



## MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

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The Murray City Municipal Council met as a Committee of the Whole on Tuesday, March 17th, 2015, in the Murray City Center, Conference Room #107, 5025 South State Street, Murray Utah.

### Council Members in Attendance:

Blair Camp, Chair	Council Member, District #2
Diane Turner, Vice-Chair	Council Member, District #4
Dave Nicponski	Council Member, District #1
Brett Hales	Council Member, District #5

Jim Brass	Council Member, District #3- Excused
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### Others in Attendance:

Ted Eyre	Mayor	Janet Towers	Exec. Asst. to the Mayor
Janet M. Lopez	Council Administrator	Tim Tingey	ADS Director
Jennifer Kennedy	Recorder	Brad McIlrath	Asst. Planner
Jan Wells	Chief Administrative Officer	Jared Hall	CED Division Manager
Eliot Setzer	Resident	Justin Zollinger	Finance Director

Chairman Camp called the Committee of the Whole meeting to order and welcomed those in attendance. He excused Mr. Brass for his absence.

### Business Item #1

### Transit Oriented Development Transportation Master Plan - Tim Tingey

Mr. Tingey introduced Brad McIlrath, Assistant Planner, and Jared Hall, Planner, who would assist with the presentation.

Mr. Tingey noted that there were some proposed changes that would be considered in the April 7<sup>th</sup> Council Meeting. He said those changes involved the Fireclay area zoning designation, the Transit Oriented Development (TOD) designation, as well as the Transportation Master plan.

The Transportation Master Plan would be discussed today at this meeting. The other considerations include lower level commercial required on principal streets in the Fireclay area, mainly along Fireclay Avenue and Main Street. That element is included in the proposal for April 7<sup>th</sup>, as well as definitions of live/work units, and land use classifications.

The Transportation Master Plan was adopted at the same time that the Transit Oriented Development (TOD) ordinance was adopted. It is part of the ordinance and therefore, any modification in the plan has to come before the Planning Commission for a recommendation, and then to the City Council for approval. The Planning Commission deliberated on this topic for several meetings and toured the site to fully understand the implications these changes would have. He noted that he wanted to show the Council some visuals to help them understand the proposal.

Mr. McIlrath stated that some of the proposed changes reflect comments that were given by the Council at the prior meeting. Some of the comments involved the trail system, ensuring adequate access, and having pedestrian pathways throughout the entire TOD area.

Mr. McIlrath showed a map of the original TOD plan that was adopted and followed up to this point. The idea was to use this original map as a reference point to see how the changes still fall in line with the original vision of this plan. Mr. Tingey reminded the Council that the main purpose was to develop the grid system, with streets running north-south and intersected with east-west streets. The grid system promotes a more walkable pedestrian oriented area. As development comes in, those streets need to be similarly developed, noted Mr. Tingey.

Mr. McIlrath pointed out that each street had a different number, identifying the type of street section and how it needs to be developed. It also shows the pedestrian pathways, the TRAX rails, and the Frontrunner rails. Mr. Nicponski asked where the light rail station was. Mr. McIlrath replied that it was right in the center of the area. He added that there are a few proposed connections that haven't happened, due to issues with implementation, or possibly are cost-prohibitive. For example, he showed an original plan with the road boring under rail lines and connecting to Commerce. There was a significant grade change at that location and the cost to bore under the rail lines was very significant. Instead of that connection, the City built a bridge that crossed 4500 South and connects to the 4500 South frontage road. That bridge also has pedestrian access.

He added that the network had also changed due to a revision in the UTA design, and the turnaround required for busses makes it difficult to put in roads around their access points.

Last October, the plan was slightly modified to allow for roads on the east side of the rail tracks. The principal streets are Main Street and Fireclay Avenue with the proposed commercial element. He added that Birkhill Boulevard is an important street for the network.

UTA has requested to eliminate some of the design standards on Birkhill Boulevard. He noted that City attorneys have been in discussion with UTA. He stated that Birkhill Boulevard is so essential for the connectivity in the area that other improvements may

need to be temporarily sacrificed. There are provisions in the proposals to put the street improvements back in place when that site is developed, or in case UTA relocates. Mr. Tingey clarified that most of Birkhill Boulevard is owned by UTA. Chairman Camp asked if Birkhill Boulevard was a public street. Mr. Tingey replied that it was not a public street and was privately held by UTA.

