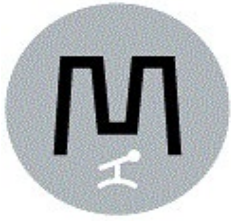




MURRAY  
CITY COUNCIL

# Council Meeting May 7, 2024



# Murray City Municipal Council

## City Council Meeting Notice

May 7, 2024

**PUBLIC NOTICE IS HEREBY GIVEN** that the Murray City Municipal Council will hold a City Council meeting beginning at 6:30 p.m. on Tuesday, May 7, 2024 in the Murray City Council Chambers located at Murray City Hall, 10 East 4800 South, Murray, Utah.

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

### **Meeting Agenda**

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

#### **Opening Ceremonies**

Call to Order  
Pledge of Allegiance

#### **Approval of Minutes**

Council Meeting – April 2, 2024

#### **Special Recognition**

1. Oath of Office for Justice Court Judge Spencer Banks. Mayor Hales and Brooke Smith 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**

Mayor Hales presenting.

1. Consider the Mayor's appointment of Jann Cox to the Shade Tree Commission for a term from June 30, 2024 to June 30, 2027.

#### **Public Hearings**

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

1. Consider an ordinance relating to land use; amends the General Plan from Parks and Open Space to Medium Density Residential and amends the Zoning Map from A-1 (Agricultural

Zoning District) to R-1-6 (Medium Density Single Family) for the properties located at 1177 West Bullion Street, Murray City. Zachary Smallwood presenting.

2. Consider an ordinance related to land use; amends the General Plan to adopt the Murray City Center District (MCCD) Strategic Area Plan. Zachary Smallwood presenting.

### **Business Items**

None scheduled.

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

### **Adjournment**

### **NOTICE**

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

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

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

On Friday, May 3, 2024, at 9:00 a.m., a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Murray City Center, Murray, Utah. Copies of this notice were provided for the news media in the Office of the City Recorder. A copy of this notice was posted on Murray City's internet website [www.murray.utah.gov](http://www.murray.utah.gov) and the state noticing website at <http://pmn.utah.gov>.



Jennifer Kennedy  
Council Executive Director  
Murray City Municipal Council



MURRAY  
CITY COUNCIL

# Call to Order

# Pledge of Allegiance





**MURRAY**  
CITY COUNCIL

# Council Meeting Minutes

**MURRAY CITY MUNICIPAL COUNCIL  
COUNCIL MEETING**

Minutes of Tuesday, April 2, 2024

Murray City Hall, 10 East 4800 South, Council Chambers, Murray, Utah 84107

**Attendance:**

Council Members:

Paul Pickett	District #1
Pam Cotter	District #2 – Council Chair
Rosalba Dominguez	District #3
Diane Turner	District #4
Adam Hock	District #5 – Council Vice-Chair

Others:

Brett Hales	Mayor	Pattie Johnson	Council Administration
Doug Hill	Chief Administrative Officer	Crystal Brown	Council Administration
Mark Richardson	Senior Attorney	Brenda Moore	Finance Controller
Steve Olsen	Fire Department	Robert White	IT Director
Matt Youngs	Power Department	Ben Gray	IT
Craig Burnett	Police Chief	Laura Brown	Recorder
Kim Sorensen	Parks and Recreation Director	Greg Bellon	Power Department Director
Phil Markham	CED Director	Ella Olsen	Murray Journal
Citizens			

**Opening Ceremonies:**

Call to Order – Council Chair Pam Cotter called the meeting to order at 6:33 p.m.

Pledge of Allegiance – Clark Bullen led the Pledge of Allegiance.

**Approval of Minutes:** Council Meeting – March 5, 2024.

**MOTION:** Ms. Turner moved to approve, and Mr. Pickett SECONDED the motion.

Voice vote taken, all “Ayes.” Approved 5-0

**Special Recognition:**

1. **Consider a Joint Resolution of the Mayor and Municipal Council of Murray City, Utah declaring Thursday, May 2, 2024 as Arbor Day.** Mayor Hales read the joint resolution.

**MOTION:** Mr. Pickett moved to approve the joint resolution. Ms. Dominguez SECONDED the motion.

**Council Roll Call Vote:**

Ms. Dominguez	Aye
Ms. Turner	Aye
Mr. Hock	Aye
Mr. Pickett	Aye
Ms. Cotter	Aye
Motion passed:	5-0

Forestry Supervisor Matt Erkelens said this was the City’s 47th consecutive Tree City USA award and that Murray City was the longest running Tree City in the State of Utah. The City would celebrate Arbor Day on Thursday, May 2, 2024 at noon at the Murray Amphitheater.

**Citizen Comments:**

Lawrence Horman – Advocate for the homeless.

Mr. Horman introduced his grandson.

Clark Bullen – Murray resident.

Mr. Bullen asked if a visual timer could be placed in the chambers for those who address the Council when making citizen comments. He said a timer reflecting the 3-minute count down would make it easier for people to pace their speaking. Mr. Clark thought the timeline for posting final public agendas should be expanded to increase public attendance and improve that participation process.

**Public Hearing:**

1. **Consider an ordinance amending the City's Fiscal Year 2023-2024 Budget.**

Finance Director Brenda Moore reviewed the budget amendment that included \$23,451 for Election Services; \$42,000 for Parks and Recreation to help host activities for the June 2024 Centennial Celebration; \$13,000 to add the Spanish language option to the automated Utility Billing phone service; and an increase of \$150,000 to convert the MCCC (Murray City Center District) zoning code into a FBC (Form-Based Code) by hiring a person to write a new City Code; Ms. Moore noted that funding for FBC was readily available from interest revenue and sales tax revenue. Last was a request for \$137,000 for a retirement payout for the High Intensity Drug Trafficking State financial coordinator.

The public hearing was open for public comment:

Clark Bullen – Murray resident.

Mr. Bullen favored the FBC and the proposed cost for developing downtown Murray. The FBC would set the direction to get the city where it needs to go and the \$150,000 cost would pay off for many years, which would be a culmination of many surveys, open houses and all that has been done to accomplish what citizens have wanted. He trusted the City's planning department and asked the Council to vote yes in favor of funding the FBC financial request.

The public hearing was closed.

Mr. Hock asked if there was money already available in the current budget to fund FBC. Ms. Moore confirmed there was.

Ms. Turner said the \$150,000 cost was too much and urged the Council to take a closer look at FBC in a Committee of the Whole work session. She said she supported the proposed budget amendment with the exception of FBC funding and made a proposal to modify the budget amendment.

Ms. Cotter called for a motion to discuss and vote on that item separately, which was to approve the ordinance amending the City's FY 2023-2024 budget leaving out the \$150,000 for professional services, to write a FBC in the CED (Community and Economic Development) division.

**MOTION to modify:**

Ms. Turner moved to modify the budget amendment as read by Ms. Cotter. Ms. Cotter SECONDED the motion.

**Discussion on the motion:**

Ms. Cotter asked if FBC could be written into the existing MCCC zone Code. Mr. Markham said the

current MCCD Code is constructed through Euclidian Zoning, which is an entirely different type of zone that locates types of businesses to specific areas. FBC provides harmony with how buildings and the environment relate to one another.

Ms. Cotter did not oppose FBC but felt the Council should not consider funding it prior to understanding the MCCD Strategic Plan or before a review of the Mayor's FY 2024-2025 tentative budget. She asked Mr. Markham if the FBC expense could be budgeted into the FY 2024-2025 CED department budget instead of using funds of the current fiscal year.

Mr. Markham agreed the expense could be budgeted next fiscal year and confirmed that the MCCD Strategic Plan would be reviewed in the April 16, 2024 Committee of the Whole work session. He confirmed that he and CED staff met with all Council Members individually over the last month to present the FBC method.

Ms. Cotter expressed gratitude for the individual meetings about FBC but noted that the usual Committee of the Whole process was skipped that would have involved all five Council Members collaborating together. Mr. Markham said there was a good chance that the professional services cost to implement FBC would be reduced and the timeline for completion would be six months. Ms. Cotter asked if that timeframe was guaranteed. Mr. Markham said it was an estimation according to the steps involved for rewriting the code.

Ms. Turner reiterated her concerns about the cost. Ms. Cotter agreed the amount was significant for the Block One area and she could see no other location within the MCCD zone where FBC could be applied. She thought the same success could come from adjusting the existing MCCD Code.

Ms. Dominguez clarified FBC was not just for Block One but would replace the entire MCCD zone Code. Mr. Markham confirmed. He said the process to change the existing MCCD Code would involve several adjustments related to height, density and setbacks, requiring discussion meetings every month, which would slow the process to develop the area as fast as possible.

Mr. Hock asked if there was a way to simplify changing the MCCD zone Code. Mr. Markham explained planning and rezoning requires changing ordinances, holding a series of public hearings, having monthly meetings with the MCCD Advisory Board, presentations to the planning commission and several Committee of the Whole work sessions, prior to final consideration in a council meeting. Mr. Hock said FBC would simplify the life of a developer and CED staff. Mr. Markham agreed.

Ms. Turner said the Council completed the process to change the MCCD zone Code very smoothly when facilitating the development of the new City Hall. Because that process went well, she was not convinced that it was necessary to expend \$150,000 for FBC. She requested further discussion and reiterated that FBC should be excluded from the proposed budget amendment ordinance.

Mr. Pickett said Mr. Markham and CED staff were helpful and available to him, he felt their explanation of FBC was satisfactory. Since the Council is under direct demand of what constituents want, it was important to approve FBC to move the City forward. He expressed appreciation to Mr. Markham and staff for laying the groundwork to move development forward.

Ms. Cotter noted Ms. Turner's motion to discuss and vote on FBC separately, the modified motion was to approve an ordinance amending the City's FY 2023-2024 budget leaving out the \$150,000 for professional services related to writing a FBC in the planning and licensing division. Ms. Cotter

restated her SECONDING the motion.

Ms. Dominguez explained why she would vote no, which was related to the proposed cost for FBC. She noted that if the cost was reduced to below \$100,000, the RFP (Request for Proposal) bidding process and related information would not be made public. If the RFP was above \$100,000 all bidding information would be made public.

**Council Roll Call Vote:**

Ms. Dominguez	Nay
Ms. Turner	Aye
Mr. Hock	Nay
Mr. Pickett	Nay
Ms. Cotter	Aye
Motion failed:	2-3

**MOTION:** Consider an ordinance amending the City's FY 2023-2024.

Mr. Pickett moved to approve the ordinance. Ms. Dominguez SECONDED the motion.

**Council Roll Call Vote:**

Ms. Dominguez	Aye
Ms. Turner	Nay
Mr. Hock	Aye
Mr. Pickett	Aye
Ms. Cotter	Nay
Motion passed:	3-2

**Mayor's Report and Questions**

Mayor Hales reported that playground equipment would be installed at Woodstock Meadows Park this week, new pickleball courts will be ready soon at Riverview Park and dog waste dispensers were installed at all Murray parks. Public Works is ready with 5,000 sandbags for the spring runoff; and because girls softball is growing in popularity, the recreation division is working hard to organize many teams.

**Adjournment:** 7:14 p.m.

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



# Special Recognition



**MURRAY**


# Mayor's Office

## Oath of Office for Justice Court Judge, Spencer Banks

### Council Action Request

### Council Meeting

Meeting Date: May 7, 2024

<b>Department</b> <b>Director</b> Mayor Brett Hales  <b>Phone #</b> 801-264-2600  <b>Presenters</b> Brett Hales Brooke Smith          <b>Required Time for Presentation</b> 5 Minutes  <b>Is This Time Sensitive</b> Yes  <b>Mayor's Approval</b>  <b>Date</b> April 24, 2024	<b>Purpose of Proposal</b> Issue a 'ceremonial' Oath of Office for Justice Court Judge, Spencer Banks  <b>Action Requested</b> Ceremonial  <b>Attachments</b> n/a  <b>Budget Impact</b> n/a     <b>Description of this Item</b> Spencer Banks has already been appointed as Murray City Justice Court Judge and sworn-in at a private event at the Court. This is a ceremonial Oath of Office issued by Brooke Smith, City Recorder.
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**MURRAY**  
CITY COUNCIL

# Citizen Comments

Limited to three minutes, unless otherwise approved by Council





**MURRAY**  
CITY COUNCIL

# Consent Agenda



**MURRAY**


# Mayor's Office

## Appointment - Jann Cox to the Shade Tree Commission.

### Council Action Request

### Council Meeting

Meeting Date: May 7, 2024

<b>Department Director</b> Greg Bellon  <b>Phone #</b> 801-264-2705  <b>Presenters</b> Mayor Hales          <b>Required Time for Presentation</b>      <b>Is This Time Sensitive</b> Yes  <b>Mayor's Approval</b>   <b>Date</b> April 24, 2023	<b>Purpose of Proposal</b> Appointment of Shade Tree Commission member.  <b>Action Requested</b> Consider confirmation of the Mayor's appointment of Jann Cox to the Shade Tree and Beautification Commission.  <b>Attachments</b> Resume  <b>Budget Impact</b> None     <b>Description of this Item</b> Jann Cox will be appointed to the Shade Tree and Beautification Commission from June 30, 2024 - June 30, 2027. She will be filling a vacant position.
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Jann Cox  
912 W Bullion Street  
Murray, UT 84123  
(801) 577-4054

Retired since 2014

Assistant Manager  
Intermountain Chapter, NECA 1975 - 2005

Accounts Receivable & Payable  
Intermountain Contractor Supply 2008 - 2011

Accounts Payable  
Associated Food Stores Corporate Offices 2012 - 2014



**MURRAY**  
CITY COUNCIL

# Public Hearings



**MURRAY**  
CITY COUNCIL

# Public Hearing #1



# Murray City Corporation

## NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7<sup>th</sup> day of May, 2024, at the hour of 6:30 p.m. in the Council Chambers of the Murray City Hall, 10 East 4800 South, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to amending the Zoning Map from the A-1 (Agricultural) zoning district to the R-1-6 (Medium Density Single Family) zoning district for the property located at 1177 West Bullion Street, Murray, Utah.

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

DATED this 1<sup>st</sup> day of April 2024.



MURRAY CITY CORPORATION

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

Brooke Smith  
City Recorder

DATE OF PUBLICATION: April 26, 2024  
PH24-12

UCA §10-9a-205(2)

LOCATIONS OF POSTING – AT LEAST 10 CALENDAR DAYS BEFORE THE PUBLIC HEARING:

1. Mailed to Each Affected Entity
2. Utah Public Notice Website
3. City's Official Website
4. City Hall - Public Location Reasonably Likely to be Seen By Residents
5. Mailed to each property owner within 300 feet

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE RELATING TO LAND USE; AMENDS THE GENERAL PLAN FROM PARKS AND OPEN SPACE TO MEDIUM DENSITY RESIDENTIAL AND AMENDS THE ZONING MAP FROM A-1 (AGRICULTURAL ZONING DISTRICT) TO R-1-6 (MEDIUM DENSITY SINGLE FAMILY) FOR THE PROPERTIES LOCATED AT 1177 WEST BULLION STREET, MURRAY CITY

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

WHEREAS, the owner of the real properties located at 1177 West Bullion Street, Murray, Utah, has requested a proposed amendment to the General Plan of Murray City to reflect a projected land use for the property located at 1177 West Bullion Street as residential single-family medium density and to amend the Zoning Map to designate the property in an R-1-6 (Medium Density Single Family) zone district; and

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

WHEREAS, it appearing to be in the best interest of the City and the inhabitants thereof that the proposed amendment of the 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 single-family medium density projected land use for the following described properties located at 1177 West Bullion Street, Murray, Salt Lake County, Utah:

**Legal Description**

Commencing 362 feet South and South 70°40' East 1010.25 feet and 469.5 feet East and North 6 ° 58 ' East 132 feet from the West Quarter Corner of Section 14, Township 2 South, Range 1 West, Salt Lake Base and Meridian, thence North 6°58' East 15.5 feet; thence North 26°39' West 349. 7 feet to the South line of Bullion Street; thence South 83° East along said street to the Lennon Tract; thence South 300 feet; thence West 131 feet, more or less, to the place of Beginning.

BEGINNING at a point on the West bank of the Jordan River and South line of Bullion Street where said Bullion Street and said South line intersect, in Section 14, Township 2 South, Range 1 West, Salt Lake Base and Meridian. Thence South 59° West 78 feet; thence North 83° West 105 feet; thence South 300 feet; thence East 310 feet; thence more or less to the West bank of the Jordan, River, Thence Northerly along the West bank of said Jordan River following a meandering line,



400 feet more or less, to the point of Beginning.

*Section 2.* That the Zoning Map and the zone district designation for the described properties located at 1177 West Bullion Street be amended from the A-1 (Agricultural) zone district to the R-1-6 (Medium Density Single Family) 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.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

MURRAY CITY MUNICIPAL COUNCIL

\_\_\_\_\_  
Pam Cotter, Chair

ATTEST:

\_\_\_\_\_  
Brooke Smith, City Recorder

MAYOR'S ACTION: Approved

DATED this \_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
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 \_\_\_\_\_, 2024.

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Brooke Smith, City Recorder

## GENERAL PLAN / ZONE MAP AMENDMENT

### Lartet Properties - 1177 West Bullion Street - General Plan Amendment from Low Density Residential to Medium Density Residential - Project # 24-020

Mr. Smallwood presented the request from Lartet Properties (Jake Larsen) to amend the General Plan, Future Land Use Map, from Parks and Open Space to Medium Density Residential and zone map amendment from A-1, Agricultural to R-1-6 Medium Density Single Family residential for the properties located at 1177 West Bullion Street. Mr. Smallwood showed a map of the property boundaries and size. The applicant has requested a change to medium density residential because it's the first zoning district that allows 6,000 square foot minimum lot size for single family zoning. This application has two parts. The first part is to make a recommendation for the general plan amendment, the second part is the zone map amendment. Mr. Smallwood covered some of the General Plan considerations, citing objective nine of the plan. He said one of the strategies ensures residential zoning designations offer the opportunity for a spectrum of housing types. He stated that staff feels that R-1-6 zoning is a good choice and in keeping with the governor's desire to focus on smaller lot single family homes and starter homes. This amendment will also support The Neighborhoods and Housing Elements, objectives one and three. Mr. Smallwood discussed how the request is in alignment with those objectives. He discussed the proposed uses for the two zones, A-1 versus R-1-6. The R-1-6 allows for many of the same uses, except for agricultural. He discussed some of the differences between the zones, including single family lot size, building height, setbacks, and parking spaces. He then discussed the findings. The General Plan provides that flexibility and execution of the goals and policies based on individual circumstances. The proposed zoning map amendment from A-1 to R-1-6 has been considered based on the characteristics of the site and surrounding area. The impacts of the change can be managed with the densities and uses allowed on that zone. The proposed zone map amendment from A-1 to R-1-6 conforms to important goals and objectives of the 2017 General Plan and will allow appropriate development of the subject property. Staff recommends both the General Plan amendment and the zone map amendment.

Jake Larsen came forward. He had no additional information.

Chair Patterson opened the public comment period.

Brittany Powell raised several questions and concerns regarding the potential zoning changes that she believes should be addressed before moving forward with the decision to rezone. She requested more clarification on the definition of medium-density housing, specifically the story limit, the number of residences being considered within the space, and the planned location of the potential housing on the property. Ms. Powell mentioned that citizens within 400 feet of the property had concerns about townhomes being built instead of single-dwelling homes. She also inquired about the considerations given to green space alternatives that would allow the area to maintain its current zoning as parks, open space, and agriculture, rather than converting it to additional medium-density residential or, at the very least, considering low-density residential zoning. She highlighted the concerns of citizens in the area about the potential increase in traffic that medium-density housing could bring, noting that the area already experiences high foot traffic due to the Jordan River Parkway Trail. Ms. Powell emphasized that this part of Murray is characterized by a more rural atmosphere, with horse pastures and larger green spaces,

including the Jordan River Parkway. She stressed that this appeal is a significant factor in people's decision to move to this section of the city. Ms. Powell expressed concern that, depending on the definition of medium-density housing and the specific plans for zoning changes, the area could potentially be transformed into an urban design with higher-density housing that does not align with the energy, aesthetic, appeal, or charm of the neighborhood. She shared that she and her family chose to move to this neighborhood precisely because of its single-family dwellings and the natural appeal of the area, particularly the Jordan River Parkway. While Ms. Powell acknowledged that they understood the inevitability of development on the last remaining pieces of land in Murray when they moved into their house, which backs up to the property in question, she expressed hope that whatever is built there will match the strengths and charms that make the area such a delightful place to live.

Dan Potts, one of the past presidents of the Salt Lake County Fishing Game Association, spoke about the organization's history and their move to Murray to escape encroaching development. He mentioned that the association helped start the state's fishing game agency, which later became the Utah Division of Wildlife Resources. Mr. Potts acknowledged that they knew their property would eventually be overtaken by development, citing the example of a 22-acre development by Ivory Homes that nearly surrounded their property. He expressed a desire to have meetings with Murray Cove, HOA, and other residents on Bullion Street to introduce the association and its representation over the years, as well as to inform them that the association owns the entire property up to the river. He shared that the association traded a parcel with Ivory Homes to develop a nature preserve on half of their remaining property, while selling the other half to Lartet. He provided a document titled "Leaving a Wildlife Preserve Legacy" to the Planning Commission, outlining their plans and the grants they have received from the First Forestry State Lands for recreational development and tree planting. He expressed hope for future collaboration with Murray on the nature preserve, highlighting the city's reputation as the most nature-oriented metropolitan area along the Jordan River Corridor. Mr. Potts concluded by thanking the audience for their time and attention.

Gregory Costello, who developed six acres and ran cattle for over 40 years, expressed his disagreement with the proposed R-1-6 zoning. He mentioned that he sold six acres in the past, and the Master Plan designated the area as R-1-10 and R-1-8, which he had to adhere to when building. Mr. Costello pointed out that the nearby Ivory Homes development is zoned R-1-10, and he still has an acre in front of his property that he can develop as either R-1-10 or R-1-8, despite being in an agricultural zone. He advocated for sticking to the Master Plan to avoid degrading the neighborhood, which primarily consists of single-family residences. Mr. Costello expressed his concern about the potential for "boxes" to be built, referring to higher-density housing that would be incongruous with the existing R-1-10 properties. He argued that having R-1-6 zoning adjacent to R-1-10 does not make sense.

Alexis Palmer shared her experience of moving to the area from a PUD (Planned Unit Development) in Midvale, which she and her family did not enjoy. She expressed concerns shared by many in the neighborhood regarding the potential impact of the proposed development on the view, given its proximity to the parkway. Ms. Palmer highlighted the community's appreciation for the two farms in the area and the enjoyment they bring to residents. She raised concerns about the potential increase in the number of residents and the consequent impact on traffic, particularly considering the development's location near the parkway and the existing

challenges posed by people crossing the street from the parkway. She pointed out that the entrance to the development would be situated close to the parkway, with only one other house and the road into Murray Hollow separating them. Ms. Palmer advocated for the plan to be presented before the proposal is moved forward or approved, allowing the community to understand the details of the development. She reiterated the concerns about the difference between R-1-6 and R-1-10 zoning, emphasizing that her family had moved to the area specifically for the current zoning. Ms. Palmer expressed her disapproval of the high-density townhomes and the overall development that has occurred off of Bullion. Additionally, she mentioned that a school is located just up the road, and the increased traffic resulting from the development could pose a safety risk to the many children in the neighborhood who walk home from school. Ms. Palmer concluded her comments by reiterating her concerns about the potential impact of the development on the neighborhood.

Chair Patterson closed the public comment period.

Chair Patterson asked Mr. Smallwood to address the issue of proposing zone changes to the General Plan without having site plans.

Mr. Smallwood said that it is against Murray policy to propose zone changes subject to specific site plans, so they asked the developer not to present those as part of the application. Instead of showing plans, they take the zone change on its merits alone. If that zone is appropriate for the area, that's what the Planning Commission and the City Council and make their decision on. That's why there are no site plans.

Vice Chair Milkavich asked if the request can be disapproved for single family homes.

Chair Patterson said she believes if they approve the zone change, it's approved for all the allowed uses or conditional uses of that zone.

Commissioner Pehrson said what he thinks Vice Chair Milkavich is asking is if they don't change the zone, then it couldn't be medium density housing.

Vice Chair Milkavich asked to discuss R-1-6 zoning in more detail.

Mr. Smallwood and the commissioners discussed the types of dwellings and development size for the different zones. Mr. Smallwood informed them that attached dwellings are allowed in R-1-6, R-1-8, and R-1-10. The size of development changes per zone.

Mr. Larsen said that his plan is to build eleven single family dwellings, which is below the maximum allowed. They are smaller than others located in Murray. He believes the look and feel of the design is conducive to the area. He feels the plans are mindful of traffic and pedestrians. He's aware that many people that use the trailhead nearby. He's being mindful to consider all of the surrounding home developments.

Commissioner Henrie asked, since it's only eleven units, is there a reason that can't be done in the current zoning.

Mr. Larsen said it reduces the number of homes. He stated that's the maximum number of homes that can fit in that space. He also addressed the concern about the number of stories, stating that the units will be two stories.

Commissioner Pehrson thanked Mr. Larsen for the information and pointed out that visually there's little difference between the R-1-6 and R-1-8 neighborhood. He appreciated what Mr. Smallwood explained regarding the application being for the zone, not for the applicant. This way, it won't be dependent on one developer who may go bankrupt.

Chair Patterson expressed that she's pleased the nature reserve will close by for the neighborhood.

Commissioner Richards expressed appreciation for Mr. Potts comments in providing historical context, as well as the preserves mission and vision.

Commissioner Pehrson brought up the topic of traffic. He doesn't think they'll notice much of a traffic increase from this development.

Commissioner Richards does see the concern around the trailhead, as it is already busy. He also sees the concern for the school children. He'd like those issues taken into consideration in the development process.

Vice Chair Milkavich said that it's often a struggle when zone changes are brought before the commission. She does feel better about this one because it is a change to single family homes instead of something larger.

Commissioner Pehrson spoke regarding the school children. He feels it will be safer to have a neighborhood there than the current fence against the sidewalk.

