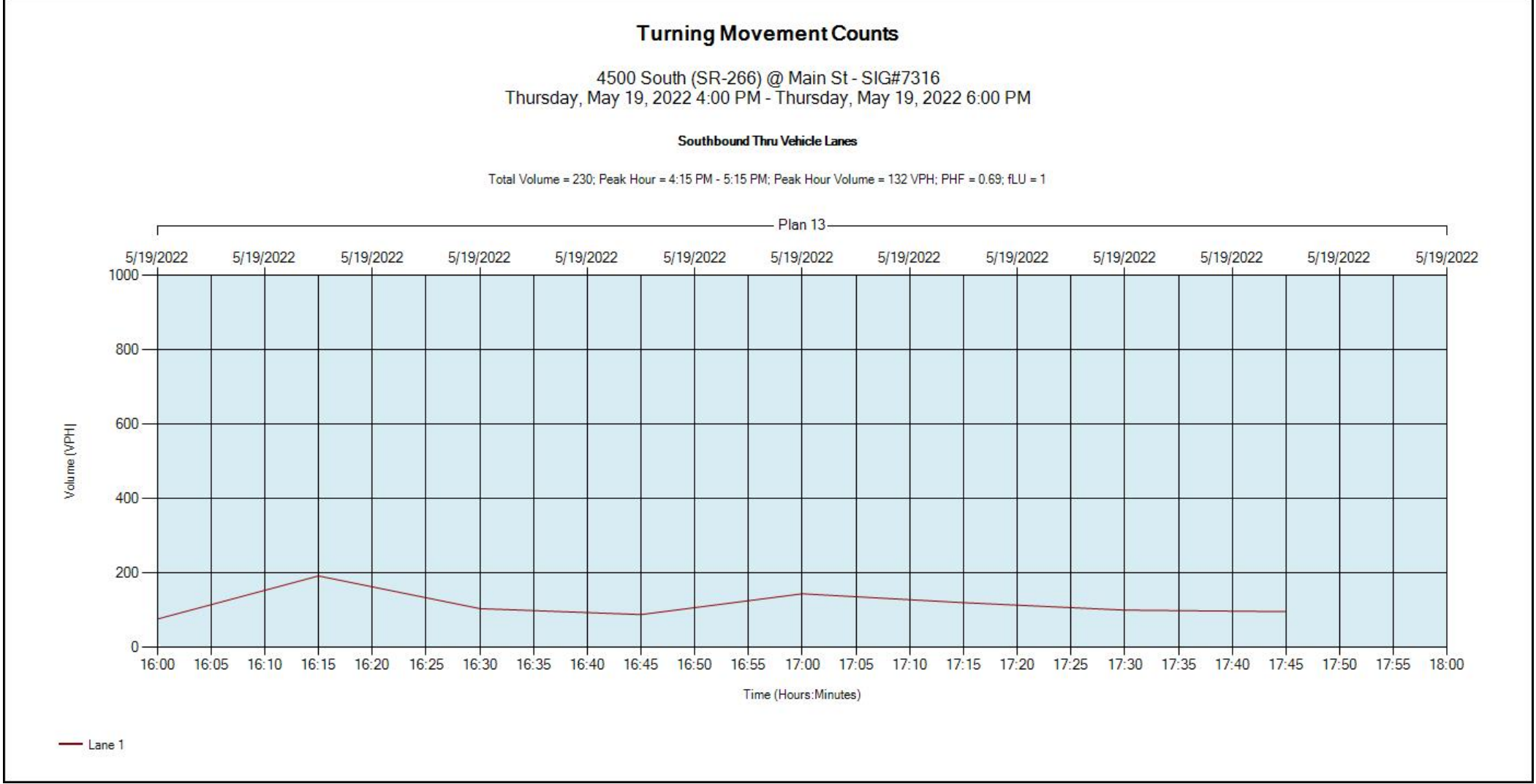
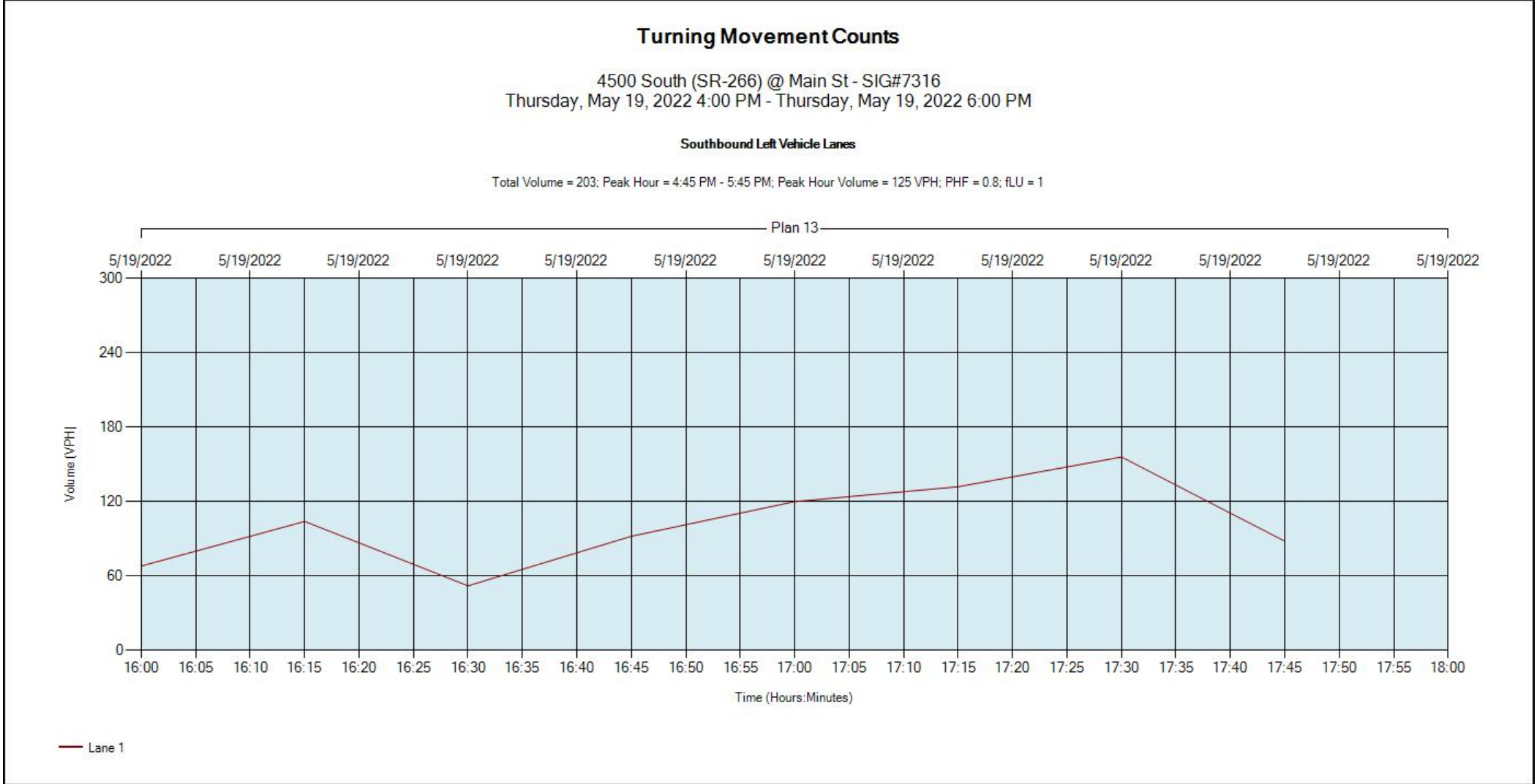
	Vehicle															
	Eastbound				Westbound				Northbound			Southbound				Vehicle Total
	L	T	TR	Total	L	T	TR	Total	L	TR	Total	L	T	R	Total	
4:00 PM	38	197	96	331	14	253	94	361	23	29	52	17	19	46	82	826
4:15 PM	48	170	100	318	19	230	85	334	9	34	43	26	48	51	125	820
4:30 PM	56	181	109	346	9	255	105	369	24	26	50	13	26	49	88	853
4:45 PM	56	175	108	339	12	259	111	382	29	28	57	23	22	61	106	884
5:00 PM	70	191	84	345	17	266	99	382	25	32	57	30	36	84	150	934
5:15 PM	73	217	111	401	11	271	108	390	26	41	67	33	30	57	120	978
5:30 PM	56	217	96	369	10	253	121	384	16	29	45	39	25	64	128	926
5:45 PM	56	204	104	364	11	252	96	359	16	22	38	22	24	64	110	871
Total	453	1552	808	2813	103	2039	819	2961	168	241	409	203	230	476	909	7092

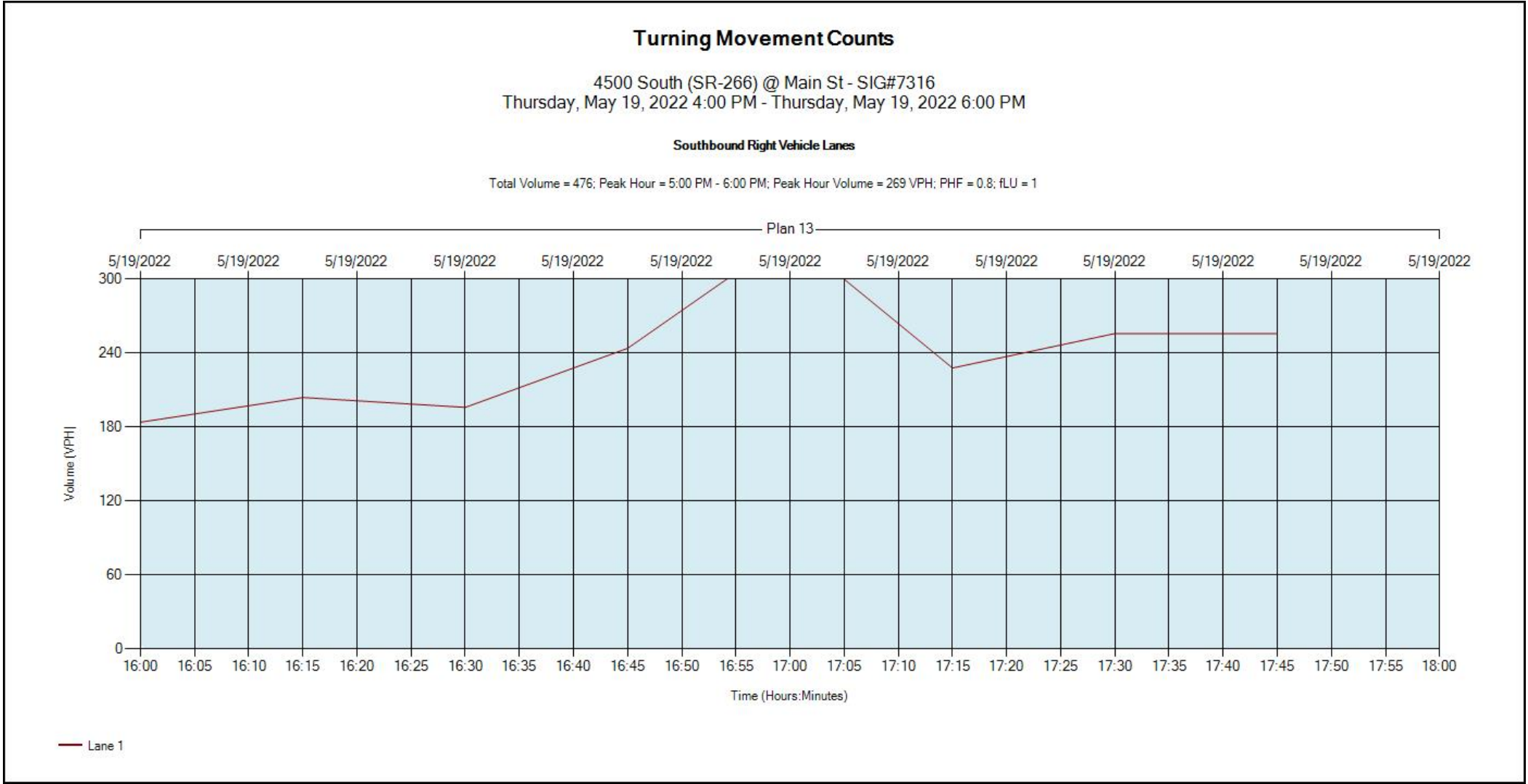
	Peak Hour (PHF = 0.95)															
	Eastbound				Westbound				Northbound			Southbound				Vehicle Total
	L	T	TR	Total	L	T	TR	Total	L	TR	Total	L	T	R	Total	
4:45 PM - 5:45 PM	255	800	399	1454	50	1049	439	1538	96	130	226	125	113	266	504	3722











}

Signal

Signal Selection

Signal ID

7316

Select

4500 South (SR-266) @ Main St

Signal List

Signal Map

Region

--Select Region--

Metric Type

--Select a Metric--

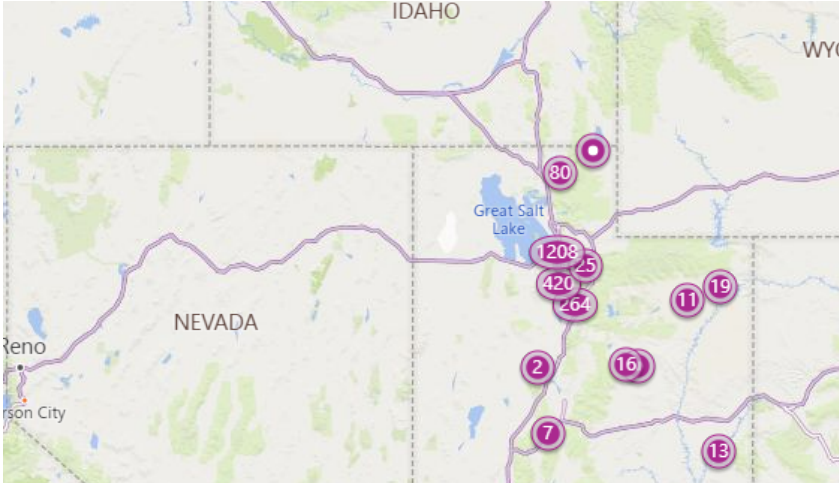


Chart Selection

Metrics List

Purdue Phase Termination

Split Monitor

Pedestrian Delay

Preemption Details

Timing And Actuation

Left Turn Gap Analysis

Purdue Split Failure

Yellow and Red Actuations

Turning Movement Counts

Approach Volume

Approach Delay

Arrivals On Red

Purdue Coordination Diagram

Approach Speed

Split Monitor Options

Y-axis Max

Auto

Percentile Split

85

☒ Show Plans

☐ Show Ped Activity

☒ Show Average Split

☐ Show % Max Out/ForceOff

☐ Show Percent GapOuts

☐ Show Percent Skip

Date Selection

Start Date

05/19/2022

4:45

PM

End Date

05/19/2022

5:45

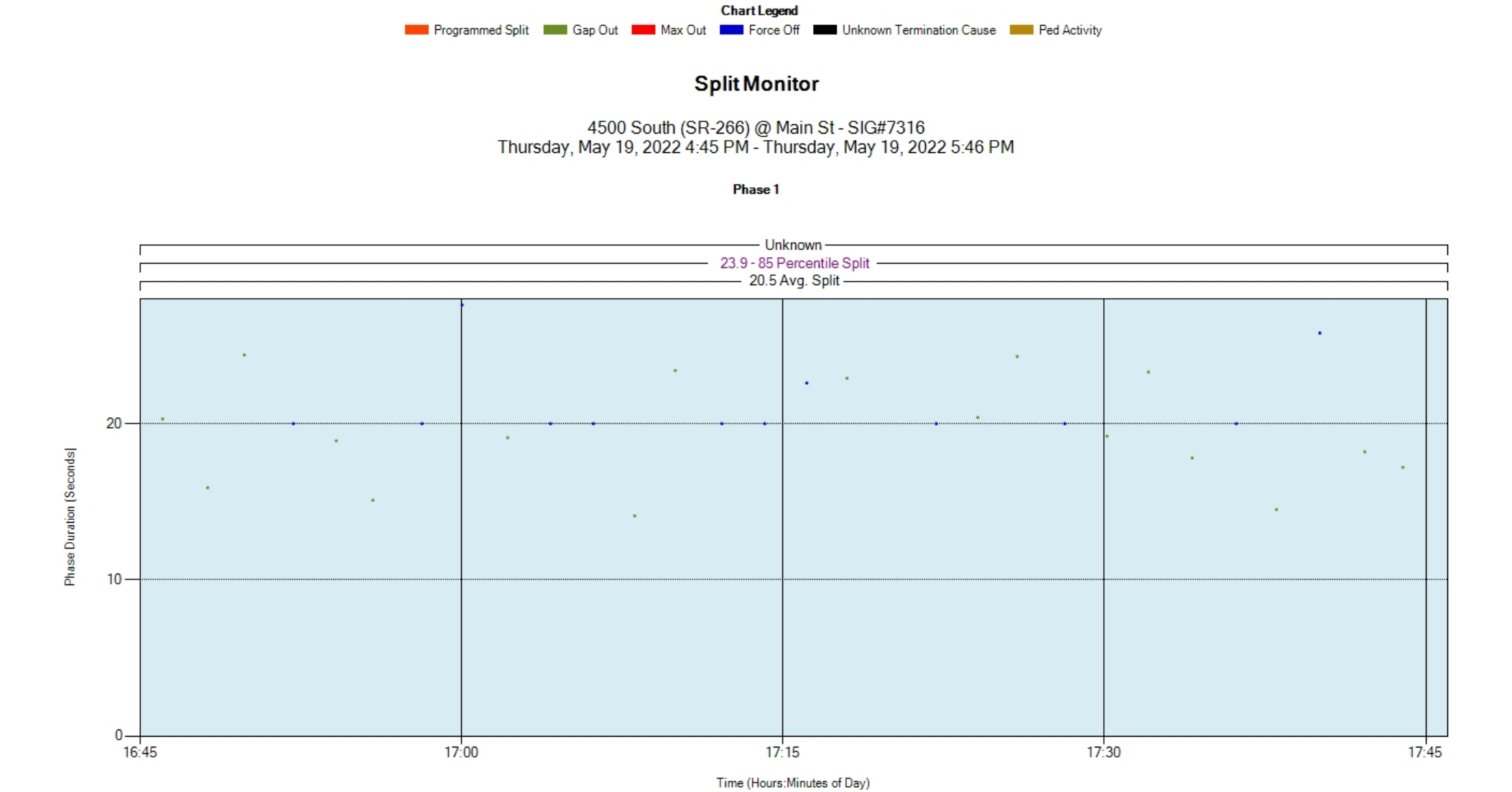
PM

Reset Date

May 2022

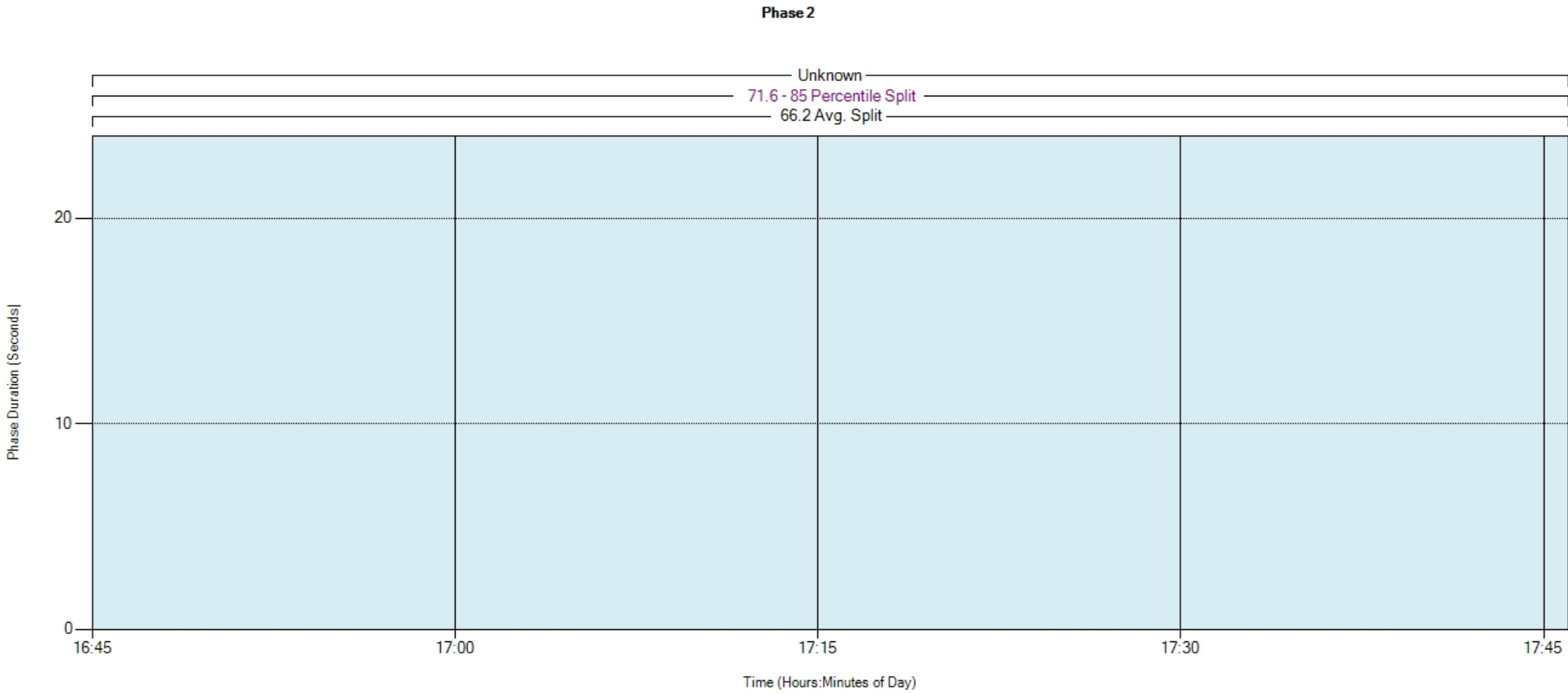
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Create Chart



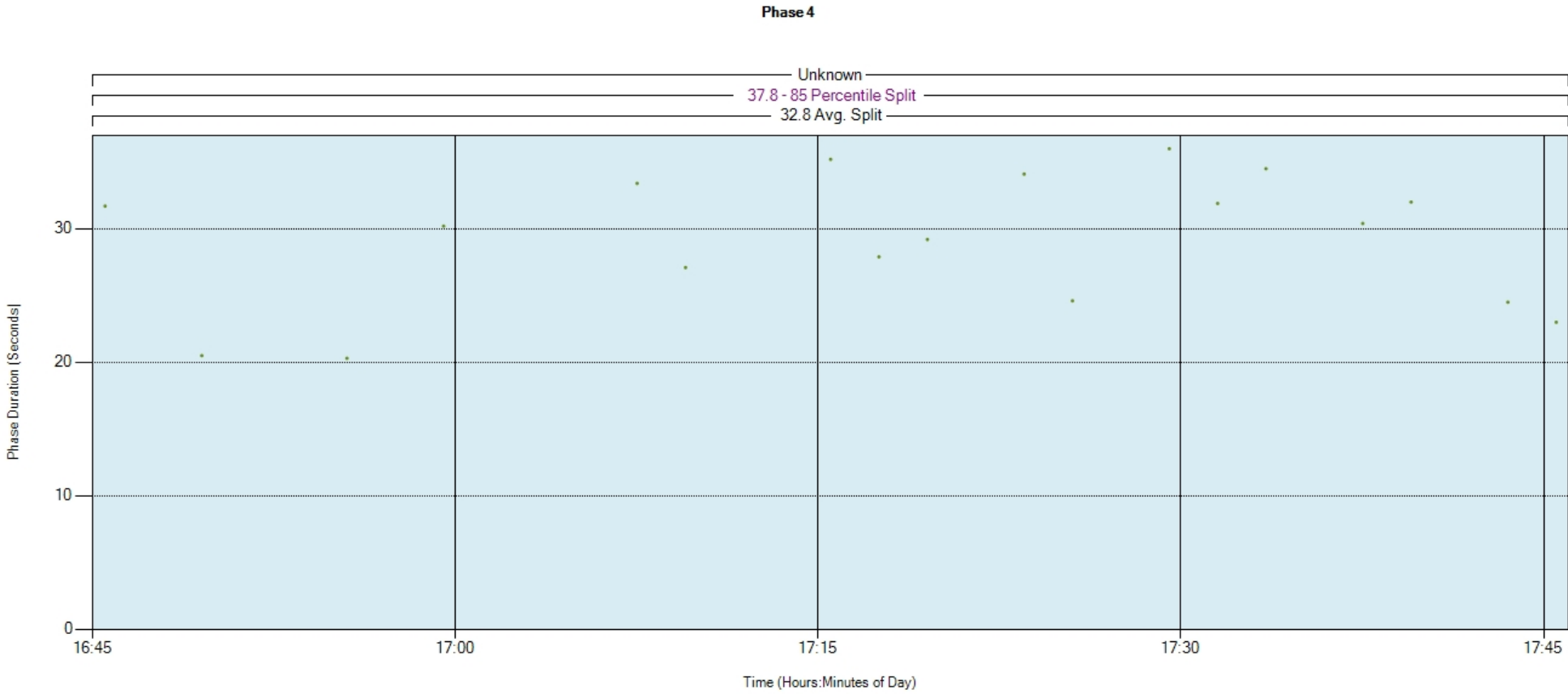
Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 4:45 PM - Thursday, May 19, 2022 5:46 PM



