



**MURRAY MUNICIPAL COUNCIL
COMMITTEE OF THE WHOLE**
Meeting Minutes

**Tuesday, July 20, 2021
Murray City Center**

5025 South State Street, Conference Room #107, Murray, Utah 84107

Council Members in Attendance:

Diane Turner – Chair	District #4
Brett Hales – Vice Chair	District #5
Kat Martinez	District #1
Dale Cox	District #2
Rosalba Dominguez	District #3

Others in Attendance:

Doug Hill	Chief Administrative Officer	Jennifer Kennedy	City Council Director
Jennifer Heaps	Chief Communications Officer	Pattie Johnson	City Council Administrator
G.L. Critchfield	City Attorney	Crystal Brown	City Council Office
Trae Stokes	City Engineer	Brooke Smith	City Recorder
Danny Astill	Public Works Director	Jon Harris	Fire Chief
Cory Wells	Water Superintendent	Jared Hall	CED Division Supervisor
Brenda Moore	Finance Director	Melinda Greenwood	CED Director
Corey Brand	Galleria	Thomas McMurtry	Avenue Consultants
Residents			

Ms. Turner called the meeting to order at 4:30 p.m.

Approval of Minutes – None Scheduled.

Discussion Items:

- **Murray TMP (Transportation Master Plan)** – Mr. Stokes reported the 2021 draft TMP was compiled over the last year to address the City’s transportation needs into the next 10-15+ years. Avenue Consultant and Project Manager, Mr. McMurtry was introduced who assisted Mr. Stokes and staff with the process and conducted traffic modeling of the City to provide the comprehensive report. It was noted that the TMP was updated every ten years or after a GP (General Plan) update, or major rezone adding growth.

Mr. Stokes participated in devising the 1993 and 2006 TMPs, so he shared the background and history of each past plan, all primary objectives, major accomplishments, and the many completed projects. Primary objectives increased in 2006 due to a 2003 GP update that focused on taking care of the City’s

infrastructure, and because of the east side annexation that brought many road projects, some of which are still on schedule.

He explained the main purpose of the 2021 TMP was to account for major rezones that happened within the 2017 GP update and to handle the impact of anticipated growth where zone changes occurred from 2006 to 2021; commercial, industrial, and manufacturing categories were changed to mixed-use zones. The plan considers greater growth and development of proposed high density residential projects combined with commercial aspects. It sets transportation priorities, identifies projects where federal and State funding could be applied, and guides the annual budget to determine improvement plan budgets.

The procedure to create the TMP involved a staff committee who worked with Mr. McMurtry, so he felt the final draft captured all anticipated growth in particular areas where proposed road projects would mitigate concerning issues. The plan was finalized in the spring of 2021 and presented to the Murray Planning Commission on May 20, 2021 who recommended approval to the City Council. The final cost of the 2021 TMP was \$110,000.

Mr. McMurtry shared website information for downloading, accessing, and navigating through the 2021 TMP online. A power point was shared to discuss existing conditions related to demographics, transportation systems, safety, transit, and active transportation; future conditions that resulted from both the proposed plan, and past years of traffic modeling studies were included. Hotspots and travel demand areas were carefully analyzed. He spoke about the capital facilities plan that identified needed projects and shared a plethora of figures, tables, and maps, as well as an interactive map and 350 survey results. To read the TMP visit: www.Murraytransportationplan.com or view the presentation at: <https://youtu.be/WYBkKgXYozg?t=1599>

The Council would take action on the TMP at the August 24, 2021 council meeting.

- Proposed ordinance on the text amendments to the MCCD (Murray City Center District), TOD (Transit Oriented District), MU (Mixed-Use) zone, and new proposed MU zones – Mr. Hall confirmed that on August 1, 2021 the TLUR (Temporary Land Use Restriction) limiting new development applications in the MCCD, TOD and MU zones and any requests to rezone properties to any mixed-use zone would expire. During the moratorium, staff was able to re-evaluate their proposal to make better recommendations in terms of land use in the City. Several changes were made since the initial proposal.

Mr. Hall reviewed the proposed text amendments and noted changes fell into larger categories. For example, in parking, density of residential components, buffering, and design elements; along with two additional new MU zones to expand MU zoning to other parts of the City where never considered before. He confirmed that staff looked to the 2017 General Plan for guidance in implementing new MU zones and found Node areas located in the TOD, Bus-Rapid Transit, City center and regional areas as appropriate. A summary was given of the new zones depicted in slides the City Council analyzed previously during the June 29, 2021 MU Workshop. The proposed ordinance includes text changes for all MU zones and depicts new zones as: CMU (Centers MU) and the VMU (Village MU).