The commissioners discussed the difficulty seeing pedestrians crossing to the trailhead. They acknowledged that it may be more dangerous with some increased traffic. They also said that the existing crossing lights are the best option to help people cross safely.

Commissioner Henrie asked Mr. Smallwood to confirm that this is two separate lots.

Mr. Smallwood that's correct. He said that, if this request goes through, the applicant can then apply for a subdivision review, where the commissioners will have a chance to see the subdivision plans. Notices will be sent out and the public will have the opportunity to review the plans at that meeting.

Chair Patterson informed the public this agenda item, just like the MCCD Area Plan, are recommendations for the Planning Commission to forward the items onto the City Council. She encouraged the public to attend those meetings and share their comments.

Commissioner Henrie asked if there are any issues with easements on this property.

Mr. Smallwood said if there are, those would be taken care during the subdivision review process. The zone change won't have any impact on easements.

Chair Patterson called for a motion.

Commissioner Pehrson made a motion 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 1177 West Bullion Street from Parks and Open Space to Medium Density Residential.

Seconded by Commissioner Hritsou. Roll call vote:

<u>A</u>	Patterson
<u>A</u>	Milkavich
<u>A</u>	Henrie
<u>A</u>	Hritsou
<u>A</u>	Pehrson
<u>A</u>	Richards

Motion passes: 6-0

Lartet Properties - 1177 West Bullion Street - Zone Map Amendment from A-1, Agricultural to R-1-6, Medium Density Single Family - Project # 24-019

Commissioner Pehrson made a motion to forward a recommendation of approval to the City Council for the requested amendment to the Zoning Map designation of the properties located at 1177 West Bullion Street from A-1, Agricultural to R-1-6, Single Family Medium Density Residential as described in the Staff Report.

Seconded by Vice Chair Milkavich. Roll call vote:

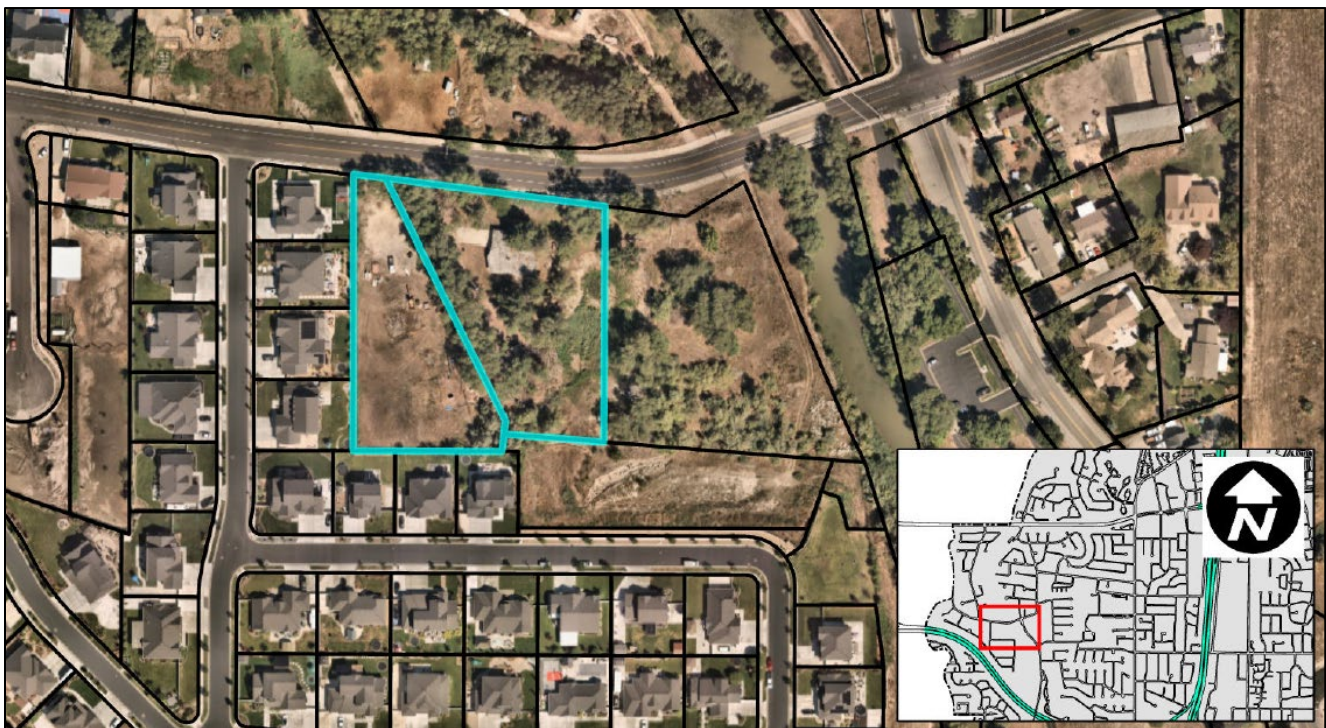
<u>A</u>	Patterson
<u>A</u>	Milkavich
<u>A</u>	Henrie
<u>A</u>	Hritsou
<u>A</u>	Pehrson
<u>A</u>	Richards

Motion passes: 6-0



## AGENDA ITEMS # 08 & 09 - Lartet Properties

<b>ITEM TYPE:</b>	General Plan & Zone Map Amendment		
<b>ADDRESS:</b>	1177 West Bullion Street	<b>MEETING DATE:</b>	March 7, 2024
<b>APPLICANT:</b>	Jake Larsen, Lartet Properties	<b>STAFF:</b>	Zachary Smallwood, Planning Manager
<b>PARCEL ID:</b>	21-14-305-003 & 21-14-327-001	<b>PROJECT NUMBER:</b>	24-019 & 24-020
<b>CURRENT ZONE:</b>	A-1, Agricultural	<b>PROPOSED ZONES:</b>	R-1-6, Single Family Medium Density
<b>Land Use Designation</b>	Parks and Open Space	<b>PROPOSED DESIGNATION</b>	Medium Density Residential
<b>SIZE:</b>	2.46 acres		
<b>REQUEST:</b>	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

Jake Larsen with Lartet Properties LLC has requested amendments to the Future Land Use and Zoning Maps in order to allow residential development of the property. The property is currently owned by the Salt Lake County Fish and Game Foundation, a private non-profit whose mission as stated on their website is to “support outdoor recreation, nature education, and conservation of Utah’s ecosystems for the benefit of wildlife and people”. The owners of the property have engaged with Mr. Larsen to pursue a rezone to facilitate a residential development.

The subject properties are comprised of two parcels totaling approximately 2.46 acres in the A-1, Agricultural Zoning District on the south side of Bullion Street and west of the Jordan River. The properties to the south and west have been developed as single family homes as part of the Murray Cove Subdivision that was approved in 2018 and 2019. To the west of the properties is a property that Salt Lake County Fish and Game will retain.

<u>Direction</u>	<u>Land Use</u>	<u>Zoning</u>
North	Single Family Residential	A-1
South	Single Family Residential	R-1-8
East	Single Family Residential	A-1
West	Single Family Residential	R-1-10

## IV. ANALYSIS

### Zoning Considerations

The subject properties are in the A-1, Agricultural Zoning District. Most of the properties nearby have been developed as single family residential subdivisions except for the Jordan River Parkway that is a mix of park and trail space. Staff supports the proposed general plan and zone map amendments noting that the potential development into a single family subdivision would facilitate additional reinvestment into the area and provide much needed housing into the city.

### Allowed Land Uses

The most significant difference between the allowable uses in the existing A-1 Zone and the proposed R-1-6 Zone is the allowed residential density. Aside from actual agriculture allowed in the A-1, the permitted and conditional uses themselves are very similar or the same between the two zones.

- **Existing A-1, Agriculture Zone:**  
Permitted Uses in the A-1 Zone include single-family dwellings on lots with a minimum area of 1-acre, utilities, medical cannabis pharmacies, cannabis production establishments, parks, field and seed crops, orchards and vineyards, non-commercial

beef cattle, horses, chickens, rabbits, apiaries, aviaries and general agriculture including range and pasture land.

Conditional Uses in the A-1 Zone include communications, radio and television transmitting stations, nurseries, cemeteries, protective functions, schools and churches, various commercial recreational uses, commercial animal husbandry uses and services, and commercial agriculture.

- **Proposed R-1-6, Single Family Medium Density Residential Zone:**  
Permitted Uses in the proposed R-1-6 include single-family detached dwellings on 6,000 ft<sup>2</sup> lots, utilities, charter schools, and residential childcare facilities.

Conditional Uses in the proposed R-1-6 include attached single-family dwellings (in Planned Unit Developments, or PUDs) telephone stations and relay towers, radio and television transmitting stations, parks, schools and churches, utilities, cemeteries, libraries, and group instruction in single-family dwellings.

### Zoning Regulations

The more directly comparable regulations for setbacks, height, and parking between the existing A-1 and proposed R-1-6 zones are summarized in the table below.

	<b>A-1 (existing)</b>	<b>R-1-6</b>
Single-Family Lot Size	1 acre min per lot	6,000 ft <sup>2</sup> min per lot
Height	35' or 40' with CUP	30'
Front yard setback	30'	20'
Rear Yard setback	25'	25'
Side Yard setbacks	10'	5'
Corner Yard setback	20'	20'
Parking Required	2 spaces per dwelling	2 spaces per dwelling

*Figure 1: Compared Regulations in existing and proposed zones*

### General Plan Considerations

For staff to support the Zone Map amendment to R-1-6, the applicant has also made an application for a General Plan amendment to modify the Future Land Use designations of the subject properties from Parks and Open Space to Medium Density Residential. General Plans are not intended to be static documents and are intended to be reviewed as changes in attitudes, market conditions, and individual property circumstances occur. 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.

### 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 Parks and Open Space. The applicant proposes to amend the Future Land Use designations described above to “Medium Density Residential”.



Figure 2: Future Land Use Map segment

- Existing: The properties are currently designated as “Parks & Open Space”. The properties were originally designated as low density single family residential in the 2003 future land use map and planning staff was unable to an indication as to why it was changed to parks and open space in the 2017 update to the General Plan other than it being missed in the review of the future land use map. The city has not planned for, or expect this to turn into park or trail space.
- 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 combined with stabilizing the existing single-family development around the subject property.

### General Plan Objectives

There are several goals and objectives taken from various chapters of the General Plan that would be supported by development of the subject property under the R-1-6 Zone. The overall goal of Chapter 5, 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”.

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 zone amendment, which is supported by the amended land use designation, will result in a development that provides for widely asked for single family housing with smaller yards that can contribute to lower costs overall. The overall density will be consistent with the surrounding area and will not have unmanageable impacts, especially given the specific context of this subject property.

The overall goal of Chapter 8, Neighborhoods and Housing 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 1: PRESERVE AND STABILIZE CURRENT NEIGHBORHOODS.**

**Strategy:** Protect the character and integrity of residential neighborhoods through landscape buffers, use, and visual buffer transitions.

**Strategy:** Continue detailed landscape buffer requirements to commercial and institutional zoning codes.

**Strategy:** Implement transition housing types that would integrate well with surrounding single-family dwellings and create a physical and visual transition from commercial developments.

**Strategy:** Support residential infill projects of a compatible scale and form.

The first objective, shown above, encourages supporting residential infill projects and housing transitions that integrate well with the surrounding neighborhoods.

**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.

**Strategy:** Promote the construction of smaller-scaled residential projects that are integrated with current and future employment, retail, and cultural areas.

**Strategy:** Implement transition housing types that would integrate well with surrounding single-family dwellings and create a physical and visual transition from commercial developments.

**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:** Continue to support ADUs (Accessory Dwelling Units) in all single-family residential zones and allow ADUs for single-family homes located in multi-family zones.

Objective three encourages the development of a range of housing types, smaller scaled residential projects, transitional housing types and reducing setbacks in implementing the plan.

## **II. CITY DEPARTMENT REVIEW**

The applications have been made available for review and comment by City Staff from various departments including the Engineering, Water, Wastewater, and Building Divisions and the Fire, Police, and Power Departments. All departments indicated that there are no concerns with the proposed request to change the Future Land Use Map or Zone Map.

## **III. PUBLIC COMMENTS**

Sixty six (66) 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 400' of the subject property and to affected entities. As of the writing of this report no comments have been received.

## **V. FINDINGS**

1. The General Plan provides for flexibility in the implementation and execution of the goals and policies based on individual circumstances.
2. The proposed Zone Map Amendment from A-1 to R-1-6 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-1-6 Zone.

3. The proposed Zone Map Amendment from A-1 to R-1-6 conforms to important goals and objectives of the 2017 Murray City General Plan and will allow 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 action individually. The two separate recommendations from 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 1177 West Bullion Street from Parks and Open Space 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 designation of the properties located at 1177 West Bullion Street from A-1, Agricultural to R-1-6, Single Family Medium Density Residential as described in the Staff Report.**

# GENERAL PLAN AMENDMENT APPLICATION

Type of Application(check one):      Text Amendment: \_\_\_\_\_      Map Amendment:   X  

## Applicant Information

Name: Lartet Properties LLC - Jake Larsen (Manager)

Mailing Address: 1101 W Ropcke Drive      City: Murray      State: UT      ZIP: 84123

Phone #: (801) 889-9716      Fax #: \_\_\_\_\_      Email Address: jake@lartetcompanies.com

## Property Owner's Information (If different)

Name: Salt Lake County Fish & Game Association

Mailing Address: 1177 W Bullion Street      City: Murray      State: UT      ZIP: 84123

Phone #: (801) 604-2211      Fax #: \_\_\_\_\_      Email Address: slcfg@hotmail.com

## Application Information

For Map Amendments:

Property Address: 1177 W Bullion Street, Murray, UT 84123

Parcel Identification (Sidwell) Number: 21-14-305-003-0000 & 21-14-327-001-0000

Parcel Area(acres): Appox. 2 AC      Land Use Designation: Low Density Residential      Proposed: Medium Density Residential

For Text Amendments:

Describe the request in detail (use additional pages, or attach narrative if necessary):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_

### **For Office Use Only**

Project Number: P2-24-020      Date Accepted: 2/14/24

Planner Assigned: \_\_\_\_\_

Property Owners Affidavit

I (we) Salt Lake County Fish & Game Association  
Dale Majors - President, 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.

[Signature]  
Owner's Signature

\_\_\_\_\_  
Owner's Signature (co-owner if any)

State of Utah

§

County of Salt Lake

Subscribed and sworn to before me this 2 day of February, 2024.

[Signature]  
Notary Public

Residing in DAVIS

My commission expires: 02/16/2026

Agent Authorization

Salt Lake County Fish &  
Game Association  
I (we), Dale Majors - President, the owner(s) of the real property located at 1177 W Bullion Street, Murray, UT 84123  
in Murray City, Utah, do hereby appoint Lartet Properties LLC - Jake Larsen (Manager), as my (our) agent to represent me (us)  
with regard to this application affecting the above described real property, and authorize Lartet Properties LLC - Jake Larsen (Manager)  
to appear on my (our) behalf before any City board or commission considering this application.

[Signature]  
Owner's Signature

\_\_\_\_\_  
Owner's Signature (co-owner if any)

State of Utah

§

County of Salt Lake

On the 12<sup>th</sup> day of FEBRUARY, 2024, personally appeared before me DALE MAJORS  
the signer(s) of the above Agent Authorization who duly acknowledge to me that they executed the same.

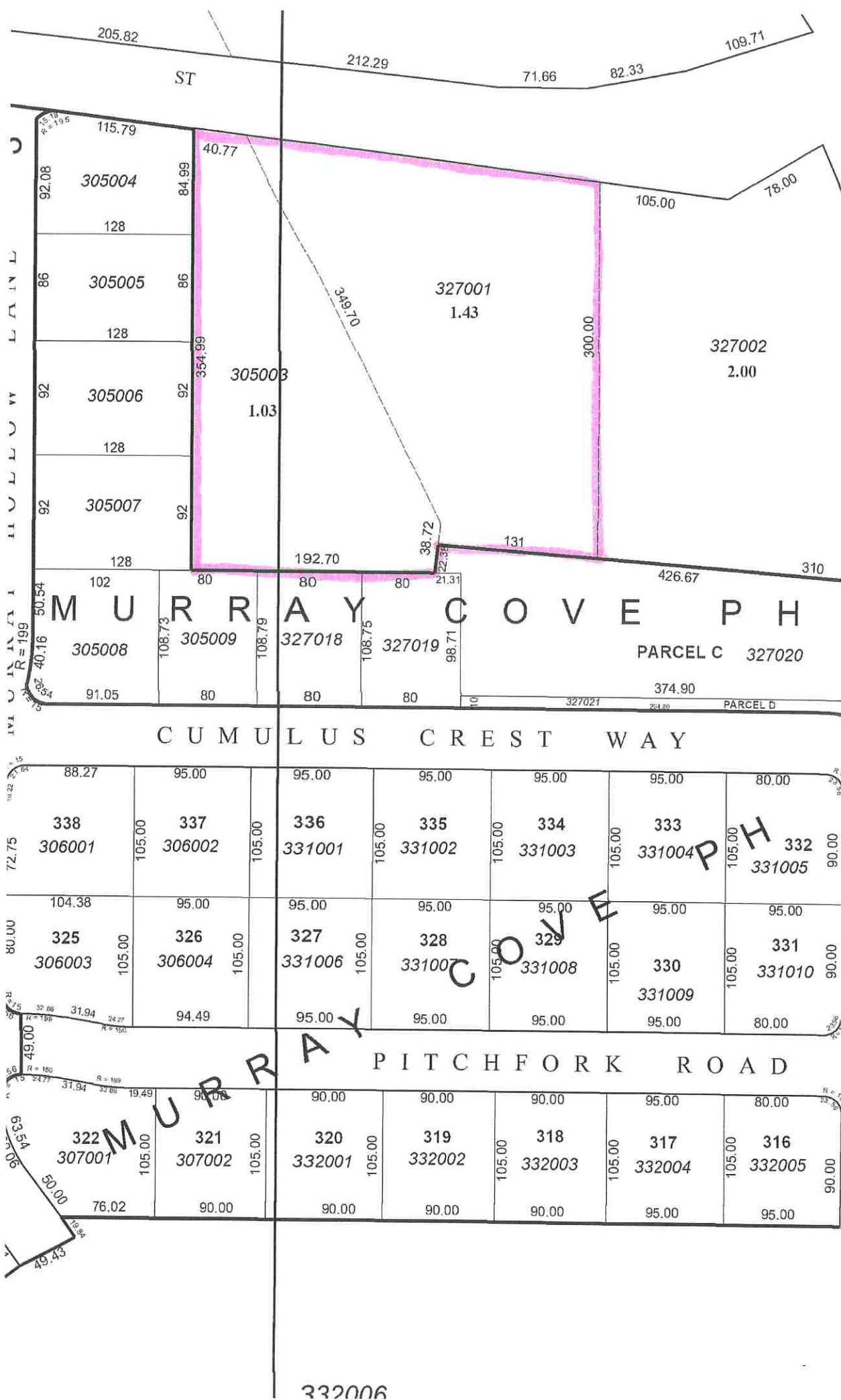
[Signature]  
Notary public

Residing in: DAVIS

My commission expires: 02/16/2026







## **Subject Properties for General Plan and Zoning Map Amendments**

Applicant: Lartet Properties LLC – Jake Larsen (Manager)

Owner: Salt Lake County Fish & Game Association

ATTN: Dale Majors (President)

PARCEL ID: 21-14-305-003-0000

Legal Description:

BEG S 362 FT & S 70°40' E 1010.25 FT & E 231.2 FT FR W 1/4 COR SEC 14, T2S, R1W, SLM; E 238.3 FT; N 6°58' E 147.5 FT; N26°39' W 349.7 FT; N 83°09' W 100 FT; S 470.8 FT TO BEG. LESS & EXCEPT BEG N 89°50'11" E 1,452.25 FT & S 3,239.81 FT FR NW COR SEC 14, T2S, R1W, SLM; S 6°47'13" W 108.78 FT; S 89°49'13" W 238.30 FT; N 0°10'47" W 470.80 FT; S 83°13'09" E 59.23 FT; S 0°10'47" E 354.99 FT; S 89°59'06" E 192.70 FT TO BEG.

PARCEL ID: 21-14-327-001-0000

Legal Description:

COM 362 FT S & S 70°40' E 1010.25 FT & 469.5 FT E & N 6°58' E 132 FT FR W 1/4 COR SEC 14, T 2S, R 1W, SL MER, N 6°58' E 15.5 FT; N 26°39' W 349.7 FT TO S LINE OF BULLION ST; S 83° E ALG SD STREET TO LENNON TRACT; S 300 FT; W 131 FT TO BEG 1.43 AC.

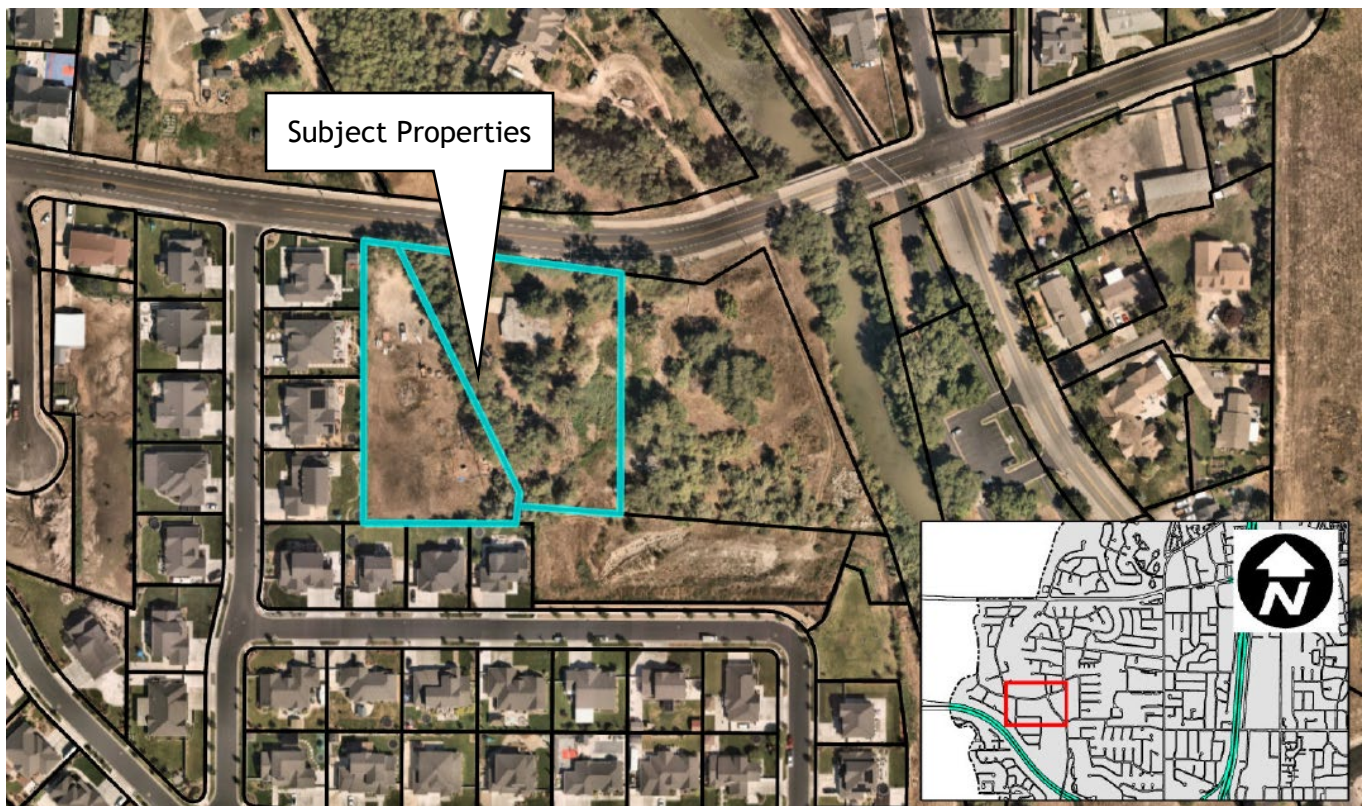


## NOTICE OF PUBLIC HEARING

March 7<sup>th</sup>, 2024, 6:30 PM

The Murray City Planning Commission will hold a public hearing on Thursday, March 7th, 2024 at 6:30 p.m. in the Murray City Municipal Council Chambers, located at 10 East 4800 South to receive public comment on applications submitted by **Jake Larsen of Lartet Properties LLC** for the properties located at **1177 West Bullion Street**. The requests are to amend the Future Land Use map of the General Plan from Parks and Open Space to Medium Density Residential and amend the Zone Map from A-1, Agricultural to R-1-6, Single 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](mailto:planningcommission@murray.utah.gov). If you would like to view the meeting online, you may watch via livestream at [www.murraycitylive.com](http://www.murraycitylive.com) or [www.facebook.com/MurrayCityUtah/](https://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 400 feet of the subject property. If you have questions or comments concerning this proposal, please call the Murray City Planning Division at 801-270-2430, or e-mail to [planningcommission@murray.utah.gov](mailto:planningcommission@murray.utah.gov).

