

The Planning Commission met on Thursday, July 16, 2020, at 6:30 p.m. for a meeting held electronically in accordance with HB 5002 an Amendment to the Open and Public Meeting's Act, allowing for electronic meetings to be held, without an anchor location, as long as the public has an opportunity to view the meeting and submit public comments. This meeting can be viewed online at [www.murraycitylive.com](http://www.murraycitylive.com). Public comments can be submitted via email at [planningcommision@murray.utah.gov](mailto:planningcommision@murray.utah.gov).

Present: Phil Markham, Chair  
Travis Nay  
Maren Patterson  
Sue Wilson  
Ned Hacker  
Lisa Milkavich  
Jared Hall, Planning Division Manager  
Zac Smallwood, Associate Planner  
Melinda Greenwood, Community and Economic Development Director

Excused: Scot Woodbury, Vice Chair

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

Phil Markham opened the meeting and welcomed those present. He reviewed the public meeting rules and procedures.

#### APPROVAL OF MINUTES

Ned Hacker made a motion to approve the minutes from the June 18, 2020 Planning Commission meeting. Seconded by Lisa Milkavich. A voice vote was made, motion passed 6-0.

#### CONFLICT OF INTEREST

There were no conflicts of interest.

#### APPROVAL OF FINDINGS OF FACT

Sue Wilson made a motion to approve the Findings of Fact for a Conditional Use Permit for Shane Kershaw to allow the operation of a landscape contractor business on the properties located at 5909 South and 5915 South Stratler Street; a Conditional Use Permit for Tedis Melgar to allow the operation of a demolition contractor within the Manufacturing (M-G) Zone on the property located at 4195 South 500 West #77 and #78; and a Conditional Use Permit for Jake Tate with Anderson Wahlen and Associates to allow a gasoline service station and 7-Eleven convenience store to be built within the Commercial Development (C-D) Zone on the property located at approximately 5568 South Van Winkle Expressway. Seconded by Ned Hacker. A voice vote was made, motion passed 6-0.

SUNSET LINKS SUBDIVISION AMENDED – 6221 South 700 West – Project #20-065

Christopher Ames was present to represent this request. Jared Hall reviewed the location and request for a subdivision located at 6221 South 700 West. The applicant would like to keep the existing home that is on the property and create an additional lot for a new home. The property is big enough to meet all setback requirements. The 700 West right-of-way goes up to the property line and a sidewalk and curb-and-gutter already exist. The water utility will have to connect to the newer waterline, which is a little further away from the property. There will be a significant utility infrastructure cost associated with this development.

Christopher Ames, 4738 Hidden Woods Lane, Murray, Utah, said this home that is on the property was a remnant piece of the original home that was in the subdivision. He has reviewed the conditions of approval and will be able to meet those. He spoke with the Engineering Department about how to get across 700 West without shutting down the traffic pattern and is aware that it will be costly.

The meeting was opened for public comment.

The following comment was read:

Lisa Cuthbertson – Murray City

*This is regarding the property addressed 6229 South 700 W.*

*Our property is directly On boundary of this property. We just wanted to address a few things:*

*Your blueprint didn't show Lot 2 garage.*

*And Egress point.*

*The trees need to be addressed and removed.*

*Rodents infestation needs to be addressed immediately.*

The public comment portion was closed.

Mr. Ames said he is aware of the rodent problem and it is being handled. The tree in the front is dead and will be taken out. It will be the responsibility of the builder and new homeowner to decide what to do with the tree in the back. The two car garage will be addressed during the building permit process.

A motion was made by Sue Wilson to grant Preliminary and Final approval for the Sunset Links Amended Subdivision for the property addressed 6221 South 700 West, subject to the following conditions:

1. The project shall meet Murray City Engineering requirements including the following:
  - a. Meet City subdivision requirements.
  - b. Provide grading, drainage and utility plans. The utility connections must be done using trenchless methods to avoid disruption of traffic and road closures on 700 West.
  - c. Meet City utility standards and provide standard PUE's on lots.
  - d. Provide any required easements and vacate any unused easements within the

proposed lot area.

- e. Obtain a City Excavation Permit, bond and insurance for work within City roadways.
2. The subdivision shall meet all applicable requirements of fire and building codes.
3. Development of Lot 2 requires the installation of new water service lines from the existing fourteen inch (14") water main on the west side of 700 West.
4. The applicant shall prepare a Final Subdivision Plat which complies with all requirements of Title 16, Murray City Subdivision Ordinance.

Seconded by Maren Patterson.