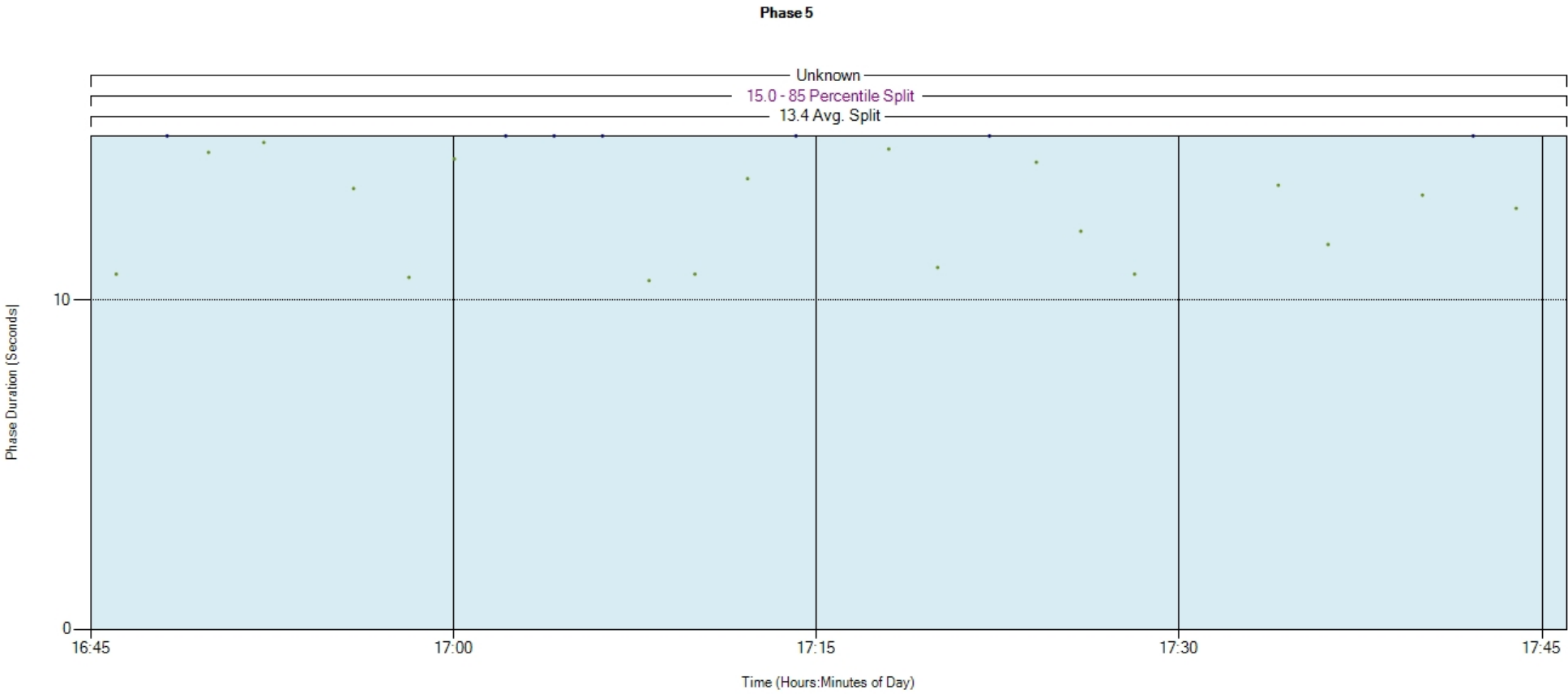
Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 4:45 PM - Thursday, May 19, 2022 5:46 PM



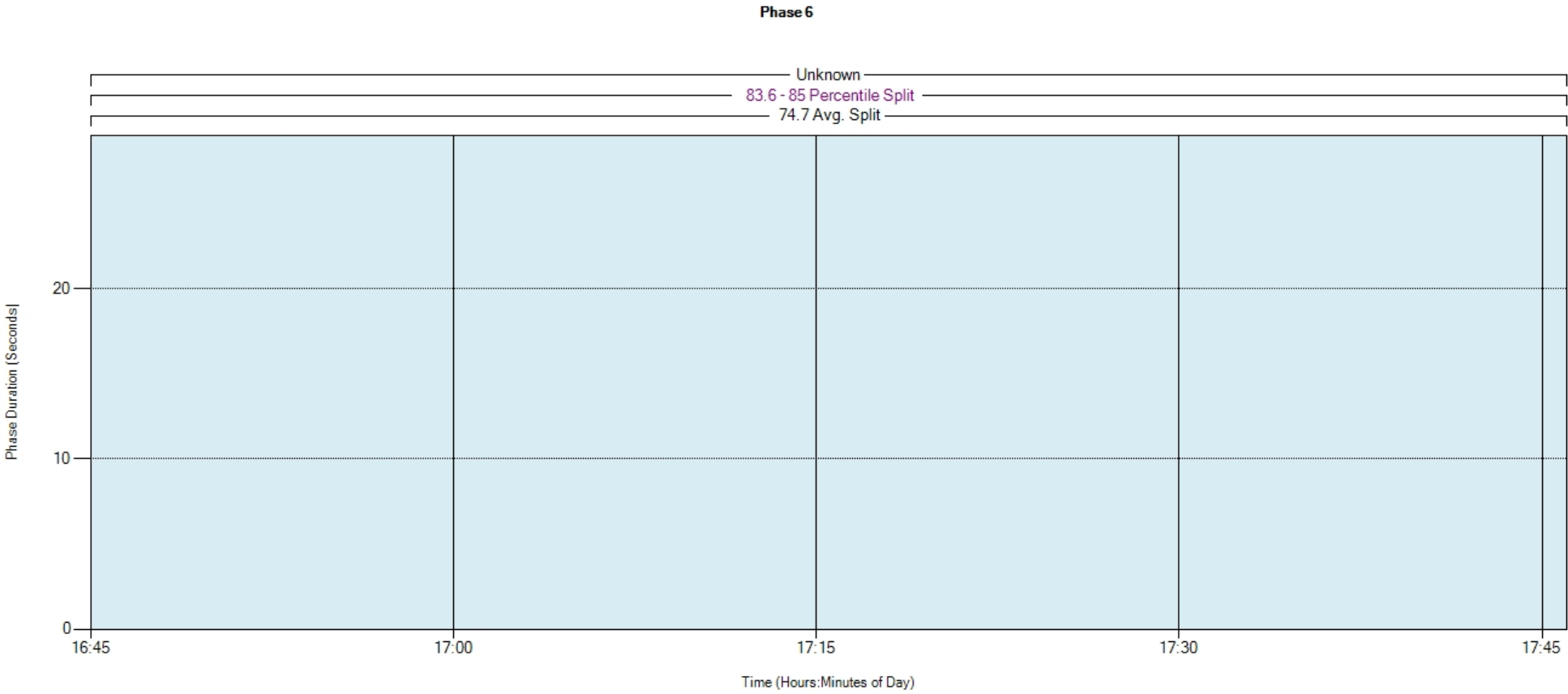
Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 4:45 PM - Thursday, May 19, 2022 5:46 PM



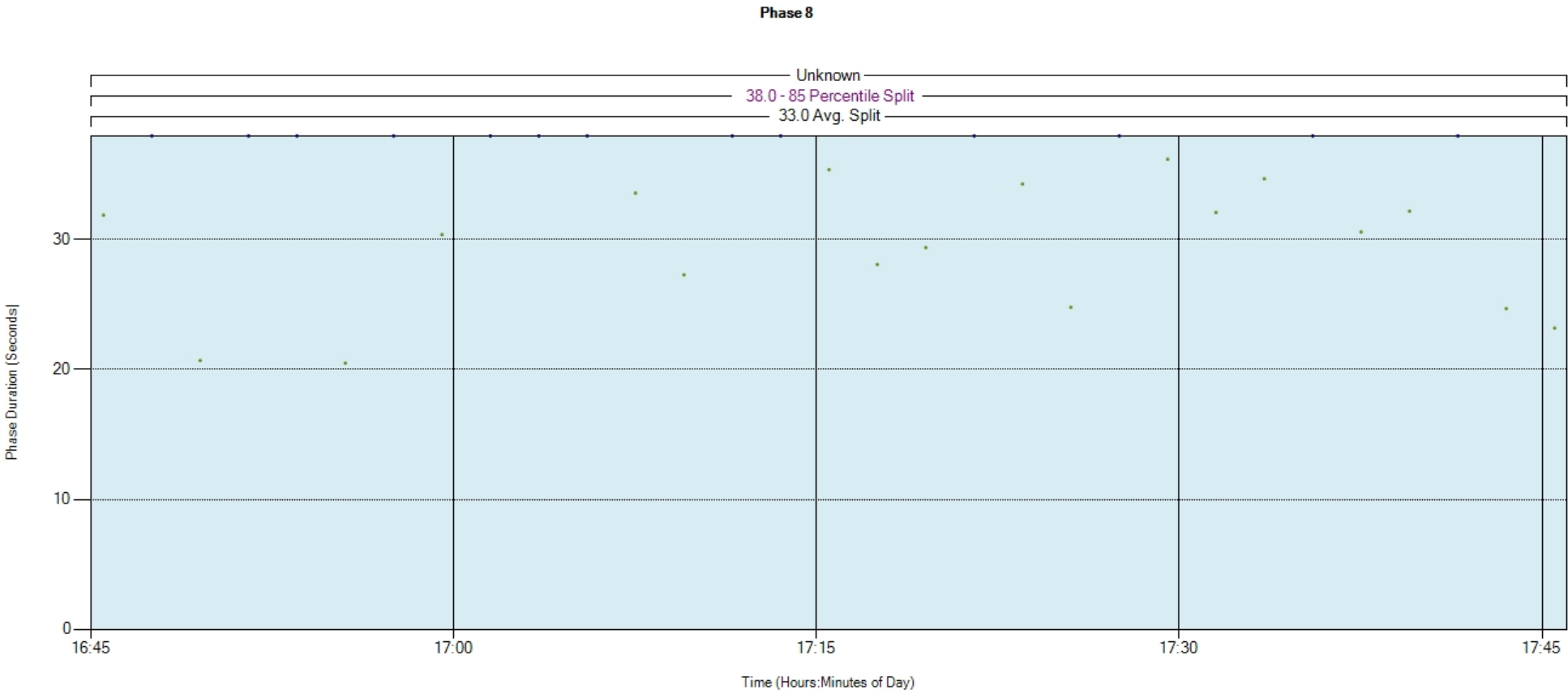
Split Monitor

4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 4:45 PM - Thursday, May 19, 2022 5:46 PM



Split Monitor



















4500 South (SR-266) @ Main St - SIG#7316
Thursday, May 19, 2022 4:45 PM - Thursday, May 19, 2022 5:46 PM



Timings

1: 4500 South & Main St.

05/30/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	151	1156	26	1051	30	38	36	39	229
Future Volume (vph)	151	1156	26	1051	30	38	36	39	229
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	19.0	86.0	13.0	80.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	15.8%	71.7%	10.8%	66.7%	17.5%	17.5%	17.5%	17.5%	17.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	14.5	81.5	8.5	75.5	16.5	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.12	0.68	0.07	0.63	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.39	0.42	0.22	0.37	0.17	0.30	0.21	0.16	0.60
Control Delay	51.7	8.7	57.3	11.0	48.4	31.3	49.5	47.5	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	8.7	57.3	11.0	48.4	31.3	49.5	47.5	15.6
LOS	D	A	E	B	D	C	D	D	B
Approach Delay		13.1		12.1		36.2		23.6	
Approach LOS		B		B		D		C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 14.6

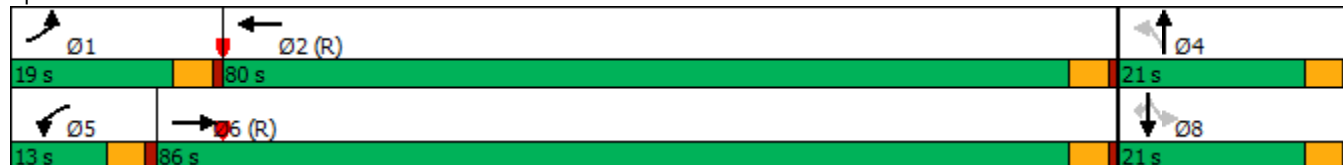
Intersection LOS: B

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Analysis Period (min) 15





















Splits and Phases: 1: 4500 South & Main St.



HCM Unsignalized Intersection Capacity Analysis

7: Project Access/DI North Access & Main St.













05/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	2	0	1	0	216	2	1	282	0
Future Volume (Veh/h)	0	0	0	2	0	1	0	216	2	1	282	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	2	0	1	0	235	2	1	307	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)							557			733		
pX, platoon unblocked												
vC, conflicting volume	545	546	307	545	545	236	307				237	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	545	546	307	545	545	236	307				237	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	100				100	
cM capacity (veh/h)	448	445	733	449	445	803	1254				1330	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	0	0	2	1	0	237	1	307				
Volume Left	0	0	2	0	0	0	1	0				
Volume Right	0	0	0	1	0	2	0	0				
cSH	1700	1700	449	803	1700	1700	1330	1700				
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.18				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	13.1	9.5	0.0	0.0	7.7	0.0				
Lane LOS	A	A	B	A				A				
Approach Delay (s)	0.0			11.9			0.0					
Approach LOS	A			B								
Intersection Summary												
Average Delay				0.1								
Intersection Capacity Utilization				24.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Main St. & DI South Access



















05/30/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	5	213	18	1	283
Future Volume (Veh/h)	12	5	213	18	1	283
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	5	232	20	1	308
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			275			1015
pX, platoon unblocked						
vC, conflicting volume	542	232			252	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	542	232			252	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	501	807			1313	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	13	5	232	20	1	308
Volume Left	13	0	0	0	1	0
Volume Right	0	5	0	20	0	0
cSH	501	807	1700	1700	1313	1700
Volume to Capacity	0.03	0.01	0.14	0.01	0.00	0.18
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	12.4	9.5	0.0	0.0	7.7	0.0
Lane LOS	B	A			A	
Approach Delay (s)	11.6		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			24.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis















10: Main St. & Edison

05/30/2022

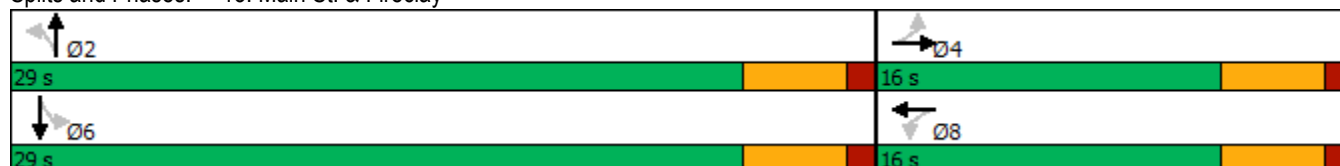
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	44	2	0	1	9	213	7	1	241	1
Future Volume (Veh/h)	6	3	44	2	0	1	9	213	7	1	241	1
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	48	2	0	1	10	232	8	1	262	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)							917			373		
pX, platoon unblocked												
vC, conflicting volume	518	524	262	570	521	236	263				240	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	518	524	262	570	521	236	263				240	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	99	94	100	100	100	99				100	
cM capacity (veh/h)	465	454	776	401	456	803	1301				1327	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	58	3	10	240	1	263						
Volume Left	7	2	10	0	1	0						
Volume Right	48	1	0	8	0	1						
cSH	695	482	1301	1700	1327	1700						
Volume to Capacity	0.08	0.01	0.01	0.14	0.00	0.15						
Queue Length 95th (ft)	7	0	1	0	0	0						
Control Delay (s)	10.7	12.5	7.8	0.0	7.7	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	10.7	12.5	0.3		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay				1.3								
Intersection Capacity Utilization				22.7%	ICU Level of Service				A			
Analysis Period (min)				15								

Timings 13: Main St. & Fireclay

05/30/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	19	14	16	51	166	3	171
Future Volume (vph)	25	19	14	16	51	166	3	171
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	16.0	16.0	16.0	16.0	29.0	29.0	29.0	29.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		7.1		7.1	32.9	32.9	32.9	32.9
Actuated g/C Ratio		0.16		0.16	0.76	0.76	0.76	0.76
v/c Ratio		0.35		0.13	0.06	0.13	0.00	0.15
Control Delay		11.6		14.4	3.9	3.7	3.7	3.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		11.6		14.4	3.9	3.7	3.7	3.5
LOS		B		B	A	A	A	A
Approach Delay		11.6		14.4		3.7		3.5
Approach LOS		B		B		A		A
Intersection Summary								
Cycle Length: 45								
Actuated Cycle Length: 43.3								
Natural Cycle: 45								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.35								
Intersection Signal Delay: 5.7					Intersection LOS: A			
Intersection Capacity Utilization 31.9%					ICU Level of Service A			
Analysis Period (min) 15								


























Splits and Phases: 13: Main St. & Fireclay



Timings

1: 4500 South & Main St.

05/30/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	 	  		  		 		 	
Traffic Volume (vph)	164	1156	26	1051	30	39	47	43	266
Future Volume (vph)	164	1156	26	1051	30	39	47	43	266
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	19.0	86.0	13.0	80.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	15.8%	71.7%	10.8%	66.7%	17.5%	17.5%	17.5%	17.5%	17.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	14.5	81.5	8.5	75.5	16.5	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.12	0.68	0.07	0.63	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.42	0.42	0.22	0.37	0.17	0.30	0.28	0.18	0.70
Control Delay	52.3	8.7	57.3	11.0	48.4	32.0	51.3	47.9	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	8.7	57.3	11.0	48.4	32.0	51.3	47.9	22.6
LOS	D	A	E	B	D	C	D	D	C
Approach Delay		13.4		12.1		36.6		29.5	
Approach LOS		B		B		D		C	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.6

Intersection LOS: B

Intersection Capacity Utilization 53.2%

ICU Level of Service A

Analysis Period (min) 15





















Splits and Phases: 1: 4500 South & Main St.



HCM Unsignalized Intersection Capacity Analysis

7: Project Access/DI North Access & Main St.













05/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	51	2	0	1	18	218	2	1	279	8
Future Volume (Veh/h)	22	0	51	2	0	1	18	218	2	1	279	8
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	0	55	2	0	1	20	237	2	1	303	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)							557			733		
pX, platoon unblocked												
vC, conflicting volume	588	588	308	638	592	238	312				239	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	588	588	308	638	592	238	312				239	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	94	100	92	99	100	100	98				100	
cM capacity (veh/h)	415	414	732	356	412	801	1248				1328	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	24	55	2	1	20	239	1	312				
Volume Left	24	0	2	0	20	0	1	0				
Volume Right	0	55	0	1	0	2	0	9				
cSH	415	732	356	801	1248	1700	1328	1700				
Volume to Capacity	0.06	0.08	0.01	0.00	0.02	0.14	0.00	0.18				
Queue Length 95th (ft)	5	6	0	0	1	0	0	0				
Control Delay (s)	14.2	10.3	15.2	9.5	7.9	0.0	7.7	0.0				
Lane LOS	B	B	C	A	A		A					
Approach Delay (s)	11.5		13.3		0.6		0.0					
Approach LOS	B		B									
Intersection Summary												
Average Delay				1.7								
Intersection Capacity Utilization				29.7%	ICU Level of Service			A				
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

4: Main St. & DI South Access



















05/30/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	5	231	18	1	334
Future Volume (Veh/h)	12	5	231	18	1	334
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	5	251	20	1	363
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			275			1015
pX, platoon unblocked						
vC, conflicting volume	616	251			271	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	616	251			271	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	454	788			1292	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	13	5	251	20	1	363
Volume Left	13	0	0	0	1	0
Volume Right	0	5	0	20	0	0
cSH	454	788	1700	1700	1292	1700
Volume to Capacity	0.03	0.01	0.15	0.01	0.00	0.21
Queue Length 95th (ft)	2	0	0	0	0	0
Control Delay (s)	13.2	9.6	0.0	0.0	7.8	0.0
Lane LOS	B	A			A	
Approach Delay (s)	12.2		0.0		0.0	
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			27.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis















10: Main St. & Edison

05/30/2022

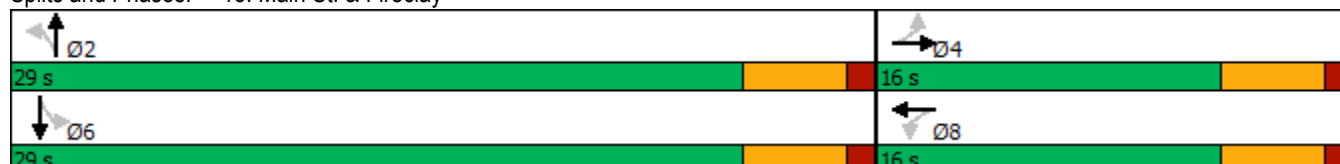
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	44	7	0	1	9	235	7	1	244	1
Future Volume (Veh/h)	6	3	44	7	0	1	9	235	7	1	244	1
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	48	8	0	1	10	255	8	1	265	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							917			373		
pX, platoon unblocked												
vC, conflicting volume	544	550	266	596	547	259	266				263	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	544	550	266	596	547	259	266				263	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	99	94	98	100	100	99				100	
cM capacity (veh/h)	447	439	773	385	441	780	1298				1301	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	58	9	10	263	1	266						
Volume Left	7	8	10	0	1	0						
Volume Right	48	1	0	8	0	1						
cSH	686	408	1298	1700	1301	1700						
Volume to Capacity	0.08	0.02	0.01	0.15	0.00	0.16						
Queue Length 95th (ft)	7	2	1	0	0	0						
Control Delay (s)	10.7	14.0	7.8	0.0	7.8	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	10.7	14.0	0.3		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization				22.9%	ICU Level of Service				A			
Analysis Period (min)				15								

Timings 13: Main St. & Fireclay

05/30/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	25	19	14	16	51	177	3	174
Future Volume (vph)	25	19	14	16	51	177	3	174
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	16.0	16.0	16.0	16.0	29.0	29.0	29.0	29.0
Total Split (%)	35.6%	35.6%	35.6%	35.6%	64.4%	64.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		7.1		7.1	32.9	32.9	32.9	32.9
Actuated g/C Ratio		0.16		0.16	0.76	0.76	0.76	0.76
v/c Ratio		0.35		0.13	0.06	0.15	0.00	0.15
Control Delay		11.6		14.4	3.9	3.6	3.7	3.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		11.6		14.4	3.9	3.6	3.7	3.5
LOS		B		B	A	A	A	A
Approach Delay		11.6		14.4		3.6		3.5
Approach LOS		B		B		A		A
Intersection Summary								
Cycle Length: 45								
Actuated Cycle Length: 43.3								
Natural Cycle: 45								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.35								
Intersection Signal Delay: 5.6					Intersection LOS: A			
Intersection Capacity Utilization 32.1%					ICU Level of Service A			
Analysis Period (min) 15								
























Splits and Phases: 13: Main St. & Fireclay



Timings

1: 4500 South & Main St.