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

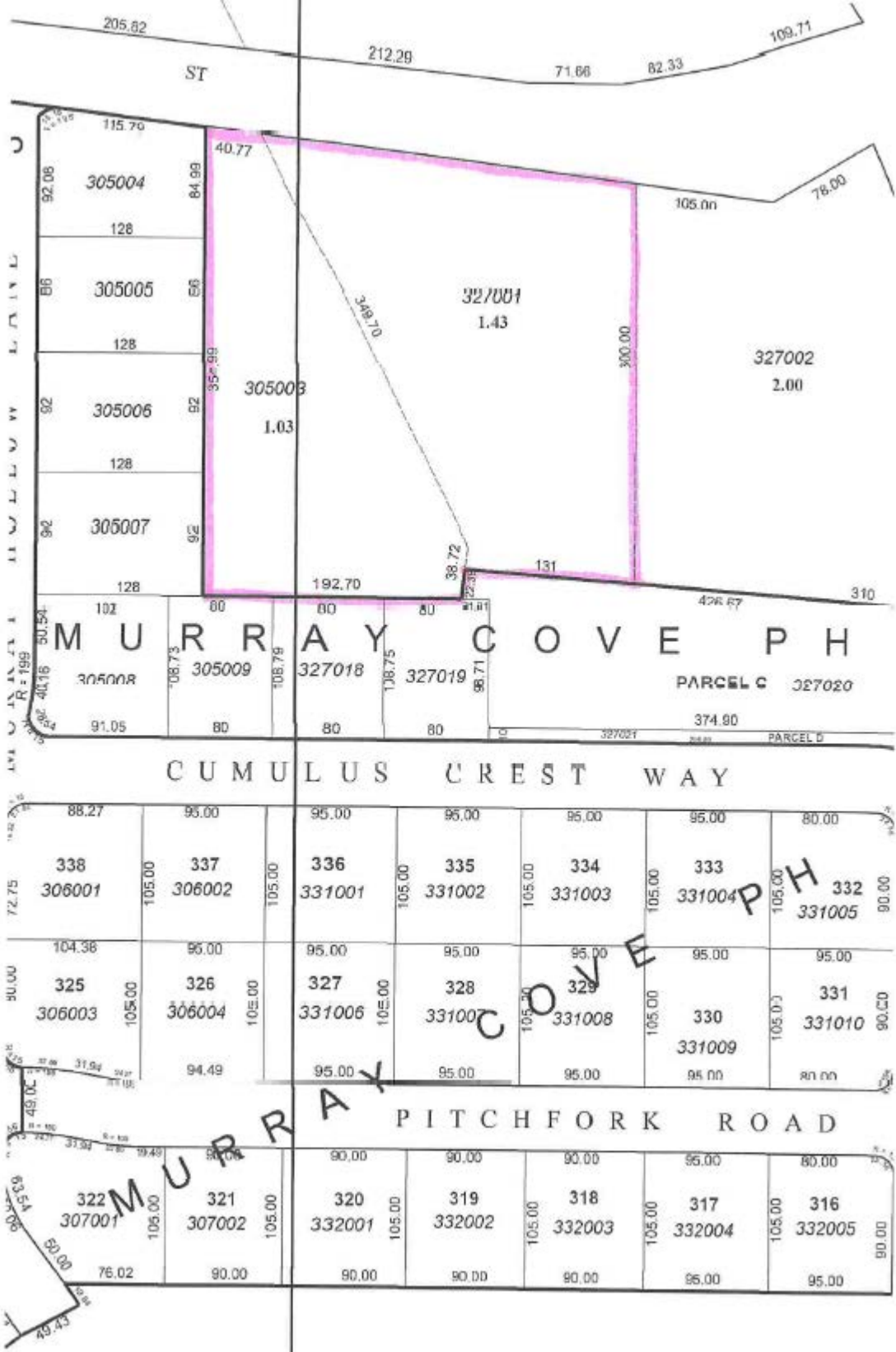
Public Notice Dated | February 22nd, 2024

Murray City Hall | 10 East 4800 South | Murray | Utah | 84107

#### Legal Description

Commencing 362 feet South and South 70°40' East 1010.25 feet and 469.5 feet East and North 6 ° 58 ' East 132 feet from the West Quarter Corner of Section 14, Township 2 South, Range 1 West, Salt Lake Base and Meridian, thence North 6°58' East 15.5 feet; thence North 26°39' West 349. 7 feet to the South line of Bullion Street; thence South 83° East along said street to the Lennon Tract; thence South 300 feet; thence West 131 feet, more or less, to the place of Beginning.





# Lartet Properties

1177 West Bullion Street

General Plan Future Land Use Map  
Amendment from Parks and Open Space to  
Medium Density Residential

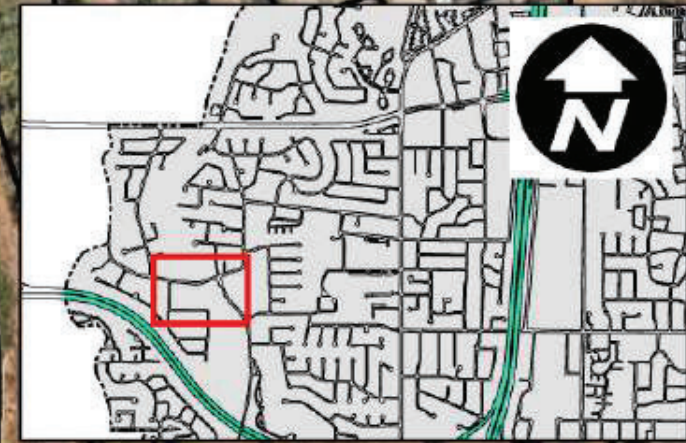
Zone Map Amendment from A-1, Agricultural  
to R-1-6, Medium Density Single Family





Site Information:

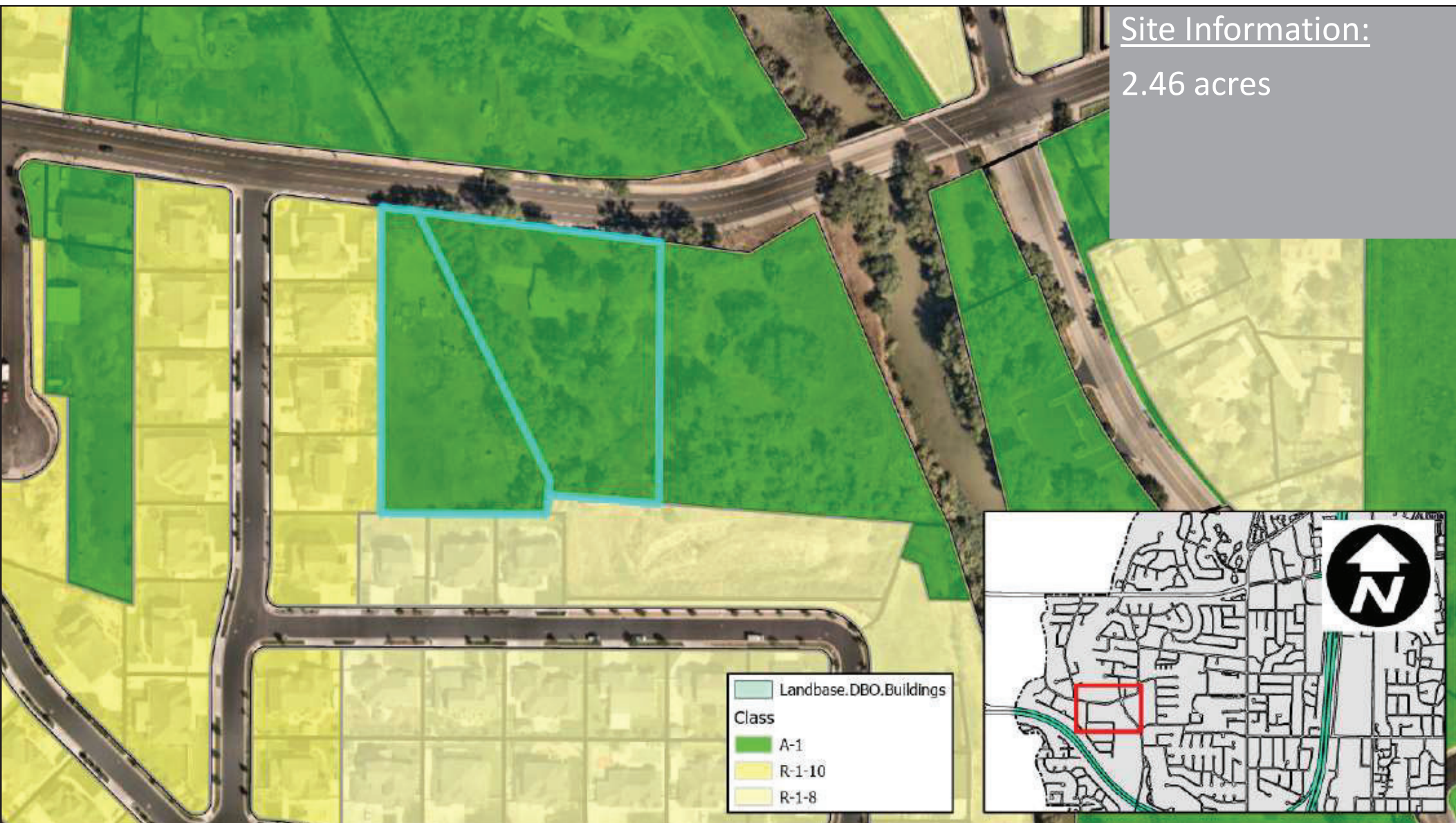
2.46 acres





Site Information:

2.46 acres







## General Plan

Subject Properties

Bullion Street

### Future Land Use Categories

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



## General Plan

### Objectives: Land Use & Urban Design

**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

### Objectives: Neighborhoods & Housing

#### **OBJECTIVE 1: PRESERVE AND STABILIZE CURRENT NEIGHBORHOODS.**

**Strategy:** Protect the character and integrity of residential neighborhoods through landscape buffers, use, and visual buffer transitions.

**Strategy:** Continue detailed landscape buffer requirements to commercial and institutional zoning codes.

**Strategy:** Implement transition housing types that would integrate well with surrounding single-family dwellings and create a physical and visual transition from commercial developments.

**Strategy:** Support residential infill projects of a compatible scale and form.

#### **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.

**Strategy:** Promote the construction of smaller-scaled residential projects that are integrated with current and future employment, retail, and cultural areas.

**Strategy:** Implement transition housing types that would integrate well with surrounding single-family dwellings and create a physical and visual transition from commercial developments.

**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:** Continue to support ADUs (Accessory Dwelling Units) in all single-family residential zones and allow ADUs for single-family homes located in multi-family zones.



## Allowed Uses

### **Existing A-1, Agriculture:**

#### Permitted Uses

- Single-family dwellings minimum area of 1-acre,
- Medical cannabis pharmacies and production
- Parks,
- Field and seed crops,
- Orchards and vineyards,
- Non-commercial beef cattle, horses, chickens, rabbits, apiaries, aviaries
- General agriculture including range and pasture land.

#### Conditional Uses in the A-1 Zone include

- Communications,
- Radio and television transmitting stations,
- Nurseries,
- Cemeteries,
- Schools and churches,
- Commercial recreational uses,
- Commercial animal husbandry uses and services
- Commercial agriculture.

### **Proposed R-1-6, Single Family Medium Density Residential** Permitted Uses

- Single-family detached dwellings on 6,000 ft<sup>2</sup> lots,
- Utilities,
- Charter schools, and
- Residential childcare facilities.

#### Conditional Uses

- Attached single-family dwellings (in PUDs)
- Telephone stations and relay towers,
- Radio and television transmitting stations,
- Parks,
- Schools and churches,
- Cemeteries,
- Libraries, and
- Group instruction in single-family dwellings.



## Zoning Standards

	<b>A-1 (existing)</b>	<b>R-1-6</b>
Single-Family Lot Size	1 acre min per lot	6,000 ft <sup>2</sup> min per lot
Height	35' or 40' with CUP	30'
Front yard setback	30'	20'
Rear Yard setback	25'	25'
Side Yard setbacks	10'	5'
Corner Yard setback	20'	20'
Parking Required	2 spaces per dwelling	2 spaces per dwelling

# Findings

1. The General Plan provides for flexibility in the implementation and execution of the goals and policies based on individual circumstances.
2. The proposed Zone Map Amendment from A-1 to R-1-6 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-1-6 Zone.
3. The proposed Zone Map Amendment from A-1 to R-1-6 conforms to important goals and objectives of the 2017 Murray City General Plan and will allow appropriate development of the subject property.

# Planning Commission Action

- The Planning Commission held a public hearing on March 7, 2024
- Forty (40) public notices were sent to neighboring property owners.
- There were four (4) public comments at the meeting.
- The Planning Commission voted 6-0 to forward a recommendation of approval for both applications

# Staff Recommendations

## General Plan Amendment

Murray City Planning Commission and Planning staff recommends that the City Council APPROVE the requested amendment to the Future Land Use Map, re-designating the properties located at 1177 West Bullion Street from Parks and Open Space to Medium Density Residential.

## Zone Map Amendment

The Murray City Planning Commission and Planning staff recommends that the City Council APPROVE the requested amendment to the Zoning Map designation of the properties located at 1177 West Bullion Street from A-1, Agricultural to R-1-6, Single Family Medium Density Residential as described in the Staff Report.





**MURRAY**  
CITY COUNCIL


# Public Hearing #2



**MURRAY**

**Council Action Request**

Meeting Date:

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

**Continued from Page 1:**

## **MURRAY CITY CORPORATION**

### **NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that on the 7<sup>th</sup> Day of May 2024, at the hour of 6:30 p.m., in the City Council Chambers of the Murray City Hall, 10 East 4800 South, 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 the 2017 Murray General Plan to adopt the Murray City Center District (MCCD) Strategic Area Plan.

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

DATED this 2<sup>nd</sup> day of April 2024.



MURRAY CITY CORPORATION

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

Brooke Smith  
City Recorder

DATES OF POSTING: April 26, 2024  
PH24-11

UCA 10-9a-204

LOCATIONS OF POSTINGS – AT LEAST 10 CALENDAR DAYS BEFORE THE PUBLIC HEARING:

1. Utah Public Notice Website.
2. City's Official Website.
3. (City Hall) Public Location Reasonably Likely to be Seen by Residents (where proposed impact fee facilities will be located – i.e., service area).
4. Mailed to Each Affected Entity

ORDINANCE NO. 24-\_\_\_\_\_

AN ORDINANCE RELATED TO LAND USE; AMENDS THE GENERAL PLAN TO ADOPT THE MURRAY CITY CENTER DISTRICT (MCCD) STRATEGIC AREA PLAN.

BACKGROUND

Chapter 3 of the 2017 Murray General Plan (the “General Plan”) presents a “framework for the future” of Murray City (the “City”) and indicates that the primary goal of the General Plan is to “guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray.” Chapter 3 of the General Plan identifies recommended “Small Area Planning Projects”, and the Downtown Murray/City Center area, including the Murray City Center District (“MCCD”) was identified among such projects.

The MCCD Strategic Area Plan was developed in coordination with City staff, a resident led steering committee, and outside consultants. The study area extends from 4800 South to Vine Street and State Street to Hanauer Street. The MCCD area holds prime opportunities for historic preservation and rehabilitation, new development, and improved multimodality. The proposed Strategic Area Plan has been carefully considered based on public input and review of City planning best practices and provides clear and objective goals for the City to move forward in implementing the General Plan and furthering redevelopment in the downtown area. The proposed amendment is in harmony with the goals and initiatives of the General Plan.

After hearing the matter and citizen comments, the Planning Commission forwarded to the Council a favorable recommendation.

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

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

*Section 2. Amendment.* The attached amendment to the General Plan, specifically the MCCD Strategic Area Plan, is hereby adopted as part of the Murray City General Plan.

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

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this 7<sup>th</sup> day of May, 2024.

MURRAY CITY MUNICIPAL COUNCIL

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Pam Cotter, Council Chair

ATTEST:

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Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this \_\_\_\_ day of \_\_\_\_\_, 2024.

MAYOR'S ACTION: Approved

DATED this \_\_\_\_ day of \_\_\_\_\_, 2024

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Brett A. Hales, Mayor

ATTEST:

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Brooke Smith, City Recorder

### CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the \_\_\_\_ day of \_\_\_\_\_, 2024.

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Brooke Smith, City Recorder

## MCCD Strategic Area Plan

### Review MCCD Strategic Area Plan as Amendment to the General Plan - Project # 24-005

This is a request from the planning staff to amend the General Plan and adopt the MCCD strategic area plan. On a map presented, it's everything in the orange it roughly equates 4800 south down to the south of Vine Street and then approximately from Box Elder to Center Street (from east to west). He provided background and history on the MCCD zone. In 2011, the MCCD zone was adopted. It was proposed to be a multi-phase project. You can see on the slides what the area plan was proposed to look like. He pointed out the relocation of some historic buildings along some blocks and then a multi-phase project that would end up with anywhere from a minimum of four stories up to 30 or 40 stories at the time. He pointed out the materiality and massing that was proposed at the time. Between 2017 and today, approximately six text changes have been made to the MCCD. They've lowered the heights down to 10 stories reduce the unlimited density down to 80 units per acre and increased parking requirements in 2022. The RDA commissioned a city-wide scientific survey sent out approximately 10,000 surveys. And 939 responded, which is significant. They were able to do a significant analysis of that data. Based on that survey, they realized they needed additional information. The RDA approved the development of this strategic plan in 2023, to determine materiality, massing, and overall look and feel for the downtown. It's comprised of a few chapters. The first chapter is an introduction which summarizes what Mr. Smallwood discussed previously. The second chapter covers existing conditions analysis, looking at a baseline of the area. This chapter is focused on block one and block two. Block one is located from 4800 south to Fifth Avenue, to Hanauer street and then back up. Block two is Fifth Avenue down to vine street. Part of the survey included a demographic analysis. Then they looked at the built environment. The overall findings for this area determined that surface parking constitutes the majority of the historic downtown area. There's a mismatch between the historic district status and the area's urban design elements. Pedestrian infrastructure is minimal and bicycle-only infrastructure doesn't exist. The addition of various occupants throughout the district have resulted in a mixed-use downtown. The new city hall, Hanauer street and other public investments are catalysts for change in the area. The RDA-owned properties are a prime opportunity to expand the downtown's footprint and improve the experience. He said that the RDA owns property from this corner on 4800 south and Vine over to Hanauer Street and then down to the Murray Mansion property and then goes back along Fifth to state. They conducted a SWOT analysis on the plan, which he then went over. Strengths include the fact that the downtown area is less than a mile from Front Runner and Trax station, providing a critical non-vehicular connection to the entire metro area. Downtown Murray is already a designated mixed-use district joined by residential on the fringes with some commercial occupants. The current zoning code is well thought out code that does help provide urban feel. It's detailed and achieves the value set forth. Weaknesses include limited landscaping throughout the district, which increases the "urban heat island" effect and makes pedestrian and bicycle activity less pleasant. The district has an urban design mismatch between the historic district status and the area's urban design elements. There is minimal pedestrian infrastructure and that compounds the issue with lack of bicycle-only infrastructure in that area. Opportunities include the fact that Murray is a regional retail commercial destination. Most of the shopping happens around Fashion Place Mall. The destinations are close and well connected via transit. Murray City is certified with the Utah State Historic Preservation Office. The Downtown Area is in close proximity to Front Runner and Trax stations. Murray has a relatively young, highly

educated growing population. The potential of the RDA-owned properties is great opportunity. Lastly, the new medium-density development which is generating significant tax revenue and additional pedestrian traffic. The threats to this area were discussed next. Tractor trailer traffic along State Street contributes to significant noise and air pollution in the area. The speed limit of 40 miles per hour along State is a threat to pedestrian and bicycle safety. The high amount of surface parking taking up most of the downtown area, threaten the urban nature and feel for downtown. The current requirements for minimum vehicle parking have raised the development costs for new construction. That concluded the SWOT analysis. Additionally, public input was provided through the 2022 Y2 Analytics Survey. The consultants also conducted an additional survey to gather more in-depth data. The results show that eighty-one percent (81%) of the respondents support downtown revitalization. Eighty-two percent (82%) always or nearly always drive to the downtown area, while seventy (70%) report that they sometimes walk or take public transit. Residents gave a rating of 3.6 out of 5 for accessibility and ease of transportation to and within downtown. Sixty percent (60%) of the respondents reported safety concerns that need to be addressed in the downtown area. A need for casual and full-service restaurants, retail boutique stores, and entertainment venues were ranked as the most important private amenities and services to have downtown. Mr. Smallwood then discussed the properties that the city anticipates being torn down. He showed a map of the buildings that were listed as potential for being torn down. He said this is based on communications with the property owner and/or developers. He made it clear that this doesn't mean that the city is proposing to demo these buildings. This was based on the analysis of the plan and talking with the developers and property owners of the area. The first recommendation made by the plan is implementing a form-based code and within two years. The responsible party is Murray City. He said they are currently working on implementing the form-based code. He showed pictures to illustrate the form, the building type, and the massing that they're striving for and is in keeping with what the citizens have called for, which includes a historic feel. The city plans on accomplishing that through the form-based code. The second recommendation is to update and enforce downtown design guidelines again. They plan on looking at that over the next two years. Recommendation three is to perform a parking warrant analysis to see how much parking truly is needed for downtown. This will take place over the next three to six years. The fourth recommendation is to create infrastructure projects to improve multimodal accessibility. This would be to locate places for bicycle infrastructure and pedestrian only infrastructure. This would take place over the next two years. Recommendation five is to partner with UDOT to improve multimodal accessibility on State Street. UDOT is the owner of State Street and they control what gets put there in terms of things like lane widths and accesses. They have been notoriously hard to work with. Recommendation six is to program public spaces within downtown Murray. The RDA is starting that process already in developing a historic plaza area near the mansion and the Townsend House. They've contracted with a landscape architect to get some ideas on how to provide some additional green space east of the plaza. Recommendation seven is to negotiate and enter into a master development agreement for the RDA own property in downtown Murray. This is three-to-six-year timeframe. Recommendation eight expand the scope of the study to the east side of State Street. This is dependent upon the success of recommendations one through seven. The timeframe for this is seven to ten years. He then outlined some of the findings from the staff report. He said that the General Plan provides direction and implementation of the five key initiatives. The requested amendment has been carefully considered based on public input and review of City Planning best practices. The recommendations outlined in the plan provide clear objective goals for the city to move forward in implementing the plan and furthering



redevelopment in the downtown area. The proposed amendment is in harmony with the goals and initiatives of the Murray City General Plan. He said that they mailed 326 notices. Staff is recommending that Planning Commission forward a recommendation of approval to the city Council for the proposed amendment to the General Plan, adopting the MCCD Strategic Area Plan as reviewed in the staff report.

Vice Chair Milkavich asked if the city owns the Mercantile Building and the Harker Building on State Street.

Mr. Smallwood said someone else owns those buildings.

Vice Chair Milkavich confirmed that the owners can choose to do what they want with their buildings, whether that be to keep them or tear them down. She asked Mr. Smallwood to confirm that it's out of the city's control.

Mr. Smallwood said that's correct.

Chair Patterson elaborated that the owners could decide if would want to redevelop it, according to the form-based code, keep it as it is, or tear it down. These recommendations wouldn't affect what that property owner would be doing with their property.

Mr. Smallwood said that's correct. He reminded them that these are just proposals of what something could look like, this is not a specific development plan. The proposal is just a guide as they move forward in writing a form-based code, which will help inform developers when they come forward to the city with a project that it should look historic in nature and have those traditional design elements.

Vice Chair Milkavich said it sounds like the city has taken feedback from various meetings, noting specifically the four-story buildings and historic brick facades. She feels they are getting closer to what's desired.

Commissioner Henrie asked how the new code will change what the Planning Commission will review or decide with their responsibility as the land use authority.

Mr. Smallwood said this is just this is providing direction to the planning staff. It will provide future staff a foundation for how proceed with the development of projects and codes. This process is simply asking the Planning Commission to move forward with implementing this code. It does not impact the commissions land use authority. Once the form-based code is developed, it still needs to be presented to the commission for review.

Vice Chair Milkavich asked what will become of the current code used by the city.

Mr. Smallwood said it will stay in place until the new code is formally adopted.

Vice Chair Milkavich confirmed that there's a sense of urgency to adopt the new code.

Mr. Smallwood said that there is.

Chair Patterson asked Mr. Smallwood to talk about other small area plans in the city that have been completed.

Mr. Smallwood talked about two that have been done recently. One was around Murray Central Station and the other was around the Fashion Place West Trax Station. He said they started with the General Plan, which recommends about fifteen area plans that the city should work on. The transit stations were one of them and the downtown is another. Planners have been working on those. This MCCD area plan is more focused than that. Essentially the focus is on block one. He said that the form-based should be for the entire MCCD zone.

Vice Chair Milkavich said when they've talk about the MCCD area, they've talked a lot about programming, because they want the community to be there all the time. She hopes these discussions will continue because she wants to make sure they see results that are appropriate for the community.

Mr. Smallwood reiterated that's how the process will continue. They'll be meeting with the landscape architect soon and working holding a kickoff event for the community to develop ideas for the space. The focus at this event will be on the Townsend House and the Cahoon.

Vice Chair Milkavich commented that when there's a discussion about the MCCD area, the topic of State Street often comes up. She said that it's out of their control. It isn't comfortable or communal. She wants to focus away from State Street to make a community space.

Mr. Smallwood pointed out in the renderings that there are images of cut outs in the buildings that go back, away from State Street, where something like a farmers' market could be.

Chair Patterson said she feels that having the eight recommendations seems like a path forward. She is encouraged by the proposed plan to have individual developers for block one.

Chair Patterson opened the public comment period.

Margaret Pahl, Vice President of the Historic Murray First Foundation, spoke about the foundation's mission to advocate, educate, and fundraise for the historic buildings in Murray. She expressed her sincere passion for preserving the history of Murray, as she had witnessed the city develop and lose its historic feel over the years. Ms. Pahl said she attended the MCCD Committee meeting and felt that Mr. Smallwood had glossed over some of the foundation's recommendations, which included the preservation of the Harker and Mercantile buildings. These buildings were featured on the cover of the report, and the foundation had requested for their status to be changed to green. She emphasized the importance of a master plan, stating that when a property owner requests a zone change or demolition permit, the city can refer to the master plan and advocate for the preservation of the buildings in question. She suggested that all buildings should be marked as green, questioning the purpose of keeping the yellow designation. Ms. Pahl pointed out that the city of Murray owned everything on the block except for the Harker and Mercantile. She noted that the city could have sought grant money and historic preservation incentives to renovate the buildings after evicting the antique dealer who had occupied the space for many years. However, the city did not take action, allowing the

buildings to deteriorate through demolition by neglect. Furthermore, Ms. Pahl drew attention to page 23 of the report, which she believed the committee had overlooked. The public input synopsis on that page indicated that one to three stories was one of the five most important development characteristics, and downtown historic building rehabilitation was one of the five most important elements for improving downtown. The preservation of existing facades was also highlighted in the public input synopsis. She noted that the word "historic" appeared 29 times throughout the report, emphasizing its significance. Despite this, the most significant part of Murray's historic downtown was proposed to be torn down.