Call vote recorded by Mr. Hall.

  A   Ned Hacker  
  A   Lisa Milkavich  
  A   Travis Nay  
  A   Sue Wilson  
  A   Maren Patterson  
  A   Phil Markham

Motion passed 6-0.

#### TRIPP LANE SUBDIVISION – 871 West Tripp Lane – Project #20-058

Robert Poirier was present to represent this request. Jared Hall reviewed the location and request for preliminary subdivision approval for the property located at 871 West Tripp Lane. The property is a vacant 2.78 acre parcel. The project runs between Tripp Lane on the north and the dead end of Willow Grove Lane on the south. The proposal is for a 10 lot, single-family detached residential subdivision. The property is located in the Single-Family Residential (R-1-8) Zone and the lots are all conforming to the standards of the R-1-8 Zone. Part of this property on the north end is owned by Murray City Power. Murray City Power will dedicate the property to Murray City for Tripp Lane to be extended into the property. The road on the south end of the property will come out to Willow Grove Lane. At that connection there is a strip of property that is not in the ownership of the City or the applicant. It is owned by the Livingstons who also own the adjacent home at Lot #13 in the Willow Oaks Subdivision. The strip of property would need to be taken by the City using eminent domain or the City would have to purchase the property in order for a road to be connected fully to Willow Grove Lane. The City Engineer approached the Livingstons about purchasing that property, however, they are not interested in selling it. The result is that the City Council would have to use eminent domain in order for the proposed road to go through the project and connect fully to Willow Grove Lane. The Livingston property has a pedestrian walkway on it where they have allowed pedestrian use to get through to the school and the ball field.

Mr. Hall explained staff did a link-node analysis that shows there are 57 dead ends or cul-de-sacs in this area. Although cul-de-sacs can be preferable in certain cases, they do limit connectivity

which increases vehicle trips because there is not access available to make shorter trips. Adding ten lots will not require the applicant to do a traffic study. This is a case of a change in traffic patterns in the area as opposed to increasing traffic. If this proposal ends up being a cul-de-sac due to the road not being able to go through, staff is recommending that utilities and pedestrian access still be provided through to Willow Grove Lane. Staff is recommending approval of the preliminary subdivision.

Ms. Milkavich said her understanding is that most cities don't allow many dead end streets due to access reasons. They prefer cul-de-sacs. Mr. Hall replied that is correct. The way Willow Grove Lane dead ends is not normal. Generally, at least a temporary cul-de-sac would have been put in place of the dead end. Ms. Milkavich asked what the purpose of a temporary cul-de-sac was. Mr. Hall replied it is for emergency access and other public services such as snowplowing and garbage pickup until such a time as the road continues through.

Mr. Nay said there was an error in the land survey which showed a vacant piece of property which someone came in and purchased. The owner of this property cannot do anything with it. He asked if the City would allow a protection strip to go forward in this day and age. Mr. Hall replied no. He added that this one was not intended, it was accidental. Protection strips originated with people developing and not wanting adjacent properties to refuse to participate in the installation of improvements, but then expecting to benefit from them later. Mr. Nay asked if the City had planned to have Willow Grove Lane go through eventually which may be why they did not put in a cul-de-sac. Mr. Hall replied he can't necessarily say that. He noted that the City's transportation plan calls for connectivity. The City has no specific plan showing this section of road being connected, but from the way it was dead-ended it appears it was intended to continue.

Robert Poirier, 2087 East Falcon Hill Drive, Sandy, Utah, said he has looked at the conditions and is able to meet those conditions. He said students are using the protection strip, which is on private property, to get to the school. The sidewalk ends at the end of a field and this would be an opportunity to create a well-lit street for the students to use. There is also a lack of maneuverability on Willow Grove Lane for fire trucks, delivery trucks, etc.

Mr. Hacker asked Mr. Poirier if he has contacted the church to see if they would be interested in selling part of their eastern parking lot. Mr. Poirier said he looked at that because there is an existing pipe there that goes straight through to his property. Unfortunately, the elevation of the pipe made it unusable to him which is why he opted for the retention pond.

Mr. Markham said the Planning Commission received a letter from NeighborWorks expressing they would prefer to see a cul-de-sac put in. Mr. Poirier said initially he talked about putting in a cul-de-sac, but after receiving input from the City and School District, he decided to make the road go through thinking it was the best thing for the community.

The meeting was open for public comment.