05/30/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	 	  		  					
Traffic Volume (vph)	255	1000	50	1402	96	65	125	113	266
Future Volume (vph)	255	1000	50	1402	96	65	125	113	266
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	19.0	86.0	13.0	80.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	15.8%	71.7%	10.8%	66.7%	17.5%	17.5%	17.5%	17.5%	17.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	14.5	81.5	8.5	75.5	16.5	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.12	0.68	0.07	0.63	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.65	0.37	0.42	0.49	0.70	0.51	1.02	0.46	0.77
Control Delay	58.3	8.0	64.3	12.5	75.4	42.8	134.9	54.3	34.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	8.0	64.3	12.5	75.4	42.8	134.9	54.3	34.9
LOS	E	A	E	B	E	D	F	D	C
Approach Delay		16.8		14.2		56.7		64.1	
Approach LOS		B		B		E		E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 24.5

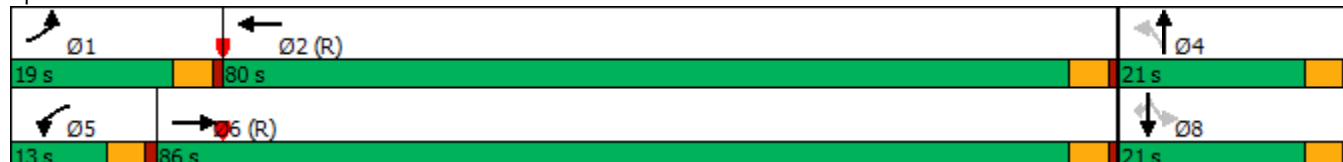
Intersection LOS: C

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15





















Splits and Phases: 1: 4500 South & Main St.



HCM Unsignalized Intersection Capacity Analysis

7: Project Access/DI North Access & Main St.













05/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	4	0	2	0	383	10	10	466	0
Future Volume (Veh/h)	0	0	0	4	0	2	0	383	10	10	466	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	4	0	2	0	416	11	11	507	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)							557			733		
pX, platoon unblocked												
vC, conflicting volume	947	956	507	950	950	422	507				427	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	947	956	507	950	950	422	507				427	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	98	100	100	100				99	
cM capacity (veh/h)	239	256	566	238	257	632	1058				1132	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	0	0	4	2	0	427	11	507				
Volume Left	0	0	4	0	0	0	11	0				
Volume Right	0	0	0	2	0	11	0	0				
cSH	1700	1700	238	632	1700	1700	1132	1700				
Volume to Capacity	0.00	0.00	0.02	0.00	0.00	0.25	0.01	0.30				
Queue Length 95th (ft)	0	0	1	0	0	0	1	0				
Control Delay (s)	0.0	0.0	20.4	10.7	0.0	0.0	8.2	0.0				
Lane LOS	A	A	C	B				A				
Approach Delay (s)	0.0	17.2		0.0			0.2					
Approach LOS	A	C										
Intersection Summary												
Average Delay	0.2											
Intersection Capacity Utilization	34.5%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: Main St. & DI South Access



















05/30/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	41	18	375	31	14	456
Future Volume (Veh/h)	41	18	375	31	14	456
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	20	408	34	15	496
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			275			1015
pX, platoon unblocked						
vC, conflicting volume	934	408			442	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	934	408			442	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	97			99	
cM capacity (veh/h)	291	643			1118	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	45	20	408	34	15	496
Volume Left	45	0	0	0	15	0
Volume Right	0	20	0	34	0	0
cSH	291	643	1700	1700	1118	1700
Volume to Capacity	0.15	0.03	0.24	0.02	0.01	0.29
Queue Length 95th (ft)	13	2	0	0	1	0
Control Delay (s)	19.6	10.8	0.0	0.0	8.3	0.0
Lane LOS	C	B			A	
Approach Delay (s)	16.9		0.0		0.2	
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			34.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis















10: Main St. & Edison

05/30/2022

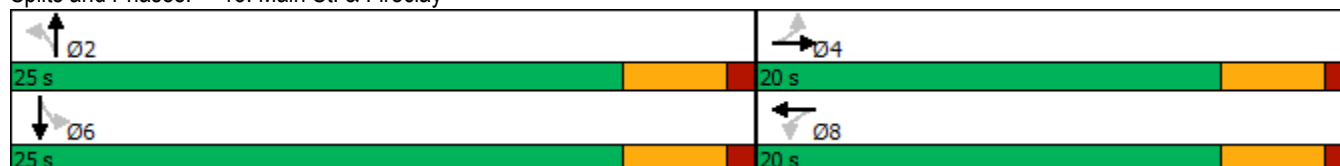
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	8	30	17	1	17	42	342	19	1	431	9
Future Volume (Veh/h)	14	8	30	17	1	17	42	342	19	1	431	9
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	9	33	18	1	18	46	372	21	1	468	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)							917			373		
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	958	960	473	982	954	382	478	393				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	924	927	410	950	921	382	416	393				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	93	96	95	91	100	97	96	100				
cM capacity (veh/h)	221	242	604	201	244	665	1078	1166				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	57	37	46	393	1	478						
Volume Left	15	18	46	0	1	0						
Volume Right	33	18	0	21	0	10						
cSH	357	306	1078	1700	1166	1700						
Volume to Capacity	0.16	0.12	0.04	0.23	0.00	0.28						
Queue Length 95th (ft)	14	10	3	0	0	0						
Control Delay (s)	17.0	18.4	8.5	0.0	8.1	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	17.0	18.4	0.9		0.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay	2.0											
Intersection Capacity Utilization	40.1%			ICU Level of Service					A			
Analysis Period (min)	15											

Timings 13: Main St. & Fireclay

05/30/2022

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	22	27	43	65	268	16	322
Future Volume (vph)	29	22	27	43	65	268	16	322
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	20.0	20.0	20.0	25.0	25.0	25.0	25.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	55.6%	55.6%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)		7.4		7.4	25.2	25.2	25.2	25.2
Actuated g/C Ratio		0.19		0.19	0.65	0.65	0.65	0.65
v/c Ratio		0.40		0.29	0.11	0.27	0.02	0.34
Control Delay		9.7		13.0	5.1	5.1	4.6	5.6
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		9.7		13.0	5.1	5.1	4.6	5.6
LOS		A		B	A	A	A	A
Approach Delay		9.7		13.0		5.1		5.5
Approach LOS		A		B		A		A
Intersection Summary								
Cycle Length: 45								
Actuated Cycle Length: 38.8								
Natural Cycle: 45								
Control Type: Actuated-Uncoordinated								
Maximum v/c Ratio: 0.40								
Intersection Signal Delay: 6.6					Intersection LOS: A			
Intersection Capacity Utilization 45.0%					ICU Level of Service A			
Analysis Period (min) 15								
























Splits and Phases: 13: Main St. & Fireclay



Timings

1: 4500 South & Main St.

05/30/2022

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	 	  		  					
Traffic Volume (vph)	317	1000	50	1402	96	71	137	117	306
Future Volume (vph)	317	1000	50	1402	96	71	137	117	306
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	5	2		4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	4	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	19.0	86.0	13.0	80.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	15.8%	71.7%	10.8%	66.7%	17.5%	17.5%	17.5%	17.5%	17.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effect Green (s)	14.5	81.5	8.5	75.5	16.5	16.5	16.5	16.5	16.5
Actuated g/C Ratio	0.12	0.68	0.07	0.63	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.81	0.37	0.42	0.50	0.72	0.54	1.16	0.48	0.89
Control Delay	67.2	8.0	64.3	12.5	77.4	45.5	176.5	54.8	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	8.0	64.3	12.5	77.4	45.5	176.5	54.8	50.4
LOS	E	A	E	B	E	D	F	D	D
Approach Delay		20.4		14.2		58.7		82.1	
Approach LOS		C		B		E		F	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 1.16

Intersection Signal Delay: 29.1

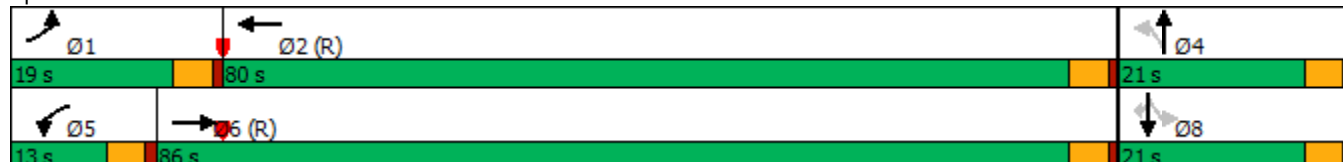
Intersection LOS: C

Intersection Capacity Utilization 68.8%

ICU Level of Service C

Analysis Period (min) 15





















Splits and Phases: 1: 4500 South & Main St.



HCM Unsignalized Intersection Capacity Analysis

7: Project Access/DI North Access & Main St.













05/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	55	4	0	2	87	383	10	10	466	37
Future Volume (Veh/h)	24	0	55	4	0	2	87	383	10	10	466	37
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	60	4	0	2	95	416	11	11	507	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL				TWLTL
Median storage veh)								2				2
Upstream signal (ft)								557				733
pX, platoon unblocked												
vC, conflicting volume	1157	1166	527	1200	1180	422	547			427		
vC1, stage 1 conf vol	549	549		612	612							
vC2, stage 2 conf vol	608	617		589	569							
vCu, unblocked vol	1157	1166	527	1200	1180	422	547			427		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	89	99	100	100	91			99		
cM capacity (veh/h)	352	356	551	289	330	632	1022			1132		
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	26	60	4	2	95	427	11	547				
Volume Left	26	0	4	0	95	0	11	0				
Volume Right	0	60	0	2	0	11	0	40				
cSH	352	551	289	632	1022	1700	1132	1700				
Volume to Capacity	0.07	0.11	0.01	0.00	0.09	0.25	0.01	0.32				
Queue Length 95th (ft)	6	9	1	0	8	0	1	0				
Control Delay (s)	16.0	12.3	17.6	10.7	8.9	0.0	8.2	0.0				
Lane LOS	C	B	C	B	A		A					
Approach Delay (s)	13.4		15.3		1.6		0.2					
Approach LOS	B		C									
Intersection Summary												
Average Delay	1.9											
Intersection Capacity Utilization	49.6%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

4: Main St. & DI South Access



















05/30/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	41	18	462	31	14	511
Future Volume (Veh/h)	41	18	462	31	14	511
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	20	502	34	15	555
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			275			1015
pX, platoon unblocked						
vC, conflicting volume	1087	502			536	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1087	502			536	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	81	96			99	
cM capacity (veh/h)	236	569			1032	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	45	20	502	34	15	555
Volume Left	45	0	0	0	15	0
Volume Right	0	20	0	34	0	0
cSH	236	569	1700	1700	1032	1700
Volume to Capacity	0.19	0.04	0.30	0.02	0.01	0.33
Queue Length 95th (ft)	17	3	0	0	1	0
Control Delay (s)	23.9	11.6	0.0	0.0	8.5	0.0
Lane LOS	C	B			A	
Approach Delay (s)	20.1		0.0		0.2	
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			36.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

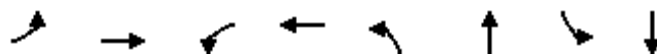
10: Main St. & Edison

05/30/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	8	30	41	1	17	42	346	19	1	443	9
Future Volume (Veh/h)	14	8	30	41	1	17	42	346	19	1	443	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	9	33	45	1	18	46	376	21	1	482	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								917			373	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	976	978	487	1000	972	386	492			397		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	939	941	416	965	935	386	421			397		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	96	94	77	100	97	96			100		
cM capacity (veh/h)	214	235	595	194	237	661	1063			1162		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	57	64	46	397	1	492						
Volume Left	15	45	46	0	1	0						
Volume Right	33	18	0	21	0	10						
cSH	348	243	1063	1700	1162	1700						
Volume to Capacity	0.16	0.26	0.04	0.23	0.00	0.29						
Queue Length 95th (ft)	14	26	3	0	0	0						
Control Delay (s)	17.4	25.0	8.5	0.0	8.1	0.0						
Lane LOS	C	D	A		A							
Approach Delay (s)	17.4	25.0	0.9		0.0							
Approach LOS	C	D										
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			44.8%	ICU Level of Service					A			
Analysis Period (min)			15									

Timings 13: Main St. & Fireclay

05/30/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔	↔	↔	↔	↔
Traffic Volume (vph)	29	22	27	43	65	280	16	334
Future Volume (vph)	29	22	27	43	65	280	16	334
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	20.0	20.0	20.0	20.0	25.0	25.0	25.0	25.0
Total Split (%)	44.4%	44.4%	44.4%	44.4%	55.6%	55.6%	55.6%	55.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	Max	Max	Max	Max
Act Effect Green (s)		7.4		7.4	25.2	25.2	25.2	25.2
Actuated g/C Ratio		0.19		0.19	0.65	0.65	0.65	0.65
v/c Ratio		0.40		0.29	0.11	0.28	0.03	0.35
Control Delay		9.7		13.0	5.1	5.2	4.6	5.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		9.7		13.0	5.1	5.2	4.6	5.7
LOS		A		B	A	A	A	A
Approach Delay		9.7		13.0		5.2		5.6
Approach LOS		A		B		A		A

Intersection Summary

Cycle Length: 45

Actuated Cycle Length: 38.8

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 6.6

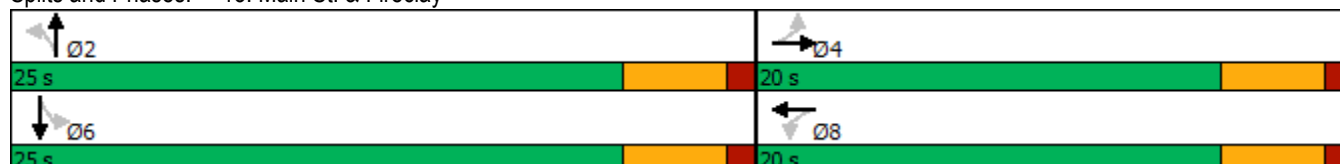
Intersection LOS: A

Intersection Capacity Utilization 45.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: Main St. & Fireclay

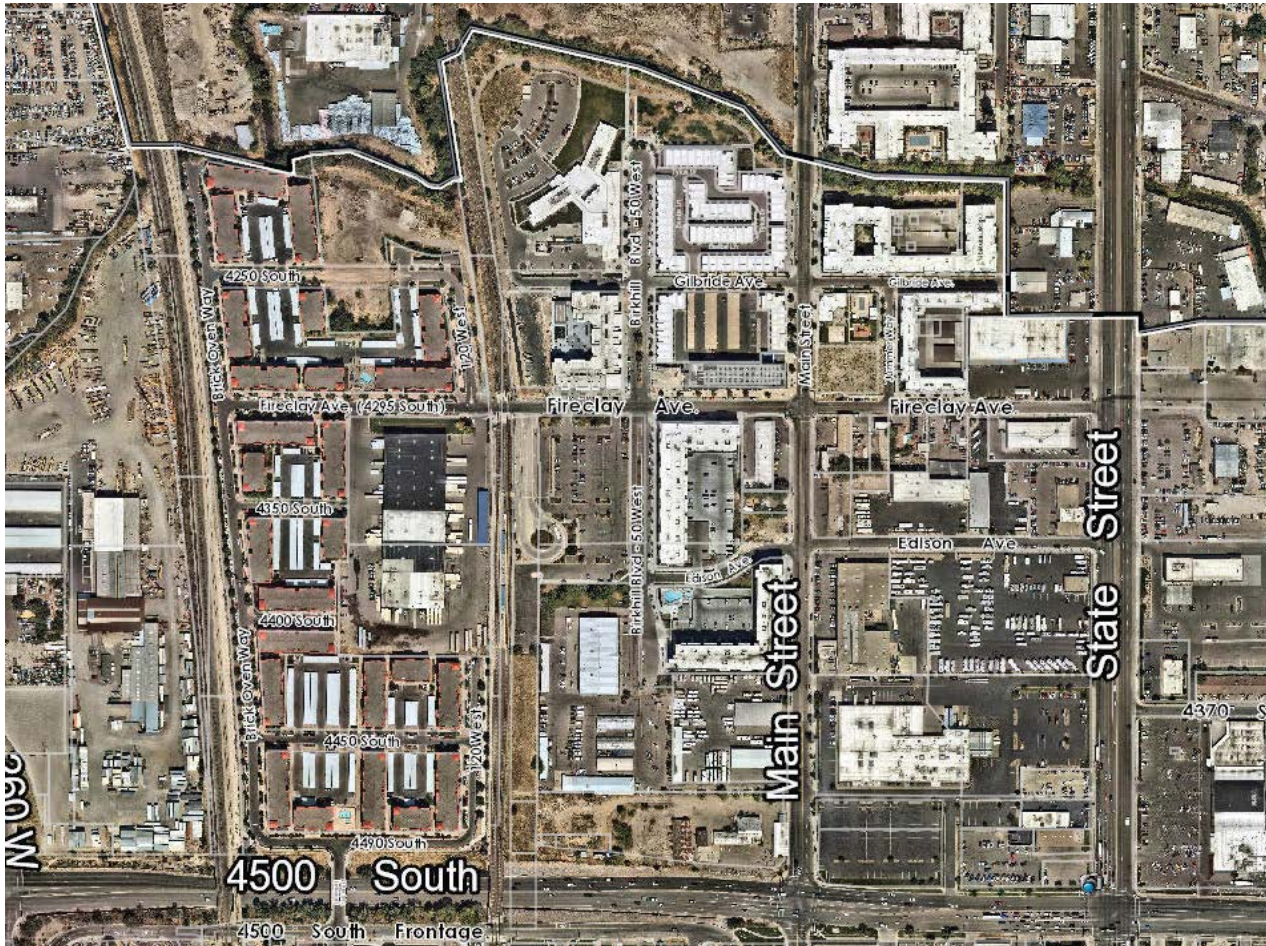


Fireclay Master Transportation Plan Amendment, Chapter 17.160

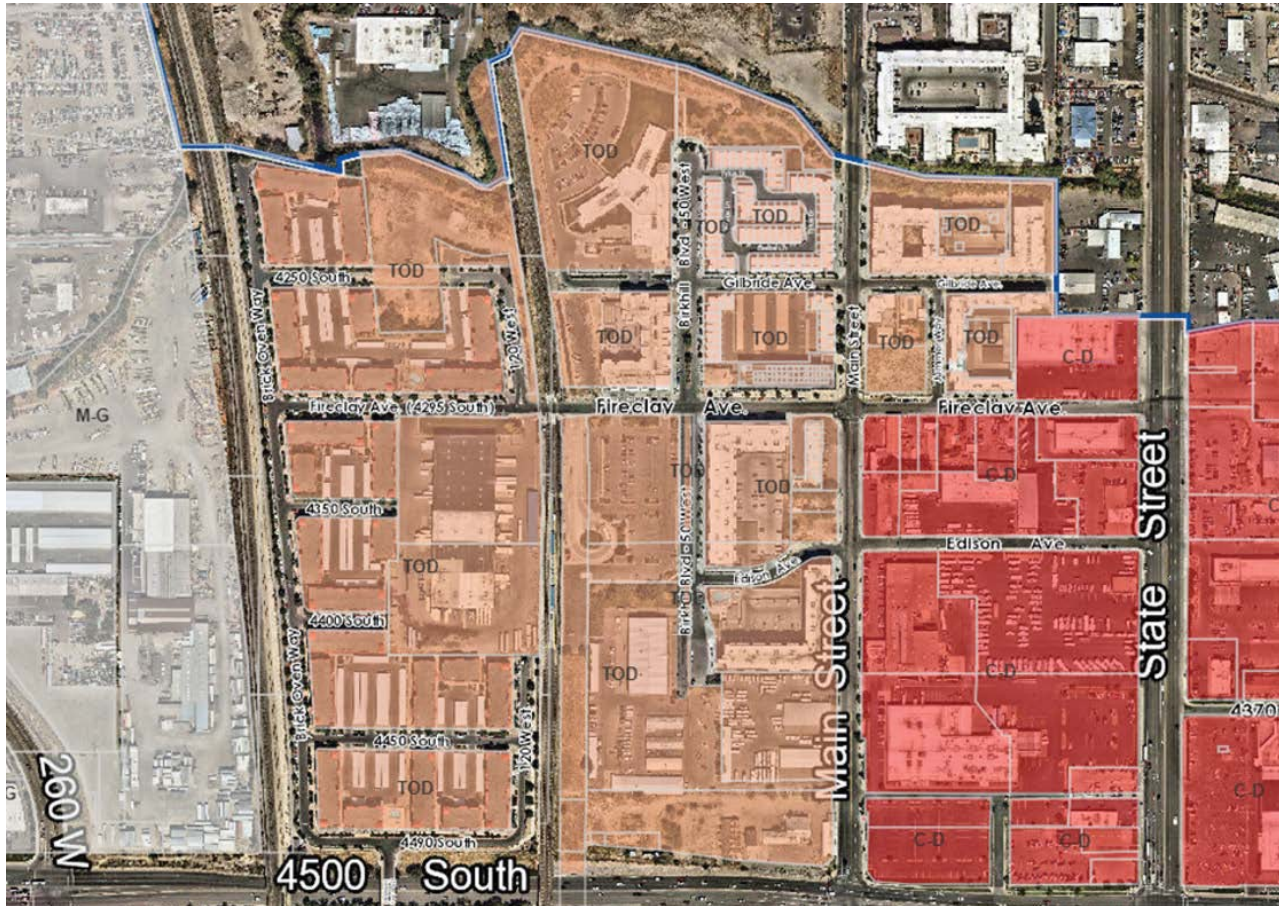
Approximately 4410 South Main Street



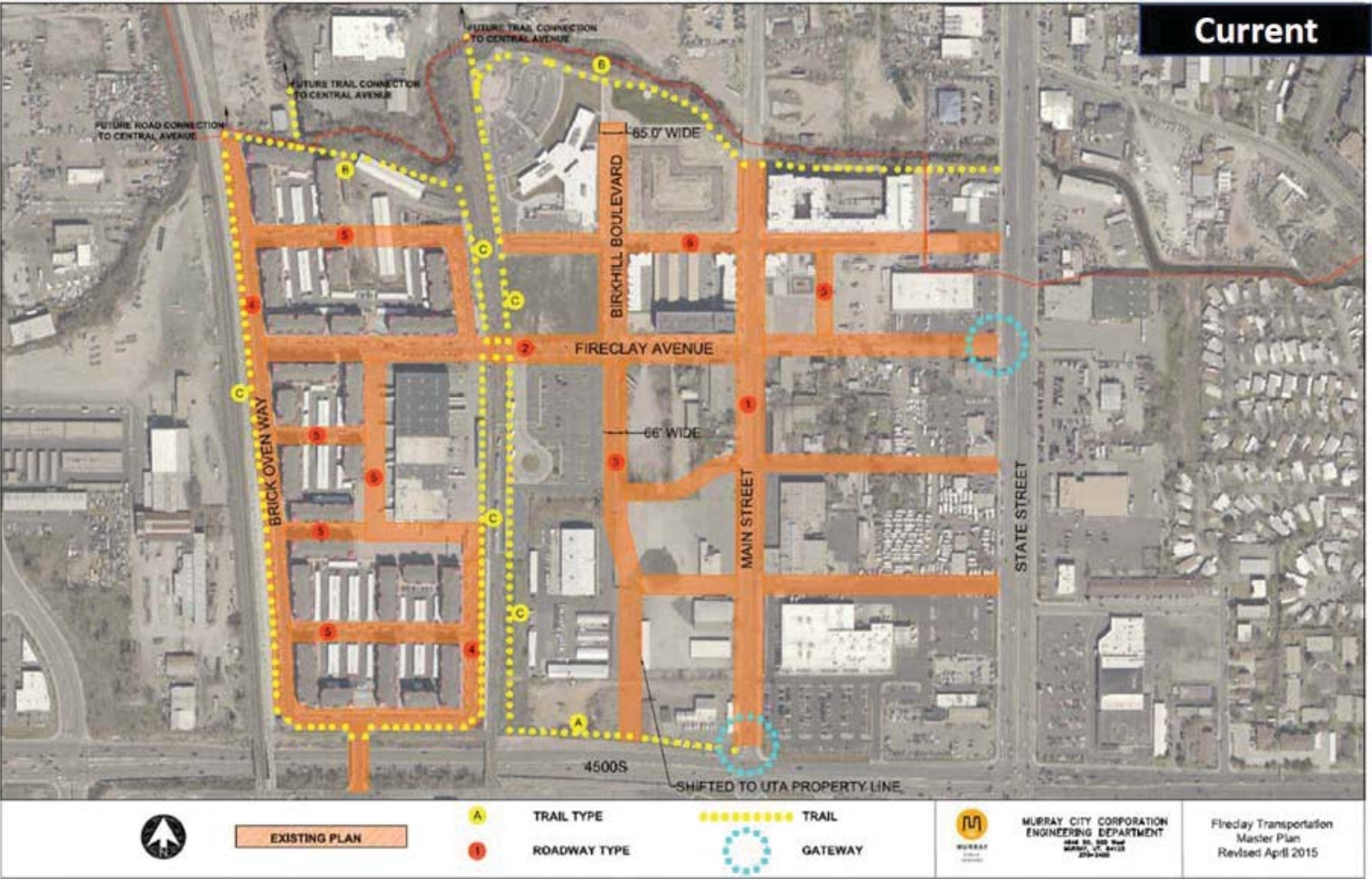
Fireclay Area, Murray North TRAX Station