Janice Strobel expressed her appreciation for the work done on the strategic plan, stating that the majority of the recommendations were important and much needed. She also mentioned her understanding that the strategic plan would serve as a framework for the RFP (Request for Proposal) for block one, as the city was eager to see block one developed. Strobel agreed with Margaret's comments and acknowledged the good recommendations they provided in addition to what was included in the strategic plan. Ms. Strobel pointed out that the current downtown area was a nationally registered Historic District. She emphasized that if the historic buildings recognized as contributing to the district were to be removed and the percentage fell below 50%, the area should be delisted as a historic district. This would mean that other historic buildings in the area would no longer be eligible for tax benefits. She acknowledged that DAR Properties owned the Mercantile and Harker buildings. However, she noted that with the many iterations that had happened for the MCCD, there was no longer any real protection for the historically significant properties in the downtown area. This meant that the owner would be able to do whatever they wanted with those buildings. Ms. Strobel mentioned that when the RFP was previously done and Eastland had their plan, they had already negotiated a purchase of those two buildings. She believed it was very likely that when the new RFP went out, the developer would be in talks with DAR Properties to purchase the buildings and actualize the plan outlined in the strategic plan. Lastly, she pointed out that the Townson apartments were currently the only truly affordable housing available in the area.

Lloyd Jones, secretary of Historical Murray First Foundation, addressed a few points regarding the Y2 Analytics Survey. He pointed out that the survey not only referred to the historic nature of the downtown but also stated the importance of restoring and maintaining its historic character. Mr. Jones argued that this encapsulated more than simply acknowledging the historical nature by adding minor architectural elements, such as white caps or Art Deco nods, to the renderings provided. Mr. Jones acknowledged and appreciated Mr. Smallwood's statement that the renderings were not final and subject to change. He also mentioned the Edlen proposal from a couple of years prior, noting that he did not see much difference in the current renderings, apart from the reduced height of the buildings. He questioned the approach of trying to build something new and making it look "retro" instead of preserving the existing historic buildings and maintaining the national registry historic registration that Murray currently held. Mr. Jones suggested that the focus should be on meeting the public's desires, as described in the Y2 Analytics Survey and the public comments made during the open houses for the Edlen proposal. Mr. Jones acknowledged Ms. Milkavich's comment that private owners could do whatever they wanted with their buildings, especially since the Murray City Council had removed the historic preservation requirements. He emphasized the need to closely examine this issue and ensure that the public's opinions were taken into account. Finally, Mr. Jones expressed his concern that the new proposal seemed to prioritize form over function.

Timmy Ulrich expressed his appreciation for the city's sense of community and small-town feel. While acknowledging that the plan was not final, he suggested considering vertical parking to reduce the amount of asphalt in the area. Additionally, he recognized that State Street could be a challenging, but he encouraged the commission to explore ways to drive traffic to small businesses and to unite Murray by connecting the east and west sides of the city.

David Rogers, who currently works as a transportation planner in Salt Lake County, commended the staff for their work on the project. He mentioned that he had attended the open houses and participated in the survey. Mr. Rogers acknowledged the emphasis on active transportation, making the corridor more walkable, and prioritizing bike infrastructure. He expressed his belief that by emphasizing active transportation, the community would become healthier, more active, and more involved. Mr. Rogers also pointed out that the downtown area, including the plaza outside City Hall and the potential Historic District around the Murray mansion and the Townsend House, presented great opportunities to bring people and the community together, specifically through active transportation. He concluded his remarks by thanking the committee for their emphasis on these aspects.

John (no last name given) said that the plan doesn't mention the people he feels will be displaced and that bothers him.

Robert (no last name given) mentioned that he and the president of historic Murray had met with someone from the city to discuss the possibility of turning Wrights Costumes back into a happy hour theater. The idea was to create a theater district in Murray to drive business into the area and generate more revenue. However, he expressed frustration that they had not received any response from the city regarding this proposal. Robert suggested that grants could easily be obtained to renovate the old antique mall and costume shop, transforming them into a mixed-use theater or a hybrid dance hall, as the building had previously served as both a theater and a dance hall. He reminisced about the popularity of the dance hall. Additionally, he proposed turning the space into a cafe with a stage that could also function as a comedy club, bringing in people and encouraging them to stay. Robert highlighted the presence of the Desert Star theater across the street and the potential to create a small theater district, even suggesting the possibility of enticing Sundance Film Festival attendees to visit. He strongly opposed the idea of tearing down the buildings, emphasizing the potential they held. Robert echoed the concerns of others, warning that losing too many buildings would result in the loss of historical preservation and the associated benefits. Drawing from his experience growing up in a city with a protected historical district that provided grants and support, he cautioned against the negative consequences of demolishing buildings, such as increased prices and people moving out. Robert passionately argued that destroying the buildings would be the worst decision ever and that they should all be designated as green, not yellow. He advocated for securing grants from the state and federal government to renovate the buildings and repurpose them, rather than simply making them look new or tearing them down to build something retro.

Linda Fox expressed her frustration with the recurring meetings and discussions where the importance of maintaining a historical appearance is emphasized, yet the actual buildings constructed by the city fail to reflect those values. She specifically pointed out the building on Vine Street, describing it as humongous and lacking any historic appearance. Ms. Fox also

criticized the fire station, stating that the city had opportunities to make these buildings look historic but chose not to do so. She argued that with every new construction, the city opts for a modern look, gradually erasing the historic character of Murray. Ms. Fox further critiqued the fire station's design, highlighting the mismatched windows with aluminum on the top and black on the bottom, questioning the competence of the city's design team and the lack of control over them. As a resident, she expressed her frustration with the situation, dismissing the city's excuses about not coming forward soon enough. Ms. Fox emphasized the overwhelming size of the building on Vine Street, which towers over everything, including the larger houses in her neighborhood, without any historic appearance. She also raised concerns about the potential impact on traffic in the area. Ms. Fox concluded by expressing her disappointment as a citizen of Murray, feeling that the city does not care about preserving the historic sense of the community and fails to make an effort to make the buildings look historic, unlike neighboring Millcreek, which has successfully incorporated historical elements into their buildings.

Alexis Palmer expressed her deep concern regarding the new plans and initiatives put forth by Murray City. She argued that the plans fail to achieve the desired goals, particularly in preserving the historic nature of the area. Ms. Palmer criticized the design renderings, acknowledging that they are proposals, but emphasizing that they lack the authentic historic feel. She drew comparisons to the Holladay area, where attempts to revitalize and make it more historic have resulted in a grandiose reiteration that doesn't truly look historic, but rather like a grand gesture to make it appear new and attract the community. Ms. Palmer pointed out that on hot, sunny days, people tend to avoid the bright marble buildings and instead seek out quiet, shady areas rather than sitting in the little avenues along the street. She expressed her desire to maintain Murray's distinct historic feel, which she believes the current renderings fail to accomplish. Additionally, Ms. Palmer questioned the plan's ability to meet the stated goals, such as adding more green space, as the renderings show only a small half-block of green space while the majority of the parking lot remains intact. She argued that the plan still contributes to the "Asphalt Jungle" by adding more buildings, which doesn't effectively address the heatwave problem. Furthermore, Ms. Palmer expressed skepticism about the plan's ability to improve walkability for the populace, sharing her recent experience of walking through the area and finding it already walkable and quiet. She cautioned that diverting traffic from these areas might actually make it less walkable, contrary to the intended goals. Ms. Palmer firmly believes that tearing down the buildings will not achieve the desired objectives and will only result in a different rendering of the same problem. She called for a re-evaluation, redesign, and refocusing on the goals, emphasizing her desire for a truly walkable Murray based on her experience living in Europe for several months. Ms. Palmer concluded by stating that while she supports the goals, the current plan falls short of achieving them.

Ben Peck expressed his belief in the importance of historic preservation, while also stating that he is not opposed to the proposed plan. However, he pointed out that the new form still includes a significant amount of asphalt, which he considers problematic for a walkable proposal. Mr. Peck estimated that over half of the area, at a glance, would still consist of surface parking lots. He also mentioned the limitation of building heights to less than four stories, acknowledging that this decision was based on public feedback. Mr. Peck highlighted that most of the buildings currently marked in yellow are only a single story, which, in his opinion, does not evoke the feeling of a downtown area when surrounded by parking lots. He emphasized the need to dramatically reduce parking and increase density to revitalize the area and encourage people to

live there. Mr. Peck described the current situation as historic buildings surrounded by a "crater of parking," which he considers an undesirable state. He concluded by expressing his concern that if the implementation of the plan takes as long as it did when the previous plan was introduced in 2011, it would be a shame.

Bree Tyson expressed her confusion regarding the proposal, as she thought it mentioned lowering the building heights to six stories, but the renderings only showed a maximum of four stories. She felt that this discrepancy did not provide an accurate representation of what the final result would look like. Ms. Tyson, who lives on Box Elder, also highlighted the parking issues in the area, mentioning that she often struggles to turn out of Box Elder onto 4800 South, sometimes having to turn around and go out to State Street to reach her destination. She pointed out that the traffic flow is not being managed well and suggested that the city might need to consider installing a traffic signal. Additionally, Ms. Tyson brought up the removal of the skybridge that previously connected the junior high to the high school, noting that many students walk between Hillcrest and Murray. She emphasized the high volume of pedestrian traffic and the ridiculous traffic flow, proposing that the city reconsider a way to facilitate safe passage for the students. Ms. Tyson concluded by expressing her appreciation for the officials' presence at the meeting but requested more notice for future discussions.

Rachel Morot, who represented the Historical Murray First Foundation on the steering committee, shared her experience and concerns about the committee's effectiveness. She mentioned that while the first meeting started with enthusiasm from the consultant, subsequent changes within the city staff led to a significantly worse situation. Ms. Morot reported that meetings were rescheduled at the last minute, switched between in-person and zoom formats, and had very little notice. She also found the consultant difficult to work with and obtain information from, ultimately considering her involvement a waste of time. As a result, she stopped engaging with the committee towards the end. Ms. Morot noted that many other members of the steering committee did not engage to the level that could have been ideal if the committee had been run more effectively, leading her to conclude that the steering committee was not a success. Ms. Morot also expressed her frustration with the city's approach to historic preservation, despite having spent significant personal time advocating for the preservation of historic neighborhoods and buildings in Murray. While she appreciates the individuals working for the city on a personal level, some of whom she considers friends, Ms. Morot disapproves of the "proof texting" and confirmation bias she has observed. She believes that while the city listens to citizens' concerns, it only does so partially. Ms. Morot shared that conversations with the mayor's chief of staff revealed that the city thinks they know what citizens want, but in reality, citizens desire the preservation of their historic buildings rather than replacement buildings that only somewhat resemble historic structures. Ms. Morot emphasized that fully replicating a historic look is too expensive in the current day and age, and any redevelopment will inevitably result in a compromise. She warned that losing these historic buildings means losing historic Murray, and that no real compromise can be achieved through this process.

Cindy Mae expressed her thoughts on the proposed plan. She questioned the need for a park with water features and a farmers' market on the corner of the block, pointing out that similar amenities are already available just down the street. Instead, Ms. Mae suggested that the area could be used for low-income housing, emphasizing that Murray needs more affordable housing options. She criticized the tendency to cater to wealthy individuals and builders, urging the city to

consider the needs of low-income residents. Ms. Mae proposed that instead of allocating a large city block to the wealthy, a small park or playground area could be provided for low-income families. She concluded by emphasizing that the city should prioritize the needs of those who can afford to live in the area, rather than focusing solely on the desires of the affluent, who typically prefer larger houses.

Jason Weber expressed his concern about the planned demolition of the Harker and Mercantile buildings, which he described as the oldest buildings left on State Street. He emphasized the historical significance of these buildings, noting that Andrew Harker built both of them and that his house was located right behind the structures. Mr. Weber referred to these buildings as "witness buildings," having stood for many generations and representing a time when people built without government funding, relying on their own efforts and the help of their neighbors.

Chase Cornell said he appreciated the presence of historic buildings in the area, particularly in contrast to modern structures like the nearby giant dealership. While acknowledging the business benefits of such developments, Mr. Cornell emphasized the importance of maintaining a historic look, even when surrounded by large, modern buildings. Drawing a comparison to his own residence in West Valley, which primarily consists of old housing and new buildings, Mr. Cornell stated his preference for older structures due to their aesthetic appeal. He also raised concerns about the potential impact of new construction on Utah's water supply, referencing the recent drought experienced in the state. Although authorities have declared an end to the drought, Mr. Cornell cautioned that the addition of more buildings would increase water consumption and potentially lead to another drought situation. Mr. Cornell expressed his desire to avoid such a scenario, not only in Murray but throughout the state. He concluded his remarks by reiterating his appreciation for the green spaces like Murray Park and thanking the audience for their attention.

Brandon Rappley introduced himself as a real estate agent and the interim president of the Historic Murray First Foundation. He mentioned that he is currently restoring a 146-year-old house, which has given him insight into the value of historic preservation. Mr. Rappley expressed his belief that there is a better way to approach the development of the area while maintaining a tasteful appearance. Although he did not provide specific details, Mr. Rappley emphasized that there are alternative methods to achieve the desired outcome without making the area resemble Sugarhouse. He offered to share ideas and discuss potential designs with the decision-makers, referencing listings he has on Vine Street as examples. Mr. Rappley also suggested that parking structures could be incorporated into the plan to accommodate visitors to both theaters while preserving the old feeling of the area.

Clark Bullen, a resident of the historic Murray district, expressed his gratitude for the proposal, acknowledging the city's efforts to listen to citizens and act upon their feedback. He cited examples such as the Edlen project, which was not approved based on citizen input, and the subsequent citywide survey and open houses that informed the current project's recommendations. Mr. Bullen recognized the potential impact of the proposal, as it could be incorporated into a form-based code and the General Plan, guiding all future developments. He offered suggestions to ensure that the plan aligns with citizens' desires for a historic look and downtown feel. Mr. Bullen supported the recommendation for a form-based code and proposed the involvement of a citizen committee in its development to ensure that it accurately reflects the

community's preferences from the outset. Agreeing with the recommendations of MCCD Chair Andy Hulka, Mr. Bullen emphasized the need for a parking structure on the southwest corner to reduce the amount of parking lot space. He envisioned the heart of the valley as a plaza with a promenade on Poplar and 5th Street, featuring walkable areas, green spaces, seating, vendors, and art installations. Mr. Bullen also supported Chair Hulka's suggestion to preserve the Harker and Mercantile buildings, specifically changing their designation to green. He noted that the proposal would be used to create an RFP and cautioned against repeating the outcome of the previous Elden project, which was rejected and caused significant delays. To avoid a similar setback, Mr. Bullen recommended removing the Harker and Mercantile buildings, the only yellow-marked structures not owned by the city, from the demolition plan before forwarding the recommendation.

Mr. Smallwood read an email from Wilbert Lopez. He said he would like for the historic buildings to remain part of the city. The current trend of high-rise building should not continue.

Mr. Smallwood read an email from Shelley Eller expressed her distress upon learning about the city's plans to demolish more historic buildings in order to construct additional apartments. She strongly opposed this decision, stating that she is tired of the proliferation of apartment buildings throughout the city, particularly referencing the recently built large apartment complex on Vine Street. Ms. Eller argued that apartment dwellers are often transient and do not contribute to the sense of community or care about the neighborhoods. She shared her personal experience of living on Atwood Boulevard, where residents are frustrated with people using the street as a cut-through, speeding well above the 25-mph limit, and littering. She emphasized the importance of valuing historic buildings, as they contribute to the charm and character of an area, in contrast to the "ugly, boxy apartments" being proposed. Ms. Eller urged the city to prioritize factors beyond financial gain, pleading with the decision-makers not to tear down the historic buildings. She concluded her remarks by reiterating that the community does not want more apartments in the area.

Chair Patterson closed the public comment period.

Vice Chair Milkavich commented to the public that she and the other commissioners are volunteers and members of this community. It was discouraging and upsetting to her that community members would accuse them of doing things they have no control over without knowing who they are or their opinion on some of those topics.

Mr. Smallwood acknowledged the comments made by the public and stated that he completely understood their concerns. He explained that the recommendations from the MCCD meeting were included in the packet provided to the commission, apologizing for not including them in the presentation due to time constraints. Mr. Smallwood clarified that the MCCD review committee had recommended changing the designation of two buildings from yellow to green, indicating that the commission had the authority to move forward with that recommendation or any other suggestions provided by the MCCD committee. Regarding the framework for the RFP, Mr. Smallwood confirmed that the area plan would be involved. However, he emphasized that before any RFP is issued for block one, the first focus would be on developing a form-based code. He believes that this is the direction the mayor's office and the RDA are taking, and that there will be numerous code changes implemented before any further progress is made.



Vice Chair Milkavich suggested that the city should find out how much it would cost us to buy the Harken and Mercantile buildings and how much it would cost us to repair them, then survey the public, to see if we want to spend those tax dollars to do that.

Mr. Smallwood said it would require the city to engage the property owner to see if they're interested in selling the properties.

Vice Chair Milkavich said that's what she'd like to have happen, as these buildings are of great concern to the public. Then they need to find out the costs associated with purchasing and repairs. After that, they can put it to the public for a vote.

Chair Patterson asked if the city would be willing to include incentives for someone to restore the property. She suggested this because the cost to restore historic buildings is quite high, that the building probably won't be restored otherwise. Her hope is that incentives would encourage someone to restore the buildings, rather than redevelop them.

Mr. Smallwood said that the City Council has to make those determinations because they control the city funds.

Vice Chair Milkavich asked if the current owners have the funds to refurbish the buildings.

Chair Patterson said another challenge with restoring historical buildings is bringing them up to modern building codes. It's a very expensive prospect. That's why she'd like to offer incentives.

Vice Chair Milkavich expressed frustration that these buildings have been a topic of discussion for many years. That's why she's pushing to find out the cost to purchase and restore them. Then they'll have the information they need to move forward with a vote to see what the public wants to do.

Chair Patterson asked to discuss some of the other recommendations put forth by the MCCD Committee, specifically the second recommendation, which expressed a preference for parking structures over surface parking. She expressed frustration with the conflicting nature of the committee's multiple recommendations. By recommending lower building heights and reduced density, she argued that the committee had made it infeasible and not cost effective for developers to construct parking structures. The costs associated with building a parking structure need to be offset by the density of the development, determined by the number of residents. However, the committee's recommendations to decrease both heights and densities have eliminated the incentive for developers to invest in parking structures. Chair Patterson also pointed out that the surveys indicated people's desire to drive downtown and have a place to park when they visit. The need for parking is evident, but the recommendations have removed the means to incentivize developers to install parking facilities. Chair Patterson cited the example of City Hall, where a parking structure was not built due to the high costs involved. Emphasizing the conflicting nature of these recommendations, Chair Patterson questioned how to move forward with a proposal that is not feasible given the current circumstances.

Mr. Smallwood said he's aware that's one of the city's priorities with the sale of the old city hall.

Chair Patterson said that's too far into the future to be helpful.

Mr. Smallwood said the sale is under contract. The sale will provide funds for the city to invest in downtown parking. That is part what they want to spend some of that money on is structured parking downtown.

Vice Chair Milkavich wanted to reiterate what is meant be walkable. It means that people are living where commercial development is, so that they walk downstairs and use it. They don't get in the car to go somewhere. It's supposed to be walkable because residents living upstairs and coming downstairs to participate.

Mr. Smallwood said a true downtown is active for eighteen hours a day, not only when workers are there for traditional office hours. Otherwise, the area becomes unsafe for people because there's nobody there occupying and maintaining the space. There needs to be a mix of living, shopping, working and entertainment. There needs to be a holistic view of the entire area in order for it to be a true city center.

Commissioner Henrie feels that some of Mr. Smallwood's code recommendations are in conflict. He feels it's conflicting to suggest mixing residential with commercial, yet limit developers to a height of four stories. He suggested that the area could have historical feel on the street level and maybe off street allow more stories or higher density occupation that would bring more people to live there or a business that would support more commercial and more walkable communities. He feels If there's not enough people coming into downtown, there can't be a welcoming, walkable community that supports businesses.

Chair Patterson said that what Commissioner Henrie is suggesting is the code that's currently in place, which is what the public does not want any longer.

Commissioner Henrie said he doesn't see how businesses in that area that require foot traffic can be supported with what's being proposed.

Chair Patterson said that's the dilemma they've had since the beginning of this process.

Commissioner Henrie switched gears and said he does have sympathy for the people who want to preserve these two historic buildings. He wonders if they are structurally capable of being upgraded.

Chair Patterson said they don't know that and that's why they are colored yellow.

Commissioner Henrie said he feels the Mercantile is currently an eyesore and doesn't reflect the original facade on the building. So, unless something can be done to restore it, he's not in favor of keeping it. He also responded to a public comment that was made regarding the building styles not being cohesive in the area, he said that the period for commenting on those buildings has well passed.

Chair Patterson said that the reason the buildings are not cohesive is that people previously had different ideas, and that's reflected in the previous code, which did not support the idea of looking historic. The commission can only approve what's in the code.

Vice Chair Milkavich commented that, in the past, there have been applications that have come before the commission that she has disliked but legally they fit the code. Her job is to make sure they fit the city ordinance and then approve them. She said if she doesn't vote to approve those, she puts herself and city in a position to be sued by the application, thus wasting taxpayer dollars.

Commissioner Richards said that it seems to him that the community wants a historic downtown, but to do anything to revitalize this space, they need more density. So, the conflict is between those two things that both seem to be necessary. He feels the four-story proposal doesn't seem like it's going to work. He suggests preserving the historic part of but also have higher density housing.

Vice Chair Milkavich said they first need to ask the property owner what they want to do. They need to find out how much it would cost to buy the buildings and to restore them to modern building code. She also doesn't want to feel like they are telling the property owner what they have to do with the property. She feels they need more information, then they can have the public vote on whether they want to spend that money for the city to buy the buildings.

Commissioner Pehrson said he's not generally in favor of the city buying property. If they could facilitate saving some of these buildings, he'd prefer that approach. He cited a study that was done, indicating that seventy-one percent (71%) of respondents support replacing historic buildings with historic looking buildings, or at least some of them. He feels that's what the proposed plan has accomplished. He commented on the complaints about the renderings, stating that those are just examples and not what is going to happen. He said that the recommendation is to implement a form-based code that will help the city move forward with a path to have a historic looking downtown. This will probably include some new buildings. He says that's what the public indicated they wanted. He feels the proposed plan does exactly what the public asked for. He's not against changing the color of the two buildings from yellow to green, but he doesn't feel it will matter. He doesn't support buying those buildings.

Commissioner Henrie asked for clarification that the RDA has control over everything in block one except the Harken and the Mercantile buildings.

Mr. Smallwood said that's correct.

Commissioner Richards asked if they are considering adding incentivizing to restore the buildings.

Chair Patterson said it's best not to make the recommendation to change the color from yellow to green unless they have some recommendation of how they'd incentivize a developer to do that.

Commissioner Pehrson said that just because a building isn't yellow doesn't mean the city wants it torn down.

Commissioner Henrie asked for clarification on what they are voting on tonight.

Chair Patterson said they are voting on forwarding the eight recommendations presented in the slides to the City Council for approval.

Commissioner Pehrson said they want to do the right thing and what the citizens want. He doesn't want to revisit this again in a decade and feels this plan will avoid that. He thinks this plan is a good step forward for the downtown area. It's just a guiding document. And I think it's a good step forward to our downtown area. No one's going to come to downtown if it stays the way that it is.

Chair Patterson called for a motion.

Commissioner Henrie stated that felt there were a lot of valid public comments, and he wants to make sure those comments are taken into consideration.

Commissioner Patterson assured him that the public will have an opportunity to comment on the MCCD small area plan and the form-based code in the City Council meeting in April.

Commissioner Richards agreed that there were a lot of good comments, many of which he agreed with. He said at this point, they are just making a general motion to go forward with the process. He made a motion that the Planning Commission forward a recommendation of approval to the City Council for proposed amendments to the General Plan, adopting the MCCD strategic area plan as reviewed in the staff report.