Mr. Markham read the names of individuals who submitted comments before the meeting. The comments were included in the Planning Commission's packet and were reviewed by the Commissioners before the meeting. Comments were received from: Maria Garcia from NeighborWorks, Brenda Green, Brenda Hales, Doug Barnett, Elizabeth Larsen, Emilee Barnett, Jeff Waldram, Jessica Lucero, Jim Livingston, Kathy Milne, Kevin and Stephanie O'Brien, Lindsay Ross, Kevin and Stephanie Pollei, Mark (Par) Grandinetti, Susan Michaels, Tom and Carol Jackson, Wendy Livingston, and W. Paul Miller.

The following comments were read.

Lucinda Milne – 5712 South 800 West, Murray City

*This is Lucinda Milne. We live on 5712 South 800 West and we are definitely Happy the road is going through. That's what was in the plans when we did our subdivision many years ago and so we are glad it's finally coming through.*

Doug Barnett – 5856 South Willow Grove Lane, Murray City

*I have reviewed the documents provided to the Planning Commission regarding the Tripp Lane subdivision and have several questions for Murray City and NeighborWorks.*

Questions for the Murray City Planning staff:

- 1. Your assessment noted Tripp Lane and Willow Grove Lane should be connected due to safety concerns, specifically related to emergency vehicle access. I have lived on Willow Grove Lane since it was built and am not aware of any incidents where road access put a life in danger. Do you have a number of incidents the road has caused, or any examples of incidents & their severity?*
- 2. Based on the Murray City 2017 General Plan, Murray High, Hillcrest Jr. High, Grant, McMillan and Parkside Elementary schools all reside on streets rated as a minor collector or higher. Access to these schools is designed to restrict traffic through residential neighborhoods in order to force the use of collector streets. Like those schools, Riverview and Viewmont reside on a collector street, but there is also access to these schools via residential streets. This is why most of the concerns received about this plan are about the traffic. The proposed plan, rather than restricting residential traffic similar to those schools mentioned, instead encourages more school traffic on even more residential streets. This traffic pattern has been discouraged at other schools so why are you advocating it for Riverview and Viewmont? For your reference, the attached document contains aerial views of every school in the district, their street classification and access.*

Question for NeighborWorks:

- 1. Will you please provide additional information explaining why the average lot price would increase from \$125,000 to \$150,000 if a redesign is required? You noted the cost of the current design was \$15,000. Logically, a plan to redesign into a cul-de-sac would appear to be the same cost of \$15,000. Dividing that amount by 10 lots is a cost per lot increase of only \$1,500. Why the excess of \$23,500 per lot?*

Rob Richardson – Murray City

*These comments are for the Tripp Lane Subdivision. I was able to read through the packet provided to the commission and below is how I would summarize the information:*

- By a three to one margin, residents do not like the proposal. They have no concerns with the new homes, the concern is with traffic coming into the neighborhood to arrive at schools.*
- Those citizens that want the road do so in hopes it will alleviate their own traffic problems. That is like saying, "I have COVID-19. If I give it to you, I'll feel better." Unfortunately, it will most likely make things worse for them, and for the residents around them, because it will encourage even more traffic to drive through the neighborhood to the schools.*
- The City would have to condemn private property to get this private development built.*

*It appears to me this design creates more problems than it solves, I would suggest building a cul-de-sac instead.*

Daniel Shoell and Jill Johnson – 853 West Cherry Oak Circle, Murray

*My wife and I recently moved from Draper, Utah to escape traffic noise and the constant sound of cars, trucks and motorcycles that would be similar if Willow Grove Lane was allowed to be extended into the Murray Park area. This proposed road extension would also be of a major concern to the safety of park and ballpark users with the constant overparking and crowding of parked automobiles along both sides of the proposed street and on the existing street and in the existing quiet residential neighborhood.*

*There has been neighborhood talk that the developer doesn't want to pay the additional cost to design a "dead-end," cul-de-sac, type street closure but in my experience as a land development design engineer, a cul-de-sac would allow 1 more lot to be developed which would more than offset the redesign costs.*

*Children need the protection of a dead-end street or a cul-de-sac when their minds are more interested in the game than they are the automobile and truck traffic that a through street would cause.*

*As I admittedly superficially reviewed the area, a better option might be to "tie-in" Tripp Lane and the proposed development to West Bullion Street through the largely undeveloped land to the North.*

*We just don't think Murry City wants to risk extending Willow Grove, (a rather narrow sub-division street) for the use of a few more houses when that street will be so close to the existing park and ball field. Let it remain as it is!*