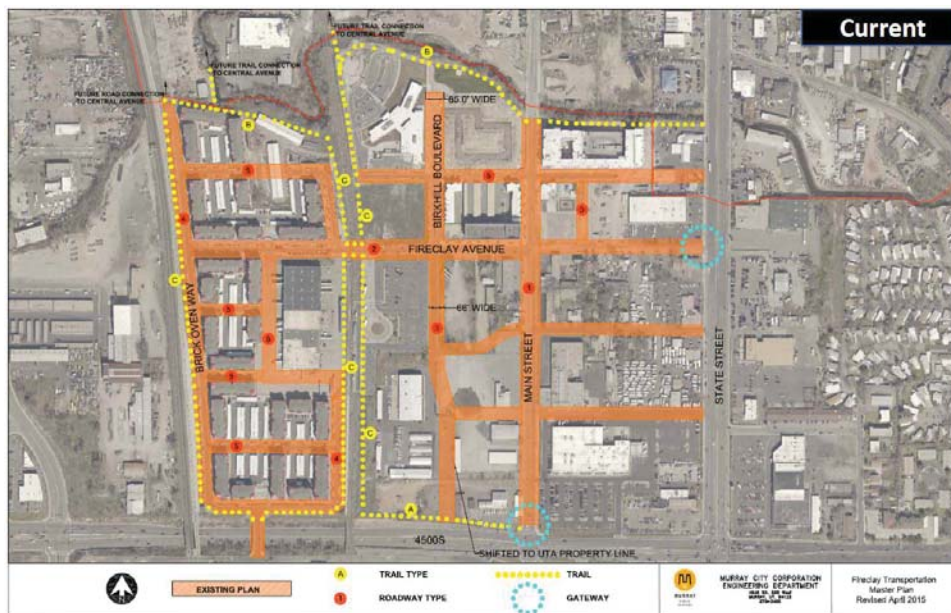
TOD Zoning



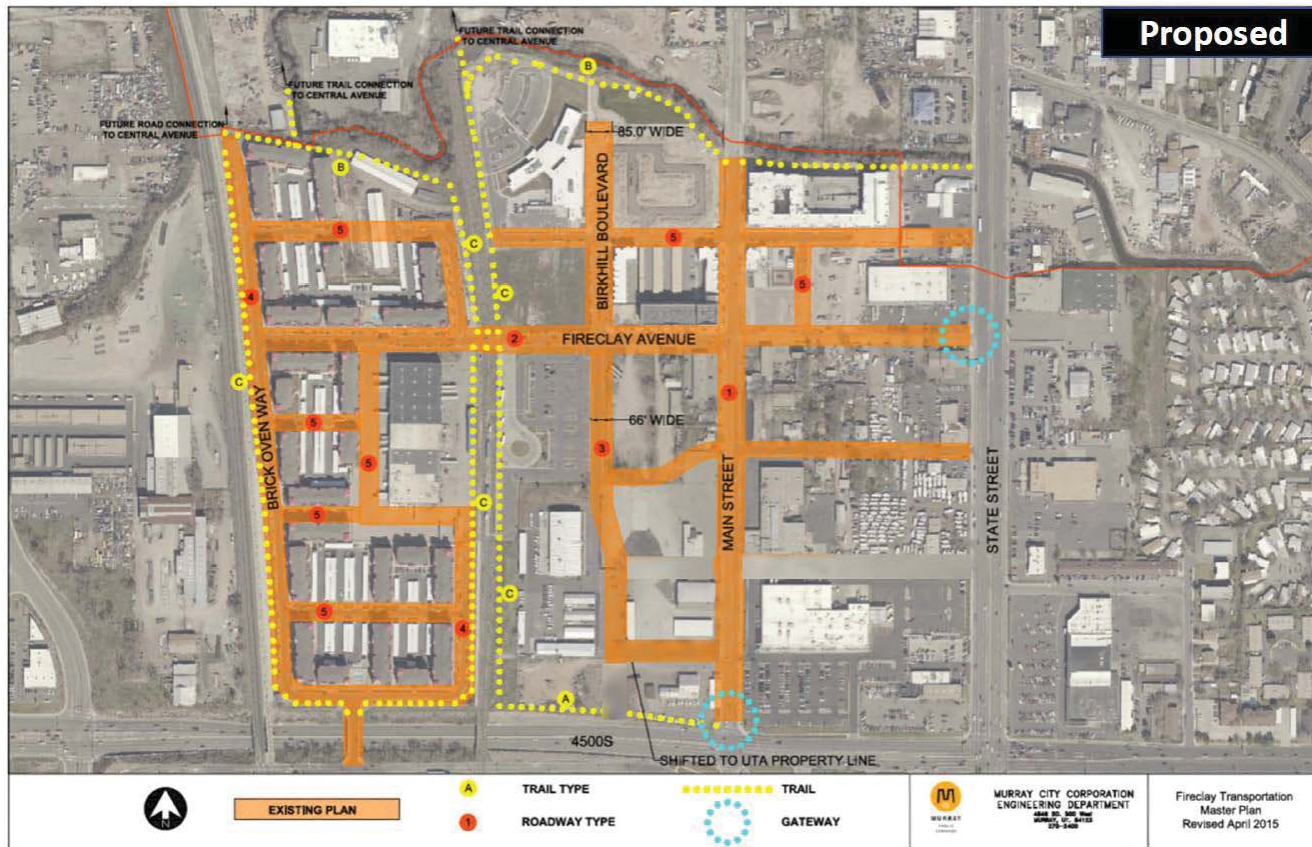
Fireclay Master Transportation Plan



Master Transportation Plan: current and proposed locations of the east-west road connecting Birkhill Boulevard and Main Street



Issues & Benefits



BENEFITS:

Non-conforming Main Street TOD Zone property developed as mixed-use

Extension of Birkhill Boulevard supports mixed-use development of SL County and UTA properties, including better pedestrian access to the TRAX station

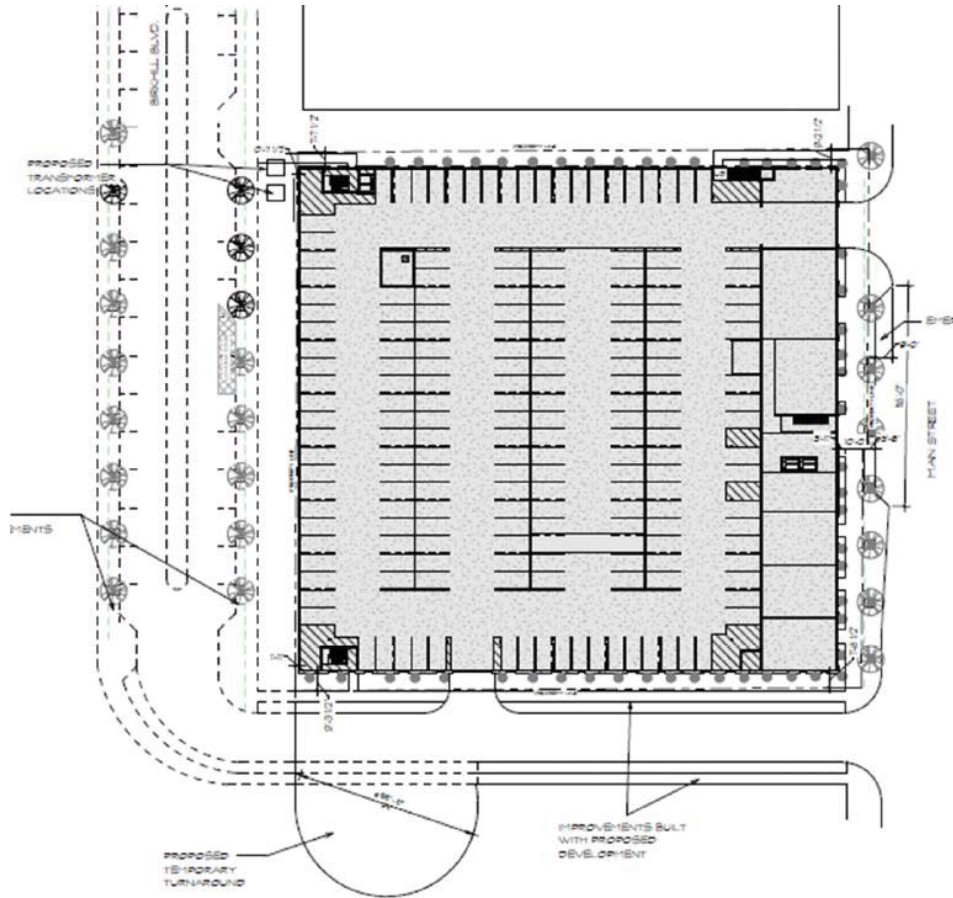
Utility extension and looping

ISSUES:

Participation by UTA and SL County

Public and Emergency Service access until installation of new east-west road.

Addressing the Potential Issues



- 1)** The installation involving UTA and Salt Lake County. This is addressed adequately by the letters of support and the future agreement securing the applicant's participation in the improvements.
- 2)** Public service and emergency access for the development can be addressed by the applicant's plan to provide a temporary turnaround and access on the south side of the development at 4410 S. Main until the new proposed road location becomes permanent. The applicant has provided a design for the temporary turnaround working with the Fire Department and City Engineer.
- 3)** Pedestrian access between Main Street and Birkhill Boulevard. The applicant can maintain open space between the proposed development at 4410 S. Main and the existing Metro Phase 2 building and provide a pedestrian walkway between the developments. Other design or building design considerations could also lessen that impact.

Findings

1. The proposed amendment has been carefully considered by planning and engineering staff and with conditions the modified location can maintain acceptable levels of the benefits anticipated by the existing plan.
2. The proposed amendment supports the goals and objectives of the General Plan and the Fireclay Master Transportation Plan by maintaining the smaller block grid and encouraging pedestrian activity and mixed uses.
3. The proposed amendment will facilitate improved mixed-use redevelopment of the Salt Lake County and UTA properties in this area.

Recommendation

Staff and the Planning Commission recommend that the City Council APPROVE the proposed amendment to the Fireclay Master Transportation Plan in Chapter 17.160 of the Murray Land Use Ordinance as presented.





Discussion Item #5



MURRAY

Community & Economic Development

General Plan & Zone Map Amendment, Boyer Company

Council Action Request

Committee of the Whole

Meeting Date: September 6, 2022

Department Director Jared Hall	Purpose of Proposal Amend General Plan and Zoning from commercial to medium density residential, 861 E. Winchester, 6520-6580 S. 900 East
Phone # 801-270-2427	Action Requested Amend Future Land Use Map - Gen Commercial to Med Density Res. Amend Zoning from C-D to R-M-15 for subject properties.
Presenters Jared Hall	Attachments Presentation Slides
	Budget Impact None.
Required Time for Presentation 20 Minutes	Description of this Item On July 21, 2022 the Planning Commission voted to forward recommendations of approval to the City Council to amend the Future Land Use Map designations of the subject properties from General Commercial to Medium Density Residential, and the Zoning Map designations of the subject properties from C-D, Commercial Development to R-M-15, Residential Medium Density Multi-Family.
Is This Time Sensitive No	 The subject property is comprised of nine parcels, seven of which were used directly by RC Willey for the operations of the large furniture store and associated parking lot. Altogether the parcels total 9.11 acres. The Boyer Company purchased the property after RC Willey closed operations there in February, 2021. Unable to find a suitable commercial tenant for the large property, Boyer Company has requested these zoning and future land use map amendments in order to allow redevelopment of the properties as townhomes.
Mayor's Approval	
Date August 23, 2022	



REVIEW

The subject property is located in the C-D, Commercial Development Zone. The properties surrounding the subject properties, both immediately adjacent and in the larger area, are in a mix of zoning districts and land uses including single-family detached homes, hotels, parks, small scale businesses, offices, apartments, and condominiums. Staff supports the proposed zone map amendment. The potential development into a townhome project would not be incompatible with the adjacent single-family neighborhood and represents an appropriate transition from the traffic and commercial uses at Winchester Street.

Allowed Uses: The existing C-D Zone allows for most office, retail, business, and professional service uses at a commercial scale. It does not allow for any residential activity. The proposed R-M-15 Zone allows for multi-family housing at a base density of twelve units per acre. While there are allowances for certain other uses, they are residential-adjacent in nature; this is a medium density, multi-family zone.

Zoning Regulations: The more directly comparable regulations for setbacks, height, and parking between the existing C-D and proposed R-M-15 zones are summarized in the table below.

	C-D Zone (existing)	R-M-15 Zone (proposed)
Height of Structures	35' max if located within 100' of residential zoning. 1' of additional height per 4' of additional setback from residential zoning	Up to 40' max as approved by the Planning Commission
Parking	Retail – 1 per 200 sf net Medical/Dental Office – 1 per 200 sf net Office – 4 per 1,000 sf net	2.5 per dwelling unit
Front yard setback	20'	25'
Rear Yard setback	None	25'
Side Yard setbacks	None	8' (total of 20')
Corner Yard setback	None	20'

Future Land Use Map Designations: To support the Zone Map amendment to R-M-15, an application to amend the Future Land Use designations of the subject properties from General Commercial to Medium Density Residential has also been made. Considerations of the existing and proposed designations follow. Map 5.7 of the Murray City General Plan (the Future Land Use Map) identifies future land use designations for properties in Murray City. The designation of a property is tied to corresponding purpose statements and zones. These “Future Land Use” designations are intended to help guide decisions about the zoning designations of properties. The subject properties are currently designated General Commercial.

- Existing: The subject property is currently designated as “General Commercial”. The General Commercial designation is intended primarily for larger retail destinations and shopping centers.
- Proposed: The applicants propose to amend the Future Land Use Map designations of the subject property to “Medium Density Residential.” The Medium Density Residential designation allows a mix of housing types that are smaller multi-family structures. The designation is intended for areas near or along centers and corridors. The proposed R-M-15 zone is appropriate for this designation.

Staff finds that the impacts of the change to Medium Density Residential can be adequately overcome through conditional use permit review.

General Plan Objectives: The proposed amendments are supported by goals and objectives of the General Plan in the Land Use & Urban Design, Neighborhoods & Housing, and Moderate Income Housing elements. The applicant’s proposed amendments will result in a development that provides an additional mix of housing types and densities in the community at an appropriate scale. The overall density will not have unmanageable impacts.

CITY DEPARTMENT REVIEW

The applications have been made available for review and comment by City Staff from various departments including the Engineering Division, Fire Department, Power Department, Water Division, and Sewer Division. No concerns or issues were raised on connection with the requested amendments.

PUBLIC COMMENTS

135 notices of the public hearing for the requested amendments to the Future Land Use Map and Zone Map were sent to all property owners within 500’ of the subject property and to affected entities.

FINDINGS

1. The General Plan provides for flexibility in implementation and execution of the goals and policies based on individual circumstances.
2. The proposed Zone Map Amendment from C-D to R-M-15 has been considered based on the characteristics of the site and surrounding area. The potential impacts of the change can be managed within the densities and uses allowed by the proposed R-M-15 Zone.
3. The proposed Zone Map Amendment from C-D to R-M-15 conforms to important goals and objectives of the 2017 Murray City General Plan and will allow an appropriate development of the subject property.

RECOMMENDATION

The requests have been reviewed together in the Staff Report and the findings and conclusions apply to both recommendations, but the Council must take actions individually. The two separate recommendations of are provided below:

REQUEST TO AMEND THE MURRAY CITY GENERAL PLAN

Based on the background, analysis, and the findings, Staff and the Planning Commission recommend that the City Council APPROVE the requested amendment to the Future Land Use Map, re-designating the properties located at 861 E. Winchester Street, and at 6520, 6550, & 6580 S. 900 East from General Commercial to Medium Density Residential.

REQUEST TO AMEND THE MURRAY CITY ZONING MAP

Based on the background, analysis, and the findings, Staff and the Planning Commission recommend that the City Council APPROVE the requested amendment to the Zoning Map, re-designating the properties located at 861 E. Winchester Street, and at 6520, 6550, & 6580 S. 900 East from the C-D, Commercial Development to the R-M-15, Multi-Family Medium Density Residential Zone.

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 20th day of September, 2022, 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 consideration of amending the General Plan from General Commercial to Residential Medium Density and amending the Zoning Map from the C-D (Commercial) zoning district to the R-M-15 (Residential Medium Density) zoning district for the properties located at 861 East Winchester Street and 6520, 6550 and 6580 South 900 East, Murray, Utah.

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

DATED this _____ day of _____, 2021.

MURRAY CITY CORPORATION

Brooke Smith
City Recorder

DATE OF PUBLICATION: September 9, 2022

UCA §10-9a-205

- Mail to each affected entity
- Post on City's website
- Post on Utah Public Notice Website
- Mailed to each property owner within distance parameters (*City Code 17.04.140*)

ORDINANCE NO. _____

AN ORDINANCE RELATING TO LAND USE; AMENDS THE GENERAL PLAN FROM GENERAL COMMERCIAL TO RESIDENTIAL MEDIUM DENSITY AND AMENDS THE ZONING MAP FROM C-D TO R-M-15 FOR THE PROPERTIES LOCATED AT 861 EAST WINCHESTER STREET AND 6520, 6550 AND 6580 SOUTH 900 EAST, MURRAY, UTAH. (Boyer Company – Applicant)

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

WHEREAS, the owner of the real properties located at 861 East Winchester Street and 6520, 6550 and 6580 South 900 East, Murray, Utah, has requested a proposed amendment to the General Plan of Murray City to reflect a projected land use for the property as a Residential Medium Density and to amend the zoning map to designate the property in an R-M-15 zone district; and

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

WHEREAS, it appearing to be in the best interest of Murray City and the inhabitants thereof that the proposed amendment of the General Plan and the Zoning Map be approved.

NOW, THEREFORE, BE IT ENACTED:

Section 1. That the Murray City General Plan be amended to show a Residential Medium Density projected use for the following described properties located at 861 East Winchester Street and 6520, 6550 and 6580 South 900 East, Murray, Salt Lake County, Utah.

Parcel 1 (Tax Parcel No. 22-20-156-007-0000): BEG 455.648 FT N & 1051.847 FT E FR W 1/4 COR SEC 20, T 2S, R 1E, SLM; S 89 22' W 379.74 FT; N 1 04' E 250 FT M OR L; N 89 12' E 375.18 FT M OR L; S 250 FT M OR L TO BEG.

Parcel 2 (Tax Parcel No. 22-20-156-020-0000): BEG N 181.115 FT & E 1051.847 FT FR W 1/4 COR SEC 20, T 2S, R 1E, SLM; N 84 28'25" W 122.5 FT M OR L; N 261.28 FT; N 89 22' E 121.29 FT M OR L; S 274.53 FT M OR L TO BEG.

Parcel 3 (Tax Parcel No. 22-20-156-021-0000): BEG N 168.59 FT & E 1179.75 FT FR W 1/4 COR SEC 20, T 2S, R 1E, SLM; N 523.98 FT; S 89 12' W 127.9 FT; S 512.12 FT M OR L; S 84 30' E 128.5 FT TO BEG.

Parcel 4 (Tax Parcel No. 22-20-176-011-0000): BEG 131.57 FT N & 1179.75 FT E & S 84 28'25" E 318.84 FT & 216.51 FT N FR W 1/4 COR SEC 20, T 2S, R 1E, SLM; E 213 FT; N 0

09' E 115 FT M OR L; W 213.63 FT; S 115 FT M OR L TO BEG. LESS ST.

Parcel 5 (Tax Parcel No. 22-20-176-012-0000): COM IN CEN OF 6600 SO. ST, 131.57 FT N & 1179.75 FT E & S 84 28'25" E 318.84 FT FR W 1/4 COR SEC 20, T 2S, R 1E, SL MER N 216.51 FT; E 213 FT; S 0 19' W 75 FT; W 183 FT; S 144.38 FT; N 84 28'25" W 30.05 FT TO BEG. LESS STREET & TRACT DEEDED TO ST. RD. COMM. OF UTAH.

Parcel 6 (Tax Parcel No. 22-20-176-019-0000): BEG N 131.57 FT & E 1179.75 FT & N 412.13 FT FR THE W 1/4 COR OF SEC 20, T 2S, R 1E, SLM; N 80 FT; N 89 35'54" E 276.01 FT M OR L; S 0 19'30" W 81.94 FT M OR L W 275.54 FT M OR L TO BEG.

Parcel 7 (Tax Parcel No. 22-20-176-020-4001): BEG N 627.43 FT & E 1678.53 FT FR W 1/4 COR OF SEC 20, T 2S, R 1E, SLM; S 0 19'30" W 100 FT; N 89 12' W 195 FT; N 0 19'30" E 18 FT; S 89 12' W 27.8 FT; N 0 19'30" E 82 FT; N 89 12' E 222.8 FT TO BEG. LESS THAT PORTION INSIDE SALT LAKE COUNTY COTTONWOOD SANITARY DISTR.

Parcel 8 (Tax Parcel No. 22-20-176-020-4002): BEG N 627.43 FT & E 1678.53 FT FR W 1/4 COR OF SEC 20, T 2S, R 1E, SLM; S 0 19'30" W 100 FT; N 89 12' W 195 FT; N 0 19'30" E 18 FT; S 89 12' W 27.8 FT; N 0 19'30" E 82 FT; N 89 12' E 222.8 FT TO BEG. LESS THAT PORTION OUTSIDE SALT LAKE COUNTY COTTONWOOD SANITARY DISTR.

Parcel 9 (Tax Parcel No. 22-20-176-022-0000): BEG N 168.59 FT & E 1179.75 FT FR W 1/4 COR SEC 20, T 2S, R 1E, SLM; N 374.97 FT; E 275.54 FT M OR L; S 0 19'30" W 1.39 FT M OR L; N 89 12' E 27.8 FT; S 0 19'30" W 18 FT; N 89 12' E 1.46 FT M OR L; S 0 19'30" E 89.61 FT M OR L; S 89 12' E 11.84 FT M OR L; S 296.88 FT M OR L; N 84 28' 25" W 318.52 FT TO BEG.

CONTAINS 5 LOTS: 575,957 SF OR 13.222 ACRES

Section 2. That the Zoning Map and the zone district designation for the property described in Section 1 be amended from the C-D zone district to the R-M-15 zone district.

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

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council
on this _____ day of _____, 2022.

MURRAY CITY MUNICIPAL COUNCIL

Kat Martinez, Chair

ATTEST:

Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of _____, 2022.

MAYOR'S ACTION:

DATED this ____ day of _____, 2022.

Brett A. Hales, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the ____ day of _____, 2022.

Brooke Smith, City Recorder

BOYER COMPANY GENERAL PLAN AMENDMENT AND ZONE CHANGE – 861 West Winchester Street and 6520, 6560, & 6580 South 900 East – Projects #22-084 & 22-085

Mr. Hall presented this request for the old RC Willey space and parking. This is currently zoned CD and the RC Willey building ceased operations early in 2021. The Boyer Company purchased it and intended to do mixed-use projects, which did not work out as the zoning wasn't approvable. Staff worked with them on a different approach to the project and they have asked for this rezoning to RM-15, which is a 12 units per acre, multi-family medium density zone. This requires a general plan amendment because the general plan and future land use map indicates this property is still in the general commercial category. Mr. Hall compared the specifics of the RM-15 zone to the current CD zone in terms of heights of structures, parking and setbacks. Many of the projects in the RM-15 zone come in as planned unit developments, and that allows the planning commission to vary some of those setbacks. The neighborhood and housing element of the general plan, specifically Objective #3 states its purpose is to

“encourage housing options for a variety of ages and family size and financial levels” and the strategy would be to support a range of housing types. This is a good zone for a townhouse development, and they are able to accommodate that acreage without huge impacts to the neighboring properties by moving things around during conditional use review. Another objective supported by this change is Objective #9 in the urban design element, which is to “provide a mix of housing options in residential zones to meet a diverse range of needs related to lifestyle and demographics including age, household size and income.” There are not really townhomes in this area, and they would provide a good transition from the apartments and commercial on the south side of Winchester Street to the neighborhood on the north. This proposed zoning and townhome project would also contribute to the goals of the moderate income housing requirements for the city. The Boyer Company met with the neighbors and released a concept plan, but it is not being used for this approval at this time. We don't change zones based on plans, but these are planned to be townhomes with no rooftop decks or anything to add height. Staff is recommending forwarding recommendations of approval for both the general plan amendment request and the zone map amendment request to the city council.

Scott Verhaaren (Applicant) is here with Spencer Moffat, and they have been working on the project for about two years now. He echoes everything that Mr. Hall said, they have been in before for mixed use development, and then the VMU; both went to City Council and did not

proceed past that point. Their objective now is to have the RM-15 zone approved and proceed hopefully with something close to the concept plan they provided to staff.