Mr. McIlrath stated that there were four main points for discussion:

- Removal of streets- Streets that have not been implemented in the plan or have constraints from life/safety issues due to the rail line are proposed to be relocated to a different location, changing their designation.
- Modification of the principal north-south street section- The right of way would be widened, allowing for an increase of the width of the travel lanes.
- Modification of the principal east-west street section- This involves the right of way access to Main Street, Fireclay Avenue and Birkhill Boulevard.
- Modification to the pedestrian pathway network.

Mr. McIlrath displayed a map of existing roads and the proposed addition of new roads. He commented that Edison Street would continue and there was an actual right of way north of the Deseret Industries. This change would provide connectivity to State Street, and would lessen the traffic burden from the principal streets. Currently, there is a lot of traffic on Fireclay Avenue and Main Street.

He added that when the Fireclay area was developed, 120 West was added. The City found out afterwards that UTA required a 250 foot separation between access roads and their rail lines. This requirement was due to issues with right or left turns onto the Trax lines and causing accidents with the trains. This road needs to be removed to comply with the UTA requirement. It is proposed to continue the pedestrian pathway network but eliminate the road.

UTA has requested that the roads do not appear on the plan, in order for Birkhill Boulevard to be developed. If the City did not make modifications, UTA would prevent Birkhill Boulevard from continuing south, causing traffic concerns in the area. Ms. Turner commented that it appears there is not a lot of choice in the matter. Mr. Tingey said it is negotiable but there have been concessions made on both sides. Mr. McIlrath said initially UTA did not want to see the road on the plan at all. After negotiations, other development standards were eliminated in order to keep the road.

Mr. McIlrath pointed out some of the proposed changes on the map involving the roads and the pedestrian pathways.

Ms. Turner asked if bicycles were allowed on the pedestrian pathways. Mr. McIlrath replied that was correct; it was a shared use path for bicyclists and pedestrians. He commented that the 250 foot separation required by UTA was only for vehicle roads, not pedestrian pathways.

Chairman Camp asked about a previously installed road. Mr. McIlrath said that the UTA restriction was brought to the attention of the City engineer during the construction of that road. The City had to resolve the issue by only allowing right turns in and out.

Mr. McIlrath stated that it was proposed to have the right of way on Main Street changed from 82 feet to 102 feet. Main Street currently has fairly wide lanes with 15 feet wide travel lanes. The Transportation Master Plan calls for a narrower traffic lane, so this change allows for a wider right of way. He said the situation on Fireclay Avenue is similar, it just doesn't have the center turn lane. Currently, the road is 32 feet wide in travel lanes, and would be reduced to 22 feet wide. The proposed modification would alter that to make it only slightly narrower, at 30 feet wide.

Birkhill Boulevard would be reduced from 85 feet wide to 66 feet wide, eliminating the development standards on the west side of the street, per the UTA requests. The east side of the street would still have the pedestrian sidewalk, street trees, and street parking. Mr. Tingey clarified that the west side would still have a pedestrian trail also. Mr. McIlrath showed a photo of the proposed Birkhill Boulevard heading south.

Chairman Camp asked about an existing right of way from Main Street to State Street. Mr. Tingey said it had not been approved yet.

Mr. Nicponski asked about an access point at 4500 South. Mr. McIlrath replied that was correct, and there is one located at Main Street. He stated that UDOT has a "no access" policy that prevents Birkhill from connecting to 4500 South. He added that there are four connections to State Street. He said that one connection isn't part of the City, but is County property.

Mr. Tingey said these proposed modifications would be presented to the Council on April 7<sup>th</sup>, 2015. Chairman Camp asked if the Planning and Zoning Commission had already given their approval. Mr. Tingey replied that they had. Mr. McIlrath said the Planning Commission went on a field trip to see the site before making their evaluation.

Chairman Camp thanked them for the presentation.

### **Announcements**

Ms. Lopez said she would like the Council to fill out the questionnaire regarding travel on three upcoming trips so travel commitments could be made.

The Chamber of Commerce is having a gala on March 28<sup>th</sup> at the Cottonwood Club and said there were seats available for the Council. The Mayor would be attending also. Chairman Camp agreed to attend and Mr. Hales said he would possibly attend.

Chairman Camp adjourned the meeting.

Kellie Challburg  
Council Office Administrator II