Mapping, overall goals and ramifications to rezone areas to the new CMU and VMU zones were reviewed. In summary, to provide high quality redevelopment of commercial properties, Mr. Hall said

new zones would allow residential density that can be increased by providing affordable housing, mixed housing types, additional commercial space beyond the base requirement, and by providing amenities and open space. The CMU is considered medium density that allows from 35 to 45 units per acre; and the VMU a lighter density, allows 25 to 35 units per acre. Mr. Hall pointed out that existing MU zones range between 40 and 100 units per acre, which is why two new options with less density were devised.

The MSP (Master Site Plan) requirement was discussed that would help the Council monitor projects; applicants would have to provide a traffic impact study, parking analysis, and undergo adequate public utilities and facilities reviews. Some projects may undergo a public service review regarding needs for police, fire, parks, schools, and other services. Additional MSP required components were discussed in detail for all existing MU zones.

Residential density was compared with parking allowances in the MCCD and the TOD. Mr. Hall noted the former name *MU zone* in the downtown, would now be referred to as the MCMU (Murray Central Mixed Use) zone, where residential parking changed based on bedroom counts; and density would range from 40 to 80 units per acre based on distance from the TRAX station platform. Ground floor commercial space is required 40 feet from principal streets; and East and West subdistricts are proposed within the MCMU zone with differing densities. Parking and reductions of commercial requirements for the MCMU were revisited.

Mr. Hall confirmed the Murray Planning Commission forwarded a recommendation of approval to the City Council with a 5-0 vote after hearing the updated proposal on July 15, 2021. Only minor changes were made to remove drive-throughs from the TOD zone, add language regarding underbuilding elements for the CMU and the VMU; and no outside storage would be allowed. He noted that curbside management is not the same as a drive-through area.

There was a brief conversation about height restrictions versus the number of stories allowed; small basement floors not considered stories of a building; and height restrictions geared towards an explicit design opposed to two-story guidelines that are significantly clear. A discussion followed about commercial uses not being specifically designed, and whether educational services were allowed in commercial components. The distinction was confirmed that educational businesses including private schools are not considered commercial use; however, daycares are.

Residential parking concerns were mentioned in the MCCD and the MCMU-East and West subdistricts. Whether stalls should be increased to better match the number of bedrooms per unit was analyzed. Mr. Hill confirmed parking was a great concern to the administration also, so staff conducted extensive research, studied parking ratios in existing apartment complexes in Murray, and utilized outside consultants for learning how surrounding areas determined parking ratios for their MU developments. Information from the Urban Land Institute was also accessed for studying other parking ratios to determine what should be proposed in the ordinance. It was decided that what is set forth in the draft ordinance was acceptable and reasonable to all involved staff and the administration. The Council discussed costly rent prices with added reserved parking charges for renters. Mr. Hall confirmed the proposed parking ratio was increased since the TLUR by approximately 20% - and shared commercial parking would provide residential parking spaces depending on project design.

Final discussion included how the Council would uphold MSP guidelines legally. Mr. Hill commented that applicants are eager to begin developing their properties once the moratorium expires, so many minor issues could be resolved and fine-tuned later after the ordinance was adopted and as projects get underway. There was mention about lack of communication in the past, the importance of feeling confident in moving forward with the proposed changes and trusting that tweaking certain MSP elements would occur when concerns arise. The Council agreed hard work by staff was appreciated, improvements to the ordinance were acceptable, fine tuning issues in a timely manner was essential and that parking would always be concerning. The ordinance would be considered in the council meeting.

- Water Protection Ordinance Amendment – Mr. Astill explained why there was a request to change the ordinance related to the City’s water system made up of 20 wells and eight different springs. It was confirmed that according to State legislation, the City is allowed to protect city owned wells within protection zones from any land use that produces certain ground water contaminates. The amendment would add language depicting a list of what is not allowed in protection zones. The effort was to enforce and better maintain the City’s water resources for the future and protect it from outside influences. The Ground Water Protection ordinance must be modified as new threats, technologies and sources of contamination are identified. Mr. Astill reviewed a map to depict four different protection zones for four different wells located in the City that will gain added protection. The Council would consider the ordinance amendment in a future council meeting.

Announcements: None.

Adjournment: 6:26p.m.

**Pattie Johnson
Council Office Administrator III**