



**MURRAY CITY MUNICIPAL COUNCIL
COMMITTEE OF THE WHOLE**

The Murray City Municipal Council met as a Committee of the Whole on Tuesday, February 2, 2010, in the Murray City Center, Conference Room #107, 5025 South State Street, Murray, Utah.

Members in Attendance:

Jeff Dredge	Council Chairman
Darren V. Stam	Council Vice Chairman
Jim Brass	Council Member
Jared A. Shaver	Council Member
Krista Dunn	Council Member

Others in Attendance:

Daniel Snarr	Mayor
Jan Wells	Mayor's Chief of Staff
Frank Nakamura	City Attorney
Michael D. Wagstaff	Council Executive Director
Janet M. Lopez	Council Office
Zhi Wei Evans	Scout
Kim Evans	Citizen
Pat Wilson	Finance Director
Carol Heales	City Recorder
Ted Knowlton	Life on State
Tim Tingey	Comm & Econ Dev Director
Scott Baker	Murray Chamber of Commerce
Noel Anderson	Citizen

Chairman Dredge called the meeting to order at 5:32 p.m. and welcomed those in attendance.

Business Item #1 - State Street Corridor Vision Presentation
Ted Knowlton, The Planning Center

Mr. Tingey introduced Mr. Knowlton and stated that this is an update of the Life on State project which establishes a shared Vision for the future of the valley's central, historic corridor.

Mr. Knowlton explained that the basic notion was to look at the long term to see what can really be accomplished to ensure a vibrant future for the corridor by exploring a number of ideas. The corridor encompasses a 17-mile long area running north and

south through Salt Lake Valley. It has a history of transportation, economic, and social centers. There is participation from the Murray and Salt Lake Chambers of Commerce, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and the Wasatch Front Regional Council (WFRC).

The coalition has held workshops, a charrette, a survey, and town hall meetings throughout 2009, in an effort to gain input from a broad cross section of people. Mr. Knowlton's intent was to touch on the five key principles that the Vision is organized around. He would like to hear the reaction and thoughts of the Council, and receive suggestions in order to finalize the Vision by the end of February.

The five principles are as follows:

- Cultivating identity - build and strengthen the identity of State Street.
- Custom fit solutions to the context that changes along the street. The character varies dramatically.
- Street car or bus rapid transit
- Balance retail and consumer demand
- Develop communities (villages) in key locations along the street with a mix of amenities that residents would want living near State Street.

Cultivating the identity - The effort would unify the quality of street lights and street trees on State. An interesting concept is that approximately every mile, or perhaps at future transit stations, there would be a signature monument in the median or to the side of the street, to give a unifying urban element as people travel the street. This unique feature would reflect the district or part of the city they are in.

Fitting Solutions to State Street's Desired Context - Think about the quality of urban design that balances what is pragmatic in the broader mix that makes up State Street today. The goal is to create a vision of a street that is friendlier, more walkable, more bikable and a more pleasant place to spend time. It runs a spectrum from an auto first segment, auto oriented businesses, and car dealerships, to raise the level of urban design to walkable corridors.

Mr. Knowlton described the walkable corridor notion as an effort to create a high quality, outdoor, public space experience. Walkable is a popular term now, and what that means, in this sense, is that in a plaza, walking, crossing the street, getting out of your car and walking to a building can be a pleasant public experience. Urban design concepts, such as, buildings near the street, permeability, glass, doors facing the street, and a number of good quality public features would support that experience.

There are several segments that can take some cues from existing main street fabric. Downtown Murray, Midvale, and the stretch near Real Salt Lake are naturals for

this sort of development.

Transitways are a wonderful hybrid of recognizing that most businesses on State will be the modern suburban enterprises, like Walgreens, that you tend to see already. Mr. Knowlton posed the question of how to bridge the gap between that reality and a kinder, gentler State Street. The slide showed a Walgreens with an interesting wall built around the parking lot so that the view of asphalt was not visible, and the feeling of a continuous wall creates a barrier between pedestrians and traffic. This transitional element provides a better experience.

Mr. Knowlton indicated that many of the ideas for transitways came from the workshops. Residents identified areas where they wanted to see change, what kind of change they desired, and results from visual preference surveys helped to create these segments. An area north of Fashion Place Mall, and between 4500 South and 3900 South are a couple of designated areas for transitways within Murray.

Auto-first segments are defined by areas offering car convenience. The Vision would like to establish a new minimum standard for driving by, biking by or walking. Between 400 South and 500 South in downtown Salt Lake a slide was shown to detail improvements to an area between two busy streets. Techniques utilize low walls with landscaping that is an alternative to a large berm.

An area north of Fashion Place, where the Shopko currently is, explores the idea of marrying the mix of suburban business with creating a better experience along State. Here is private parking, diagonal and off the street, but gives the retailer convenient parking for its customers.

