



MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

The Murray City Municipal Council met as a Committee of the Whole on Tuesday, April 2, 2019 in the Murray City Center, Conference Room #107, 5025 South State Street, Murray Utah.

Council Members in Attendance:

Dave Nicponski - Chair	District #1
Dale Cox – Vice Chair	District #2
Jim Brass	District #3
Diane Turner	District #4
Brett Hales	District #5

Others in Attendance:

Blair Camp	Mayor	Jan Lopez	Council Director
G.L. Critchfield	City Attorney	Jennifer Kennedy	City Recorder
Doug Hill	Chief Administrative Officer	Kim Sorensen	Parks & Rec. Director
Jennifer Heaps	Comm. & PR Director	Pattie Johnson	Council Office
Rob White	IT Director	Danny Astill	Public Works Director
Melinda Greenwood	CED Director	Danny Hansen	IT
Jon Harris	Fire Chief	Mike Dykman	Assist. Fire Chief
George Zboril	Deputy Fire Marshal	Mark Vlasic	Landmark Design
Brenda Moore	Finance	Lane Page	Cemetery
Jennifer Brass	Resident	Jann Cox	Resident
Janice Strobell	Resident	Kat Martinez	Resident
Brent Barnett	Resident		

Mr. Nicponski called the Committee of the Whole meeting to order at 4:45 p.m.

Approval of Minutes - Mr. Nicponski asked for comments or a motion on the minutes from:

- Council Retreat – January 17, 2019

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

Discussion Items

Murray Central Station Small Area Plan – Jared Hall, Jim McNulty, and Mark Vlasic

Mr. Hall gave a brief background related to the small area planning process when the General Plan was adopted in May of 2017. He explained TOD (transit-oriented developments) are key projects to be located at TRAX and Frontrunner Stations, and up to a 1-mile radius that include: Murray North, Murray Central Station, and Fashion Place West. Murray was awarded a TLC (Transportation & Land Use Connection) grant by the WFRC (Wasatch Front Regional Council) in March of 2018, which allowed for developing a small area plan. As a result, when the opportunity came to receive funding, the first choice for planning was the Murray Central Station, which is the city's biggest and busiest TRAX station. The following timeline was reviewed:

- Murray was awarded \$70,000, with \$10,000 matching funds.
- The WFRC is the grant administrator for all TLC grant projects.
- An RFP was put out for the project.
- Professional consultants submitted a number of proposals.
- Landmark Design was selected by the steering committee as the lead consultant for the project.
- On August 1, 2017, the Murray City Council approved an Interlocal Cooperation Agreement between the city and the WFRC.
- This included \$75,000 from the WFRC with a match of \$10,000 to be provided by Murray City.
- Funds would be utilized for a small area plan, including a market study for Murray Center Station.
- Murray City Council held a retreat on August 27, 2017, to discuss a number of items including future development of the downtown area, and the TLC grant funding allowance.
- A notification about the plan was noted in a weekly council newsletter stating: "The Community Development Division worked in conjunction with IHC, UTA, and other entities on the small area plan project around the Murray Central Station." The grant was mentioned, as well as, two public open houses held at city hall.

Mr. McNulty noted all communication came late to Murray Councilmembers, and an apology was extended for the miscommunication; he stressed city staff desires to work closely with the city council on future projects. Two public open house events occurred: one on September 27, 2018 that councilmembers were not aware of; and the second, held on October 25, 2018, which Councilmembers Mr. Brass, and Mr. Cox attended. The draft Murray Central Station Master Plan was presented at both well attended public meetings; public input was received during the question and answer period, and residents understood details related to what landowners had planned.

Mr. Vlasic said the draft plan was created in December 2018 by a team consisting of consultants from Landmark Design, GSBS Architects, economic sub-consultants; and Parametric, consultants for transportation. He explained the market potential to understand how the project would connect with the downtown area and support new development in the area.

- Align planning and design.
- Leverage investments.
- Balance the creation of a quality station with environmental constraints and limitation.
- Create a great station, associated public spaces, superlative pedestrian spaces and destinations.
- Provide an iconic station.

A map was shared to summarize the SSOD (Smelter Site Overlay District) and convey environmental key principles intended to protect human health and the environment, accommodate compatible uses, and acknowledge mitigation and cleanup requirements.