Mr. Hall read the following comments into the public record:

Steve Blake – Murray Resident (via email and regular mail)

Regarding the public hearing regarding the general commercial village and centers mixed use zoning amendment at the address noted, I request that this be read into the July 21, 2022 meeting. I am deeply concerned regarding the zoning and usage of the old RC Willey property, I do not want high density apartment sprawl adjacent to the existing well-established residential area where we live. High density use in Murray and adjacent Midvale across the street already has a large number of high density apartments in the area, which have resulted in an increase in, and will add to, the existing issues we have been experiencing if more high density is allowed:

- *Higher traffic congestion on an already busy 9th East and Winchester Street*
- *Increased crime*
- *Vandalism*
- *Trash being thrown on our property, including cigarettes and all manner of junk*
- *Stolen cars*
- *Breaking into garage*
- *Damage to locked vehicles not in the garage*
- *Stolen tools in locked garage*
- *People drunk and on drugs wandering onto the property*
- *Noise increase in the area including speeding motorcycles, blasting loud music from vehicles especially at night, and begging*

We the neighbors hope to maintain the high integrity of Murray's residential neighborhoods, for which Murray has been known in the past, and which is already slowly degrading. We believe there are better uses for that area like medical and legal offices, or a small hospital. I have lived in the Murray area for much of my life and have appreciated the quality of life that Murray has maintained in the past. Thank you for taking our issues into consideration.

Verl and Ann Greenhall – Murray Residents (via email)

My wife Ann and I live in Murray. Pertaining to the rezoning of the former RC Willey property from CD to RM-15, we would not oppose this rezoning providing the development matches the proposal shown to us by representatives of the Boyer Company, showing 110 townhomes. This option seems to be reasonable development, we strongly encourage Murray City Public Works to address the storm water concerns as the development progresses. We would prefer retention, rather than a detention option for storm water. We suspect the geotechnical soils report will show percolation rate that would accommodate a retention option. The less water entering into the storm drain line that runs north and south along the Boyer east property line will help prevent flooding at the bottom of Labrum Ave. I have attached the proposed development shown to us by the Boyer representative (which was shown earlier in the meeting).

Mr. Lowry opened up the hearing to public comments.

Dave Godfrey - Murray Resident

Bought some property down there and developed four homes down in that area. They are nice homes, in fact one of them just resold for over \$800,000. I am afraid that if we get these apartments and all this other stuff in there, that is going to decrease the value of our homes. Plus, it is going to give us a lot of other problems with traffic and everything else. I would prefer that we maybe put them in to single-family homes in there and meet the same standards that I had to meet when I built those four homes where I live.

Mr. Lowry stressed that what is being considered tonight is not the concept plan that has been shown. He thinks it would be disingenuous and put pressure on the applicant if we put too much emphasis on this concept plan. That being said, it is entered into the public record and everyone can look at it. He wants it clear that the decision being made tonight is not based on this type of a plan.

Jeff Horn – Murray Resident

Lives on the road just north of this. Typically apartments are frowned upon by homeowners. As a homeowner, I think people should be able to own wherever it is they live, and I think apartments are an abomination. If these are townhomes that people will buy and upkeep, I am way more for this than anything else that I have seen so far proposed. Commercial businesses would be nice, I do think that people need a place to work. I don't know how many single family homes are there that are three stories and forty feet. I have mixed views on that, changing the zoning in any case and leaving it open for a "bait and switch" is kind of a big deal and there isn't a lot of property in Murray that can be made commercial any longer and I think it should stay that way.

Burrell Greenhall – Murray Resident

I don't know exactly the process that continues on from here, I know we can't put a conditional use on a zoning change. It would be my preference to do so to avoid a bait and switch, but the mathematics don't really allow that to happen much, as Mr. Hall has said. The most they could go up in density is three, which is not bad on there. I want to address the idea of commercial, if there is any property that is affected more than mine and the Richardson's, I don't know what they would be. Surely, if they tear down RC Willey and put commercial that would be very difficult for my home. We would lose not only a view, we would lose light that wouldn't be able to enter into our home with the commercial that would be that close. As an alternative to commercial and high density I think this is a reasonable request.

John Nelson – Murray Resident

Our property is just like the Horn's, a little bit north, and I don't know that we'd oppose townhomes, and I don't know what the procedure is but like Dave Godfrey mentioned I think ownership is a big deal. If it could be something that is put in there that someone is going to own and occupy, it is a bigger deal. If it is something that someone with a lot of money is going to buy and then rent out, I don't like that notion at all but I think something real nice going in my backyard that somebody wants to own and take care of, if not a single-family home maybe a townhome somebody is going to take pride in how their backyard or porch looks, then I am not opposed to it. I am adamantly opposed to anything more than what the plan shows, and I am

more concerned about ownership. If they want to build something high dollar, like they did down the street where they sold duplexes for \$750,000 a piece, I'd love that to be in my backyard. If we can't have that, then I am okay with something that has some ownership, I feel that changes the people and there is more pride involved. I am not opposed to the planning change if it means that we can get some ownership type of home in our backyard.

Mr. Lowry closed the public comment.

Mr. Hall said regarding density, RM-15 zoning has a max of 15 units per acre that can be put on the property if you go through a very intense density bonus incentive that's written into the code; he has yet to see anyone successfully get the full density bonus of three additional units, let alone the one extra unit per acre. This zone is technically 12 units per acre since no developers are interested in the work required for more at this point. At RM-15 he has zero concerns that this will be anything but townhomes, as anything else with this density is not possible in the market today.

Mr. Lowry asked if as a city, can they require ownership versus for-rent housing. He also asked staff to talk about the process required to get this finally approved and to get the building permit.

Mr. Hall said that as a city they are not able to dictate ownership versus rentals, they can encourage things and they already know that if the price and market are right the return on that investment as an owned unit can be even greater. Some projects are more likely to be owned units and the RM-15 zone does that, where the RM-20 or RM-25 does not unless it is a higher density condo complex. In terms of the process, we cannot rely on the concept plan because things get changed sometimes through necessity as they look at laying things out for real and they get into the details. The process of laying this out in a design for this project will be a public process that happens with the planning commission. If the planning commission recommends approval of this zone change and the city council takes that recommendation and changes the zoning to RM-15, the Boyer Company will have to come back with an application for site plan and a conditional use permit to allow this housing to go in. During that process staff looks at mitigating the impacts of the development and that's where they impose conditions like creating space between that north residential area and buffering that with park features, open space, etc. Parking in townhomes is also not as big a problem as apartments because each of these homes is going to have a two-car garage, which is another reason why people stay longer in these kinds of projects. Once approved by the planning commission, the neighbors that were noticed for this will be noticed again so they can come out, view that process and be part of that. Once approved they move to building permits. There are still a lot of steps to go through, but the zone change is just the first of those steps.

Mr. Verhaaren seconded what Mr. Hall said, in the RM-15 zone, 15 units per acre is very problematic. As shown on a concept plan, their intention is to go with 12 units to the acre. In regards to ownership versus rental, they will determine that as they go through the process. When there is a group that owns the entire project and can control how it is managed and taken care of, there is some advantage in that. Their name will be on it, and that is very important to them. They have also found that when these types of things are sold to individuals it does become problematic, if the HOA isn't done correctly they can be rented out anyways. They are very aware of the storm issue on the west end of the property, they hadn't thought of retention

and maybe that will work, and those are issues they will address when they've had conversations with staff about how to address them.

Mr. Lowry said that he voted against their proposals when they were here before, and his comment was that he thought there should have been more communication with the neighbors; he is pleased to see that it appears that has happened.

Mr. Pehrson moved to forward a recommendation of approval to the city council for the requested amendment to the future land use map, re-designating the properties located at 861 East Winchester Street and at 6520, 6550 and 6580 South 900 East from General Commercial to Medium Density Residential. SECONDED by Mr. Nay.

Roll Call Vote

A Pehrson
A Nay
A Milkavich
A Lowry

Motion passed 4-0, unanimous in favor.

Mr. Nay moved to forward a recommendation of approval to the city council for the requested amendment to the zoning map, re-designating the properties located at 861 East Winchester and 6520, 6550 and 6580 South 900 East from CD to RM-15. Seconded by Mr. Pehrson.

Roll Call Vote

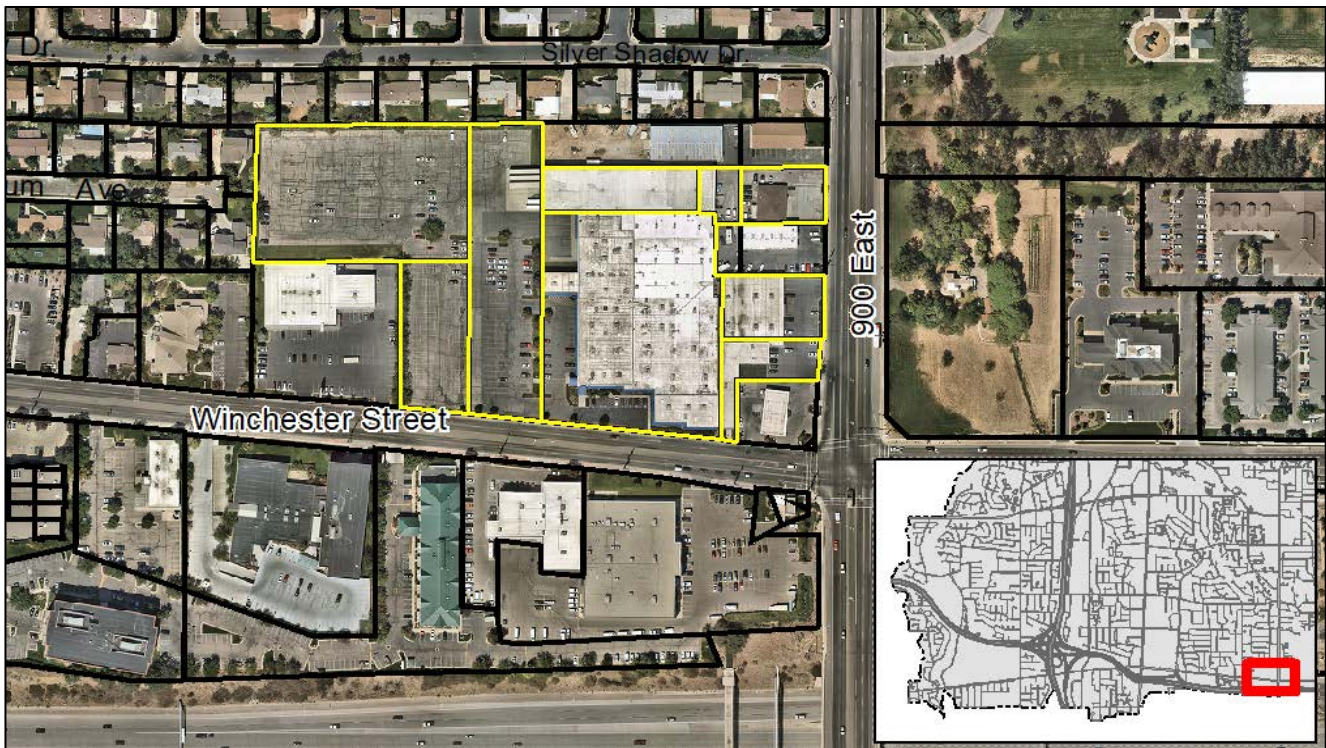
A Nay
A Pehrson
A Milkavich
A Lowry

Motion passed 4-0, unanimous in favor.



AGENDA ITEM #8

ITEM TYPE:	General Plan & Zone Map Amendments		
ADDRESS:	861 E. Winchester, 6520, 6550, & 6580 S. 900 East	MEETING DATE:	July 21, 2022
APPLICANT:	The Boyer Company	STAFF:	Jared Hall, CED Director
PARCEL ID:	22-20-176-002, 012, 011, 019, & 020 and 22-20-156-020, 021, & 007	PROJECT NUMBER:	22-084, 22-085
CURRENT ZONE:	C-D, Commercial Development	PROPOSED ZONE:	R-M-15, Multi-Family Residential, Medium Density
Land Use Designation	General Commercial	PROPOSED DESIGNATION	Medium Density Residential
SIZE:	9.11 acres		
REQUEST:	The applicant would like to amend the Future Land Use Map designation and Zoning of the subject properties to facilitate a residential development		



I. BACKGROUND & REVIEW

The subject property had been previously used as an RC Willey furniture store. RC Willey ceased operations in early 2021 at this location and the building and properties were purchased by the Boyer Company with the intent to redevelop. The building was constructed specifically to accommodate RC Willey's operations. Unable to find a suitable, profitable commercial tenant for the building, the Boyer Company has requested amendments to the General Plan's Future Land Use designation and the Zoning Map designation of the property to allow rezone to R-M-15, and a subsequent development of the properties as a townhome project.

Surrounding Land Uses & Zoning

The subject property is comprised of nine parcels in the C-D Zone. Seven of the parcels were used directly by RC Willey for the operations of the large furniture store and associated parking lot and the two smaller parcels are used by Apple Spice Junction, a catering and restaurant business fronting 900 East. Altogether the parcels total 9.11 acres.

<u>Direction</u>	<u>Land Use</u>	<u>Zoning</u>
North	Single Family Residential / Commercial	R-1-8 & C-D
South	Commercial	C-D (across Winchester Street)
East	Vacant / Open Space	A-1 & O-S (across 900 East)
West	Single Family Residential / Commercial	R-1-8 & C-D

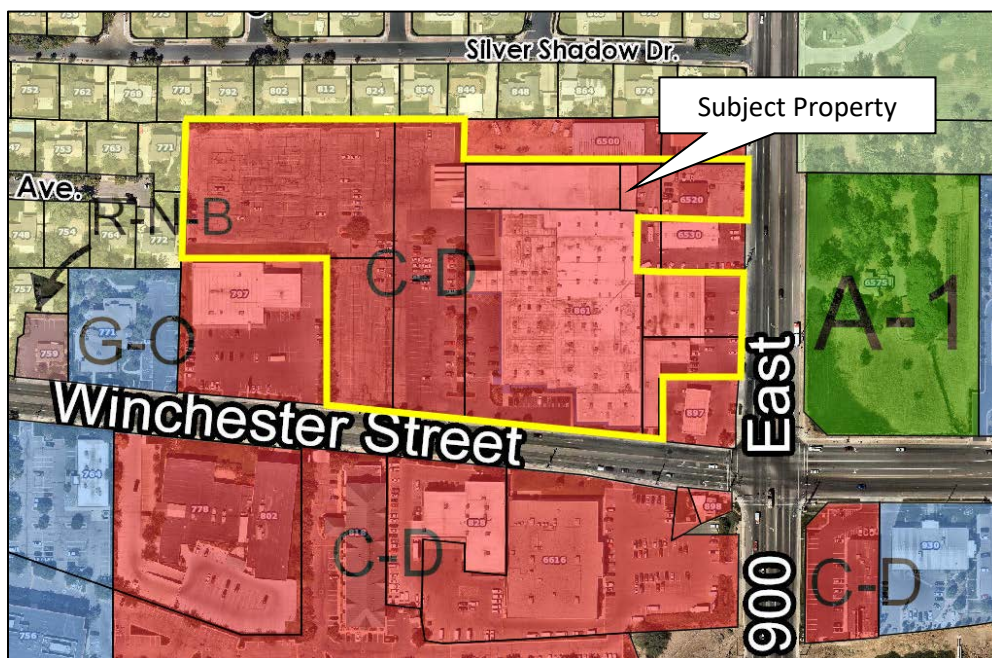


Figure 1: Zoning Map Segment

Zoning Considerations

The subject property is located in the C-D, Commercial Development Zone. The properties surrounding the subject properties, both immediately adjacent and in the larger area, are in a mix of zoning districts and land uses including single-family detached homes, hotels, parks, small scale businesses, offices, apartments, and condominiums. Staff supports the proposed zone map amendment. The potential development into a townhome project would not be incompatible with the adjacent single-family neighborhood when considered to represent a transition and buffer from the traffic and commercial uses at Winchester Street. Comparisons of land uses and other zoning regulations in the existing and proposed zones follow.

Allowed Land Uses: The existing C-D Zone is a broad, commercial zoning designation and allows for most office, retail, and business and professional service uses at a commercial scale. It does not allow for any residential activity other than retirement/assisted living establishments, which are generally not considered residential. The R-M-15 Zone allows for multi-family housing at a base density of twelve units per acre. While there are allowances for certain other uses, they are residential-adjacent in nature; this is a medium density, multi-family zone.

- **Existing C-D, Commercial Development Zone:**
Permitted & Conditional Uses allowed in the existing Commercial Development (C-D) Zone include hotels, retail stores, restaurants, grocery stores, funeral homes, assisted living facilities, beauty salons, personal services, business services, professional services, entertainment and sports, contractors, vehicle sales, rental, and repairs, convenience stores and gas stations, and athletic clubs. No residential uses are allowed in the C-D Zone.
- **Proposed R-M-15, Multi-Family Medium Density Residential Zone:**
Permitted and Conditional Uses in the proposed R-M-15 include single-family detached dwellings on 8,000 ft² lots, two-family dwellings on 10,000 ft² lots, multi-family dwellings (12 units per acre), bed and breakfasts, retirement homes, cemeteries, parks, schools and churches, utilities, cemeteries, libraries, and retirement homes.

Zoning Regulations: The more directly comparable regulations for setbacks, height, and parking between the existing C-N and proposed R-M-15 zones are summarized in the table below.

	C-D Zone (existing)	R-M-15 Zone (proposed)
Height of Structures	35' max if located within 100' of residential zoning. 1' of additional height per 4' of additional setback from residential zoning	Up to 40' max as approved by the Planning Commission

Parking	Retail – 1 per 200 sf net Medical/Dental Office – 1 per 200 sf net Office – 4 per 1,000 sf net	2.5 per dwelling unit
Front yard setback	20'	25'
Rear Yard setback	None	25'
Side Yard setbacks	None	8' (total of 20')
Corner Yard setback	None	20'

Figure 2: Compared regulations in existing and proposed zones

General Plan Considerations

In order to support the Zone Map amendment to R-M-15, the applicant has also made an application for General Plan amendment, specifically to amend the Future Land Use designations of the subject properties from General Commercial to Medium Density Residential. General Plans are not intended to be static documents. Significant evaluations and revisions are common every five to ten years, and in growing and complex communities like Murray it is reasonable to expect that additional adjustments may be appropriate and should be considered individually. Considerations of the existing and proposed designations follow.

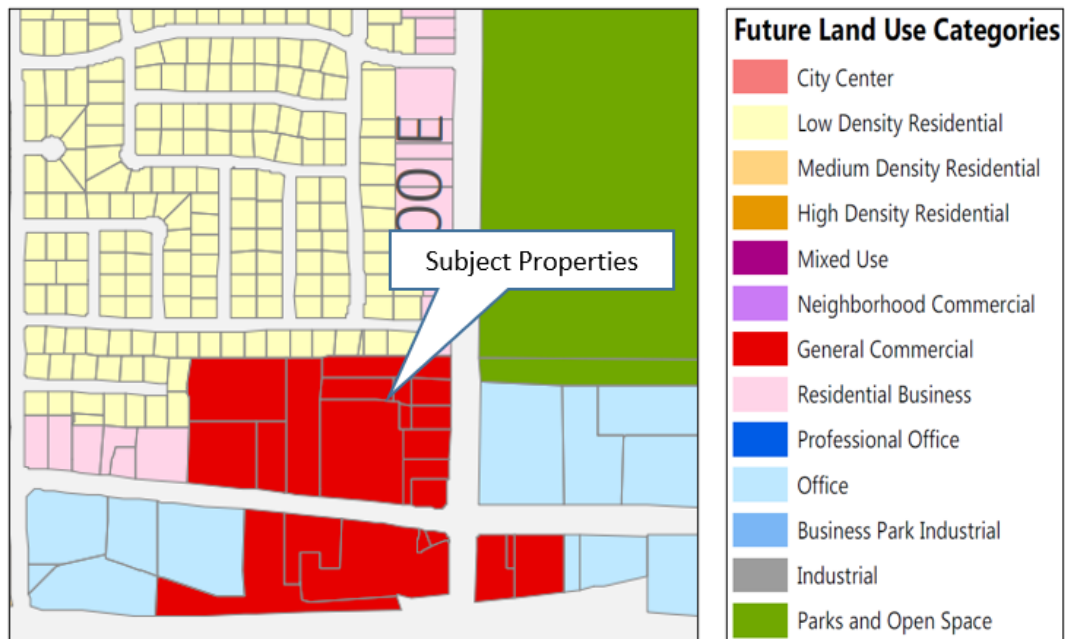


Figure 3: Future Land Use Map segment

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

- Existing: The subject property is currently designated as “General Commercial”. No dwelling units of any kind are contemplated by this designation. The General Commercial designation is intended primarily for larger retail destinations and shopping centers. The only directly corresponding zoning designation identified for General Commercial is the C-D, Commercial Development Zone.
- Proposed: The applicants propose to amend the Future Land Use Map designations of the subject property to “Medium Density Residential.” The Medium Density Residential designation allows a mix of housing types that are smaller multi-family structures. The designation is intended for areas near or along centers and corridors. Densities should range between 6 and 15 units per acre. Corresponding Zones are:
 - R-1-6, Low/Medium Density Single Family
 - R-M-10, Medium Density Multiple Family
 - R-M-15, Medium Density Multiple Family

The Medium Density Residential categories assume that areas within this designation “generally have few or very minor development constraints (such as infrastructure or sensitive lands).” Staff finds that the impacts of the change to Medium Density Residential can be adequately overcome through conditional use permit review.

MEDIUM DENSITY RESIDENTIAL

This designation allows a mix of housing types that are single-dwelling in character or smaller multi-family structures, primarily on individual parcels. This designation is intended for areas near, in, and along centers and corridors, near transit station areas, where urban public services, generally including complete local street networks and access frequent transit, are available or planned. Areas within this designation generally do not have development constraints (such as infrastructure or sensitive lands). This designation can serve as a transition between mixed-use or multi-dwelling designations and lower density single-dwelling designations.

Density range is between 6 and 15 DU/AC.

Corresponding zone(s):

- R-1-6, Low/Medium density single family
- R-M-10, Medium density multiple family
- R-M-15, Medium density multiple family



Figure 4: p. 5-15, Murray City General Plan 2017

General Plan Objectives: There are several goals and objectives taken from elements of the General Plan that are supported by development of the subject property under the R-M-15 Zone. The primary goal of the Land Use & Urban Design element is to “provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces”.

There are a number of strategies in this section of the General Plan that support the change, including the first objective to “Preserve and protect the quality of life for a range of viable residential neighborhoods.” The medium-density residential development of the subject property can provide re-investment in the area, and a transition and buffer from commercial uses to the established, single-family neighborhoods adjacent to the north.

Within the Neighborhoods & Housing element, objective 3 (below), states that the city should “support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics.”

OBJECTIVE 3: ENCOURAGE HOUSING OPTIONS FOR A VARIETY OF AGE, FAMILY SIZE AND FINANCIAL LEVELS.

Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics.

The strategy and objective above are one of many intended to support the overall goal of the element, which is to “Provide a diversity of housing through a range of types and development patterns to expand the options available to existing and future residents.”

Objective 9 of the Land Use & Urban Design element is shown below (from pg. 5-20 of the General Plan)

OBJECTIVE 9: PROVIDE A MIX OF HOUSING OPTIONS AND RESIDENTIAL ZONES TO MEET A DIVERSE RANGE OF NEEDS RELATED TO LIFESTYLE AND DEMOGRAPHICS, INCLUDING AGE, HOUSEHOLD SIZE, AND INCOME.

Strategy: Ensure residential zoning designations offer the opportunity for a spectrum of housing types.

Strategy: Simplify the residential zoning district designations.

The applicant’s proposed amendments will result in a development that provides an additional mix of housing types and densities in the community at an appropriate scale. The overall density will not have unmanageable impacts.

The proposed amendments also support objectives in Chapter 9 of the General Plan, the Moderate Income Housing element.

9.3 MODERATE INCOME HOUSING GOAL, OBJECTIVES & STRATEGIES

MODERATE INCOME HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.

MODERATE INCOME HOUSING OBJECTIVES & STRATEGIES

OBJECTIVE 1: ENSURE HOUSING AFFORDABILITY TARGETS ARE ACHIEVABLE USING A RANGE OF STRATEGIES.

Strategy: Promote affordable housing options that address the needs of low to moderate income households and individuals and offer options for a range of demographics and lifestyles.

Strategy: Ensure zoning of residential areas does not prohibit compatible types of housing.