John Snelders – Layton Construction Company

*A through street would allow for better access for fire and EMS services. Dead ends are not a permanent item and should be eliminated.*

*There is a gate in the Livingston's property that many people and children of the community use. If a cul-de-sac were created off of trip. It would cut off access through willow grove and block an established path of access used by the public. It is in the best interest of the community and public for a through street to be created.*

*A through street would move traffic off of 700 West and share it between Bullion, 700 West. and the new through streets.*

Parker Hales – Murray City

*As the Livingston's have not done anything for the upkeep of the property in question, I do not believe that this property should be an issue for the progression of this through street. If the property is the only thing that is stopping the through street, it seems pointless as the Livingston's have not seemed to care about this property until it is for their own benefit. Putting through the street would be better for the entire community.*

Stephanie Pollei – Murray City

*In response to the comment about making it safer for the children to walk due to having a street*

*and light. It however will subject the children to more cars as they walk to school and it is on a narrower street which is not meant for the 300 cars traveling.*

Emillee Barnett – Murray City

*I live next to the subject property at 5856 S Willow Grove Ln.*

*There has never been any safety issues in the walkway. No unsavory characters. Only damage to the fence from bikes and motorcycles. The builder set this walkway up without owner's knowledge. And the Larsen's were kind enough to allow it. The other side is school district property. There has never been any issues with deliveries, snow plows and emergency services.*

*From the comments you are hearing Tripp Lane is very busy. With the current drivers not adhering to the stop sign at 800 West, the proposal adds a through street at the same point where 800 West connects to Tripp Lane, the same location where many children are crossing to the elementary school. Is the City able to place crossing guards in this location? We care for our neighbor's children over drivers bringing their children from subdivisions further away, that is why we are concerned about this through street. Please get a traffic study or ask NeighborWorks to create a cu-de-sac.*

Doug Barnett – 5856 South Willow Grove Lane, Murray City

*I submitted the questions below on Tuesday but they were not asked or discussed so I am sending this again. I would like answers to all these questions, Thank you*

*Also, as the individual living at the end of the street - there have NEVER been any issues with people being unable to turn around on the dead end street. This is a non-issue.*

Steve Fidel – 940 West Bryanston Cove, Murray City

*My name is Steve Fidel. I live at 940 W. Bryanston Cove where my wife and I have raised four children in the neighborhood adjacent to Viewmont Elementary and Riverview Jr. High. All four of our children attended both of those schools, and I am quite familiar with the pedestrian and vehicular traffic patterns in and around the neighborhood and the two schools.*

*I have observed passionate conversations for and against the NeighborWorks Salt Lake proposal that is before the Planning Commission. Those conversations often make references to a master plan as well as concerns about traffic safety issues if the existing Willow Grove Lane is connected to the NeighborWorks development. Pedestrian safety is my primary concern.*

*Presuming references to a master plan are talking about the "2017 Murray General Plan," I have read all 172 pages in the PDF of the plan. I have studied many master plan documents as part of my profession and am impressed by the scope of the research conducted to compile this plan; however, I see nothing in the 2017 plan that addresses the parcel of land or street in question. I believe individuals referring to the plan to make arguments supporting the proposal to connect Willow Grove Lane to Tripp Lane have not read the plan or are misusing the plan to the detriment of the neighborhood.*

*The 2017 plan does set out city objectives that serve as cautions regarding the NeighborWorks proposal:*

*Objective 1 of the Transportation Systems Overall Goal is to "provide safe and efficient movement of traffic on city streets while maintaining the integrity of the neighborhoods."*

*The integrity of the neighborhood would be compromised by connecting Willow Grove Lane to the NeighborWorks project because six additional neighborhood streets, 12 residential street intersections and an additional 69 homes (including the 10 lots proposed by NeighborWorks) would be added to a new junior high traffic pattern. Given both the elementary and junior high school's locations within the respective school boundaries, a professional traffic study would be needed to estimate whether adding more routes to the school would have any beneficial impact on the streets now carrying the burden of the junior high traffic: 800 West and Tripp Lane. I suspect residents there would see little to no benefit and would experience more through traffic in addition to the school traffic.*

*Pedestrian traffic to and from Viewmont Elementary School, one block north of the junior high, would also be negatively impacted if the additional streets become vehicular traffic conduits to the junior high. The current Willow Grove Lane has a pedestrian access through the fence and is exclusively a pedestrian conduit to both schools. Connecting Willow Grove to Tripp Lane would make Willow Grove the collecting point for all vehicular traffic using new routes to the junior high. Working toward greater multi-modality is also an objective of the 2017 plan: "Working to make a more pedestrian and bike friendly community can help set Murray apart and work toward regional smart growth initiatives," and "Site design standards for developments should prioritize pedestrian and bicycle access, not just consider automobile access." The current proposal does not meet that objective.*