An additional map was noted to compare population, with projected demographics in 2040, when the city's population is expected to double. This is significant, so providing housing should be a priority. Mr. Vlasic said discovering underdeveloped areas did not always mean finding vacant land to be developed, but locating land considered a low value to ratio, which is land already developed, but not serving the current market. As a result, the study determined how much land would be required for future population needs, as well as, current conditions. The following key findings were noted:

- An estimated total of 325 acres is required to meet population needs in 2040; approximately 235 acres for future residential and the remaining for commercial/retail.
- Creating a flexible network is essential, as well as, working with other partners like UTA, and private market developers.
- The environmental analysis eliminated residential development in core area.
- Most of the remediated portions will remain 'as is.'
- Economic analysis indicates significant residential and some business demand in the area.
- IMC (Intermountain Medical Center) properties - eliminated as significant contributors to the plan.
- Lack of developable land shifts focus to Vine Street and the station area.
- Uncontaminated outlying areas would be developed many ways like residential, commercial, office, mixed use; residential uses are encouraged in the vicinity of study area.
- Vine Street transformation must be aligned with current transportation planning visions, policies and projects.

In addition, the following guiding principles for land use and urban design were noted:

- IMC properties are not necessarily aligned with the creation of a great station area.
- Acknowledge the zone of influence by understanding where the station begins and how far it can impact and carefully transition to adjacent neighborhoods.
- Do the project in a memorable way by putting this part of Murray on the map.

Mr. Vlasic discussed analysis and shared conceptual drawings to explain the current status of the site, and possibilities for the future. Another map and photos were shared to depict intensity of development where the project begins at the station, moves onward to existing proposed destinations, with a walkable urban place; then transforming Vine Street, and enveloping the rest of the downtown area and historic district. He presented two alternative concepts for the station area, both providing flexibility for unanticipated changes and needs.

Both concepts include structured parking garages, with the first option focusing on combining parking and transit, to provide access to the station with a non-traditional bridge. An elevated bridge would cross over train tracks, connecting the main parking lot to development west of the TRAX station.

The second option accommodates areas east of train tracks, with a connection to the station and the building itself would be a traditional station; focusing on the street, so pedestrians walk up to the station and access various transportation options, like a bus.

Ms. Turner asked who would be funding the project. Mr. Vlasic said funding resources were not yet identified at this stage, but noted partners, such as, UTA, and the federal government. He explained funding analysis to construct the project confirmed that since UTA owns the property, they would initiate the partner process. However, with improvements needed to the street, parking lots, and, surrounding buildings, the entire funding venture would involve public and private entities.

Mr. McNulty noted a good example of this project was in South Jordan, where the Frontrunner station has Class A office space, a parking deck, and multi-family residential elements all within close proximity; partnerships included public/private organizations, the city, and UTA.

Mr. Vlasic confirmed Sandy City accomplished this type of development, and Clearfield was in the process. He said train station areas are finally recognized as places where more intense development, particularly residential, is needed to create a new kind of cluster neighborhood. He said Murray's station was unique where two modes of transit come together, and this only occurred at one other station.

Mr. McNulty said the first option with a bridge to the westside, offered unique characteristics by connecting to EMI Health offices on the corner of Vine Street and Commerce, and Murray Crossing, 300 apartments are located there, so the bridge proposed more opportunity for future development.

Mr. Vlasic confirmed and reviewed guiding principles for transportation, such as, connecting the station to existing and proposed destinations, transforming Vine Street into a great multi-modal urban boulevard, and reconfiguring the station to emphasize walkability.

Mr. Brass noted IMC as a Level-1 Trauma Center that generates high traffic, with both ambulance and vehicular; he expressed concern related to life safety issues should the area become a pedestrian walkway. Mr. Vlasic clarified walkable areas would be situated parallel to the street, behind the hospital – not by way of crossing the street. Mr. Brass wondered with existing sidewalks and buildings on both sides of the street from 500 West to Vine Street, how increased pedestrian use would fit-in with flowing traffic. He was concerned about enough room in the roadway to situate tower firetrucks if a fire broke out in a tall building. He thought the concept was interesting, but experienced heavy traffic congestion in the area already. Mr. Vlasic confirmed engineering and public safety needs for traffic would be implemented.

Mr. Hall explained Vine Street would not lose any lane width with new development, so there would be no impact to traffic volume with the proposed plan; he noted most of Vine Street has a 90' right-of-way width. Mr. Vlasic confirmed. Mr. McNulty pointed out bike lanes and sidewalks; he confirmed Mr. Stokes was involved on the steering committee when walkability was first considered, where he stressed the importance of traffic flow as related to pedestrian walkways.