Commissioner Pehrson seconded. Roll call vote:

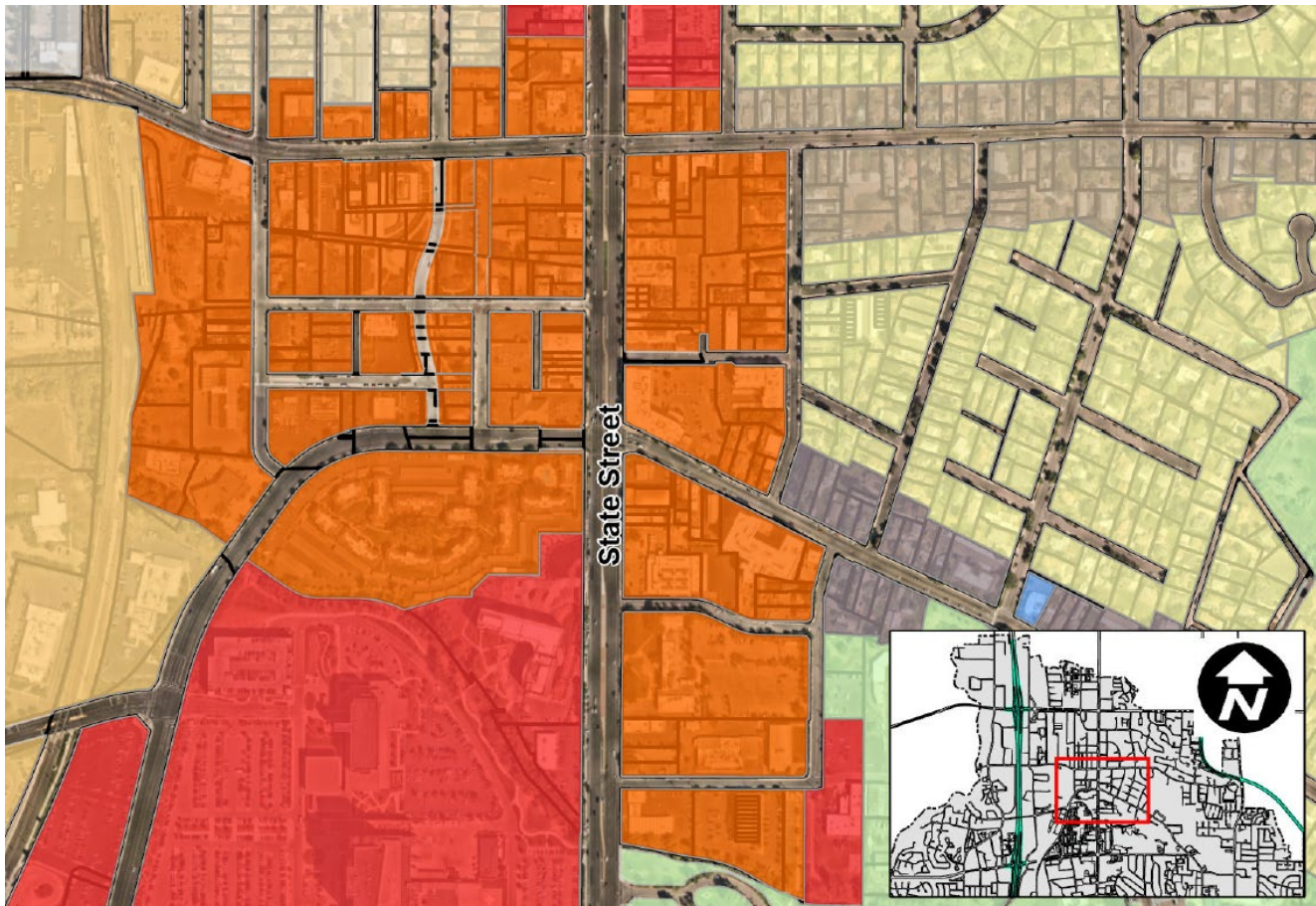
<u>A</u>	Patterson
<u>A</u>	Milkavich
<u>A</u>	Henrie
<u>A</u>	Hritsou
<u>A</u>	Pehrson
<u>A</u>	Richards

Motion passes: 6-0



## AGENDA ITEM # 10 MCCD Area Plan

<b>ITEM TYPE:</b>	General Plan Amendment		
<b>ADDRESS:</b>	MCCD Zoning District	<b>MEETING DATE:</b>	March 7, 2024
<b>APPLICANT:</b>	Community & Economic Development Department	<b>STAFF:</b>	Zachary Smallwood, Planning Manager
<b>PARCEL ID:</b>	N/A	<b>PROJECT NUMBER:</b>	24-005
<b>REQUEST:</b>	Planning Division requests a review and recommendation to the City Council on the proposed MCCD Strategic Area Plan.		



## I. STAFF REVIEW & ANALYSIS

### Background

In 2023, the Redevelopment Agency of Murray commissioned a study for the M CCD area specifically looking at what has commonly been referred to as “Block One” this is the combination of properties that generally front 4800 South to 5<sup>th</sup> Avenue, and State Street to Hanauer Street.

Though the plan has been developed with block one at its core; it keeps the larger district in mind. The plan was developed in coordination with Murray’s Planning staff, a resident led steering committee, and multiple public engagement events. Murray contracted with Downtown Redevelopment Services who lead the project through to this point.

### Purpose

Area Plans are documents that help guide growth and decision making within an area. They are not to be used as ordinances or standards that requires strict adherence. Area Plans help to achieve the community’s vision of an area by collecting and analyzing data, preferences, and best practices. These plans result in implementation strategies stated as a set of recommendations to realize the stated vision.

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

### Strategic Plan Review

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

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

#### **Document Organization:**

The proposed area plan is divided into five (5) sections.

#### **Introduction:**

This gives an overview of Murray City and the M CCD and describes the central location of the downtown area.

#### **Existing Conditions:**

The existing conditions contains multiple components. It begins by looking at Murray as a

whole and outlines demographic information to help the reader understand the context in which Murray is operating. It is difficult to obtain data that is specific to a small segment of the city and based on the budget constraints of the plan, it was not feasible to conduct a fine-grained review of the area. Staff anticipates additional information will be obtained as work begins on implementing the recommendations of the plan.

The section then moves on to the built environment within Block One. It specifically calls out the overabundance of surface parking lots, urban design mismatches, and a lack of cohesive pedestrian and bicycle infrastructure. The plan does highlight the recently completed City Hall, its public investments, and the RDA owned properties as unique opportunities for catalytic change. This section ends with a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis for the area.

#### **Public Input Synopsis:**

In addition to the 2022 City-wide Survey that was conducted by Y2 Analytics, Downtown Redevelopment Services held an online survey, and two public open houses to gather feedback from residents of the city on what they would like to see downtown. This section goes over the results of that outreach.

#### **Recommendations:**

This section lays out eight items that the city and other stakeholders should begin to implement to realize the vision that is shown in the renderings of the plan. These recommendations were based on discussions by the steering committee and residents that provided their feedback. The city has already begun starting to work towards implementing the recommendations.

#### **Appendix:**

The appendix gives a breakdown on grant opportunities for federal funding of bicycle and pedestrian infrastructure.

#### **General Plan Considerations**

The primary goal of the 2017 General Plan is to “guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray”. Based on that primary goal, five Key Initiatives were identified through the public process in developing the General Plan.

All five of the five initiatives directly tie into development of the proposed area plan. “City Center District”, notably the very first initiative, calls out that the city center is the cultural and social heart of Murray. It has been at the forefront of both resident’s and city leader’s minds for nearly five decades. In the “Best Practices for Implementation” section of this initiative it specifically indicates a form-based code as a resource and best practice.

“Create Office/Employment Centers”, the second initiative, prescribes the importance of

creating new opportunities for office and employment. The proposed plan will help in creating office space easier. The city center is listed as a potential anchor site for the development of additional class A office space and indicates that current and future office buildings be adaptable to changing market demand.

The area surrounding the TRAX station should be a wholly contained neighborhood (initiative 3, Livable + Vibrant Neighborhoods) where people can access all their daily needs but should also generate visitors from other neighborhoods in Murray.

Initiatives 4, Linking Centers/Districts to Surrounding Context and 5, A City Geared Toward Multi-Modality are crucial tentpoles to successfully create a thriving downtown. The General Plan indicates creating opportunities for walkable and bikeable infrastructure be installed to increase the physical connections to the surrounding areas of the downtown.

The MCCD Strategic Area Plan continues the implementation of the General Plan by completing a small area planning project indicated on page 56 of the General Plan.

## **II. MCCD REVIEW COMMITTEE**

The MCCD Review Committee met on January 25, 2024, to discuss the Strategic Area Plan. The minutes of the meeting are included as an attachment to this report. The committee had a discussion about the area planning process and what may or may not be included. Ultimately, they made a recommendation to approve the proposed plan with three modifications. The first is to modify recommendation 5.5 to specifically call out Vine Street and 4800 South as priorities for installing protected bike lanes. The second recommendation is to emphasize that parking should be located within structures and not surfaced parked, and lastly is the request to modify the maps in the recommendation section to keep the DAR and Mercantile buildings.

Staff has reviewed the recommendations and largely do not disagree with the recommendations. Staff would like to express that regarding the third recommendation that the colors on the map are not meant to codify or require any building be saved or demolished. These are only what the city is anticipating based on previous discussions with developers and area property owners. Changing the color on the maps would not indicate that the city would disallow any demolition of a property if the owner of said property were to request it. This goes for not only the DAR and Mercantile building, but any building that may be colored green.

## **III. CITY DEPARTMENT REVIEW**

The application and materials were distributed to various departments for their review and comments on February 20, 2024. The following comments have been provided in response.

The engineering division recommends approval and states eliminating the Poplar Street connection to Vine Street and suggest using Poplar Street as a pedestrian plaza.

Other reviewing departments recommended approval and did not provide additional



comments at this time.

#### IV. PUBLIC INPUT

A total of 326 notices were sent to all property owners located within the MCCD area and an additional 500 foot radius around the MCCD Zone. As of the writing of this report, planning staff has received two emails that are included as attachments.

#### V. FINDINGS

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

1. The Murray City General Plan provides direction in implementation through five key initiatives.
2. The requested General Plan amendment has been carefully considered based on public input and review of city planning best practices.
3. The recommendations outlined in the plan provide clear, objective goals for the city to move forward in implementing the plan and furthering redevelopment in the downtown.
4. The proposed amendment is in harmony with the Goals & Initiatives of the Murray City General Plan.

#### VI. CONCLUSION/RECOMMENDATION

Planning staff recommends that the Planning Commission discuss the proposed modifications and determine if they would like to keep the proposed modifications, add additional changes or modifications or keep the plan as originally drafted.

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 general plan adopting the MCCD Strategic Area Plan as reviewed in the Staff Report.**



# MURRAY

## UTAH



## DOWNTOWN STRATEGIC PLAN

JANUARY  
2024

PREPARED BY



Downtown Redevelopment  
Services, LLC  
Ravenna, OH





- 01 Introduction
- 02 Existing Conditions
- 03 Public Input Synopsis
- 04 Recommendations
- 05 Appendix

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INTRODUCTION

Murray City, Utah is situated directly south of Salt Lake City by approximately 8 miles along Interstate 15, Frontrunner commuter rail line, and the TRAX light rail red and blue lines. The City is within Salt Lake County and serves as a commerce and transportation hub. In addition, Murray’s proximity to Salt Lake City and the region makes it a popular residential community for the metro area. Popular community assets include Murray City Park and its three nationally-recognized historic districts, including the Murray Downtown Historic District.

The project area extends from 4800 South to Vine Street and State Street to Hanauer Street. The focus area of this project is a few blocks north of Murray City Park and one block east of City Hall. The district is served by UTA Route 200, which connects to Murray Central Station (Frontrunner and TRAX). While Murray has continued to grow and develop, the downtown area holds prime opportunities for historic preservation and rehabilitation, new development, and improved multimodality.







# EXISTING CONDITIONS

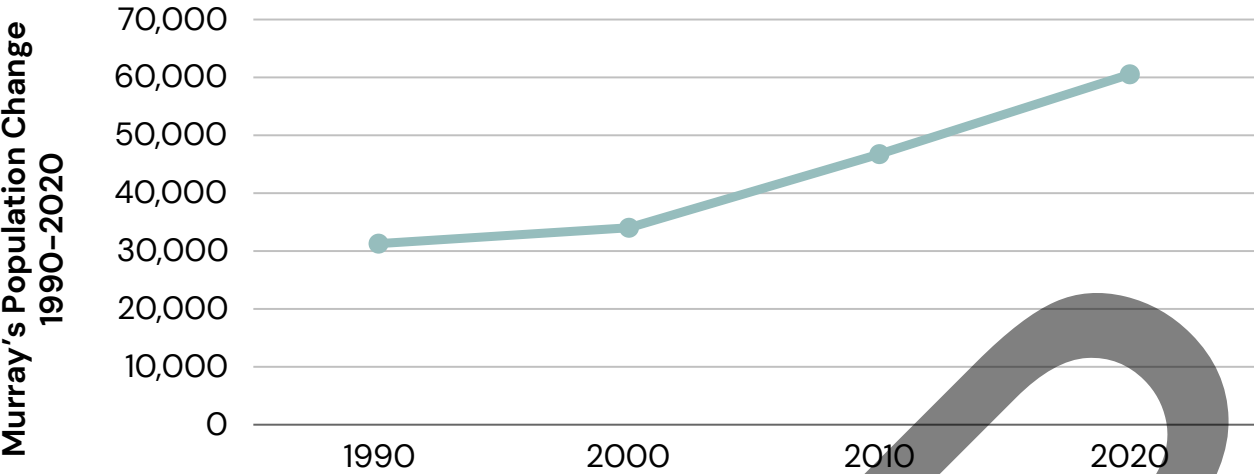


# 02/ Existing Conditions

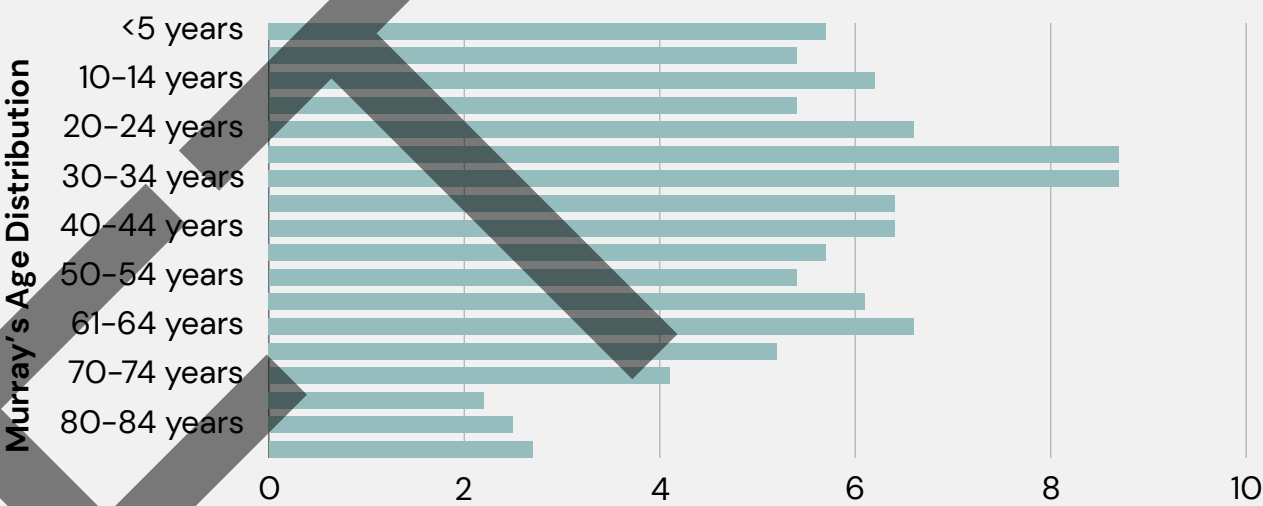
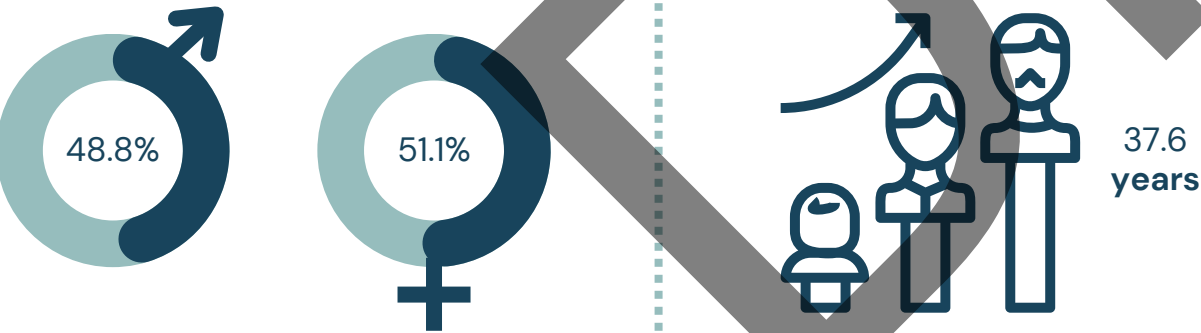
## Demographic Analysis

### Population

Murray’s population has grown significantly over the past four census counts, climbing from 31,828 in 1990 to 50,637 in 2020, a 59.1% increase.



Approximately 48.81% of residents are male, and 51.19% are female, a near-even split consistent with most communities. The median age is 37.6 years, significantly higher than the state median; however, the city’s median is on par with that of the county and nation.



EDUCATIONAL ATTAINMENT (ACS 2021 5-YEAR ESTIMATE)	
Educational Attainment	Percentage
Less than High School	4.32%
High school graduate / GED	21.03%
Some college, no degree	26.59%
Associate's degree	10.78%
Bachelor's degree	24.08%
Graduate or professional degree	13.20%

Table X: Murray City Educational Attainment (ACS 2021 5-Year Estimate)

Murray residents are highly educated, with 95.7% having a high school degree or higher and 37.2% having a bachelor’s degree or higher.

Employment

For city residents, the following NAICS sectors are ranked from most common to least common for industry employers. The median earnings in Utah for the respective industry for the past 12 months, including part-time and full-time employees, are listed in the right column. These figures do not include individuals who work inside the city and live elsewhere, but only those living in the city. The three most common sectors in Murray are retail trade (12.82%); educational services (11.64%); and professional, scientific, and technical services (10.34%).

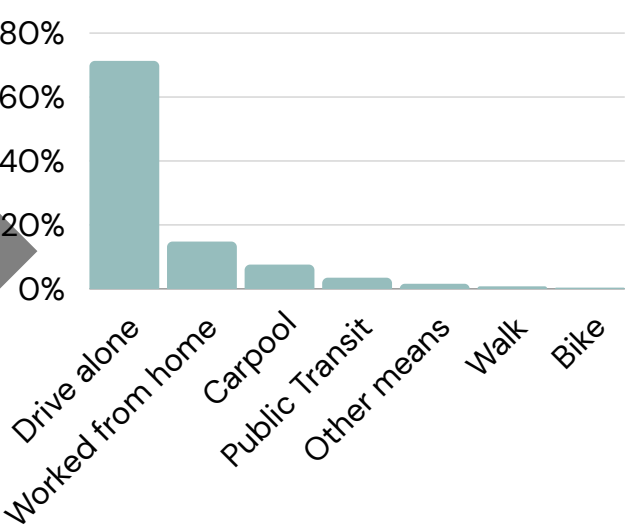
MURRAY, UT RESIDENTS' EMPLOYMENT BY SECTOR			
Industry	No. of Employees	%age	Utah Industry Median Earnings
Retail trade	3,540	12.82%	\$27,113
Health care and social assistance	3,215	11.64%	\$35,430
Educational services	2,855	10.34%	\$34,301
Professional, scientific, and technical services	2,534	9.18%	\$64,216
Finance and insurance	1,950	7.06%	\$52,110

Table X: Murray, UT Residents' Employment by Sector

The figures below represent the number of Murray residents employed in each occupation. Utah median earnings are in the furthest right column for each NAICS category. These figures are a cumulative earnings average over 12 months, including part-time and full-time employees. The three most common occupations in Murray are office and administrative support occupations (14.10%); management occupations (12.09%); and sales and related occupations (10.73%).

Commuting and Transportation Habits

For workers 16 years and over, 2021 commuting patterns were heavily auto-dependent, with 79.0% of Murray residents commuting by driving, of which 71.3% drove alone and 7.6% carpoolled. Approximately 14.8% of residents worked from home, 3.5% commuted via public transit, 0.8% walked to work, 0.4% biked to work, and 1.6% commuted via other means.



Extensive light and heavy passenger rail transect the city via UTA’s TRAX and Frontrunner. Blue and red TRAX lines serve the city at the Murray North and Murray Central stations. The Frontrunner serves the city at the Murray Central station. While none of these rail lines connect to the historic downtown, Routes 200 and 45 connect the district to Murray Central station via bus service.

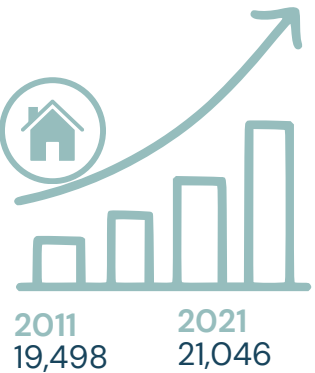
Income and Poverty

Murray’s median household income is \$72,524. Murray’s median household income has increased significantly from \$57,603 in 2011. The per capita income rose slightly from \$28,416 in 2011 to \$39,482 in 2021. The median income is \$95,348 for families and \$46,994 for non-family households.



Housing

Murray’s housing stock consists of 21,046 (ACS 2021) compared to 19,498 in 2011, a 7.9% increase. The city’s housing supply is primarily occupied (94.5%) with only 5.5% (1,162) of the units being vacant. Of the 19,884 occupied units, 13,000 (65.4%) are owner-occupied, and 6,884 (34.6%) are renter-occupied.





## 02/ Existing Conditions Built Environment

A detailed baseline analysis of existing conditions is vital to formulating downtown strategies and recommendations. This section outlines the results of a thorough assessment, highlighting data retrieved from open-source databases and visual inspections of downtown.

The built environment existing conditions analysis is broken down into the following categories, acknowledging that each intersects with the others.



Built Environment



Pedestrian and  
vehicular circulation



Urban Design



Real estate and end-  
user mixture

The built environment existing conditions analysis focuses on outlining the current conditions in the downtown area. Physical ailments, pedestrian uses, and even visible or perceived roadblocks were identified, each providing a deeper level of understanding to help plan for the future of Downtown Murray.







Map X: Crosswalks in Downtown Murray

## Overall Findings

Findings result from on-site investigations, aerial assessments, and open-source databases. The information provided is not meant to be a comprehensive list but begins to provide an understanding of how an outsider witnesses Downtown, the interaction of residents, and the overall downtown atmosphere. The findings are prepared to outline general themes and do not propose to make assessments of individual properties.

- ✓ Surface parking lots constitute the majority of the historic downtown area.
- ✓ A mismatch exists between the historic district status and the area's urban design elements.
- ✓ Pedestrian infrastructure is minimal, and bicycle-only infrastructure does not exist.
- ✓ Various occupants throughout the district have resulted in a mixed-use downtown.
- ✓ The new City Hall, Hanauer Street, and other public investments are a catalyst for change.
- ✓ The RDA-owned properties are a prime opportunity to expand the downtown's footprint and improve the experience.



Map X: Crosswalks in Downtown Murray



## Built Environment

Downtown Murray has a strong building stock along the west side of State Street with setbacks characteristic of a downtown area and building entrances facing the primary transportation corridor. Buildings in this corridor range from one to three stories with regular fenestration.

Surface parking lots with intermittent detached buildings define most of the historic district. Downtown Murray's underutilized parking lots represent prime opportunities for new development to further a walkable and economically viable district.





## Urban Design

Urban design elements are critical in creating and illuminating Downtown Murray's identity. The nationally-recognized historic district has opportunities to highlight its status to the public. Currently, few elements exist to highlight this national recognition.

A few street signs throughout the district mark its status. However, these are rare, including on State Street, a UDOT-owned route. Without public-facing placemaking elements that highlight the historic district status, the public will likely not know about the status.

Evenly-spaced traditional acorn street lighting lines both sides of State Street; however, this does not extend to the local roads. Street lighting has benefits and consequences; it provides safety to drivers and pedestrians but creates light pollution for adjacent homeowners. Design choices can help minimize light pollution.

Similarly, appropriate landscaping enhances the existing buildings and streetscape along State Street, but this does not extend to the local roads. A lack of landscaping and tree coverage is particularly noticeable compared to surrounding older neighborhoods with excellent tree coverage. Shade is essential for reducing the heat island effect of large impervious areas, i.e., roads and parking lots.



Map X: Crosswalks in Downtown Murray



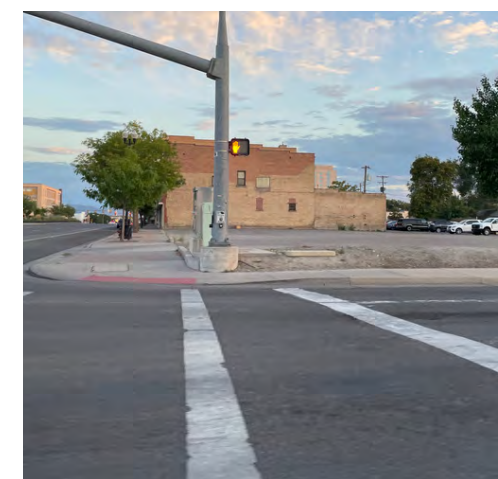
## Pedestrian and Vehicular Circulation

State Street is a critical north-south arterial corridor for vehicular circulation through the downtown area, and 4800 S and Vine St are critical east-west corridors. These three arterial corridors are connected by various roads circulating local traffic. Two signalized intersections control traffic on State Street at the intersections with 4800 S and Vine St. Aside from these two signalized intersections, stop signs regulate traffic.

Most roads have ADA-accessible sidewalks; however, the built environment is designed for vehicular circulation and promotes vehicular circulation over pedestrian circulation. Crosswalks are infrequent, and ADA ramps at the intersections are narrow. Overall, more pedestrian infrastructure is needed to ensure pedestrian circulation. Bicycle-dedicated infrastructure does not exist within the downtown area, other than 'sharrows' in which bicycles share the road with vehicle traffic. As of now, bicyclists are primarily sharing the local roads with vehicles which poses safety risks to all users.