*Objective 3 of the Transportation Systems Overall Goal is to "support residential traffic calming where proven effective and cost efficient."*

*Traffic calming is not enhanced by pushing more school traffic through additional neighborhood streets. The best way to calm traffic on the neighborhood streets adjacent to the junior high would be to have a traffic study consider the benefits of moving the entrances to the junior high drop-off lots away from Tripp Lane and around the corner to face 700 West. The best way to calm traffic on the new section of street proposed for development by NeighborWorks and enhance pedestrian safety would be to end the street in a cul-de-sac.*

*Thank you for your work and consideration.*

Stephanie Pollei – Murray City

*I raised several issues in my letter that I sent last Wednesday that have not been addressed. I would like those addressed before a decision is made. Thank you.*

The public comment portion was closed.

Mr. Hall said Ms. Pollei raised two concerns in her letter. The first one is related to conducting a formal traffic study. Mr. Hall said that comment was forwarded to Trae Stokes, City Engineer, who determines when a traffic study is needed. He did not feel this proposal meets the criteria to require a traffic study. Mr. Hall said traffic studies almost always show that streets should be connected. There are benefits to connecting this road to the larger area such as the area would have an improved traffic pattern. A traffic pattern analysis might yield better information than a traffic study would, but both will show similarities. Ms. Milkavich asked if school districts can conduct traffic studies. Mr. Hall said they can and if that were to happen, the City would want to partner with them.

Mr. Hall said Ms. Pollei's other concern was that no other residential neighborhood with a small local road in Murray is configured to bear the brunt and weight of traffic for a junior high school and an elementary school. Mr. Hall said he cannot speak to that. The traffic pattern and benefits of connectivity don't only apply to the school they also have to do with the Jordan River Parkway and Willow Pond Park. Ms. Patterson said there were comments that the Murray High and Hillcrest Jr. High design does not encourage traffic flow through the surrounding neighborhoods. However, Hillcrest Jr. High accesses the Hillside neighborhood and there are roads running from 5600 South through the neighborhood to help with connectivity, even though the main access to the school is off of 5400 South. Murray High also has access through the neighborhood next to it. Riverview Jr. High is the only secondary school in Murray City that has a one way, no secondary access road. Mr. Hall said there are some indirect routes to both Hillcrest Jr. High and Murray High, however, the drop off for Riverview Jr. High is not on 700 West. Connecting the road will help the residents get in and out of their neighborhood in a more efficient manner than they currently do.

Ms. Patterson said Mr. Fidel made a comment expressing concern about the safety of pedestrians and bikes that would be compromised by putting this road through. She asked if connecting a road makes it safer than a dead end road is. Mr. Hall replied there isn't any one supremely safe option. If 1,000 cars have only one or two ways through an area, the use of those streets is heavier than normal. However, pedestrians and bicyclists are using those same streets, so it isn't necessarily safer than areas where there are more connected streets and those 1,000 cars, pedestrians, and bicyclists are dispersed among those other streets. Ms. Patterson said by not having connectivity in this area, it forces everyone to use the major arterial roads to walk or bike because there is not a viable sidewalk option through this area. Mr. Hall agreed, and said that planning and engineering are supporting a connected road because it improves pedestrian, bicycle, and vehicular safety.

Ms. Wilson said Mr. Barnett asked why the lots increase in price when there is a cul-de-sac instead of a through street. She said from a development standpoint, sometimes the costs are higher when you have to put in a cul-de-sac because there is more material required and there are different requirements for a cul-de-sac versus a through street. Mr. Hall said Mr. Barnett asked if staff had any incidents where road access put life in danger. Mr. Nay said when he was coaching softball at Riverview, a girl broke her leg and the fire truck and ambulance couldn't get up to the field because of all the cars that were there. Mr. Hall said he had no other information on incidents.

Mr. Hacker said Cherry Oaks Circle has ten homes on it. The amount of traffic that the homes are going to generate will be the same as the amount of traffic coming out of Cherry Oaks Circle. The connectivity won't necessarily increase traffic, rather it will redistribute the traffic. Greenoaks Drive and Potomac Drive both connect to 700 West, but they do not generate through traffic. Converting Willow Grove Lane to a through street will improve traffic flow for Tripp Lane and Anderson Avenue. He believes Willow Grove Lane was meant to be a through street.