Mr. Brass observed the plan conveyed one lane of traffic would be eliminated in each direction, where currently two lanes move traffic each way; this implied a bike lane would remove one car lane. Mr. Vlasic confirmed preliminary plans could change and what he presented was only visionary. Mr. Brass reported public concern about existing streets handling more traffic during the open house he attended, because citizens thought there was not much room as it is.

Mr. Hall appreciated feedback from the council so adjustments to the plan could be made accordingly

and said moving traffic effectively occurred often to accommodate density increases. He explained with high density located in this area, around the edges of public transit stations, the focus was on the pedestrian aspect. For example, like Murray Crossing, the area should be inviting and encourage residents to walk to public transit, creating less traffic.

Mr. McNulty confirmed the hope was for residents in the area to have one vehicle instead of two. He said the congestion issue was reviewed with the planning commission on February 21, 2019, when previous concerns obtained from the Murray Council were shared, regarding diagrams, and conceptual drawings that needed to be changed. Since planning documents were still in draft format, he asked what else the council would like to see adjusted.

Mr. Brass requested all cars of city employees, police station vehicles, as well as, firetrucks and ambulances, be included in the traffic study, due to the location of the new city hall, nearby fire station, and general hospital traffic. He reiterated public safety traffic challenges must be considered if emergency vehicles could not get out fast and maneuver through heavy traffic. He said as increased housing occurs in the area, major traffic problems would become similar to Fireclay, where more cars than anticipated get parked in streets. Besides gridlock, he wondered if the city had sewer, power, and water capacity to handle the increased population.

Ms. Turner asked if environmental issues controlled the number of residents allowed in the area. Mr. Vlasic confirmed redevelopment was well controlled in and around the station and contaminated areas.

Mr. Nicponski wondered if a rezone was necessary, due to residential planning. Mr. Hall said the current area was zoned for mixed-use. Mr. Nicponski was pleased and thought goals were being met.

Mr. Cox favored bridge access to the westside. Mr. Vlasic said both plans worked well and neither plan prioritized the other; and as things change, having two options was beneficial.

Mr. Brass wondered why IMC was not involved with future planning. Mr. McNulty said detailed meetings occurred when plans were shared, however, IMC expressed contentment for the next 50+ years and conveyed satisfaction with how things are. Although, constructing additional buildings at the south end near the parking garage might be considered, and their plan for future expansion east would only happen in 30 years if Costco ever closed.

Mr. Brass said as busy as IMC continues to be - future development was inevitable. He thought since new growth would impact this location, IMC should be more interested in all development important to the area. Mr. Vlasic confirmed a discussion occurred with IMC about connecting the main entrance to the station with better alignment, and walkable space. UTA favored increased housing, even though they understood housing was not allowed on property they own south of the station.

Ms. Greenwood stated as part of funding, WFRC requested a resolution from Murray in support, which would come to the council for consideration soon.

Set-Back for Outdoor Dining – Jared Hall and Jim McNulty

Prohibition Management, LLC requested a text amendment to the land use ordinance. City Code establishes a required 20' building setback in the C-D (Commercial Development) Zone. The proposed revision would allow for covered outdoor dining areas to encroach within 10' of the required 20' setback, with a 10' landscape buffer requirement. The organization also asked that a new Murray Restaurant & Entertainment District be created in the area of 5900 South and East Winchester Street, and from to State Street to Fashion Boulevard.

Mr. McNulty shared photos of the the current outdoor dining area and noted conceptual drawings to convey a new covered patio; an aerial map was provided to explain the area involved for a proposed restaurant and entertainment zone. He said aspects of the proposed text could be supported by the General Plan, and research indicated a number of other cities allow a similar exemption into required setbacks of traditional corridor commercial environments and zoning districts. Staff would conduct analysis about potential impacts to other businesses, traffic patterns and appropriate methods of potentially allowing the exception.

Mr. Brass thought establishments in other C-D Zones of the city would also favor the proposed outdoor dining text amendment. Mr. Hall agreed and led a discussion about changing text to affect C-D Zones overall, and not just this location. As a result, it was decided to postpone a decision for Prohibition, to ensure appropriate language was carefully thought out. Mr. Hall confirmed other cities like Sandy and Midvale had this language also.