Map X: Crosswalks in Downtown Murray



Map X: Crosswalks in Downtown Murray



Map X: Crosswalks in Downtown Murray



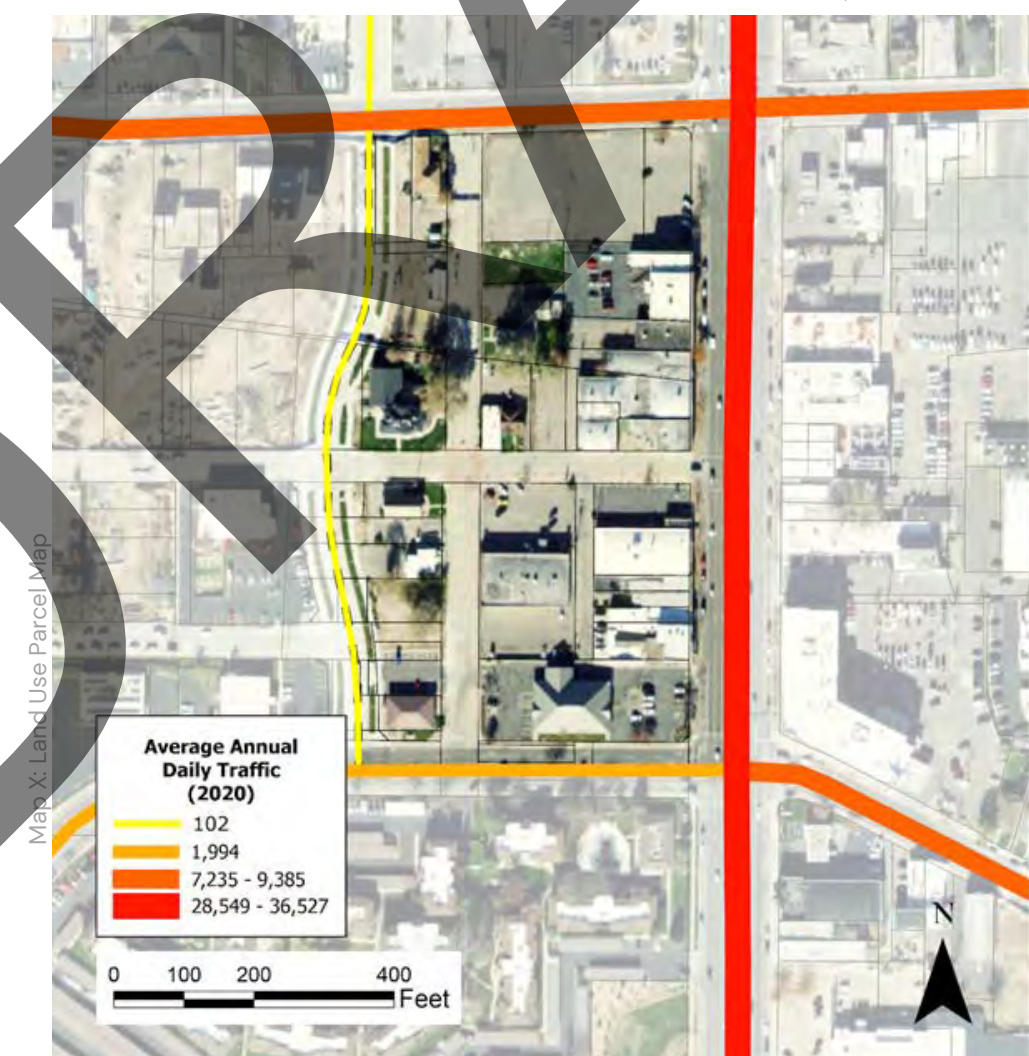
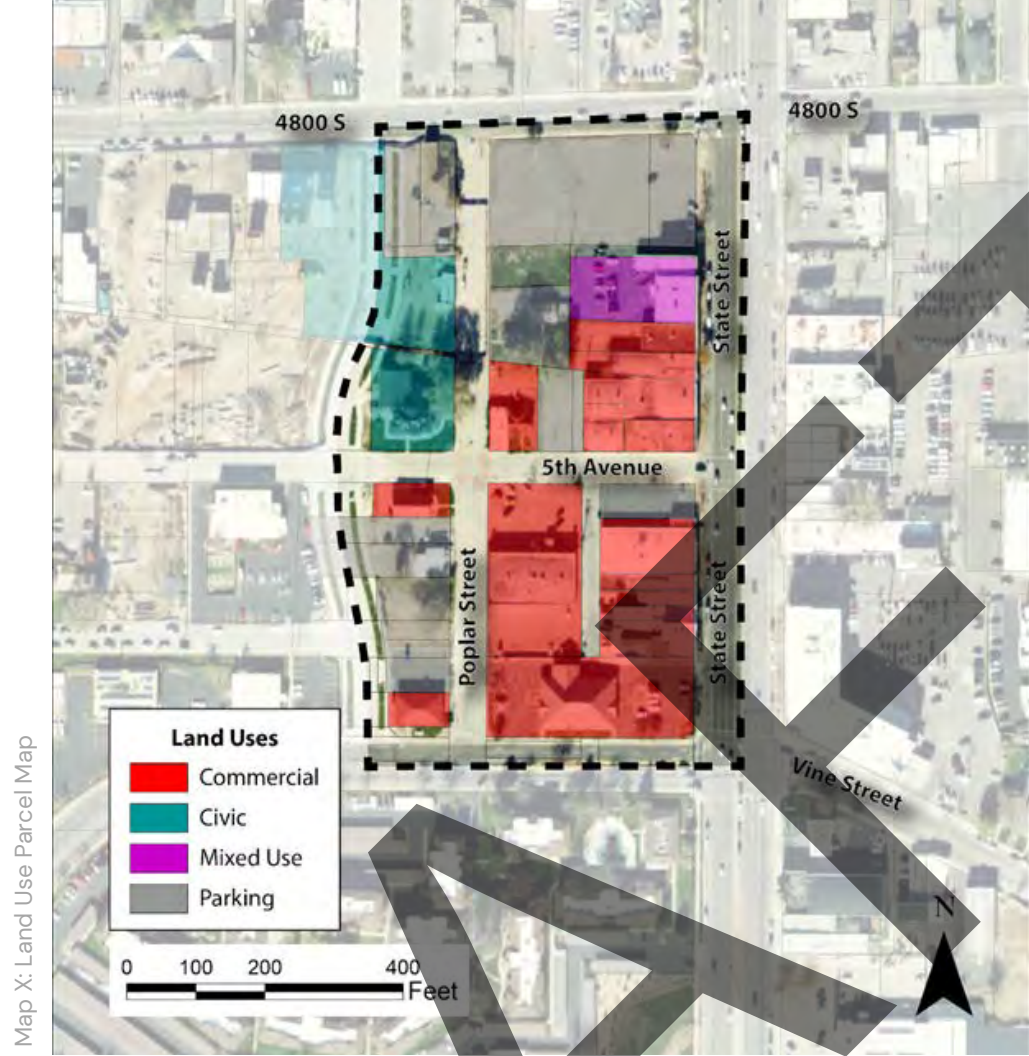
# Traffic Volume

Annual average daily traffic (AADT) estimates how many cars travel daily along a specific street or street segment. This number is typically derived by recording traffic counts for an extended period on a particular road. After the traffic counts have concluded, the numbers are examined and determined to represent normal traffic behavior; this data is then used to create an annual daily average.

The highest 2020 traffic volumes in Downtown Murray are recorded on State Street (US-89), reaching nearly 36,527 vehicles per day. State Street runs nearly parallel to I-15, west of downtown, connecting to Salt Lake City and other suburban communities. 4800 S carries approximately 7,000 to 9,000 vehicles per day, and Vine Street east of State Street carries just over 7,000 vehicles. Vine Street west of State Street carries a much lower 1,994 vehicles per day.

# Truck Traffic Volume

State Street (US 89) is Murray's main truck route. About 10% of the traffic on US 89 is truck traffic. Trucking routes are essential to local and regional economies, and the ability to move goods is necessary for a comprehensive transportation system. In Downtown Murray, accommodating large tractor-trailers and passenger vehicles can be challenging. In general, tractor-trailers take up more space and require more time to come to a complete stop. High noise levels, road debris, and air pollution are also issues of concern. However, designated truck routes and urban design strategies can help mitigate these challenges.



## Real estate and end-user mix

Historic buildings define the nationally-recognized historic downtown district. The City recognizes numerous parcels as being historically significant, governed by §17.170.060 of the Murray Land Use Ordinance.

Historic buildings like these contribute to the district's unique character, sense of place, and attraction amidst significant new construction. There is an opportunity to leverage the historic real estate as the downtown seeks to blend its history with the future.

Building occupants vary throughout the district. Most commercial activity is concentrated along State Street. This corridor has a mix of retail, office, hotel, and service-based businesses. Other commercial occupants are mixed throughout the district.

Most commercial occupants foster or are compatible with pedestrian-oriented environments, such as those in spaces facing State St; however, a few are auto-oriented, including drive-thru banks. All end-users have available vehicle parking on the same parcel or the same block, resulting in excess parking and thus diminishing the walkable environment.



# O2/ Existing Conditions

## SWOT Analysis

The existing conditions analysis highlighted strengths, weaknesses, opportunities, and threats (SWOT) to Downtown Murray. These elements affect the downtown area's current condition and future trajectory. Therefore, stakeholders should seek to build upon the strengths, improve weaknesses, capitalize on opportunities, and neutralize threats.

### S/ Strengths

1. Downtown Murray is a nationally-recognized historic district with the National Register of Historic Places. The City recognizes numerous parcels as being historically significant.
2. The downtown area is less than a mile from a Frontrunner and Trax station – Murray Central, providing a critical non-vehicle connection to the entire metropolitan area.
3. Downtown Murray is already a solidified mixed-use district, joined by the residential on the fringes and the varied commercial occupants.
4. The Murray City Center Design Guidelines (MCCDG) regulate the district during the design review process, though these guidelines are advisory, not compulsory. .
5. Zoning code §17.170 is a well-thought-out code to improve Downtown Murray's urban feel. The code is detailed and tailored to achieve the values set forth in the design guidelines; however, there are opportunities to improve.

### W/ Weaknesses

1. Limited landscaping throughout the district increases the urban heat island effect and makes pedestrian and bicyclist activity less pleasant.
2. The urban design mismatch between the historic district status and the area's urban design elements weakens the district's identity.
3. Minimal pedestrian infrastructure discourages pedestrian activity, a vital characteristic of a downtown district.
4. Compounding with the minimal pedestrian infrastructure, the lack of bicycle-only infrastructure further diminishes the multimodal nature of a traditional downtown district.

### O/ Opportunities

1. Murray City is a regional retail commercial destination. While most of the current shopping exists outside the downtown area, the destinations are close and are well connected via transit service.
2. Murray City is a Certified Local Government (CLG) with the Utah State Historic Preservation Office (SHPO).
3. Downtown's proximity to Frontrunner and Trax stations provide opportunities to better capture transit riders.
4. The City's young, highly educated, growing population demonstrates the economic opportunity for new entrepreneurs and businesses.
5. RDA-owned land provides a significant opportunity for defining the downtown's character.
6. New medium-density development generates significant tax revenue and additional pedestrian traffic for area businesses.

### T/ Threats

1. Tractor-trailer traffic along State Street (US 89) is a significant source of noise and air pollution for the downtown area, especially as passenger vehicles transition to electric sources.
2. The speed limit of 40 miles per hour along State Street is a threat to pedestrian and bicyclist safety in this pedestrian-centric district.
3. Surface parking lots constitute the majority of the historic downtown area, threatening the urban nature of a traditional downtown district.
4. Current minimum vehicle parking requirements raise the development costs for new construction and discourage the redevelopment of existing buildings where the minimum parking requirements cannot be met.





# PUBLIC INPUT SYNOPSIS

03



# 03/ Public Input Synopsis Surveys

## 2023 Downtown Visioning Survey

Key trends identified in this survey include a daily influx of visitors, a penchant for dining experiences, and a reliance on personal vehicles for transportation.

Streetscape priorities underline the community's desire for intimate, pedestrian-friendly spaces, with preferences for low-rise structures. Services and amenities, both private and public, spotlight the importance of casual dining, parks, and off-street parking facilities.

Housing preferences reveal a nuanced demand for diverse options, from small single-family homes to townhomes. The neighborhood's vibrancy hinges on elements like green spaces, events, and additional retail establishments.

81.3%

of respondents support downtown revitalization.

82.4%

always or nearly always drive to the Downtown, while 70.4% report that they sometimes walk, bike, or take public transit to Downtown.

Sidewalk amenities, wide sidewalks, sidewalk dining, bicycle lanes, and on-street parking were ranked as the five most important streetscape elements for Downtown Murray.

Accessibility and ease of transportation to and within the Downtown was ranked at 3.6 out of 5.0.

60.6%

reported that there are safety concerns or issues to be addressed in Downtown.

Pedestrian-friendly, public plazas and green space, high-quality design, off-street parking, and 1-3 stories were ranked as the five most important development characteristics for Downtown Murray.

Casual restaurants, cafes, full-service restaurants, retail and boutique stores, and entertainment venues were ranked as the five most important private amenities or services to have in Downtown.

Parks and public space, public transit, public and civic facilities, off-street parking, and gathering spaces were ranked as the five most important public amenities or services to have in Downtown.

Street trees, event programming, retail or service establishments, dining establishments, and historic building rehabilitation were ranked as the five most important elements for an improved Downtown.

# 03/ Public Input Synopsis

## Public Open Houses

### August 14th Visioning Open House

Insights from the Visioning Open House on August 14th highlighted residents' desire to enhance downtown safety, improve cycling infrastructure, and activate pedestrian spaces. Additionally, there was a desire for green spaces, civic plazas, and diverse dining options. Architectural preferences lean toward a blend of historic and contemporary elements, while a strong emphasis on street trees and outdoor dining showcases a commitment to aesthetics and community engagement.



### September 6th Draft Recommendations Workshop

Insights from the Conceptual Open House on September 6, 2023, highlighted that residents desire a vibrant, walkable downtown like Park City and Holladay. Key themes include preferences for historic aesthetics, mixed-use opportunities, and the preservation of existing facades. The community envisions improved streetscapes with wide sidewalks, enhanced pedestrian experiences, and walkability, while also expressing concerns about road sizes and advocating for separated bike lanes.

There were varying opinions on shared roadways and activated alleyways, with some preferring them and others preferring the clear definition of space. Preservation of historic buildings and a preference for Holladay's design elements further contribute to the feedback.







# RECOMMENDATIONS

04



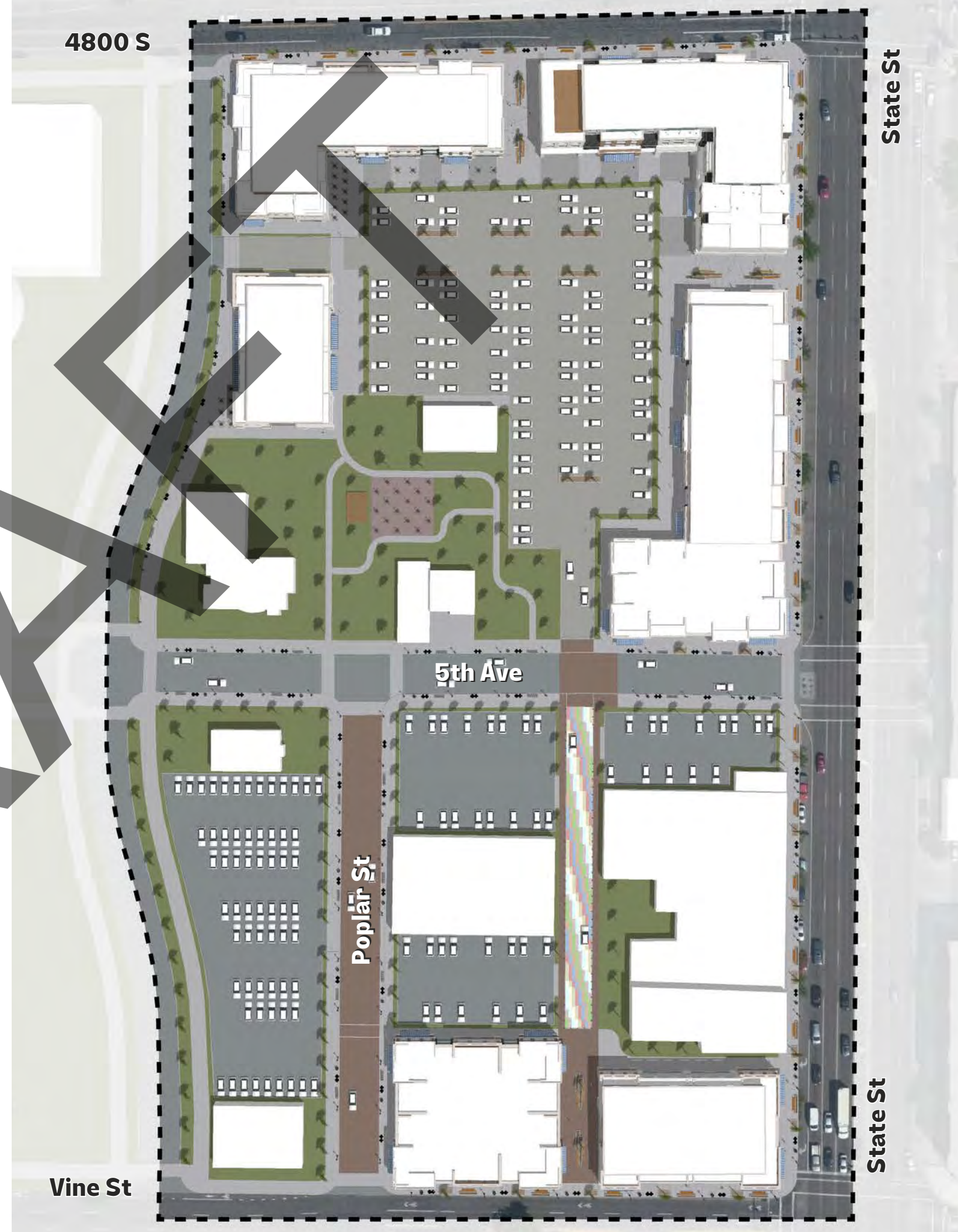
# 04/ Recommendations

## Conceptual Design Recommendations for Downtown Murray

Design and development recommendations for Downtown Murray are the culmination of months of public and stakeholder engagement to determine the future of Murray City RDA owned property, adjacent properties, and public right-of-way in the downtown project area. In an effort to balance historic preservation with growth, these concepts recommend the removal of nine (9) buildings throughout the project area and the rehabilitation or adaptive reuse of ten (10) others.

Over the next five pages, maps and renderings depict the conceptual recommendations and highlight defining elements that are products of this planning process and should be continued through future developments in the project area.

Moreover, the remainder of the recommendations support this recommendation in its execution for both the public and private realm.





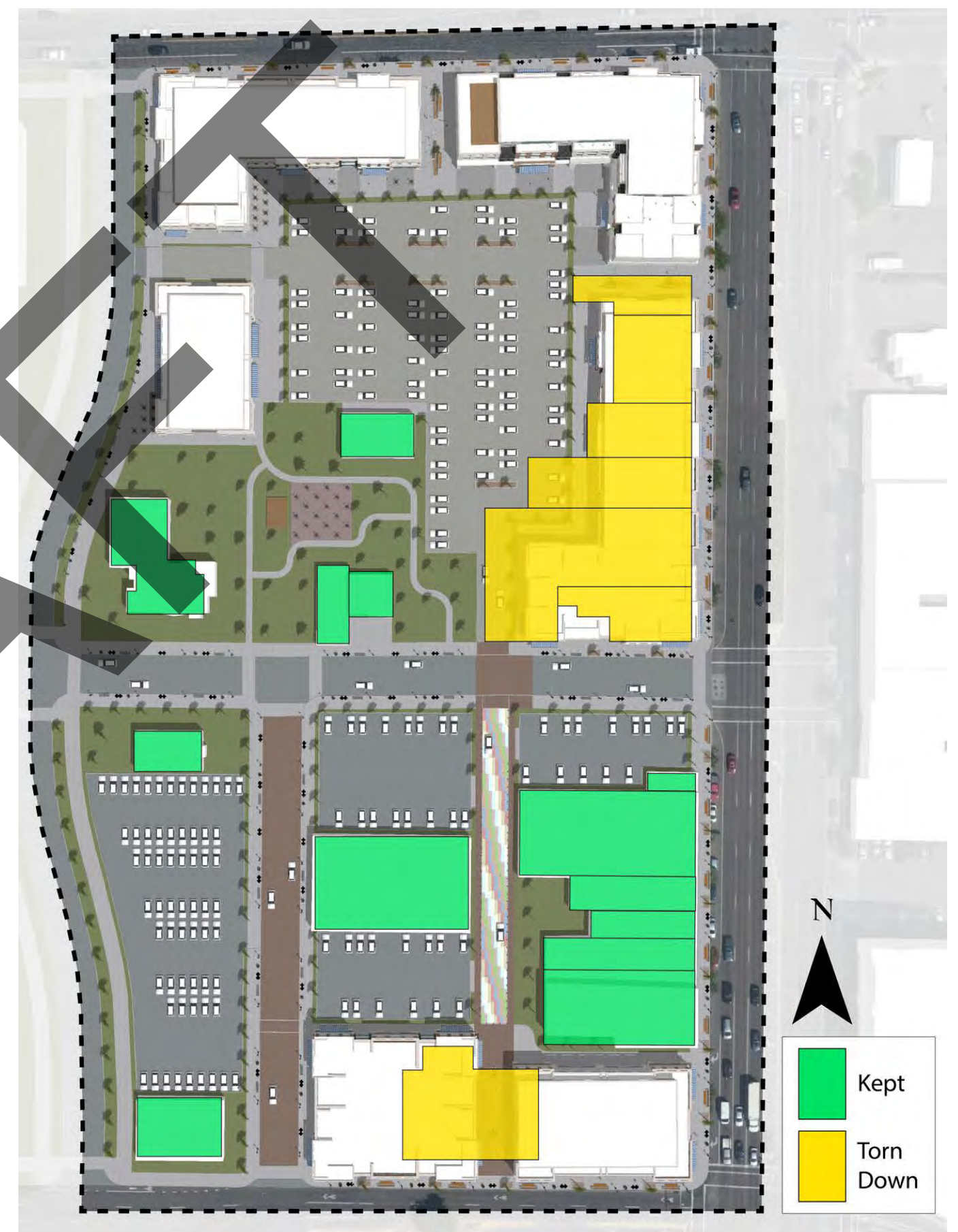


This rendering depicts an aerial view of the proposed improvements in the project area between 4800 South to the north, Vine Street to the south, Hanauer Street to the west, and State Street to the east. This view is looking southwest, and the intersection of State Street and 4800 South is in the foreground.





In the map above, the buildings recommended for removal are marked in yellow, and the buildings recommended to be kept are marked in green. These buildings are overlaid on the existing conditions of the area.



The map above shows the same buildings in the project area, whether kept or torn down, overlaid on a plan view of the recommendations.





This rendering depicts the ideal development type, featuring primarily local brick with glass elements and the opportunity for other secondary materials. This view is from the intersection of 4800 S and State Street looking southwest.



This view is from the intersection of 4800 S and State St looking east along 4800 S. It is worth noting the varied setbacks, materials, and storefront designs. Additionally, ample site amenities help to improve the pedestrian experience.



This rendering depicts a proposed pedestrian alleyway that would be located mid-block of Vine Street between State St and Hanauer St. The view is looking north.



This rendering depicts a proposed pedestrian alleyway that would be located mid-block of State Street between 4800 S and 5th Ave. The view is looking west.





This rendering depicts two proposed buildings to replace the drive-thru bank on the south end of the project area. The intersection of State St and Vine St is in the foreground, and the view is looking northwest.



This rendering is an aerial view of the recommendations' largest building at the intersection of 4800 S and State St, featuring step-backs and patios on the fourth floor. Adding a stepback past the third floor is a key feature of the recommendation.



This aerial view is mid-block of 5th Avenue Between State Street and Hanauer Street looking north. The recommended new construction wraps around the block with an inner parking lot and a public park on the southwest of the site.



This rendering depicts how the parking lot in the middle of the north block may look, surrounded by new construction and existing buildings. Light-colored pavements and ample vegetation are recommended features to reduce the heat island effect.





This rendering depicts the proposed improvements to the intersection of the alleyway and 5th Ave. Key improvements include a painted alleyway, bollards to protect pedestrians, added trees, and a speed table.



This rendering is of a proposed building located at the intersection of 4800 S and State St, with 4800 S in the foreground.



This is a side profile of the proposed building at the intersection of State Street and 4800 S. The visible façade is on the north side of the building, and the view is looking south.



This is a side profile of the proposed building at the intersection of State Street and 4800 S. The visible façade is on the north and east sides of the building, and the view is looking southwest.



Recommendation #1:

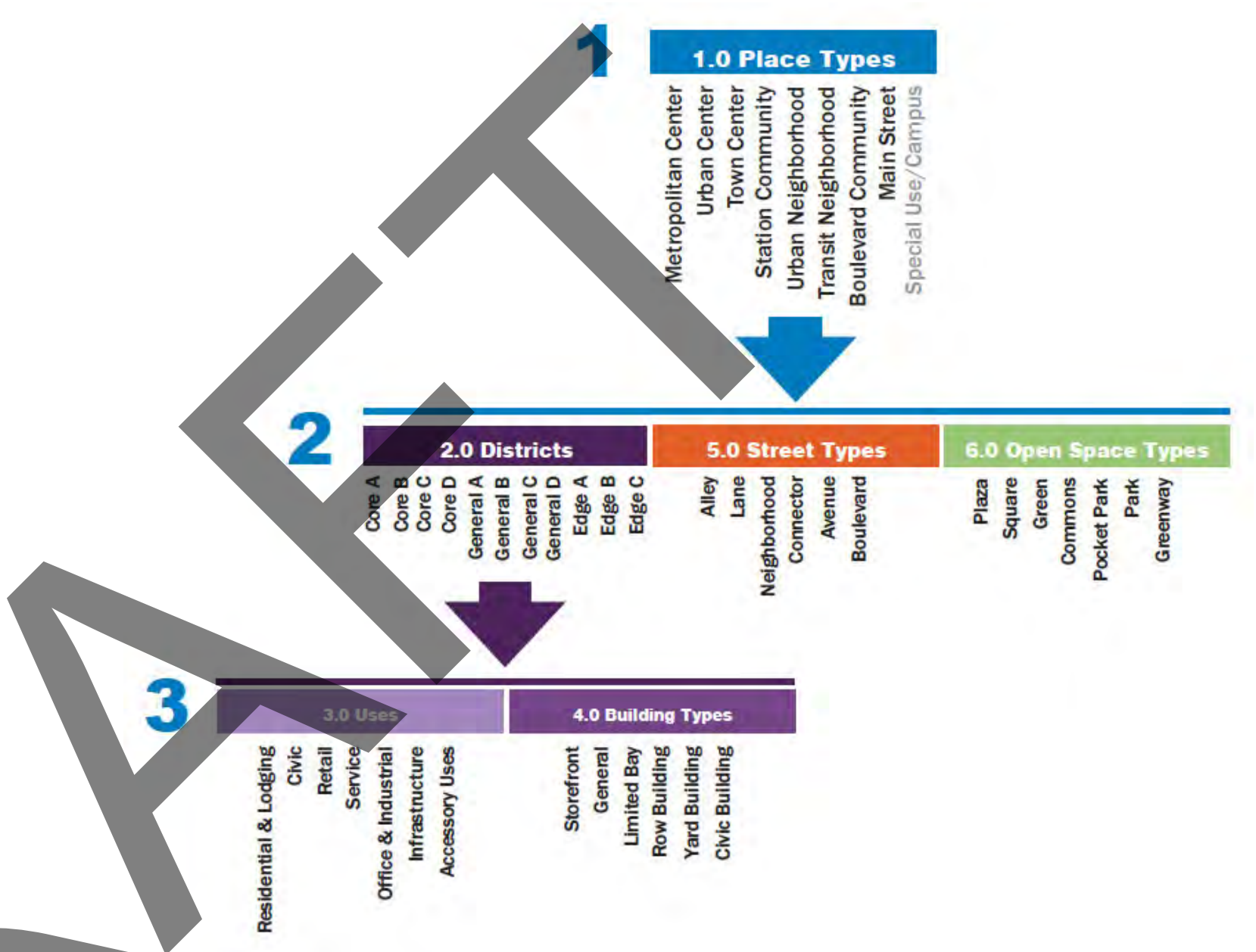
Implement form-based code in the Murray City Center District (MCCD) zoning district.