Strategy: Continue to support ADUs (Accessory Dwelling Units) in all residential zones.

Strategy: Continue to support the use of density bonuses for constructing affordable housing options.

OBJECTIVE 2: PROVIDE THE OPPORTUNITY FOR AFFORDABLE HOME OWNERSHIP BY OFFERING A RANGE OF HOUSING TYPES FOR PURCHASE, INCLUDING ATTACHED DWELLINGS.

Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics.

Strategy: Review zoning ordinances and make modifications where necessary to allowable housing types, lot size, setbacks and other factors that limit types of housing in a zone.

II. CITY DEPARTMENT REVIEW

The applications have been made available for review and comment by City Staff from various departments including the Engineering Division, Fire Department, Power Department, Water Division, and Sewer Division. Notes regarding potential future development were provided to the applicant, but no concerns or issues were raised with the requested amendments.

III. PUBLIC COMMENTS

135 notices of the public hearing for the requested amendments to the Future Land Use Map and Zone Map were sent to all property owners within 500' of the subject property and to affected entities. As of the writing of this report Staff has received an email comment in opposition to the requests. That email has been attached to this report.

IV. ANALYSIS & CONCLUSIONS

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

The proposed change in zoning from C-D to R-M-15 will allow medium density residential development at a scale and density that is appropriate as a transition from commercial uses and the traffic on Winchester to the residential neighborhood. Redevelopment of the property will contribute to the local and regional planning efforts to provide more affordable housing and missing middle housing which is much needed in the community.

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

The R-M-15 Zone provides an allowed base density of twelve (12) units per acre. Townhomes are the most readily supported multi-family development type at the allowed density and provide a good transition to single-family residential.

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

Based on the public service reviews of the proposed changes, available utilities and services at this location are not significantly impacted by the proposed change in zoning. Reviewing service providers include sewer, power, fire, and engineering department personnel. The notes provided to the applicants are issues that can be addressed during development if the amendments are granted.

V. FINDINGS

1. The General Plan provides for flexibility in implementation and execution of the goals and policies based on individual circumstances.
2. The proposed Zone Map Amendment from C-D to R-M-15 has been considered based on the characteristics of the site and surrounding area. The potential impacts of the change can be managed within the densities and uses allowed by the proposed R-M-15 Zone.
3. The proposed Zone Map Amendment from C-D to R-M-15 conforms to important goals and objectives of the 2017 Murray City General Plan and will allow an appropriate development of the subject property.

VI. STAFF RECOMMENDATION

The requests have been reviewed together in the Staff Report and the findings and conclusions apply to both recommendations from Staff, but the Planning Commission must take actions individually. The two separate recommendations of Staff are provided below:

REQUEST TO AMEND THE MURRAY CITY GENERAL PLAN

Based on the background, analysis, and findings within this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL** to the City Council for the requested amendment to the Future Land Use Map, re-designating the properties located at 861 E. Winchester Street, and at 6520, 6550, & 6580 S. 900 East from General Commercial to Medium Density Residential.

REQUEST TO AMEND THE MURRAY CITY ZONING MAP

Based on the background, analysis, and findings within this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL** to the City Council for the requested amendment to the Zoning Map, re-designating the properties located at 861 E. Winchester Street, and at 6520, 6550, & 6580 S. 900 East from the C-D, Commercial Development to the R-M-15, Multi-Family Medium Density Residential Zone.



NOTICE OF PUBLIC HEARING

July 21, 2022, 6:30 PM

The Murray City Planning Commission will hold a public hearing in the Murray City Municipal Council Chambers, located at 5025 S. State Street to receive public comment on the following applications made by representatives of the Boyer Company regarding the properties addressed 861 East Winchester Street and 6520, 6550, & 6580 South 900 East:

Amend the Future Land Use Map designation of the properties from General Commercial to Medium Density Residential.

Amend the Zoning Map designation of the properties from C-D, Commercial Development to R-M-15, Residential Multi-Family Medium Density.

The meeting is open, and the public is welcome to attend in person or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting online, you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.

Comments are limited to 3 minutes or less, written comments will be read into the meeting record.



This notice is being sent to you because you own property within 500 feet of the subject property. If you have questions or comments concerning this proposal, please contact Jared Hall in the Murray City Planning Division at 801-270-2427, or e-mail jhall@murray.utah.gov.

GENERAL PLAN AMENDMENT APPLICATION

Type of Application (check all that apply):

☐ Text Amendment

☒ Map Amendment

Project # PZ-22-084

Subject Property Address: 861 Winchester Street and
6520, 6560 & 6580 900 East

Parcel Identification (Sidwell) Number: 22-20-176-022, 012, 011, 019 & 20,
22-20-156-020, 021 & 007

Parcel Area: 9.11 acres Current Use: vacant - former R.C. Willey furniture store

Land Use Designation: General Commercial
(CD) Proposed Designation: R-M-15

Applicant Name: The Boyer Company

Mailing Address: 101 South 200 East, Suite 200

City, State, ZIP: Salt Lake City, Utah 84111

Daytime Phone #: 801-521-4781 Fax #: 801-521-4793

Email Address: sverhaaren@boyercompany.com or smoffat@boyercompany.com

Business Name (If applicable): The Boyer Company

Property Owner=s Name (If different): Boyer KCK MOB, L.C.

Property Owner=s Mailing Address: 101 South 200 East, Suite 200

City, State, Zip: Salt Lake City, Utah 84111

Daytime Phone #: 801-521-4781 Fax #: 801-521-4793 Email: sverhaaren@boyercompany.com
smoffat@boyercompany.com

Describe your request in detail (use additional page if necessary): The demand for new development

has dropped significantly the last several years. The demand is primarily focused around large, established retail projects

such as Fashion Place and the Fort Union area. Given the recent changes, the parcel's highest and best use now matches

the requirements of the City's multiple-family medium density residential district R-M-15

Authorized Signature:  Date: May 20, 2022

Property Owners Affidavit

Project # _____

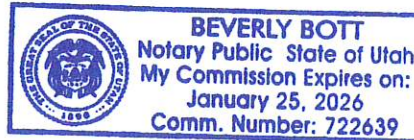
I (we) Brian Gochmour, being first duly sworn, depose and say that I (we) am (are) the current owner of the property involved in this application: that I (we) have read the application and attached plans and other exhibits and are familiar with its contents; and that said contents are in all respects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

Owner's Signature _____

Owner's Signature (co-owner if any) _____

State of Utah

County of Salt Lake §



Subscribed and sworn to before me this 20th day of May, 20 22.

Notary Public

Residing in Salt Lake County
My commission expires: 1/25/2026

Agent Authorization

I (we), _____, the owner(s) of the real property located at _____, in Murray City, Utah, do hereby appoint _____, as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize _____ to appear on my (our) behalf before any City board or commission considering this application.

Owner's Signature _____

Owner's Signature (co-owner if any) _____

State of Utah

County of Salt Lake §

On the _____ day of _____, 20 _____, personally appeared before me _____ the signer(s) of the above *Agent Authorization* who duly acknowledge to me that they executed the same.

Notary public _____

Residing in: _____
My commission expires: _____

From: byuverl@gmail.com
To: [Planning Commission Comments](#)
Cc: "Shauna Gmail"; richardson.alisha@gmail.com; richardson.timmy@gmail.com; little.christy@gmail.com; ghamerfamily@q.com; annjgreenhalgh@gmail.com
Subject: RC Willey Re-Zone
Date: Wednesday, July 20, 2022 7:41:27 PM
Attachments: [Boyer Proposal 052122.pdf](#)

Murray Planning Commission:

My name is Verl Greenhalgh. My wife, Ann and I live at 771 E. Labrum Ave.

Pertaining to the rezoning of the former RC Willey property from C-D (Commercial Development) to R-M-15 (Medium Density Multi-Family Residential):

We would not oppose this rezoning... provided the development matches the proposal shown to us by representatives of the Boyer Company, showing 110 townhomes. This option seems to be reasonable development.

We strongly encourage Murray City Public Works to address Storm Water concerns as the development progresses. We would prefer a **Retention**, rather than a **Detention** option for Storm Water. We suspect a geotechnical soils report will show a percolation rate that would accommodate a Retention option. The less water entering into the Storm Drain line that runs N/S along the Boyer east property line will help prevent flooding at the bottom of Labrum Ave.

I have attached the proposed development show to us by the Boyer representative.

Thanks for your consideration,

Verl & Ann Greenhalgh

Verl

From: [cc williams](#)
To: [Jared Hall](#)
Subject: Zoning change on the old RC Willey property - oppose
Date: Wednesday, July 13, 2022 9:12:25 AM

July 13, 2022

RE: Public Hearing regarding the General Commercial Village and Centers Mixed Use zoning amendment (861 E Winchester St. and 6520, 6550.6580 S 900 E. Murray, Ut.

TO: VMU Zoning

I request that this be read into the July 21, 2022 meeting:

I am deeply concerned regarding the zoning and usage of the old RC Willey property. I do not want high density apartments sprawl adjacent to the existing well established residential area where we live.

High density use in Murray and adjacent Midvale across the street already has a large number of high-density apartments in the area which have resulted in an increase in and will add to those existing issues we have been experiencing if more high density is allowed:

- Higher Traffic congestion on an already busy 9th East and Winchester St.
- Increased Crime
- Vandalism
- Trash – being thrown on our property, including cigarettes and all manner of junk.
- Stolen cars – breaking into garage
- Damage to locked vehicles not in garage
- Stolen tools in locked garage
- People drunk and on drugs wandering onto the property
- Noise increase in the area, including speeding motorcycles, blasting loud music from vehicles, especially at night, etc.
- Begging

We, the neighbors, hope to maintain the high integrity of Murrays residential neighborhoods for which Murray has been known in the past, which is already slowly degrading. We believe there are better uses for that area like medical or legal offices or small hospital. I have lived in the Murray area for much of my life and have appreciated the quality of life that Murray has maintained in the past.

Thank you for taking our issues into consideration.

Steve Blake
801-608-7000
757 E Winchester St.
Murray, Ut 84701

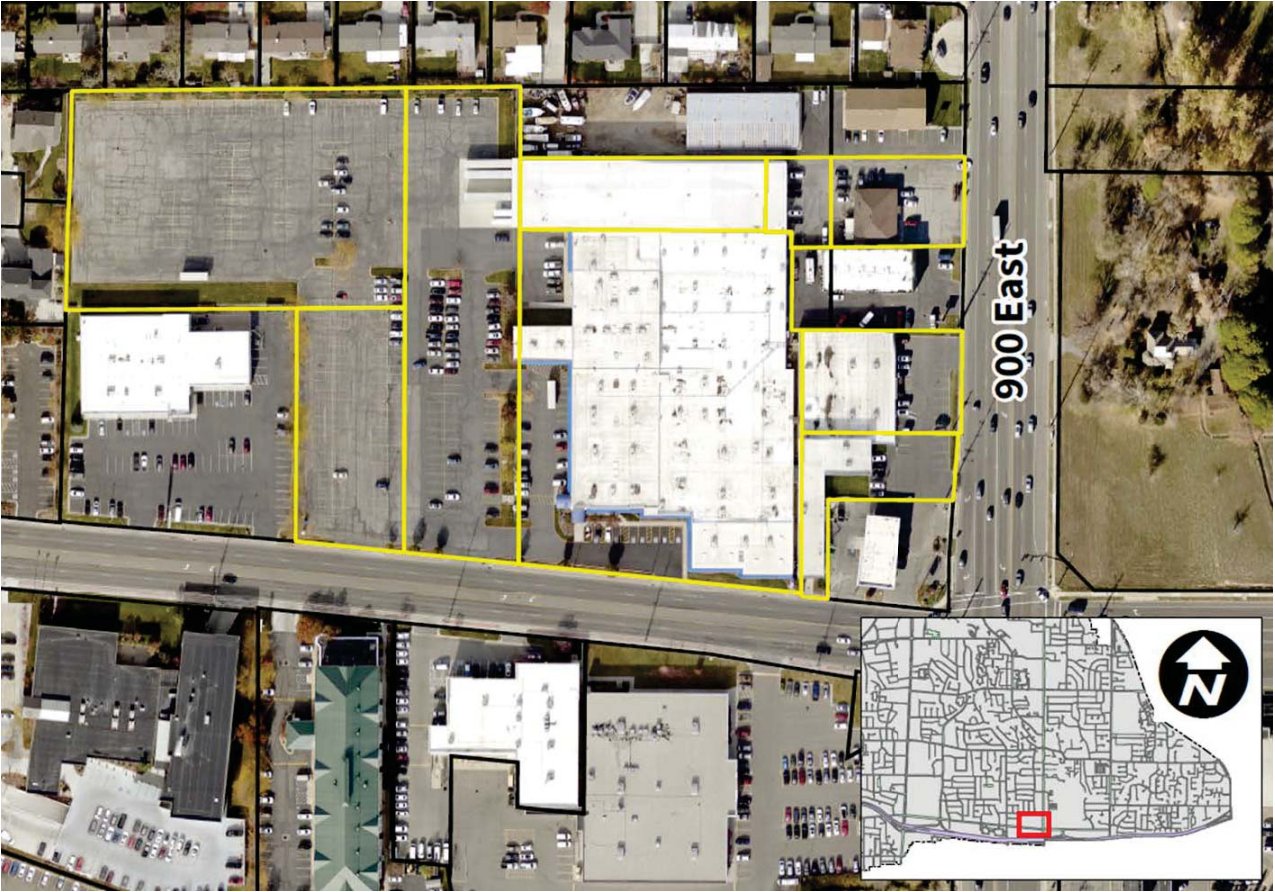
General Plan & Zone Map Amendment:

General Commercial to Medium Density Residential and C-D, Commercial Development
to R-M-15, Medium Density Multi-Family Residential

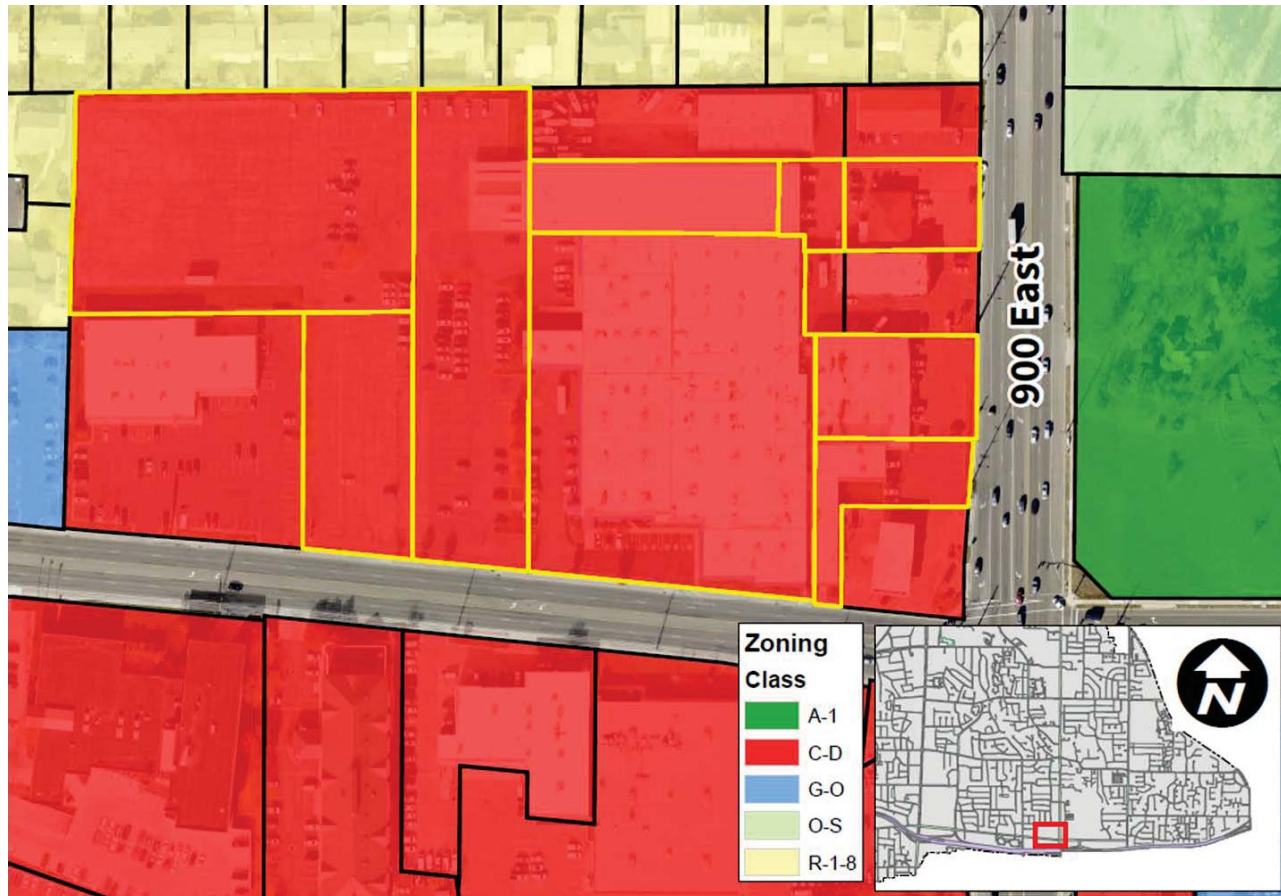
861 East Winchester Street and
6250, 6560, & 6580 South 900 East



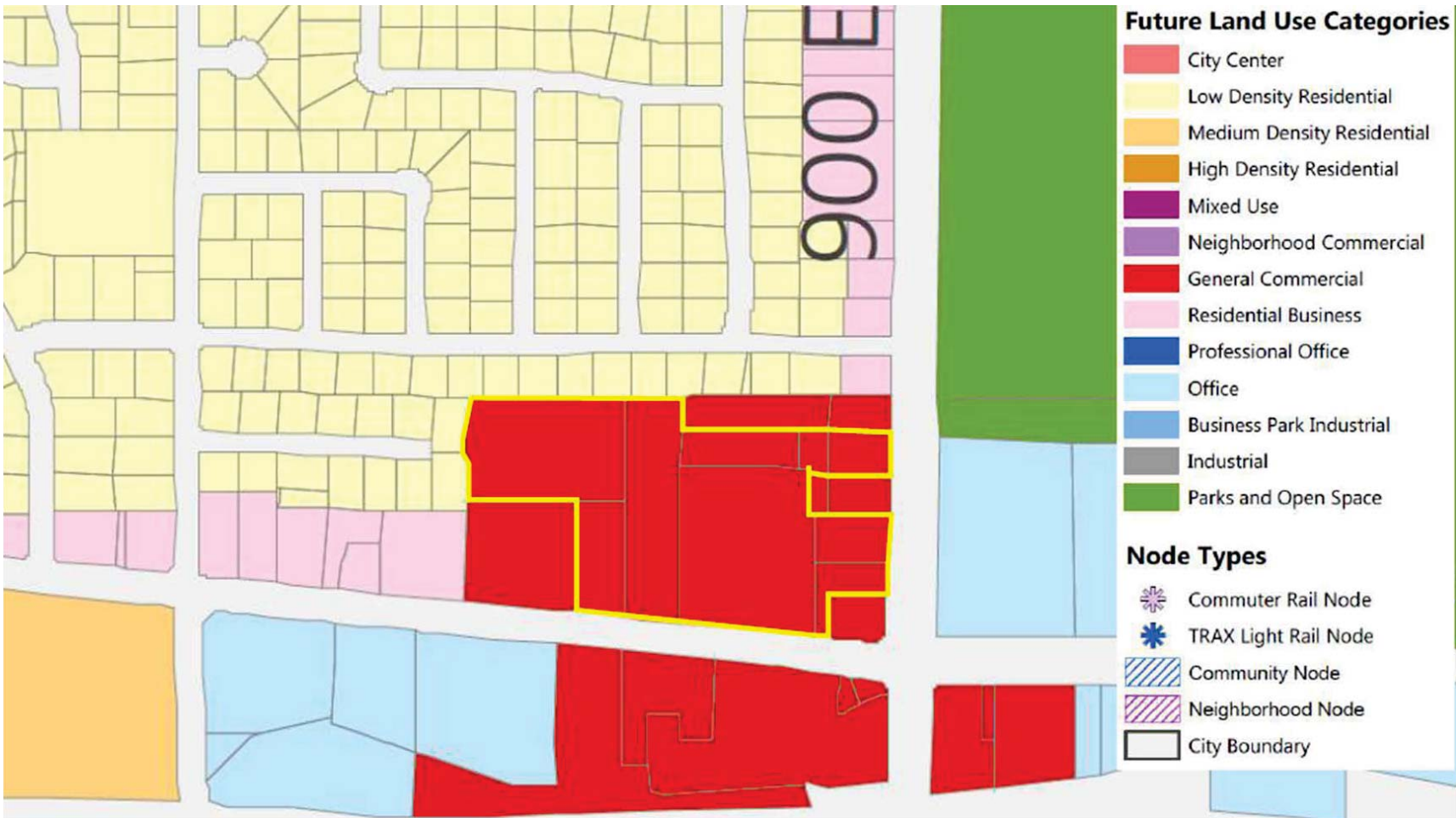
Subject Properties



Current Zoning



Future Land Use Map



Zoning Comparison

	C-D Zone (existing)	R-M-15 Zone (proposed)
Height of Structures	35' max if located within 100' of residential zoning. 1' of additional height per 4' of additional setback from residential zoning	Up to 40' max as approved by the Planning Commission
Parking	Retail – 1 per 200 sf net Medical/Dental Office – 1 per 200 sf net Office – 4 per 1,000 sf net	2.5 per dwelling unit
Front yard setback	20'	25'
Rear Yard setback	None	25'
Side Yard setbacks	None	8' (total of 20')
Corner Yard setback	None	20'

General Plan Considerations

MEDIUM DENSITY RESIDENTIAL

This designation allows a mix of housing types that are single-dwelling in character or smaller multi-family structures, primarily on individual parcels. This designation is intended for areas near, in, and along centers and corridors, near transit station areas, where urban public services, generally including complete local street networks and access frequent transit, are available or planned. Areas within this designation generally do not have development constraints (such as infrastructure or sensitive lands). This designation can serve as a transition between mixed-use or multi-dwelling designations and lower density single-dwelling designations.

Density range is between 6 and 15 DU/AC.

Corresponding zone(s):

- R-1-6, Low/Medium density single family
- R-M-10, Medium density multiple family
- R-M-15, Medium density multiple family



OBJECTIVE 3: ENCOURAGE HOUSING OPTIONS FOR A VARIETY OF AGE, FAMILY SIZE AND FINANCIAL LEVELS.

Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics.

OBJECTIVE 9: PROVIDE A MIX OF HOUSING OPTIONS AND RESIDENTIAL ZONES TO MEET A DIVERSE RANGE OF NEEDS RELATED TO LIFESTYLE AND DEMOGRAPHICS, INCLUDING AGE, HOUSEHOLD SIZE, AND INCOME.

Strategy: Ensure residential zoning designations offer the opportunity for a spectrum of housing types.

Strategy: Simplify the residential zoning district designations.

General Plan Considerations

9.3 MODERATE INCOME HOUSING GOAL, OBJECTIVES & STRATEGIES

MODERATE INCOME HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.

MODERATE INCOME HOUSING OBJECTIVES & STRATEGIES

OBJECTIVE 1: ENSURE HOUSING AFFORDABILITY TARGETS ARE ACHIEVABLE USING A RANGE OF STRATEGIES.

Strategy: Promote affordable housing options that address the needs of low to moderate income households and individuals and offer options for a range of demographics and lifestyles.

Strategy: Ensure zoning of residential areas does not prohibit compatible types of housing.

Strategy: Continue to support ADUs (Accessory Dwelling Units) in all residential zones.

Strategy: Continue to support the use of density bonuses for constructing affordable housing options.

OBJECTIVE 2: PROVIDE THE OPPORTUNITY FOR AFFORDABLE HOME OWNERSHIP BY OFFERING A RANGE OF HOUSING TYPES FOR PURCHASE, INCLUDING ATTACHED DWELLINGS.

Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics.

Strategy: Review zoning ordinances and make modifications where necessary to allowable housing types, lot size, setbacks and other factors that limit types of housing in a zone.

Findings

1. The General Plan provides for flexibility in implementation and execution of the goals and policies based on individual circumstances.
2. The proposed Zone Map Amendment from C-D to R-M-15 has been considered based on the characteristics of the site and surrounding area. The potential impacts of the change can be managed within the densities and uses allowed by the proposed R-M-15 Zone.
3. The proposed Zone Map Amendment from C-D to R-M-15 conforms to important goals and objectives of the 2017 Murray City General Plan and will allow an appropriate development of the subject property.