Mr. Hales and Ms. Turner favored postponement, so text was changed all at once. Other council members agreed. Staff would return to the council with proposed text to be considered in April 2019.

Proposed Budget Amendment FY 2019 – Mayor Camp and Brenda Moore

Mayor Camp said the proposed amendment would be presented to the council for their consideration on April 16, 2019. (See Attachment #1)

Ms. Moore reviewed proposed items in detail for the fiscal year 2019 budget. For example, increases and decreases to the budget, a decrease to the Library Fund, grant funding information, other funding for various purposes, and staffing changes to name a few.

Ms. Turner wondered about and read #3 that stated: "Request authorization to transfer from the GF (General Fund) to the CIP (Capital Improvements Fund) any amount which exceeds the fund balance maximum amount per state law."

Ms. Moore confirmed the request would solve a problem that occurred last year when the city received a finding during an audit. Ms. Moore explained the amendment would prevent another finding from happening, allow a transfer to occur, and permit an adjustment to the budget two months after the year ended; the GF balance cannot reflect more than 25% at years end.

Mr. Nicponski agreed the council needed to be notified when a transfer to the CIP was necessary. Ms. Moore agreed.

Ms. Turner wanted to be sure the council would be notified this year when and if a transfer was needed, as well as, the amount; last year the council was not informed until the finding was reported. Ms. Moore confirmed; however, the amount would be uncertain until the time came in August or September.

Ms. Turner noted the city would provide two employees to the DEA (Drug Enforcement Administration) Metro Task Force, and the city was no longer the fiscal fiduciary. Ms. Moore confirmed Murray employees would continue to work there as before.

Cemetery Fee Increases – Mayor Camp and Kim Sorensen

A proposed ordinance amendment would increase fees charged for burial and cremation niches. It was suggested that fee adjustments be adopted prior to the completion of new niche spaces being installed. Mr. Sorensen discussed various fees, pricing, noted language cleanup, and reviewed the proposed ordinance. (See Attachment #2)

Ms. Turner perceived double depth plots would now be allowed. Mr. Sorensen confirmed the fee would increase; however, money could be saved if graves are initially dug this deep.

Mr. Cox asked the depth of double plots. Mr. Sorensen replied eight feet.

Mr. Hill reported a subsidy still occurred from the GF to the Murray City Cemetery, and therefore, revenue collected for services was not considered for-profit.

Mr. Nicponski asked the amount of the subsidy and wondered if niches revenue would pay back the GF. Mr. Hill estimated approximately \$150,000 each year. Mr. Sorensen confirmed niches revenue would not come close to repaying the subsidy.

Mayor Camp said he and staff reviewed all fee increases in great detail and he was comfortable with the recommendation.

Fire Code Modifications – Mayor Camp, Mike Dykman

Mayor Camp explained the city opted to put ordinances in place 35 years ago that are more restrictive than the current fire code. One ordinance in particular relates to fire sprinklers, giving Murray a reputation of having the strictest sprinkler system fire code; reasoning at the time was due to low staffing levels, although, when changes to the fire code occurred over the years, the ordinance was not updated.

Assistant Fire Chief Dykman gave a presentation to confirm outdated language, past staffing levels, and reviewed changes. He reported new revisions of both the International Fire Code, and industry standards, related to fire sprinkler systems and alarm systems were recently approved by the legislature. As a result, with council approval, Murray City Code would now state that the city adopts the International Fire Code, as adopted by the State of Utah.

Mr. Dykman explained a detailed process of code review conducted by several committees at the state

level, along with the Utah State Fire Prevention Board, and Fire Marshalls Association, where significant input and study were conducted. He noted deleted language and said fees charged for day to day normal permitting processes would not change. He said the greatest benefit of the proposed modifications would be having updated code that puts the city in agreement with all entities. He said the Murray City attorney's office requested the item be considered by the council in April.

In conclusion, he added the council would consider another proposed ordinance for a permanent ban on fireworks in hazardous areas at tonight's council meeting. As part of the permanent ban, he did not include two additional areas the council expressed concern about previously; the Canal Trail, and the Utah Power and Light right-of-way, because after evaluation they did not qualify. However, a careful watch on these areas would occur.

Announcements: Ms. Lopez made several announcements related to coming events for the council members.

Adjournment: 5:54 p.m.

Pattie Johnson
Council Office Administrator II