Public input revealed an affection for Downtown Murray’s smaller-scale architecture but not necessarily any given historic building. Preferred architectural elements include those identified in the conceptual design recommendations on pages 16–18. As the Downtown grows, adapts, and evolves, it will require flexibility in the types and styles of buildings provided.

To support this, it is recommended that a form-based code be prepared and implemented for the existing MCCD zoning district. Implementing a form-based code for the Downtown will result in a hybrid code for the City. Form-based code is an alternative to conventional zoning that enables a more predictable built environment. Rather than primarily regulating land uses, form-based code governs the following.

- Relationship between buildings and the public right-of-way
- Form and mass of buildings in relation to each other
- Scale and types of streets and blocks

Creating a form-based code for the historic district will allow the flexibility needed to support small businesses, promote walkability, enable revitalization, and more. Additionally, this hybrid code will eliminate the need for duplicative design guidelines by incorporating the ideal design outcomes into the code as compulsory for new development. As a result, revitalization may become more common, and new development will be more appropriate for the historic district. As an alternative to this, the City may pursue this form-based code as an overlay district to either address multiple zoning districts or to address a portion of the MCCD district.



Form Based Code Organizational Chart | Source: Wasatch Front Regional Council

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City
Necessary steps:	As a first step, the City Council and staff should review the WFRC Form-Based Code Template. The City should tailor it to the needs of the MCCD to ensure that it meets the needs of future development.

Recommendation #2:

Update and enforce the downtown design guidelines

In 2022, the City adopted advisory downtown design guidelines that proscribe best practices for the downtown area. Ensuring a certain degree of continuity between the historic buildings and new construction will help maintain the community's architectural integrity, creating a timeless appearance.

While these are a significant first step, there are opportunities to strengthen the guidelines. These opportunities are most evident in the materiality and setback/location sections of the guidelines. Public input gathered during the plan highlighted brick as the preferred siding option; however, there are varied siding options that will help maintain Murray’s architectural integrity. This chapter should further explore siding options that balance affordability, architectural integrity, and durability.

Moreover, the updated document should also outline a strategy to implement these guidelines. The City can mandate that all redevelopment and development comply through zoning regulations, or it can implement a program to financially incentivize property owners to abide by the guidelines. There may be an mixed approach, requiring the most consequential best practices (e.g., building materials) through zoning. Less consequential best practices may be enforced through grants, other financial incentives, or density bonuses. Determining which



Source: Murray City

The MCCD Design Review Committee (DRC) has an important role in the enforcement of this recommendation. Each development in the MCCD zoning district should have a hearing before the DRC, resulting in a formal advisory recommendation to the zoning staff which will then make a formal recommendation to the Council on approval of a development.

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City, MCCD Design Review Committee
Necessary steps:	The City should thoroughly review the design guidelines for shortcomings in how the City would like to shape development as compared to the current document, revise as needed, and then adopt a new report.

Recommendation #3:

Perform a parking warrant analysis.

Downtown Murray has a significant amount of parking found both on-street and off-street, in both public and private settings. However, the downtown is faced with two challenges: there are specific clusters where parking can be in short supply on particular days, and mismanagement of existing parking creates artificial supply challenges. Conducting a parking warrant analysis will inventory existing parking, parking duration, and parking turnover frequency. Such information will help identify specific blocks that can benefit from reasonable parking regulations that will improve turnover and increase the customer base for adjacent businesses. It can also inform future development decisions and the need for additional parking. Public and private partners can better meet existing demand and reduce future development costs by identifying present issues and opportunities to leverage existing supply.

Timing:	Mid-Term (3-6 Years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The City should identify a scope for the parking study and engage a consultant or dedicate staff time to completing this analysis.

Recommendation #4:

Create an infrastructure project schedule to improve multimodal accessibility within City-owned right-of-way.

Multimodal access and mobility are foundational in a Downtown district, helping to promote active transportation. Pedestrian safety is perceived and actual, defined by feelings of physical safety from vehicles and crime and by data on traffic fatalities and injuries.

The conceptual design elements centered around these core elements (see page 19). To provide further detail of the benefits, outlined below are infrastructure elements that will provide additional safety:

Street and alley lighting (e.g., lampposts, overhead string lights) Street furniture and site amenities (e.g., benches, bike racks, trash receptacles, wayfinding signage) Ample, dedicated space for non-vehicle circulation (e.g., wide sidewalks, regular crosswalks, protected bike lanes/paths) Street features designed to slow traffic (e.g., cobblestone streets, narrow travel lanes, speed tables and bumps)

All of these elements are featured in the conceptual renderings. These projects include the following:

- 5.1. Install shielded or cut-off luminary streetlights throughout the study area, set apart by a maximum distance of 100 feet.
- 5.2. Install benches at least every 100 feet within the public ROW or along primary corridors.
- 5.3. Install trash receptacles at least every 200 feet within the public ROW or at critical intersections.
- 5.4. Install bike racks with a minimum capacity of two (2) bikes every 100 feet and more capacity as the density of origins and destinations increases.
- 5.5. Where applicable, install protected bike lanes on City-owned (non-DOT) roads within the Downtown project area.
- 5.6. Require a 15' setback from the curb for infill development to allow for a wide sidewalk, street trees, and site amenities.
- 5.7. Install crosswalks in all directions at intersections and a minimum interval of 200' feet.
- 5.8. Install a speed table at the intersection of the alleyway and 5th Avenue, as depicted in the conceptual renderings.
- 5.9. Improve the alley off of 5th Avenue as depicted in the conceptual renderings.

Timing:

The project schedule should be completed in the short term (0-2 years), with projects being completed in an order that balances cost with a positive impact on the downtown experience.

Responsible Entities:

Murray City, Murray RDA

Necessary steps:

The City should identify desired improvements and expected costs for each to then rank them in a reasonable project schedule based on available funding. Moreover, the City should dedicate staff time to apply for grant funding, some of which is identified in the Appendix.



Recommendation #5:

Partner with UDOT to improve multimodal accessibility on State Street.

State Street is one of the City’s primary thoroughfares, carrying approximately 41,000 vehicles daily. Balancing the mobility of vehicles with the mobility and accessibility concerns of non-motorists is paramount to the future of State Street.

The City should engage in conversations with the UDOT to identify and pursue opportunities to improve safety for non-motorists as they traverse this corridor.

Timing:	Long-term (7-10 years)
Responsible Entities:	Murray City, UDOT
Necessary steps:	Engage the UDOT Region 2 staff to identify potential projects and improvements for this portion of State Street.

Recommendation #6:

Program public spaces within Downtown Murray.

Much of the City’s programming occurs at Murray Park, including Murray Fun Days and the farmers market. As the downtown area grows, so must the regular programming of the public spaces in the following areas.

- City Hall plaza
- Shared use alley off of 5th Ave between State and Poplar Streets
- Proposed plaza at the corner of Hanauer Street and 5th Ave
- Proposed pedestrian promenade behind the infill development

Event programming should complement existing event programming throughout the City and destinations within the downtown area. When programming events, creating a calendar or highly visible document that advertises them is essential.

Timing:	Short-Term (0-2 years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The City and its partners should identify event programming opportunities to relocate to Downtown public spaces and develop a user-friendly event calendar for all Murray City programming.







Recommendation #7:

Negotiate and enter into a Master Development Agreement (MDA) for the RDA-owned property in Downtown Murray.

The Murray City RDA should release an RFP for a development proposal consistent with the public’s vision for the downtown and highlight elements of the conceptual renderings. The RFP should call for a development that matches the form, massing, and architectural materials of this report’s recommendations.

The development should be privately led; however, the RDA should consider retaining land ownership and entering the land into a land trust to preserve affordability through a long-term land lease to the developer.

Timing:	Short-term (3-6 years)
Responsible Entities:	Murray City, Murray RDA
Necessary steps:	The RDA should formulate and release a RFP to solicit development proposals that is consistent with the conceptual recommendations of this report and with public sentiment.

Recommendation #8:

If the downtown revitalization efforts are successful, expand the scope of study to the east side of State Street.

Once the development of the RDA-owned land is complete, the City should consider the future of the downtown area and its role in revitalization. This includes working with downtown-area property owners to identify the highest and best use for their properties and to identify necessary land acquisitions for public needs such as circulation, safety, and recreation.

Timing:	Long-term (7-10 years)
Responsible Entities:	Murray City, Murray RDA, Private property owners
Necessary steps:	The City and RDA should engage property owners on the west side of State Street in identifying opportunities for improvement and growth.





# APPENDIX

05



## 05/ Appendix

## **Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds**

November 16, 2023

This table indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																													
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	Federal Highway Administration														Federal Lands				OST Grant					OST Loan		FTA		NHTSA		
Activity or Project Type	ATIP	BRJ	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTP	TFP	TPSE	INFRA	RAISE	RCN	SSJA	SMART	Thrive	RRIF	TIFA	FTA	AgPP	TOU	402	405
Access enhancements to public transportation (benches, bus pads, lighting)	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Americans with Disabilities Act (ADA)/504 Self Evaluation / <a href="#">Transition Plan</a>	\$		\$						\$	\$	\$		\$		\$	\$					\$		TA				\$	~\$		
Barrier removal for ADA compliance	\$	\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$		\$	\$	\$	~\$			~\$	~\$	\$				
Bicycle plans	\$		\$					\$	\$	\$			\$		\$	\$	\$				~\$	\$					\$	\$	~\$	
Bicycle helmets (project or training related)	~\$				\$				\$	\$SRTS		\$				\$														\$
Bicycle helmets (safety promotion)	~\$				\$				\$	\$SRTS		\$				\$														
Bicycle lanes on road	\$		\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	~\$	~\$	\$	\$				~\$	~\$	\$			
Bicycle parking (see <a href="#">Bicycle Parking Solutions</a> )	\$		\$	\$			\$		\$	\$	\$	\$		\$	\$	\$		~\$	~\$	\$	~\$				~\$	\$	\$			
Bike racks on transit	\$		\$	\$					\$	\$					\$	\$			~\$	~\$	\$	~\$				~\$	\$			
Bicycle repair station (air pump, simple tools, electric outlets)	\$		\$						\$	\$					\$	\$			~\$	\$	~\$				~\$	~\$	\$			
Bicycle share (capital and equipment including charging stations and outlets; not operations)	\$		\$	\$			\$		\$	\$					\$	\$		~\$	~\$	\$	~\$				~\$	~\$	\$			
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			~\$	\$	~\$				~\$	\$	\$			
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$			
Bus shelters and benches	\$		\$	\$			\$	\$	\$	\$				\$	\$	\$		\$	\$	\$	~\$				~\$	~\$	\$			
Charging stations for electric bicycles and scooters NEW	\$		\$	\$					\$	\$	\$				\$	\$						~\$			~\$	~\$				
Coordinator positions: State/local ( <a href="#">CMAQ/STBG limited</a> )				\$					\$	\$SRTS		\$				\$						~\$								
Community Capacity Building (develop organizational skills and processes)	~\$												\$			\$				NAE	~\$		TA				~\$	~\$		
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$			
Curb ramps	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$			
Counting equipment	\$				\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$		~\$					~\$				
Data collection and monitoring for pedestrians and/or bicyclists	\$		\$		\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$					~\$	\$	~\$	~\$	
Emergency and evacuation routes for pedestrians and/or bicyclists	\$		\$				\$	\$	\$	\$	\$	\$			\$	\$		\$	\$	\$	~\$				\$	\$	~\$	~\$		
Encouragement and education activities related to safe access for bicyclists and pedestrians NEW	~\$			\$	\$				\$	\$SRTS	\$	\$	\$			\$					~\$	~\$								
<a href="#">Historic preservation</a> (pedestrian, bicycle, transit facilities)	~\$		\$						\$	\$				\$	\$	\$			~\$	~\$	~\$				~\$	~\$	\$			
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water fountains); usually part of larger project	\$		\$				~\$	\$	\$	\$					\$	\$		~\$	~\$	~\$	~\$				~\$	~\$	\$			
<a href="#">Lighting</a> (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$				~\$	~\$	\$			
Maps (for pedestrians and/or bicyclists) (see <a href="#">Idea Book</a> )	\$		\$	\$					\$	\$		\$	\$	\$		\$					\$						\$			
<a href="#">Micromobility</a> projects, including scooter share (capital and equipment, including charging stations and outlets; not operations)	\$		\$	\$					\$	\$					\$	\$			\$	\$	~\$	~\$			~\$	~\$				
Paved shoulders for pedestrian and/or bicyclist use	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	~\$	\$	\$	\$				~\$	~\$				
Pedestrian plans	\$		\$					\$	\$	\$		\$	\$		\$	\$	\$	~\$	\$	~\$	\$						\$	\$	\$	
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety NEW	~\$				\$				\$	\$SRTS		\$				\$													\$	\$



	Pedestrian and Bicycle Funding Opportunities: Highway, Transit, and Safety Funds																														
	Key: \$ = Activity likely eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																														
	Federal Highway Administration														Federal Lands			OST Grant					OST Loan		FTA		NHTSA				
Activity or Project Type	ATIIP	BRI	CRP	CMAQ	HSIP	RHCP	NHPP	PROT	STBG	TASA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TPSP	INFRA	RAISE	RCN	SS4A	SMART	Thrive	RRIF	TIFA	FTA	AoPP	TOD	402	405	
Rail at-grade crossings	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$	\$	\$	\$	~\$			\$	\$	\$				
Recreational trails	\$							\$	\$	\$	\$				\$	\$	\$			\$	\$	~\$				~\$					
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use. REVISED	\$	~\$	~\$	~\$			\$	\$	\$	\$	\$	\$	note	\$	\$	\$		\$	\$	\$	~\$	~\$		~\$	~\$						
Road Diets (pedestrian and bicycle portions)	\$		\$	\$	\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	\$						
Road Safety Assessment for pedestrians and bicyclists	\$				\$	\$			\$	\$			\$		\$	\$	\$			\$	\$		TA		~\$		~\$				
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	~\$				\$				\$	\$SRTS		\$	\$			\$					\$						~\$	~\$	\$	\$	
Safety education positions					\$				\$SRTS	\$SRTS		\$				\$					\$									\$	
Safety enforcement (including police patrols)					\$				\$SRTS	\$SRTS		\$				\$					\$									\$	\$
Safety program technical assessment (for peds/bicyclists)	~\$				\$				\$SRTS	\$SRTS		\$	\$		\$	\$				\$	\$		TA						\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Shared use paths / transportation trails	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$		\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$	\$		~\$	~\$	\$					
Signing for pedestrian or bicycle routes	\$		\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Spot improvement programs (programs of small projects to enhance pedestrian and bicycle use) REVISED	\$		\$	~\$	\$	\$	\$		\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$	\$	~\$		~\$	~\$	\$				
Stormwater mitigation related to pedestrian and bicycle project impacts REVISED	\$				\$	\$	\$	\$	\$	\$	\$	\$	note		\$	\$	\$	\$	\$	\$	~\$			~\$	~\$	\$	note	note			
Technical Assistance (see Cross-cutting notes) NEW	~\$			~\$	\$				\$	\$	\$	\$	note			\$	\$			~\$	~\$	~\$	TA								
Traffic calming	\$		\$		\$		\$	\$	\$	\$		\$			\$	\$	\$	\$	\$	\$	\$			~\$	~\$	\$					
Trail bridges	\$		\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	~\$			~\$	\$						
Trail construction and maintenance equipment	\$		\$						\$	\$	\$	\$			~\$	~\$	~\$				~\$			~\$	~\$						
Trail/highway crossings and intersections	\$	\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$	\$	\$			~\$	~\$						
Trailside/trailhead facilities (restrooms, water, but not general park amenities)	\$		~\$						\$	\$	\$			\$	\$	\$			~\$					~\$	~\$						
Training	~\$			\$	\$				\$	\$	\$	\$	\$			\$					\$		TA				~\$	~\$	\$		
Training for law enforcement on ped/bicyclist safety laws	~\$			~\$	\$				\$SRTS	\$SRTS		\$				\$					\$						~\$	~\$	\$	\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$	\$	\$	\$	\$			\$	\$	\$					
Vulnerable Road User Safety Assessment	\$				\$				\$	\$		\$	\$			\$	\$			\$			TA				~\$	~\$			

### Abbreviations (alphabetical order)

<p><a href="#">ADA/504</a>: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973</p> <p><a href="#">AoPP</a>: Areas of Persistent Poverty Program</p> <p><a href="#">ATIIP</a>: Active Transportation Infrastructure Investment Program [web link under development]</p> <p><a href="#">BIL</a>: Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act (Pub. L. 117-58))</p> <p><a href="#">BRI</a>: Bridge Programs, including: <a href="#">BFP</a>: Bridge Formula Program; <a href="#">BIP</a>: Bridge Investment Program; <a href="#">BRR</a>: Bridge Replacement and Rehabilitation Program</p> <p><a href="#">CMAQ</a>: Congestion Mitigation and Air Quality Improvement Program</p> <p><a href="#">CRP</a>: Carbon Reduction Program</p> <p><a href="#">FLTTP</a>: Federal Lands and Tribal Transportation Programs: <a href="#">Federal Lands Access Program</a>, <a href="#">Federal Lands Transportation Program</a>, <a href="#">Tribal Transportation Program</a>, <a href="#">Federal Lands Planning Program</a> and related programs for Federal and Tribal lands such as the <a href="#">Nationally Significant Federal Lands and Tribal Projects</a> program</p> <p><a href="#">FTA</a>: Federal Transit Administration Capital Funds</p>	<p><a href="#">PLAN</a>: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)</p> <p><a href="#">PROTECT</a>: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation</p> <p><a href="#">RAISE</a>: Rebuilding American Infrastructure with Sustainability and Equity</p> <p><a href="#">RCN</a>: Reconnecting Communities and Neighborhoods Grant Program (includes Reconnecting Communities Pilot Program (RCP) and <a href="#">Neighborhood Access and Equity</a> programs)</p> <p><a href="#">RHCP</a>: Railway-Highway Crossings (Section 130) Program</p> <p><a href="#">RRIF</a>: Railroad Rehabilitation and Improvement Financing (loans)</p> <p><a href="#">RTP</a>: Recreational Trails Program</p> <p><a href="#">SMART</a>: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program</p> <p><a href="#">SRTS</a>: Safe Routes to School Program (and related activities)</p> <p><a href="#">SS4A</a>: Safe Streets and Roads for All</p> <p><a href="#">STBG</a>: Surface Transportation Block Grant Program</p>
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- [TASA](#) (23 U.S.C. 133(h)): Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness; for transportation safety planning; Safety program technical assessment; for transportation safety planning; Training; bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

#### FHWA Federal Lands Programs

- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or Tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTP) program.
  - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
  - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or Tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally recognized Tribal governments for projects within Tribal boundaries and public roads that access Tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to federally recognized Indian Tribes through a competitive, discretionary program to plan and implement transportation safety projects.

#### OST Grant Programs

- [INFRA](#) (IIJA § 11110): Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RAISE](#) (IIJA § 21202): Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- [RCN](#): Combines [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)), which provides funds for planning grants and capital construction grants that relate to a transportation facility that creates a barrier to community connectivity and [Neighborhood Access and Equity Grant Program](#), Inflation Reduction Act (IRA) § 60501; enacted as Pub. L. 117-169, 23 U.S.C. 177, which provides funds for projects that improve walkability, safety, and affordable transportation access and funding for planning and capacity building activities in disadvantaged or underserved communities.
- [SMART](#) (IIJA § 25005): Provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.

#### OST Loan Programs

- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.

#### FTA Programs

- [FTA](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit, Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
  - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
  - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
  - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress, not for capital purchases.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.

#### NHTSA Programs

- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. See [23 U.S.C. 1300.26](#). For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project. Project agreements may not be expressed in terms of full or part time positions.



<a href="#">HSIP</a> : Highway Safety Improvement Program <a href="#">IIJA</a> : Infrastructure Investment and Jobs Act (Pub. L. 117-58), also known as the Bipartisan Infrastructure Law <a href="#">INFRA</a> : Infrastructure for Rebuilding America Discretionary Grant Program <a href="#">NAE</a> : Neighborhood Access and Equity Program <a href="#">NHPP</a> : National Highway Performance Program <a href="#">NHTSA 402</a> : National Highway Traffic Safety Administration State and Community Highway Safety Grant Program <a href="#">NHTSA 405(g)</a> : National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety) <a href="#">NSBP</a> : National Scenic Byways Program	<a href="#">TASA</a> : Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements) <a href="#">Thrive</a> : Thriving Communities Initiative (TA: Technical Assistance) <a href="#">TIFIA</a> : Transportation Infrastructure Finance and Innovation Act (loans) <a href="#">TOD</a> : Transit-Oriented Development <a href="#">TTP</a> : Tribal Transportation Program <a href="#">TTPSF</a> : Tribal Transportation Program Safety Fund
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### Cross-cutting notes

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance), [Publications, Pedestrian and Bicyclist Safety](#), and Bicycle transportation and pedestrian walkways statute at [23 U.S.C. 217](#).
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and [TASA](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TASA](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Lighting](#), [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to [Technical Assistance and Local Support](#).
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

### Program-specific notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

#### [FHWA Programs](#)

- [ATIP](#) (IIJA § 11529): Subject to appropriations. Projects costing at least \$15,000,000 to develop or complete active transportation networks and spines, or at least \$100,000 to plan or design for active transportation networks and spines.
- [BRI](#); [BFP](#); (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the [CMAQ guidance](#) for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State’s [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133): Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217 (23 U.S.C. 133(b)(7)). Activities marked “\$SRTS” means eligible only as an SRTS project benefiting schools for kindergarten through 12<sup>th</sup> grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).



~ DRAFT ~

The Murray City Center District (MCCD) Review Committee met on Thursday, January 25, 2024 at 5:30 P.M. in the Cottonwood Conference Room (#250), 10 East 4800 South, Murray Utah.

Present: Zach Smallwood, Planning Manager  
Susan Nixon, Senior Planner  
Andy Hulka, Chair  
Ray Beck, Vice Chair  
Kiersten Davis, Committee Member  
Matthew Givens, Committee Member  
Samuel Ingram, Committee Member

Members of the public per sign-in sheet

### CALL MEETING TO ORDER

Mr. Hulka called the meeting to order at 5:30 P.M.

### APPROVAL OF MINUTES

Mr. Beck moved to approve the March 30, 2023, MCCD Minutes. Seconded by Ms. Davis. A voice vote was made with all in favor.

### CONFLICT(S) OF INTEREST

There were no conflict(s) of interest.

### BUSINESS ITEMS

### ELECTION OF CHAIR AND VICE CHAIR FOR 2024

Ms. Davis nominated Andy Hulka for Chair. Mr. Hulka accepted the nomination.

Seconded by Mr. Givens. Roll call vote:

Y Andy Hulka  
Y Ray Beck  
Y Kiersten Davis  
Y Matthew Givens  
Y Samuel Ingram

Vote passed 5-0.

Ms. Davis nominated Ray Beck as Vice Chair. Mr. Beck accepted the nomination.

Mr. Givens seconded. Roll call vote:

Y Andy Hulka



Y Ray Beck

Y Kiersten Davis

Y Matthew Givens

Y Samuel Ingram

Vote passed 5-0.

## GENERAL PLAN AMENDMENT

### MCCD AREA PLAN - Review and Recommendation of MCCD Area Plan

Mr. Smallwood provided background prior to his presentation to help the committee understand the context. He stated that in the past, staff have not taken text or plan amendments to the MCCD review committee. He reminded them that when they review things, they're reviewing it against an ordinance, that is written into the text. The phrase "text amendment" refers to any proposed change to the ordinance. In this instance, it will be an addendum to the General Plan. Previously there has not been a formal planning document created for the downtown area. This document focuses on what the community envisions for the downtown area. It includes recommendations for staff to ensure its implementation. Staff wants to make sure that the MCCD review committee is involved because this will have an impact on their role going forward as they review projects.

Mr. Beck asked if the planning document is a subset of the master plan.

Mr. Smallwood said that's generally correct. He said the General Plan directs the entire city and the planning documents, mostly area plans, are an addendum to the general plan. The planning documents are more narrowly focused. He emphasized that this planning document is not codified. The document is just to inform and provide staff direction to make changes to the zoning ordinance and other recommendations. Staff is asking for the MCCD Review Committee to make a recommendation to both the Planning Commission and the City Council. He noted this is different than what the committee normally does, which is making recommendations to the Planning Commission on a specific project. Because this is a legislative item, it goes to the Planning Commission and the City Council.