Recommendation

REQUEST TO AMEND THE MURRAY CITY GENERAL PLAN

Based on the background, analysis, and findings presented here, Staff and the Planning Commission recommend that the City Council APPROVE the requested amendment to the Future Land Use Map, re-designating the properties located at 861 E. Winchester Street, and at 6520, 6550, & 6580 S. 900 East from General Commercial to Medium Density Residential.

REQUEST TO AMEND THE MURRAY CITY ZONING MAP

Based on the background, analysis, and findings presented here, Staff and the Planning Commission recommend that the City Council APPROVE the requested amendment to the Zoning Map, re-designating the properties located at 861 E. Winchester Street, and at 6520, 6550, & 6580 S. 900 East from the C-D, Commercial Development to the R-M-15, Multi-Family Medium Density Residential Zone.





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, August 2, 2022

The Murray City Municipal Council met on Tuesday, August 2, 2022, 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 or <https://www.facebook.com/Murraycityutah/>. A recording of the City Council meeting can be viewed [HERE](#).

Council in Attendance:

Kat Martinez	District #1
Pamela Cotter	District #2 - Conducting
Rosalba Dominguez	District #3
Diane Turner	District #4
Garry Hrechkosy	District #5 - Excused
Jennifer Kennedy	Council Director
Patti Johnson	Council Office Administrator III
Crystal Brown	Officer Administrator

Administrative Staff in Attendance:

Brett Hales	Mayor
Doug Hill	Chief Administrative Officer
Tammy Kikuchi	Chief Communication Officer
GL Critchfield	City Attorney
Brooke Smith	City Recorder
Brenda Moore	Finance and Administration Director
Kip Davies	Police Lieutenant
Joey Mittelman	Fire Chief
Jared Hall	Community and Economic Development Director
Russ Kakala	Public Works Director
Kim Sorensen	Parks & Recreation Director
Lori Edmunds	Cultural Programs Manager

Rob White
Danny Hansen

IT Director
Senior IT Technician

Others in Attendance:

Cindy Hales	Dave Carr	Lawrence Horman	Katie Gardner
Dana Dmitrich	Arilyn Jensen	Bob Van Bibber	Sheri Van Bibber
Loran Pasalich	Pam Sanders	Charles Turner	Brent Barnett
Shawn Delliskave			

Opening Ceremonies

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

The audience was invited to recite the Pledge of Allegiance led by Bob Van Bibber.

Approval of Minutes

Council Meeting – July 5, 2022

MOTION:

Councilmember Dominguez moved to approve the minutes. The motion was SECONDED by Councilmember Turner.

Council roll call vote:

Ayes: Councilmember Dominguez, Councilmember Turner, Councilmember Martinez, Councilmember Cotter

Nays: None

Abstentions: None

Absent: Councilmember Hrechkosy

Motion passed 4-0

Special Recognition

None scheduled

Citizen Comments

The meeting was open for public comment.

Lawrence Horman

Shared information about homeless issues, including information about continuing the Diversity and Inclusion Task Force.

Katie Gardner

Supports the resolution approving the recommendations from the Diversity and Inclusion Task Force.

Jessica Miller

Supports the resolution approving the recommendations from the Diversity and Inclusion Task Force.

No additional comments were given, and the open public comment period was closed.

Consent Agenda

- 1) Consider confirmation of the Mayor's appointment of Dana Dmitrich to the History Advisory Board for a three-year term beginning September 2022 to expire September 2025.**
- 2) Consider confirmation of the Mayor's appointment of Arilyn Jensen to the History Advisory Board for a three-year term beginning September 2022 to expire September 2025.**

Presenting: Mayor Hales

Mayor Hales introduced the candidates being recommended to the History Advisory Board. He mentioned Dana Dmitrich will fill the place of Mildred Horton, who has completed her term and Arilyn Jensen will be taking the place being vacated by Lynette Lloyd.

MOTION:

Councilmember Domínguez moved to approve the Mayor's appointments. The motion was **SECONDED** by Councilmember Martinez.

Council roll call vote:

Ayes: Councilmember Dominguez, Councilmember Turner, Councilmember Martinez, Councilmember Cotter

Nays: None

Abstentions: None

Absent: Councilmember Hrechkosy

Motion passed 4-0

Dana Dmitrich and Arilyn Jensen were invited to the podium. They thanked the Mayor and council for the opportunity to serve.

Public Hearings

None scheduled.

Business Item

- 1. Consider a resolution approving the recommendations from the Diversity and Inclusion Task Force.**

Presenting: Kat Martinez, Councilmember chair

Resolution: R22-36

PowerPoint (Attachment 1): Diversity and Inclusion Task Force

Councilmember Martinez shared an overview of the work of the Diversity and Inclusion Advisory Task Force, what the task force was, why it was created, and the hopes of the resolution moving forward.

Councilmember Martinez read into the record Resolution R22-36. She thanked the Mayor's office for their support and for being a good community partner.

Councilmembers and Mayor's office thanked the Task Force for all their hard work.

MOTION:

Councilmember Turner moves to approve the recommendations from the Diversity and Inclusion Task Force. The motion was SECONDED by Councilmember Dominguez.

Council roll call vote:

Ayes: Councilmember Dominguez, Councilmember Turner, Councilmember Martinez, Councilmember Cotter

Nays: None

Abstentions: None

Absent: Councilmember Hrechkosy

Motion passed 4-0

Mayor's Report and Questions

Mayor Hales reported that the New City Hall construction is moving along and the projected timeline to move in is around April.

Councilmember Turner thanked city staff for their work on the Vine Street project.

Adjournment

The meeting was adjourned at 7:04 p.m.

Brooke Smith, City Recorder

[SEAL]

Attachment 1

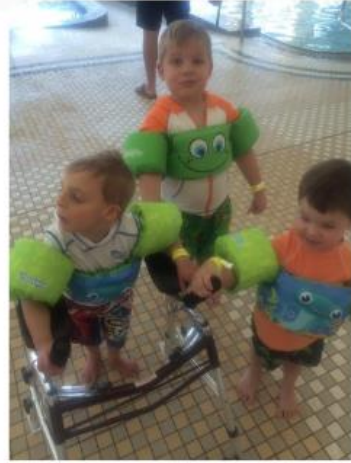
Diversity and Inclusion Task Force



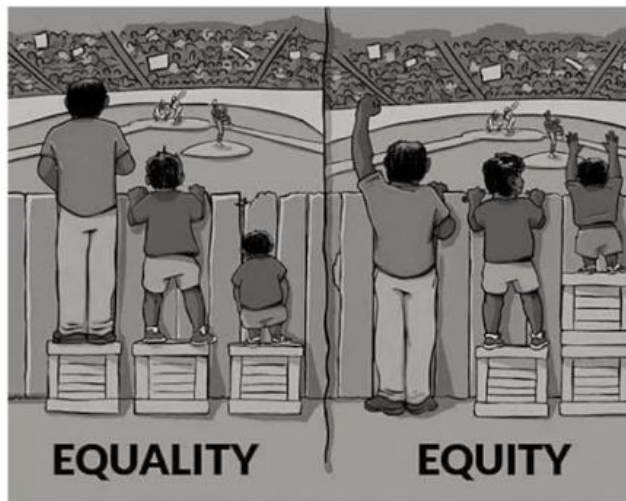
**Diversity and
Inclusion Advisory
Task Force**

Policies should reflect our values

- Equity
- Inclusion
- Access



Equality:
treating
everyone
the *same*



Equity:
treating
everyone
fairly

Overview

The Diversity and Inclusion Ad Hoc Task Force was established to research and examine the relationship between the community at large and marginalized and underrepresented communities within the context of City policies, practices, and programming and to provide feedback to foster mutual understanding and respect among all members of the City. This Ad Hoc Task Force's recommendations are designed to encourage inclusion and to discourage prejudice and discrimination against marginalized communities including any person, group, or any other status protected by law on account of age, race, creed, color, gender identity, sexual orientation, religion, national origin, ancestry, sex, or disability.

Goals

1. Increase access to services for all residents by identifying and removing barriers
2. Improve the level of inclusion and safety all residents experience at city and community events

Diversity and Inclusion Task Force Timeline

January 2021 - First presentation asking the City Council to approve the creation of a Diversity and Inclusion Ad Hoc Task Force

February 2021 - Applications open for Task Force

March 2021 - Application window closes and interviewing of applicants begin

May 2021 - First Diversity and Inclusion Task Force meeting

May 2021 to July 2022 - Monthly meetings

Task Force Members

Mindy Ball	→ 5 Women
Katie Gardner	→ 4 Men
Daniel Haas	→ 3 People of color
Josceline Mascarenhas	→ 3 Non profit employees
Sara Pickett	→ 2 Immigrants
Justin Powell	→ 2 Members of the LGBTQ+ community
Brian Prettyman	→ 1 School District employee
Jaleel Roberts	→ 1 HR specialist
Jessica Lucero Miller	→ 1 State employee
Sheri Van Bibber	→ 1 Chaplain
	→ All members live and/or work in Murray

Hire a citywide **equity director** who will:

- Research
- Educate
- Implement



Murray City Municipal Council Chambers Murray City, Utah

DRAFT Truth in Taxation

Tuesday, August 9, 2022

The Murray City Municipal Council met on Tuesday, August 9, 2022, 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 or <https://www.facebook.com/Murraycityutah/>. A recording of the City Council meeting can be viewed [HERE](#).

Council in Attendance:

Kat Martinez	District #1
Pamela Cotter	District #2 - Conducting
Rosalba Dominguez	District #3
Diane Turner	District #4
Garry Hrechkosy	District #5
Jennifer Kennedy	Council Director
Patti Johnson	Council Office Administrator III

Administrative Staff in Attendance:

Brett Hales	Mayor
Doug Hill	Chief Administrative Officer
Tammy Kikuchi	Chief Communication Officer
GL Critchfield	City Attorney
Brooke Smith	City Recorder
Brenda Moore	Finance and Administration Director
Craig Burnett	Police Chief
Doug Roberts	Deputy Police Chief
Joey Mittelman	Fire Chief
Zach Carney	Paramedic/Firefighter
Rick Best	Paramedic/Firefighter
Bader Alharbi	Paramedic/Firefighter
Spencer Finlinson	Paramedic/Firefighter

Nick Haskin	Fire Captain
Stephen Olson	Fire Battalion Chief
Jordon Petersen	Fire Battalion Chief
Matt Boulden	Fire Division Chief
Russ Kakala	Public Works Director
Kim Sorensen	Parks & Recreation Director

Others in Attendance:

Cindy Hales	Bill Cotter	Robert Wyss	Jan Cox
Dale Cox	Clark Bullen	Cal Madsen	John Bush
Darrell Knott	Kathryn Knott	Shawn Delliskave	Randy L.
Krystal Walker	Steve E.	Peter Klinge	

Opening Ceremonies

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

The audience was invited to recite the Pledge of Allegiance led by Dale Cox.

Public Hearings

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

- 1) Consider an ordinance adopting the Rate of Tax Levies for the Fiscal Year commencing July 1, 2022, and ending June 30, 2023.**

PowerPoint Presentation (Attachment 1) Truth in Taxation Public Hearing
Presenting: Brenda Moore, Finance and Administration Director

Brenda Moore shared a PowerPoint about Truth in Taxation and information about the request for an ordinance adopting the Rate of Tax Levies for the Fiscal Year commencing July 1, 2022, and ending June 30, 2023.

The tax rate proposed is a 15% increase in revenue plus growth for the General Fund is .001513 and no revenue increase plus growth is .000342 for the library. The rates last year were .001608 and .000418 respectively which shows that rates adjust down when taxable values increase.

CITIZEN COMMENTS

The meeting was open for public comment.

John Rush

Thanked the council for their service and requested as they make budget decisions, they take care of the employees and the taxpayers. The goal of the city should be to run the city well without putting an undue tax burden on the citizens. He asks the city council to keep the taxpayer in mind as they make budget decisions.

Cal Madsen

Cal identified himself, as a silent majority, retired resident, who is on a fixed income. He said this tax increase proposed puts an undue burden on his life and asks the city council to consider the long-term residents who are on fixed incomes.

Krystal Walker

Crystal shared that she lives in Murray and is married to one of the firefighters. She shared a few things she loves about Murray and listed a few amenities that the city provides. She is aware that Sandy City is running short crews because of a lack of funding so she supports the tax increase if it supports the services she receives. "If we are not paying for it, then we lose it (services and amenities)."

Clark Bullen

Clark Bullen shared that from his perspective, the council and city have worked hard to reduce the tax rate and he encourages citizens to go back and watch the budget recordings and be involved in the budget process moving. He believes the council and staff worked tirelessly to reduce the citizen tax burden and fought to pay the employees a competitive wage. He commended the council for handling a difficult task with efficiency and wisdom.

Dale Cox

Dale Cox shared that he served as a council member for four (4) years and lives on a fixed income. He believes Murray City has the best Department Heads and employees in the state. He knows the mayor and believes the mayor's office worked hard to reduce the tax rates presented tonight. He believes Murray City has a good system in place and hopes the council will support the motion presented tonight.

No additional comments were given, and the public hearing comments period was closed.

DISCUSSION:

Councilmember Dominguez shared that the council did work well and hard together to bring the budget amount down from 20% to 15%. The 15% allows the city to continue

working well and support staff and the team.

Councilmember Turner thanked the council for working together.

MOTION:

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

Council roll call vote:

Ayes: Councilmember Turner, Councilmember Martinez, Councilmember Cotter

*Nays: Councilmember Dominguez, Councilmember Hrechkosy**

Abstentions: None

Motion passed 3-2

**Councilmember Hrechkosy believes that this tax increase is burdensome to his constituents and would like to see a smaller increase so that is why he voted no on the tax increase.*

Councilmembers thanked Brenda Moore for the presentation and for teaching the council about the city budget and the proposal presented tonight.

2) Consider an ordinance adopting the final 2022-2023 Fiscal Year Budgets for Murray City including the Library Fund Budget.

PowerPoint Presentation (Attachment 2) Final Budget Public Hearing

Presenting: Brenda Moore, Finance and Administration Director

Brenda Moore shared a PowerPoint about the Final Fiscal Year budget requesting an ordinance adopting the Rate of Tax Levies for the Fiscal Year commencing July 1, 2022, and ending June 30, 2023. The PowerPoint was a brief budget overview for personnel and operations for Murray City.

Brenda Moore opened her presentation by sharing information about how any citizen who is on low income or fixed income can go to the county and get a waiver for their property tax.

Councilmembers thanked Brenda Moore for her hard work in preparing the budget and presenting it.

CITIZEN COMMENTS

The meeting was open for public comment.

Peter Klinge

Peter Klinge asked about the UTOPIA budget.

Brenda Moore was invited to the podium. She shared that in general figures, the city pays approximately \$1.9 million of UTOPIA debt which is listed under our debt services line item in the budget. UTOPIA is paying the city back approximately \$572,000 with dividends and that is listed in the Intergovernmental Revenues line item. The more people who use UTOPIA for internet services, the more money UTOPIA can pay to the city. Utopia's goal is to pay dividends equal to the debt, and then pay back the city for debt payments made in the past.

No additional comments were given, and the public hearing comments period was closed.

DISCUSSION:

Councilmembers thanked Brenda Moore for her hard work.

Councilmember Dominguez would love to see the operation budget increase since some of the equipment being used right now is out of date. She would like future budget line items for equipment and operations to be increased.

MOTION:

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

Council roll call vote:

*Ayes: Councilmember Dominguez**, Councilmember Turner, Councilmember Hrechkosy***, Councilmember Martinez, Councilmember Cotter*

Nays: None

Abstentions: None

Motion passed 5-0

***Councilmember Dominguez encouraged the mayor's office to hire someone to help with grant writing.*

****Councilmember Hrechkosy believes that the increases may have been warranted but challenges his colleagues to thwart the status quo and believes more money should be*

taken out of reserves. In future budget discussions, he requests the council dig deep and be creative in their thinking. This year, during the budget review, he asked to pull out elected official salaries and plans to request that again in future budget discussions. He ended his comment, thanking the Murray City employees and staff for all their hard work and hopes that the Cost of Living (COLA) increase approved tonight will help city employees maintain their standard of living.

Councilmembers thanked Brenda Moore and the Mayor for all their hard work in preparing the budget.

Mayor's Report and Questions

Mayor Hales thanked the council. Mayor addressed Councilmember Dominguez's request for a grant writer and shared city staff is constantly looking for grants and using that as funding to subsidize several projects.

Councilmembers thanked the mayor and city staff for their work.

Councilmember Hrechkosy motioned to adjure the meeting.

The meeting was adjourned at 7:27 p.m.

Brooke Smith, City Recorder

[SEAL]

PowerPoint Presentation (Attachment 1) Truth in Taxation Public Hearing

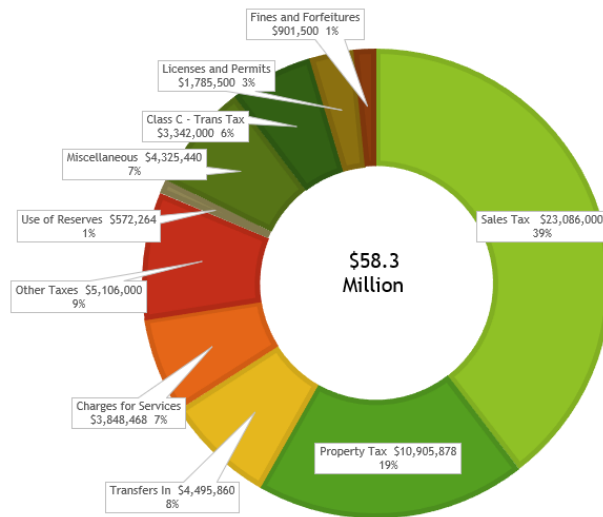
Truth in Taxation Public Hearing

August 9, 2022

What is Truth in Taxation

- ▶ Truth in Taxation is the common term used for Utah's property tax system
- ▶ The statute was passed in 1985
- ▶ It is designed to prevent property taxes from increasing just because property values are increasing.
- ▶ Cities are guaranteed the same property tax revenue plus new growth each year
- ▶ The mill levy adjusts down as property values increase
- ▶ There is a process outlined if a City want to increase the revenue it receives.

WHERE IT COMES FROM GENERAL FUND



How your property tax rate is calculated

	Calendar 2020	Calendar 2021	Calendar 2022
Taxable Property Value	\$5,505,201,917	\$ 5,861,914,637	\$ 7,207,277,338
Prior Years Revenue	9,188,763	9,298,286	9,425,959
Properties Added (Growth)	109,523	127,673	66,025
Requested Revenue Increase			1,413,894
Property Tax Revenue	\$ 9,298,286	\$ 9,425,959	\$ 10,905,878
Tax rate	0.001689	0.001608	0.001513

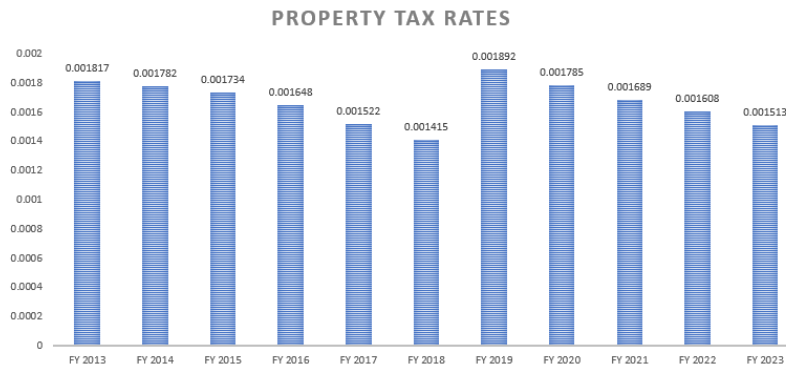
Salt Lake County FY2022 Property Tax Rates

Order	City	City	Fire District	Police district	Total
1	Herriman	0.001997		0.001728	0.003725
2	Unic County & Townships	0.000051	0.001594	0.001973	0.003618
3	Salt Lake City	0.003424			0.003424
4	Millcreek	0.001699	0.001594		0.003293
5	Riverton	0	0.001597	0.001503	0.003100
6	West Valley	0.002995			0.002995
7	Midvale	0.000907	0.001594		0.002501
8	Taylorsville	0.000825	0.001594		0.002419
9	West Jordan	0.001788			0.001788
10	Cottonwood Heights	0.001740			0.001740
11	South Jordan	0.001628			0.001628
12	Murray	0.001608			0.001608
13	Holladay	0.001605			0.001605
14	South Salt Lake	0.001536			0.001536
15	Bluffdale	0.001519			0.001519
16	Sandy	0.001174			0.001174
17	Draper	0.001141			0.001141

Entities Proposing Tax Increases

Entities proposing a tax increase	Average Value	If approved, tax will increase				
			From:	To:		
Herriman City Fire Service Area	\$593,000	Residential	\$182.32	\$430.52	\$248.20	136.1%
South Salt Lake City	\$397,000	Residential	\$267.26	\$560.07	\$292.81	109.6%
Traverse Ridge Special Service	\$743,000	Residential	\$144.66	\$289.32	\$144.66	100.0%
Bluffdale City	\$691,000	Residential	\$441.24	\$577.30	\$136.06	30.8%
Central Utah Water Conservancy	\$561,000	Residential	\$99.35	\$123.42	\$24.07	24.2%
Jordan School	\$586,000	Residential	\$1,479.36	\$1,733.01	\$253.65	17.1%
South Jordan City	\$500,000	Residential	\$347.33	\$396.00	\$48.67	14.0%
Salt Lake City Library	\$576,000	Residential	\$172.34	\$195.78	\$23.44	13.6%
Murray City & Murray City Library	\$523,000	Residential	\$477.21	\$533.59	\$56.38	11.8%
Salt Lake City	\$576,000	Residential	\$765.39	\$854.73	\$89.34	11.7%
West Valley City	\$393,000	Residential	\$545.78	\$605.22	\$59.44	10.9%
Taylorsville City	\$432,000	Residential	\$159.90	\$176.06	\$16.16	10.1%
Jordan Valley Water Conservancy	\$604,000	Residential	\$98.33	\$105.97	\$7.64	7.8%
Midvale City	\$447,000	Residential	\$199.38	\$213.89	\$14.51	7.3%
West Jordan City	\$496,000	Residential	\$365.01	\$386.28	\$21.27	5.8%
Millcreek City	\$653,000	Residential	\$498.86	\$521.84	\$22.98	4.6%
Granite School	\$485,000	Residential	\$1,461.26	\$1,500.47	\$39.21	2.7%
Salt Lake City School	\$576,000	Residential	\$1,326.44	\$1,339.11	\$12.67	1.0%

History of Property Tax Rates



Where your property tax goes



Within Murray School District

Where your property tax goes



Granite School District

A Property tax increase is needed because?

- ▶ When property values increase the tax rate is adjusted down UNLESS the City requests a property tax increase. The City is guaranteed the same amount of Property tax dollars + new growth every year.
- ▶ Property tax growth had averaged \$109,000 per year since calendar 2018 and was \$66,025 in calendar 2022.
- ▶ In order to keep and recruit Public Safety (police and fire) employees the personnel budget for Public Safety has increased 17% or \$3.2 million dollars since the last property tax increase, \$2 million of which occurred between FY2022 and FY2023.
- ▶ In 2018 (the last property tax increase of 45%) the city was asked to do more frequent and smaller increases. Due to the Pandemic, no increases were requested in the last 3 years.

How Much is the increase?

- ▶ The new revenue is a 15% increase for the City tax or \$1,413,894. No increase was requested for the Library Tax.
- ▶ For the average city residence assessed at \$523,000 the tax increase will be \$56.38 per year or \$4.70 per month
- ▶ For a commercial property valued at \$523,000 the tax increase will be \$102.51 per year or \$8.54 per month
- ▶ The amount of increase you may experience will vary based on how your property value increased in comparison with other areas or property types within the City.

Questions?

PowerPoint Presentation (Attachment 2) Final Budget Public Hearing

Final Budget Public Hearing

Fiscal year 2022-2023
August 9, 2022

Budget Overview

Personnel

- ▶ Step Plan increases are funded.
- ▶ 7% cost of living increase is funded.
- ▶ Medical and dental insurance increased 3% and 1% respectively.
- ▶ Workers Compensation premiums and retirement contributions decreased for most employees.
- ▶ Continued to pay the Employee portion of Tier 2 Employee required contributions of 2.59% an increase of .32%
- ▶ 5 new positions were requested and approved:
 - ▶ Police Officer, Streets Concrete Crew - Lead worker & Equipment Operator I, Recreation Coordinator, Theater Manager, and a Theater Technical Supervisor.
- ▶ Fire Captains, Battalion Chiefs, City Building official and Building Inspector pay ranges adjusted to be average in the market.
- ▶ 5 position were adjusted to better align salary with duties and requirements.
- ▶ General Fund personnel increased 7% from FY2022.
- ▶ All other Funds personnel increased 7% from FY2022.