Street Cars - Mr. Knowlton admitted that creating the street car on State is a bit aggressive by most people's estimation. It came out in the public process as a very strong idea. The committee agreed this would spark interest in the development and consumer interest in new ideas on State. To make this happen, development and zoning would have to support ridership on State. It would take a good number of cities to realize this goal. This is only a potential target to explore. It would take dense housing, of about 20 units per acre. Future transit stations have been identified on the Vision maps. The spacing and locations are plausible, however, only a basic sense of what could be. It would be an asset on State, and a key catalyst for change.

Balance Retail and Demand- Mr. Knowlton stated that his document has had full market analysis of the balance between retail, and the ability of the surrounding communities buying power to support that retail. A slide depicts where retail is in-balance, and, perhaps out-of-balance. Encouraging new land use, away from retail, toward office, and housing might be helpful.

Complete Communities - The final element is to develop the State Street communities, or villages. Where there is a confluence of natural amenities existing, and residential or employee amenities can be added, are the prime locations for State Street communities. Adding things like neighborhood parks, plazas, taking advantage of

creeks and natural features, are ideas of things that people would want if they find themselves living or working near State Street. Urban design characteristics that support an enjoyable urban experience are ideas that will help State Street be competitive.

There are other elements to the Vision, such as, locations where communities might explore new park land, areas for a complete community to be explored, transit station locations, and different corridor type options (walkable versus transit).

Mr. Knowlton communicated that, ultimately, the Vision maps are an attempt to get the group of communities, UDOT, UTA and every entity that has an ability to shape the future of State Street on the same page, working toward a future that is better than if the efforts were fragmented and isolated from each other.

The next step is to coordinate with the Chamber and WFRC to make a splash in the media. The end is how each entity takes the Vision, and moves it forward for their own constituents. Part of that is coordinating with UDOT and UTA as the ideas move from the Vision, to a plan, to implementation.

Mr. Knowlton said that the Vision committee is suggesting that there should be annual meetings for progress updates. Additionally, he stated the desire for the Murray City Council to consider adopting the Vision as an addendum to the General Plan.

Mr. Tingey recognized Scott Baker, of the Murray Chamber of Commerce, who has been involved, and participating in the process by organizing, and getting business owners to many of the public meetings.

Mr. Brass indicated that Murray is trying to pursue some of these ideas in the downtown area, and the Fireclay development is a mixed use walkable community. As much as the City likes the idea, every developer has said it will not work. The RDA is limited by law on what incentives it can give. One important matter is to educate the legislature that to change the entire building paradigm, the first developers involved are going to need some help. The economic fabric is difficult now, where buildings are constructed and then remain empty. Murray City is committed to it. The City can adopt the zones, and add the density, however, help is needed to get someone to build it.

Mr. Knowlton suggests that using redevelopment powers, providing low interest loans, and jointly sponsoring development would be things to consider. Mr. Brass said that redevelopment law dictate that jobs and economic development must be created. For some reason, retail is not viewed as jobs. Putting the residential, retail and commercial all together is something that has not been done before here.

Mayor Snarr mentioned that he loves the concept for the area between 5900 South and 6100 South. That idea has been implemented in Sandy where there was the big controversy about the gravel pit. The outside, along the street, is buffered with the smaller retail entities, and parking in between. The residential component was

constructed by Garbet Homes, and according to people he has talked with, this has been a very successful development. It is walkable along the front.

Mr. Knowlton said that is a good example. Mayor Snarr added that the tough part is getting people to believe that this is the way to do things in the future. In the Murray area indicated, the problem on the west side will be the depth. There is not enough room to support what is there already. It could not be buffered.

Ms. Dunn commented that State Street has traditionally been viewed as a highway. It is tough to plan walkable type communities with that viewpoint. Even the state still thinks of it as a highway. Murray has tried to force some development there, however, access has been limited.

Mr. Brass expressed that Murray is sold on the concept, and is begging for help on execution. Mr. Knowlton indicated that UDOT has been a partner on this Vision project, however, they may not be ready to move forward on some of the recommendations. There were discussions on slower speed and right of way issues in the walkable sections. Part of it functions as a freeway, although, all of it does not need to.

Ms. Dunn said that a lot of education needs to take place, and a lot of willingness to change.

The Mayor remarked that there is a little example next door. Buildings are buffering the street, parking is behind with some right up to the street. There are Noodles, Mimi's, IHOP, and it wraps around the corner with lots of people walking from place to place. It is attractive, and a great improvement from what was there before.

Staff Report - Michael Wagstaff

Mr. Wagstaff reported that each Council Member has a lap top at their place on the Council Chambers dias. There is an icon for email. He asked each Member to open their email, and then open a PDF document that was sent to them. He would like to ensure that everything is operational so that the paperless binder system can be put into effect. It has been a collaboration between the Police, Recorder's office, and MIS.

There being no further business, Mr. Dredge adjourned the meeting at 6:00 p.m.

Janet M. Lopez
Council Office Administrator