Mr. Smallwood proceeded to present the Downtown Area Plan. He informed them that this was developed with a steering committee made up of citizens, property owners in the MCCD, business owners, and a representative of the Historic Murray First Foundation. It was developed by Downtown Redevelopment Services, whose principal is Ben Levenger. This strategic plan is developed with block one in mind, but it is applicable to the entire MCCD. Block one was targeted because the Redevelopment Agency who funded this study owns block one. They want to have a good understanding of what the citizens want. He said to keep in mind some of the larger recommendations are made for the entire MCCD. Mr. Smallwood shared statistics obtained through a survey of Murray City residents regarding employment, purchasing, and commuting habits. The RDA wants to focus their efforts on vacant property in this zone. Downtown Redevelopment Services made several recommendations regarding existing conditions for surface parking areas, and pedestrian and bicycle-only infrastructure. Mr. Smallwood pointed out the area does lend itself to mixed use and already has some of that infrastructure. Downtown Redevelopment Services did a SWOT analysis of the MCCD. Strengths include the national recognition of the Murray Historic District in this area, the benefit

of the new city center serving as a catalyst for change in the area, as well as the MCCC's proximity to the frontrunner and trax stations. Weaknesses include limited landscaping throughout the district, the mismatch between urban design, mismatch between historic district and the design elements, the lack of well-designed pedestrian infrastructure, and the lack of bicycle-only infrastructure. Opportunities include the fact that Murray is a strong regional retail destination, and this can be capitalized on without having too much impact on large scale retail. Also, its proximity to frontrunner and trax. The land being owned by the RDA provides the opportunity for controlling what happens in the MCCC. Weaknesses include traffic on State Street, with speed limits of 40 MPH, excess surface parking, and high development costs for new construction. Next, Mr. Smallwood discussed the public input for the plan. Concepts were developed based on feedback received from surveys and an open house. Public support for downtown revitalization was high. Responses indicated that many residents walk, bike, or take public transportation. Residents indicated a perception of safety concerns in the area, which is theorized to be caused by the high level of traffic. Desired amenities for the area include restaurants, retail, boutique stores, entertainment venues, public spaces, and civic facilities. Residents shared that the elements of an improved downtown would include street trees, event programming, retail or service establishment, dining establishment, and historic building rehabilitation.

Mr. Givens asked how the RDA for Murray City is organized.

Mr. Smallwood stated that in Murray's RDA, the mayor is the executive director, then Phil Markham, the CED director, is the staff director. He said the City Council is the board. He also said that some of the CED staff are support staff for the RDA.

Mr. Givens wondered why someone from the RDA wasn't not in attendance at the meeting.

Mr. Smallwood said they will see this same presentation at City Council and it would be inappropriate for an RDA board member to be in attendance in an official capacity.

Mr. Smallwood then shared the conceptual design recommendations, emphasizing that what will be shown is only illustrative, and not representative of what an actual project will look like. He shared some renderings of potential concepts for the area, taking into consideration the public's desire that no building be over four stories. The renderings are based mostly on what buildings they anticipated would be kept and those that could be torn down. He expects that most of block one to be torn down, due to the dilapidated state of the buildings there. He pointed out three buildings in the renderings – the Murray Mansion, the Cahoon House and the Townsend House. He said that the Murray Mansion will become the Murray Museum during the next year. He addressed the issues with moving the Townsend house and that the RDA decided not to have it moved, but to restore it instead. The funds set aside for the move will now be diverted to creating a green space in that area. The Tea Rose Diner will potentially be demolished and relocated downtown, allowing for the Cahoon House to be restored and creating a space for a plaza. The RDA is in the processing of getting bids.

Mr. Ingram asked what would be done with the remodeled houses.

Mr. Smallwood said they haven't decided yet, but the space could possibly be leased to businesses or organizations. He said that currently the Townsend House is being used by NeighborWorks, who will probably stay there.

Mr. Smallwood then presented the recommendations. The first one is to implement a form-based code in the MCCD zoning district. He said that this needs to be done soon. A form-based code is different than traditional zoning. He showed a map with traditional zoning, indicating the heavy use of color. A form-based code is more focused on how buildings relate to one another, to create more of a cohesive district. It looks at the types of buildings as well. It shows the core, a general district and edge district. It lays out the street types and the open space types.

Mr. Beck asked if this type of code looks at use.

Mr. Smallwood said it does, but that's not the primary function. In form-based code, the form is the most important aspect.

Mr. Beck asked what's the reason for doing this and what are the benefits.

Mr. Smallwood said that form-based code provides a more cohesive look and feel to a zone. Murray residents have shared that they desire a historic look and feel for the MCCD. The results indicate that it isn't necessarily about a specific building itself, it's about the overall feel. That's what prompted the recommendation to implement a form-based code because that's what the goal is for this type of code.

Mr. Beck asked what would happen if a property owner in this zone wanted to use different building material than was part of the code.

Mr. Smallwood said that it's up to the community, telling the city what they want to create the look they're going for. Staff is still in the development phase of the form-based code. This recommendation is to approve the strategic plan, then the committee would be involved in the development of the code.

Mr. Beck asked if this is the planning trend to move towards form-based code.

Mr. Smallwood said no. This code works well in this type of a smaller district such as the MCCD. Form-based code would be too heavily detailed and focused for other districts or the city as a whole.

Mr. Givens said this is the kind of code that uses the same design language, that works best when you're trying to create a feeling of being in a specific place -- more cohesive with the whole area, such as a college campus.

Mr. Smallwood agreed and continued with the list of recommendations. The second recommendation is to update and enforce the downtown design guidelines, so that they are standards. This recommendation is meant to make the code more enforceable. The third recommendation is to perform a parking warrant analysis over the next few years. This will help determine how much parking the MCCD area truly needs. This will help determine where the RDA could invest in parking areas or structures. The fourth recommendation is to create an infrastructure schedule to outline a work schedule for installation of shielded street lighting, bike racks, benches, and trash receptacles. The fifth recommendation is to partner with UDOT to improve multimodal accessibility on State Street. This will take quite a bit of effort on the city's part, as this is delicate subject with UDOT. Recommendation six is to program public spaces within Downtown Murray. He cited the City Hall Plaza having the Christmas tree and Santa as example of programming that brought the public to that space. Recommendation seven is to



negotiate and enter into a master development agreement for the RDA-owned property downtown. This would be working with a developer to take care of the property and develop it. Recommendation eight is, if the downtown revitalization efforts are successful, to expand the scope of the study to the east side of State Street. He noted that when they start looking at the form-base code, it will probably be for the entire district. This will make the most sense since this is a costly change.

Mr. Givens said he feels the biggest obstacle to Downtown Murray being more vibrant is State Street. He proposed having a lane of state street given back from UDOT, where trees could be planted. This would provide a visual aesthetic that could help drivers slow down.

Ms. Davis proposed having a middle lane that alternates, depending on the time of day, as well as bike lanes on both side of state street. She then asked how the mixed use would work in the MCCD. She asked if the top floors would be living spaces and the bottom floors would be commercial.

Ms. Smallwood said, yes, mixed use development encourages that. It could be expanded to also allow office use on the top floor. He anticipates the code will allow for very flexible use. The goal is to encourage a lot of daytime and evening activity in the zone, which mixed-use should facilitate. What you don't want to see is lack of activity in the day or evening, this gives the sense that the area isn't vibrant or safe, which continues to discourage use. It's desired to have a balanced daytime and evening usage.

Mr. Hulka asked to discuss historic preservation.

A citizen, Ms. Margaret Pahl indicated she would like to speak and doesn't know when she will get the opportunity.

Mr. Smallwood clarified that typically the MCCD committee does not take public comment, because they're a recommending body. That usually goes to the Planning Commission or the City Council, where that will be opened as a public hearing. It's up to the board if they decide that they want to allow for public comment they can.

Mr. Hulka expressed concern regarding the number of historic buildings in contrast to new buildings. He stated that The National Historic District has a requirement of fifty percent of the buildings needing to be historic. He's concerned that if too many older buildings are demolished, then the overall district may not meet the standards. He reached out to the State Historic Preservation Office, who said that is a potential issue. If the number of historic buildings goes below fifty percent, there's the potential for the MCCD zone to get delisted, then the existing historic buildings will lose their tax benefits and other potential benefits.

Ms. Davis suggested tying in architectural elements from the existing ones that were keeping on State Street, such as picking one or two architectural elements to tie into the new buildings.

Per Mr. Hulka's request, Mr. Smallwood showed the map of which historic buildings will be staying.

Ms. Davis suggested that the planters and benches that will be installed should match all along that side of State Street. She asked if there is one standard of style for street lighting.

Mr. Smallwood indicated that there is. That standard will need to be reinforced with some updates through form-based code.

Ms. Davis asked about the possible future parking structure.

Mr. Smallwood says that idea is not fleshed out yet and is not sure where it would go.

Mr. Hulka stated concern about parking, too. Looking at the new plan, he sees mostly parking, but no buildings. He said this was identified in the report as a problem. He says there's a lot of places to put a new building that don't have to necessarily tear down historically contributing structures.

Ms. Davis noted that it seems like we're keeping the ones that are more historically important.

Mr. Smallwood stated that's been the focus, citing examples of the Murray Theater, the chapel, the Murray Mansion, and Townsend House and the Cahoon House. They are working towards trying to keep what we can, as well as balancing what makes the best financial sense for the city. He said that they do have to respect public dollars.

Mr. Ingram asked if the buildings have been inspected for structural integrity.

Ms. Nixon indicated yes and said the buildings in yellow on the map have been deemed unsafe, due to so many previous remodeling efforts or old age.

Mr. Beck stated his concern that the form-based code is only being applied to one side of State Street. He feels this doesn't make good sense. He sees a strong mismatch in having what the city wants and then across the street having exactly what it doesn't want. He feels the code needs to cover both side of the block on State Street.

Mr. Smallwood said if the form-based code is adopted, it will apply to the entire district. They are starting with block one because the city owns the most properties there and can have the most impact. He acknowledges that there will be a mismatch until the code is applied to the entire MCCD zone.

Mr. Givens said the work being done on 7<sup>th</sup> and 8<sup>th</sup> South State will help set a precedent for what Murray can do and does feel that Murray can get help from UDOT to facilitate changes they want. He does agree that the focus should be taken away from State Street and diverted to more side streets. He'd like to see more street improvement on Vine Street and 4800 South, because those streets aren't controlled by UDOT, Murray City has more control over what they can do there.

Mr. Smallwood said they have started to look at that and is included in the plan, to divert traffic onto 4800 South. He pointed out that the Regional Plan includes adding BRT to State Street, so it would be challenging to get UDOT to agree to changing the lane structure on State Street.

Mr. Givens feels this would be a good area for a neighborhood grocery market, especially since people will be living there and you want to discourage commuting.

Mr. Smallwood said that's the goal of the RDA to have a small grocery market in this area. The challenge is that they are balancing the needs of the Murray North Station, which also needs grocery access. They won't be able to have two markets so close to each other.

Mr. Farrell pointed out that grocery store developments have their own calculations and would not want two markets so close together, as that has a big impact on the sales of each market.

Ms. Davis pointed out the logistical issues of having semi-truck deliveries with pedestrians and cars around.

Mr. Smallwood said there are creative solutions to those issues. Other urban areas manage those situations, and they will be dealt with when the time comes.

Ms. Davis asked about an area on the rendering located inside the green space and wanted to know what that would be.

Mr. Givens suggested to make that space into public space.

Mr. Smallwood pointed out that, at this point, everything is just conceptual.

Ms. Davis asked about there being a food truck area, since you would have the green space close by to sit and eat food.

Mr. Hulka expressed concern about the lack of bike lanes or trails. He asked if there are any on the plan.

Mr. Smallwood stated that those are not on this plan because it focused on the massing, scale, and materials. It is part of the recommendations, however, to install protected bike lanes on city-owned roads. The proposed plan is just to help develop code going forward.

Mr. Hulka said that it's scary to make a recommendation on something where there's all these above-mentioned problems identified but then the design doesn't appear to solve those problems. He asked if they could make recommendations that include changes to the plan.

Mr. Smallwood said that many of the recommendations are called out in the text, just maybe not graphically. He said that the committee could cross out certain vague language and write in specific recommendations to provide more direction in the plan.

Mr. Hulka asked if they could make changes to the renderings.

Mr. Smallwood said it is possible.

Mr. Beck asked for more clarification on what they are supposed to be recommending.

Mr. Smallwood said they can recommend whatever they'd like and then those recommendations would be presented to the Planning Commission and City Council for consideration. If they see a warrant in it, they can make that change.

Mr. Hulka said to Mr. Beck that they have the option to approve, deny, or approve with some suggestions.



Ms. Davis said, as an example, that they could ask for at least two architectural elements from the buildings that the city is keeping must tie in with the new construction.

Mr. Hulka said he feels that the DAR building specifically deserves to be restored and showcased, for its historic significance, and would like to build around it.

Mr. Smallwood reminded him that he understands the desire to do that but asked them to keep in mind that what's presented in the plan is only a suggestion and not meant to show specifically what buildings may be saved.

Mr. Givens asked if they could recommend that the DAR building not be demolished.

Mr. Beck suggested to keep the Elks Lodge, or at least elements of it, because he feels it also has historic significance.

Mr. Smallwood said that this is a planning document, which is looking at implementation strategies, not at recommendations for any specific building. If they want to make those kinds of recommendations, that this meeting's conversation will be recorded, and the minutes will document which buildings they recommend. The Planning Commission and the City Council both read these minutes while considering the plan, and they'll see the specific recommendations. There's just nowhere in the plan to take a recommendation for a specific building.

Mr. Smallwood said that, now that he thinks about, they could recommend that 4840 and 4836 buildings be changed or kept.

Mr. Givens asked a question regarding historic status of these buildings. He wanted to know if they are all contributing.

Mr. Hulka said that most of the ones in yellow on the screen, are considered contributing to the historic nature of the district. Most of the ones below that, except for Day Murray Music, are not historically significant.

Mr. Hulka reiterated that he'd really love to try to preserve the DAR building, due to its long and significant history, and have it be part of any motion that they make.

Mr. Givens echoed the desire to keep the DAR building. He feels it fits better with the form-based code than the one-story buildings. He also stated that he'd like to see a parking structure in the recommendations.

Mr. Smallwood said the parking structure recommendation should be added to recommendation number three. He said to add that they'd like to recommend structured, as opposed to surface parking.

Mr. Hulka thanks Mr. Smallwood for the presentation and commended him on his work drafting the plan. He is excited and thinks it will be amazing to see something different in that area. He then asked for a motion.

Mr. Beck made a motion to recommend approval of the strategic area plan with the following modifications: (1) Include a dedicated bike lane on 4800 South and Vine in recommendation 5.5, (2) a recommendation for a preference for parking structures as opposed to surface parking, as part of the parking warrant analysis, (3) that the DAR and Mercantile buildings be changed from the yellow category “to be torn down” to the green category “kept”.

Ms. Davis seconded the motion. Roll call vote:

Y Andy Hulka  
Y Ray Beck  
Y Kiersten Davis  
Y Matthew Givens  
Y Samuel Ingram

Vote passed 5-0.

#### ANNOUNCEMENTS AND QUESTIONS

Mr. Smallwood informed the committee that the code dictates the committee must meet at least once a quarter, not once a year, as previously thought. He said they’ll meet the first month of each quarter – January, April, July, and October. These meetings can simply be a check-in, but he anticipates more tangible items to be addressed as they move forward with the form-based code and with the Murray Tower development, the committee’s input will be needed early and often.

Mr. Smallwood welcomed Mr. Givens and Mr. Ingram to the committee.

The next meeting is scheduled for Thursday, February 29<sup>th</sup> 2024 at 5:30 P.M. That meeting will most likely be cancelled, due to lack of applications. The next mandatory meeting will likely be held on April 25<sup>th</sup>, 2024 at 5:30 P.M. Mr. Smallwood confirmed that committee members may attend virtually.

#### ADJOURNMENT

Mr. Hulka adjourned the meeting at 7:06 P.M. All were in favor.



Community Development Director



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Planning Division  
10 East 4800 South  
Murray UT, 84107

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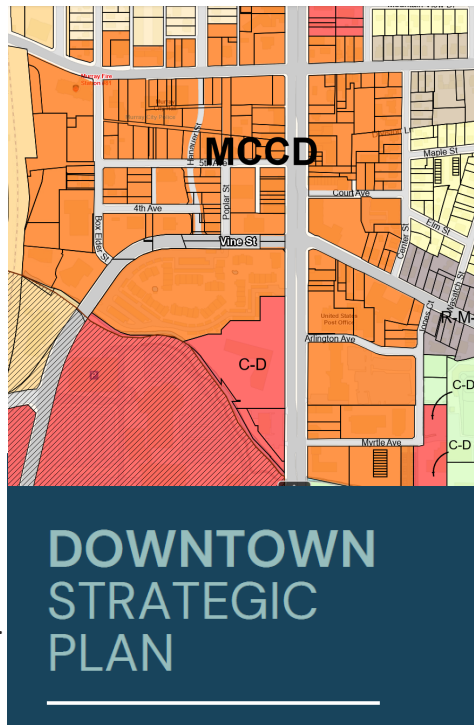
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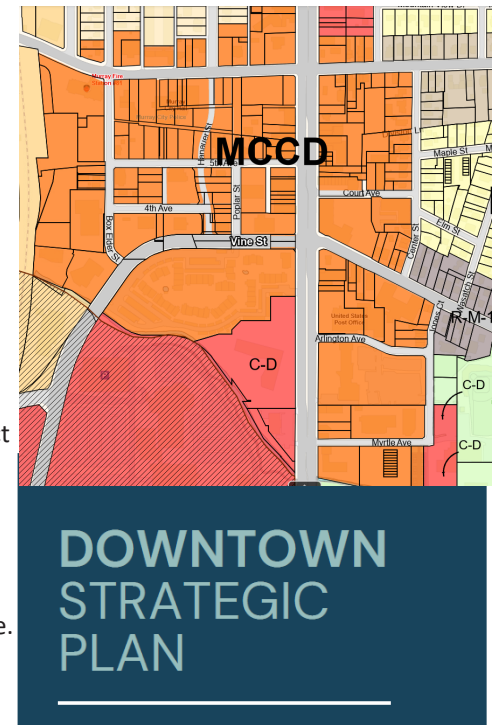
**\*\*UPDATED NOTICE\*\***

NOTICE IS HEREBY GIVEN that on March 7th, 2024, at 6:30 p.m. the Murray City Planning Commission will conduct a Public Hearing in the Murray City Council Chambers, 10 East 4800 South, Murray UT, to receive comment on the MCCD Strategic Area Plan as an amendment to the General Plan for properties located in the MCCD Zoning District. The plan may be viewed at: [www.murray.utah.gov/285/Murray-City-Center-District](http://www.murray.utah.gov/285/Murray-City-Center-District). The meeting is open, and the public is welcome to attend or may submit comments via email at [planningcommission@murray.utah.gov](mailto:planningcommission@murray.utah.gov). The meeting will be livestreamed at [www.murraycitylive.com](http://www.murraycitylive.com) or [www.facebook.com/MurrayCityUtah/](https://www.facebook.com/MurrayCityUtah/).



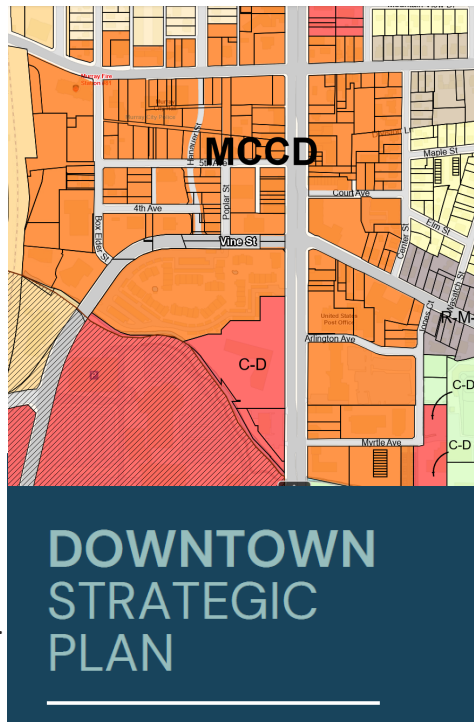
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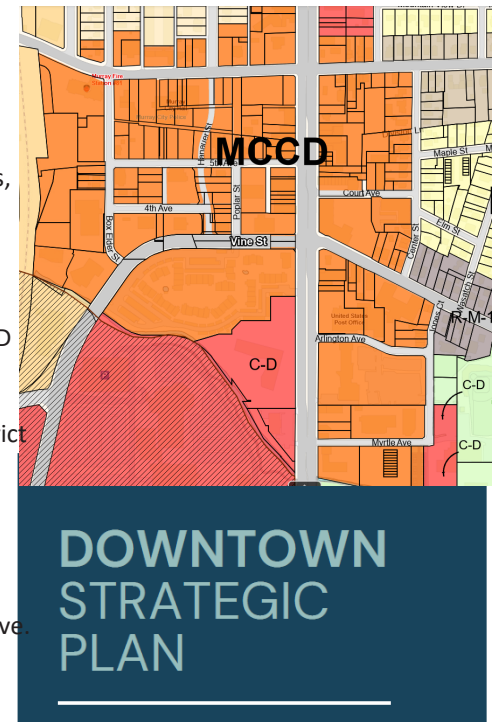
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## Zachary Smallwood

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**From:** Jeremy Rieske <jeremy.rieske@gmail.com>  
**Sent:** Friday, February 9, 2024 10:04 AM  
**To:** Planning Commission Comments  
**Subject:** [EXTERNAL]Downtown Plan proposal suggestions

Good morning,

I have recently seen the plans for Downtown, and while the basic blueprints look ok, there are a couple of key points I disagree with:

- There is too much parking. I know many would complain the opposite if it were built without much of any parking, but the space is simply too limited to allow much of any parking(besides a few nearby ADA spaces). The area is connected to the 200, 201, and the 45 buses. Similarly, it is less than a 3 minute walk from the 54 bus, red and blue line Trax, and even the FrontRunner. There's currently a bike lane down Vine Street(and ought to be one on 48th South, as well as State Street). Not to mention, the opposite side of the street is basically all parking lot behind the buildings.
- State Street is a disaster for the feeling of a downtown, far too loud, and traffic is traveling far too fast to create an environment people want to spend time near. As such,the central area north of 5th Ave would be better served as a plaza, an escape from the noise and air pollution of State Street. Along with that, 5th Ave, and Poplar St should be pedestrian streets, there's no reason for cars to be on these streets, outside of the occasional delivery to businesses.
- I imagine the reason the plan has the original buildings north of 5th Ave replaced is due to costs, but these really ought to be preserved if at all possible, though I do recognize the suggestion of a plaza, and preserving these buildings do clash somewhat.

Thanks for taking the time to read,

Jeremy Rieske  
Murray, Utah

## Zachary Smallwood

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**From:** Andy Hulka <andrew.hulka@gmail.com>  
**Sent:** Monday, February 12, 2024 11:45 AM  
**To:** Zachary Smallwood  
**Subject:** [EXTERNAL]Re: [EXTERNAL]Planning Commission - Public Comment

Murray Planning Commissioners,

As Chair of the MCCD Design Review Committee, I recently had the opportunity to review the Murray Downtown Strategic Plan. The Committee made several recommendations that I hope you will consider as you review the plan for yourselves.


As a resident of the city (not speaking on behalf of the Committee), I also wanted to share some information that helped me form my personal opinion on the Plan. After reviewing the history of the Murray Mercantile Building and the Harker Building, it is my personal opinion that these buildings should be preserved due to their notable history and unique architecture. The Downtown Strategic Plan says that the public has "an affection for Downtown Murray's smaller-scale architecture but not necessarily any given historic building" and that "architectural preferences lean toward a blend of historic and contemporary elements." Preserving these unique historic buildings and designing the new buildings to blend in with the scale and design of the existing buildings is the best way to achieve the community's vision for Downtown Murray.

The Utah State Historic Preservation Office has a helpful interactive map with information about Historic Utah Buildings here: <https://shpo.utah.gov/portal/apps/webappviewer/index.html?id=8e218e18c2b74477b5f520e5617bebafe>

Using that map, navigate to the Murray Mercantile building (4836 S State) and click on "Search Utah Historic Buildings Collection" it takes you to the following records from the archives:

 \_Murray Mercantile Building - Historic Building Records.pdf

The Harker Building also has an extensive file with some interesting history:

 \_Harker Building - Historic Building Records.pdf

Thank you for taking the time to consider this information as you make your decision.

Thanks,  
Andy Hulka

On Mon, Feb 12, 2024 at 10:15 AM Zachary Smallwood <[zsmallwood@murray.utah.gov](mailto:zsmallwood@murray.utah.gov)> wrote:

Hey Andy,

I wanted to make sure I verified everything before I responded. This is in kind of a gray area as you are on a board that makes a recommendation to the Planning Commission. I'm happy to take this information and provide it to the Planning Commission I just need some sort of "pre statement" stating that you are on the board, and that the information below are your comments as a private citizen and not that of the committee as a whole. Even though the



board recommended the changes. If you are meaning for this to come from the board, then the board would have to approve it in some way. Does that make sense? We have to be clear where it is coming from in some sort of statement.



Let me know if you'd like to update the comments below.

Thanks for all your work,

**Zachary Smallwood**

Planning Division Manager | Murray City Planning Division

10 East 4800 South, Suite 260 | Murray UT 84107

Phone: (801) 270-2430 | Direct: (801) 270-2407

[zsmallwood@murray.utah.gov](mailto:zsmallwood@murray.utah.gov)

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**From:** Andy Hulka <[andrew.hulka@gmail.com](mailto:andrew.hulka@gmail.com)>  
**Sent:** Thursday, February 8, 2024 9:32 AM  
**To:** Zachary Smallwood <[zsmallwood@murray.utah.gov](mailto:zsmallwood@murray.utah.gov)>  
**Subject:** [EXTERNAL]Planning Commission - Public Comment

Hi Zac,


I appreciate all the hard work that's gone into the preparation of the Murray Downtown Strategic Plan. I was hoping I could share some information with the Planning Commission before they make their recommendation on the plan, if that's okay.

The Utah State Historic Preservation Office has a helpful interactive map with information about Historic Utah Buildings here: <https://shpo.utah.gov/portal/apps/webappviewer/index.html?id=8e218e18c2b74477b5f520e5617bebafe>

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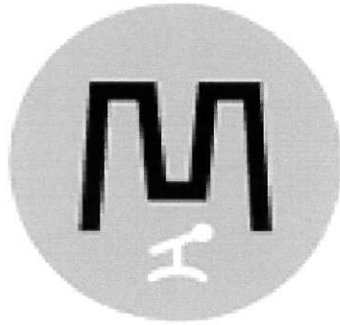
The Harker Building also has an extensive file with some interesting history:

 \_Harker Building - Historic Building Records.pdf

I was hoping this information could be passed along to the Commission so they can consider it as they determine whether or not to support the MCCD DRC's recommendation for the new plan to call for the preservation of those buildings.

Thanks,

Andy



**MURRAY**  
CITY COUNCIL

# Mayor's Report And Questions





**MURRAY**  
CITY COUNCIL

**Adjournment**