Budget Overview

Operations

- ▶ There was no change in General Fund operations after adjusting for one-time FY2022 budget adjustments.
- ▶ The Budget for power purchases was increase \$2.8 million. Reserves will be used to cover the increased cost.
- ▶ The Power Fund has budgeted for a Power master plan and a rate study.
- ▶ Water, Wastewater, Solid Waste, and the Stormwater Fund continue to be doing what is necessary to maintain their delivery, and collection systems.
- ▶ The Library is continuing to save for a new building.

Budget Overview - General Fund

- ▶ Best estimate is the city will finish FY 2022 around 28.4% in General Fund reserves before a year end transfer to decrease the balance to 26%. There is a budgeted use of reserves of \$572,264 General Fund balance is projected to end the year at 25%.
- ▶ The City will receive American Rescue Plan Act (ARPA) funds during FY2023. The budget recognizes the revenue in the General Fund and transfers it to the Capital projects fund for future projects.
- ▶ The first bond payment of \$1,826,950 for the new City Hall is being paid.

Fund Summary

Murray City Annual Budget

Fiscal Year 2022/2023

FUND SUMMARY

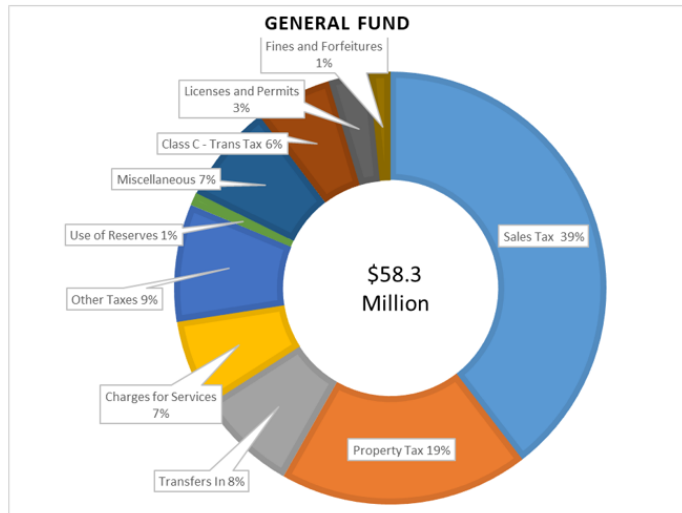
Fund	Beginning Balance	Revenue	Expenditures	Transfers In/Out	Ending Balance	Change in Fund Balance
GENERAL FUND						
General Fund	13,900,165	53,300,786	(53,447,232)	(425,818)	13,327,902	(572,264)
Capital Fund	17,090,169	15,000	(15,482,500)	4,363,678	5,986,347	(11,103,822)
INTERNAL SERVICE FUNDS						
Central Garage Fund	70,394	474,697	(504,697)	-	40,394	(30,000)
Retained Risk Fund	1,374,262	1,900,072	(1,900,072)	-	1,374,262	-
SPECIAL REVENUE FUNDS						
Library Fund	4,189,967	2,716,289	(2,285,518)	-	4,620,738	430,771
Municipal Building Authority	21,940,829	1,866,950	(12,483,950)	-	11,323,829	(10,617,000)
RDA Fund	6,286,429	4,659,432	(3,311,670)	(35,150)	7,599,041	1,312,612
Cemetery Perpetual Care Fund	1,359,980	13,500	-	-	1,373,480	13,500
ENTERPRISE FUNDS						
Water Fund	1,250,340	8,221,000	(8,074,833)	(633,280)	763,227	(487,113)
Wastewater Fund	906,564	8,723,000	(8,016,134)	(656,315)	957,115	50,551
Power Fund	24,145,982	36,615,500	(48,092,360)	(2,846,115)	9,823,007	(14,322,975)
Murray Parkway Fund	(487,672)	1,476,000	(1,890,678)	233,000	(669,350)	(181,678)
Telecom Fund	115,820	45,500	(49,250)	-	112,070	(3,750)
Solid Waste Fund	1,440,813	2,448,000	(2,232,959)	-	1,655,854	215,041
Storm Water Fund	1,206,157	2,870,624	(3,197,775)	-	879,006	(327,151)
TOTAL	94,790,200	125,346,350	(160,969,628)	-	59,166,923	

General Fund Summary

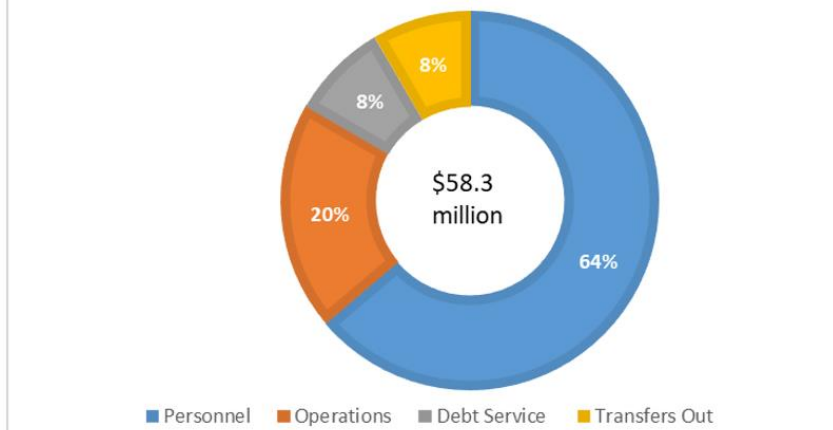
	Prior Year Actual FY 20-21	Estimated Actual FY 21-22	Amended Budget FY 21-22	Tentative Budget FY 22-23
FUND BALANCE				
Beginning Fund Balance	\$ 11,717,206	\$ 12,576,216	\$ 12,576,216	\$ 13,900,165
Revenues	51,712,612	59,995,172	53,474,043	53,300,786
Expenditures	(42,775,319)	(47,517,674)	(49,571,296)	(53,447,232)
Transfers In	4,204,504	4,289,980	4,289,980	4,495,860
Transfers Out	(12,282,787)	(15,443,528)	(14,172,042)	(4,921,678)
Ending Fund Balance	\$ 12,576,216	\$ 13,900,165	\$ 6,596,901	\$ 13,327,902
% of Revenue	24.3%	26.0%	14.1%	25.0%
Change in fund balance	859,009	1,323,949	(5,979,315)	(572,264)

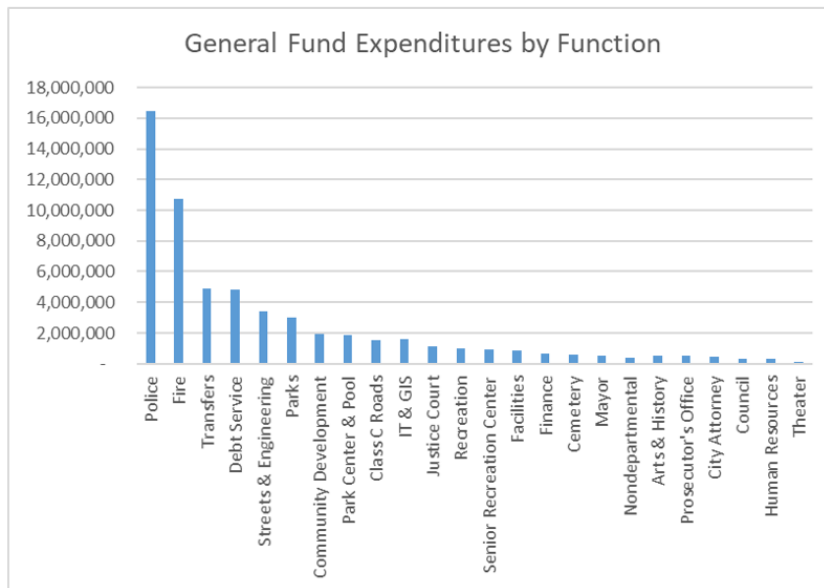
- \$4,115,000 of .2 sales tax was not transferred to Capital Projects as in prior years. The .2 sales tax ends in FY2030 so it will need to be replaced by another source of revenue at that point.

Where The Money Comes From



GENERAL FUND EXPENDITURES BY CATEGORY





Other General Fund Highlights:

- Budgeted Revenue without intergovernmental or Bond proceeds increased 8%
- Personnel in the General Fund increased 7%
- Operations in the General Fund stayed the same as FY2022.

CIP FUND

- Total projects funded \$15,655,000
- Murray Theater \$5,250,000
- Murray Mansion \$500,000
- Parks storage building \$1,200,000
- Armory building plans \$500,000
- Police cars and equipment \$578,000
- New ambulance & other fire equipment \$1,040,000
- Playground update Murray Park \$270,000
- Streets Projects \$3,371,000
- Ongoing maintenance of City facilities \$775,000
- Other equipment & projects \$2,171,000

Other Projects

- Water Fund \$2,562,000 in equipment, well maintenance, and replacement projects.
- Wastewater Fund \$1,063,000 in sewer line replacements, line Rehabilitation, and equipment.
- Wastewater Fund \$1,575,000 to Central Valley Water Reclamation Facility rebuild and \$750,000 for other CVWRF projects.
- Power \$7,985,000 for equipment, a transformer, central station rebuild, upgrade to an AMI metering system, Hydro plant rebuild.
- Solid Waste \$15,000 to repair or replace green waste trailers
- Storm Water \$925,000 Clover Meadows 5400 S project

Questions?

DRAFT



Special Recognition



MURRAY
CITY COUNCIL

Special Recognition #1



MURRAY

City Council

Employee of the Month - Flip Nielson

Council Action Request

Council Meeting

Meeting Date: September 6, 2022

Department Director Jennifer Kennedy Phone # 801-264-2622 Presenters Rosalba Dominguez Kim Sorensen Required Time for Presentation Is This Time Sensitive No Mayor's Approval Date August 23, 2022	Purpose of Proposal Employee of the Month recognition Action Requested Informational only Attachments Recognition Form Budget Impact None Description of this Item Flip is an outstanding employee. He cares about the park system and works hard to keep grounds maintained at a high level for Murray Citizens and park users. He is considerate of park patrons and park employees.
---	--

EMPLOYEE OF THE MONTH RECOGNITION

DEPARTMENT:

DATE:

Parks and Recreation

7/20/2022

NAME of person to be recognized:

Submitted by:

Flip Nielson

Bruce Holyoak

DIVISION AND JOB TITLE:

Parks Lead Worker

YEARS OF SERVICE:

24

REASON FOR RECOGNITION:

Flip is an outstanding employee. He cares about the park system and works hard to keep grounds maintained at a high level for Murray Citizens and park users. He is considerate of park patrons and park employees.

Recently Flip was tasked with the responsibility of getting Murray Park ready for the Murray Fun Days. Flip supervised full-time and part-time employees to assure the park was immaculate for the event.

The Parks and Recreation Department appreciates Flip and the Murray community benefits from his hard work.

COUNCIL USE:

MONTH/YEAR HONORED



Special Recognition #2



MURRAY

Power Department Forestry Division

2022 Jim and Jean Hendrickson Beautification Awards

Council Action Request

Council Meeting

Meeting Date: September 6, 2022

Department Director Blaine Haacke	Purpose of Proposal To announce the 2022 Jim and Jean Hendrickson Beautification Award Winners
Phone # 801-264-2728	Action Requested Announce and recognize the 2022 Beautification Award Winners
Presenters Matt Erkelens and the Shade Tree Commission	Attachments List of winners
	Budget Impact None
Required Time for Presentation 10 Minutes	Description of this Item The Shade Tree and Beautification Commission will announce the 2022 Jim and Jean Hendrickson Beautification Award winners.
Is This Time Sensitive No	
Mayor's Approval	
Date August 3, 2022	

Jim and Jean Hendrickson Beautification Award Nominees 2022

Name	Address with Zip Code	Phone	Single Family	Traditional	Xeriscape	District
For District #1						
Kent and Susan Mohlman	808 W Clover Meadow Drive; 84123	801-262-8636	X		X	1

Jim and Jean Hendrickson Beautification Award Nominees 2022

Name	Address with Zip Code	Phone	Single Family	Traditional	Xeriscape	District
For District #2						
John and Joan Fackrell	6038 South LaSalle Circle; 84123	801-262-7374	X	X		2

Jim and Jean Hendrickson Beautification Award Nominees 2022

Name	Address with Zip Code	Phone	Single Family	Traditional	Xeriscape	District
For District #3						
Stewart VanCleave	4708 South Rainbow Circle; 84107	801-209-4406	X	X		3

Jim and Jean Hendrickson Beautification Award Nominees 2022

Name	Address with Zip Code	Phone	Single Family	Traditional	Xeriscape	District
For District # 4						
Ben and Emily Newbold	5577 Hillside Drive; 84107	801-419-5064	X		X	4

Jim and Jean Hendrickson Beautification Award Nominees 2022						
Name	Address with Zip Code	Phone	Single Family	Traditional	Xeriscape	District
For District #5						
Olive Watts	6250 Turpin Street; 84107	801-266-4188	X	X		5

MAYOR'S AWARDS

Mayor's Award	540 E Edindrew Circle; 84107	385-347-7114	Michael Dent
Mayor's Award Xerscape	1198 Hickman Cove; 84123	385-256-6707	Frank and Melissa Mendez
Mayor's Award Multi-family	828 East Three Fountains Circle; 84107	801-266-1417	Three Fountains
Mayor's Award Commercial	142 W Winchester; 84107	801-266-4427	Lake City Dental



MURRAY
CITY COUNCIL

Citizen Comments

Limited to three minutes, unless otherwise approved by Council



MURRAY
CITY COUNCIL

Public Hearing



MURRAY

Power Department

Ordinance to Vacate Easements for 4994 S. Commerce Dr. Current Apt.

Council Action Request

Council Meeting

Meeting Date: September 6, 2022

Department Director Blaine Haacke Phone # 8015589626 Presenters Bruce Turner Required Time for Presentation 20 Minutes Is This Time Sensitive Yes <input type="button" value="v"/> Mayor's Approval Date September 6, 2022	Purpose of Proposal Murray City Power to vacate easements at 4994 S. Commerce Dr. Action Requested To have the ordinance of vacating the easements granted. Attachments Budget Impact No impacts on budget are to be expected. Description of this Item Murray City Power has large blanket easements covering most of the property at 4994 S. Commerce Dr. These easements are no longer needed as changes in overhead and underground power will require a new PUE for the Current Apartments development.
---	---

MURRAY CITY CORPORATION

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 6th day of September 2022, 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 Public Hearing on and pertaining to closing and vacating a blanket public utility easement on property located at 4994 South Commerce Drive, Murray City, Salt Lake County, State of Utah.

The purpose of this public hearing is to receive public comment concerning the proposal to close and to vacate the described blanket public easement and right-of-way.

DATED this 23rd day of August 2022.



MURRAY CITY CORPORATION

A blue ink signature of Brooke Smith, written in a cursive style.

Brooke Smith
City Recorder

DATES OF PUBLICATION: **August 26, 2022**
PH22-28

UCA §10-9a-208

- 10 days prior to public hearing:
 - o Post on or near the utility easement in a manner calculated to alter the public
 - o Mail to each affected entity
 - o Mail to record owners of property within 300 feet of property
 - o Post on City website
 - o Post on Utah Public Notice Website

After recording, return to:
City Attorney's Office
Murray City Corporation
5025 South State Street
Murray UT 84107

Mail tax notice to:

Affected Parcel ID Nos:
21-12-129-007
21-12-129-017
21-12-129-026
21-12-129-027
21-12-129-028

ORDINANCE NO. _____

AN ORDINANCE PERMANENTLY CLOSING AND VACATING AN
UNUSED PUBLIC UTILITY EASEMENT AT 4994 SOUTH COMMERCE
DRIVE, MURRAY CITY, SALT LAKE COUNTY, STATE OF UTAH

WHEREAS, the Murray City Municipal Council received a petition to vacate a
blanket public utility easement BVBP Current Apartments, LLC; and

WHEREAS, the petition requested that two public utility easements located on
the property at 4994 South Commerce Drive, Murray, Salt Lake County, State of Utah,
be permanently closed and any rights-of-way vacated; and

WHEREAS, the exact location of the two public utility easements cannot be
determined either because the original easements were blanket easements or include
incomplete legal descriptions; and

WHEREAS, the petition meets the requirements of U.C.A. §10-9a-609.5, 1953 as
amended; and

WHEREAS, the request was made in order to facilitate the proposed construction
of the 4800 Lofts Apartment development; and

WHEREAS, the Murray City Municipal Council finds good cause to permanently
close the public utility easements at 4994 South Commerce Drive, Murray, Salt Lake
County, State of Utah, and to vacate any rights-of-way; that the action will not be

detrimental to the public interest, nor materially injure any person or the public interest; and that said unused public utility easement should be permanently closed and the right-of-way vacated; and

WHEREAS, the Murray City Municipal Council finds that there is filed a written consent to the vacation by the owners of the properties adjacent to the portion of right-of-way being vacated; that affected entities have been given notice and have been consulted; that owners of record of each parcel accessed by the right-of-way have been given notice; and that notice has been published and a public hearing has been held on _____, 2022 pursuant thereto, all as required by law.

BE IT ORDAINED BY THE MURRAY CITY MUNICIPAL COUNCIL:

Section 1. That the public utility easement located at 4994 South Commerce Drive, Murray, Salt Lake County, Utah, granted to Mill Creek Power Company by Instrument recorded November 15, 1910 as Entry No. 273070 in Book 7-Y at Page 201 of Official Records is permanently closed and vacated and that the City releases any and all title, right or interest it may have in the described parcel, SUBJECT TO any easement or right-of-way of any lot owner and the franchise rights of any public utility.

Section 2. That the public utility easement located at 4994 South Commerce Drive, Murray, Salt Lake County, Utah, granted to Murray City Corporation by Instrument recorded June 1, 1959 as Entry No. 1656187 in Book 1617 at Page 602 of Official Records is permanently closed and vacated and that the City releases any and all title, right or interest it may have in the described parcel, SUBJECT TO any easement or right-of-way of any lot owner and the franchise rights of any public utility.

Section 3. That any remaining City-owned public utility easement located at 4994 South Commerce Drive, Murray, Salt Lake County, State of Utah, whether from a blanket easement or incomplete legal description, is permanently closed and vacated and that the City releases any and all title, right or interest it may have in the described parcel, SUBJECT TO any easement or right-of-way of any lot owner and the franchise rights of any public utility. Such City-owned blanket public utility easements or easements with incomplete legal descriptions hereby vacated pertain to the parcel of land particularly described as follows:

4994 South Commerce Drive

AN ENTIRE TRACT OF LAND BEING ALL OR PART OF THOSE PARCELS OF LAND DESCRIBED IN THE FOLLOWING FIVE (5) DOCUMENTS: 1) PARCELS 1 AND 2 IN THAT QUIT CLAIM DEED RECORDED MARCH 27, 2007 AS ENTRY NO. 10045932 IN BOOK 9440, AT PAGE 4721 AND; 2) PARCELS 1 AND 2A IN THAT CORRECTIVE WARRANTY DEED RECORDED JANUARY 6, 2020 AS ENTRY NO. 13163764 IN BOOK 10881, AT PAGE 7453 AND; 3) NEW

PARCEL NO. 2 IN THAT QUIT CLAIM DEED RECORDED NOVEMBER 20, 2020 AS ENTRY NO. 13468861 IN BOOK 11064, AT PAGE 8997 AND; 4) NEW PARCEL NO. 3 IN THAT QUIT CLAIM DEED RECORDED NOVEMBER 20, 2020 AS ENTRY NO. 13468862 IN BOOK 11064, AT PAGE 8999 AND; 5) QUIT CLAIM DEED RECORDED JANUARY 21, 2020 AS ENTRY NO. 13173999 IN BOOK 10886, AT PAGE 8651 IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER, SAID ENTIRE TRACT IS LOCATED IN THE NORTHEAST QUARTER OF SECTION 12, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF AN EASTERLY EXTENSION OF THE NORTHERLY LINE OF AN EXISTING STORAGE BUILDING AND THE WESTERLY RIGHT-OF-WAY LINE OF COMMERCE DRIVE, WHICH IS 1902.89 FEET SOUTH 00°06'27" EAST ALONG THE QUARTER SECTION LINE AND 522.29 FEET EAST FROM THE NORTH QUARTER CORNER OF SAID SECTION 12; THENCE WESTERLY ALONG SAID EXTENSION AND NORTHERLY LINE OF EXISTING STORAGE BUILDING THE FOLLOWING FIVE (5) COURSES: 1) NORTH 86°53'40" WEST 87.98 FEET; 2) SOUTH 03°06'20" WEST 3.50 FEET; 3) NORTH 86°53'40" WEST 78.54 FEET; 4) NORTH 03°06'20" EAST 4.50 FEET; 5) NORTH 86°53'40" WEST 106.65 FEET TO A SOUTHERLY EXTENSION OF AN EXISTING CHAIN LINK FENCE AND THE EASTERLY LINE OF THAT CERTAIN RECORD OF SURVEY FILED AS S2004-09-0565 IN THE OFFICE OF THE SALT LAKE COUNTY SURVEYOR; THENCE NORTH 00°21'53" EAST 101.45 FEET (RECORD = NORTH 0°19' WEST) ALONG SAID EXISTING CHAIN LINK FENCE TO A NORTHEASTERLY CORNER OF SAID RECORD OF SURVEY; THENCE NORTH 70°42'50" WEST 245.57 FEET ALONG THE NORTHERLY LINE OF SAID RECORD OF SURVEY TO THE EASTERLY BOUNDARY LINE OF THAT PARCEL OF LAND DESCRIBED IN THAT QUIT CLAIM DEED RECORDED SEPTEMBER 24, 2013 AS ENTRY NO. 11729670 IN BOOK 10179, AT PAGE 8425 IN THE OFFICE OF SAID RECORDER; THENCE NORTHERLY ALONG SAID EASTERLY BOUNDARY LINE THE FOLLOWING TWO (2) COURSES: 1) NORTH 41°05'32" EAST 128.76 FEET (RECORD = NORTH 42° EAST 141.33 FEET); 2) NORTH 20°05'32" EAST (RECORD = NORTH 21°00'00" EAST) EAST 339.24 FEET 320.80 FEET TO AND ALONG THE EASTERLY LINE OF THE REED AND LIZ KNIGHT SUBDIVISION RECORDED DECEMBER 13, 2007 AS ENTRY NO. 10299837 IN BOOK 2007 OF PLATS, AT PAGE 476 IN THE OFFICE OF SAID RECORDER TO A BOUNDARY LINE AGREEMENT RECORDED AUGUST 29, 1992 AS ENTRY NO. 5320908 IN BOOK 6509, AT PAGE 1816 BEING THE CENTER OF A NARROW ROAD COMMONLY KNOWN AS BONNYVIEW AVENUE BEING A 2-ROD WIDE ROAD AND SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED AS S87-11-0306 IN THE OFFICE OF SAID SURVEYOR; THENCE EASTERLY ALONG SAID BOUNDARY LINE AGREEMENT AND EXTENSION THEREOF THE FOLLOWING TWO (2) COURSES: 1) SOUTH 74°59'33" EAST (RECORD = SOUTH 75°00'00" EAST) 91.67 FEET; 2) SOUTH 84°14'33" EAST (RECORD = SOUTH 84°15'00" EAST) 186.70 FEET TO SAID WESTERLY RIGHT-OF-WAY LINE OF COMMERCE DRIVE; THENCE SOUTH 03°35'06" EAST 555.29 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING.

Section 4. This Ordinance shall take effect upon the first publication and filing of a copy thereof in the office of the City Recorder.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on
this _____ day of _____, 2022.

MURRAY CITY MUNICIPAL COUNCIL

Kat Martinez, Chair

ATTEST:

Brooke Smith, City Recorder

MAYOR'S ACTION: Approved.

DATED this ____ day of _____, 2022.

Brett A. Hales, Mayor

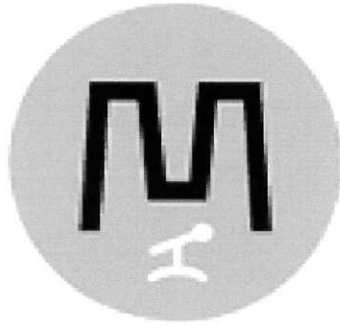
ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance or a summary hereof was published according to law on the ____ day of _____, 2022.

Brooke Smith, City Recorder



MURRAY
CITY COUNCIL

Mayor's Report And Questions



MURRAY
CITY COUNCIL

Adjournment