Mr. Markham said when Greenoaks was originally developed, it ended at Normandy Oaks Circle. It wasn't popular when that street was connected, but it was the sensible thing to do. He believes there isn't a valid argument to not let Willow Grove Lane go through to Tripp Lane.

Ms. Patterson said she is strongly in favor of connecting this street.

Mr. Markham said he is not an advocate of eminent domain. He knows there is a purpose for it and there are reasons for it. He is grateful it is a City Council issue. If the City Council decided

not to pursue eminent domain, he is fine with that because there is a plan for a cul-de-sac that will still improve this situation.

Ms. Wilson said there will be a lot more students who could walk and ride their bikes to school safely if the road goes through. She agreed that a cul-de-sac would be a good alternative option.

Ms. Milkavich said she is not a fan of eminent domain, but she feels like this road should be developed. Based on the comments that were received, there is about an even number of people for the through street as those opposed to it. A through street is a good option for the whole community.

Mr. Nay said this is a reason for eminent domain. The project is for the public good and the property owner is not losing any usable property that they are doing anything with. The property owner will receive just compensation for the property and the City Code supports integrating the street network as much as possible.

A motion was made by Travis Nay to grant Preliminary Subdivision approval for the Tripp Lane Subdivision on the property located at 871 West Tripp Lane, subject to the following conditions:

1. The applicant shall meet Murray City Engineering requirements including the following:
  - a. Meet City subdivision requirements.
  - b. Obtain the private property that extends into the existing Willow Grove right-of-way or provide a cul-de-sac at the south end of the subdivision.
  - c. Obtain the required city property at the north end of the site to fully connect the right-of-way to existing Tripp Lane.
  - d. Provide grading, drainage and utility plan and profile drawings.
  - e. Meet City drainage standards. The proposed retention system does not meet City standards.
  - f. Meet City utility standards and provide standard PUE's on lots.
  - g. Provide a site geotechnical study and implement recommendations.
  - h. Abandon the existing irrigation system located along the west subdivision boundary.
  - i. Provide a security bond for public road and utility improvements.
  - j. Provide any required easements and vacate any unused easements within the proposed subdivision area.
  - k. Develop a site SWPPP and obtain a City Land Disturbance Permit prior to beginning any site grading and construction work.
  - l. Obtain a City Excavation Permit for work within City roadways.

2. The applicant shall provide perimeter project fencing in the form of 6' solid fencing along the north and east project boundaries, and along the south and west boundaries where such fencing does not already exist or needs repair.
3. The subdivision shall include the installation of street lighting in accordance with Murray City Power Department standards and meet all Murray City Power Department requirements.
4. The subdivision improvements shall include the installation of street trees as required by Murray City Code.
5. All lots within the subdivision shall comply with the requirements of the R-1-8 Zone as outlined in Chapter 17.100 of the Murray City Land Use Ordinance.
6. The applicant will need to adjust lot 1 to meet R-1-8 Zone Lot Standards.
7. The project shall follow International Fire Code (IFC) regulations for fire access and hydrant locations.
8. The applicant shall meet Murray City Water & Sewer Division requirements including the following:
  - a. Utility connections for water and sewer must be provided through to existing utilities in Willow Grove Lane.
  - b. No portion of the water main shall be located underneath curb + gutter.
  - c. A ten foot (10') separation must be maintained between sewer and water lines through the subdivision.
  - d. A sewer manhole must be added to the plans in the vicinity of Lot 3, and the sewer main relocated on the west side of the proposed roadway.
9. The applicant shall prepare a Final Subdivision Plat which complies with all requirements of Title 16, Murray City Subdivision Ordinance.

Seconded by Lisa Milkavich.

Call vote recorded by Mr. Hall.

  A   Ned Hacker  
  A   Lisa Milkavich  
  A   Travis Nay  
  A   Sue Wilson  
  A   Maren Patterson  
  A   Phil Markham

Motion passed 6-0.

Mr. Markham said the next step in this process is for this item to go before the City Council. He asked how long that process will take. Mr. Hall replied that is up to the applicant, but staff will work with the applicant on the process. Preliminary approval is good for a year. Mr. Markham noted if the applicant cannot get support from the City Council for eminent domain and connection of the road, the item will come back before the Planning Commission as a redesign with a cul-de-sac.

OTHER BUSINESS

Sue Wilson made a motion to adjourn.

The meeting was adjourned at 8:03 p.m.

  
Jared Hall, Planning Division Manager