

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-WORK SESSION
CITY HALL – COUNCIL CONFERENCE ROOM
10 EAST CENTER STREET, NORTH SALT LAKE
MAY 17, 2022

FINAL

Mayor Horrocks welcomed those present at 6:01 p.m.

PRESENT: Mayor Brian Horrocks
Council Member Lisa Watts Baskin
Council Member Natalie Gordon
Council Member Ted Knowlton
Council Member Stan Porter
Council Member Alisa Van Langeveld

STAFF PRESENT: Ken Leetham, City Manager; Paul Ottoson, City Engineer; David Frandsen, Public Works Director; Heidi Voordeckers, Finance Director; Craig Black, Police Chief; Dane Stone, Fire Chief; Jayme Blakesley, City Attorney; Sherrie Pace, Community Development Director; Wendy Page, City Recorder.

OTHERS PRESENT: Dee Lalliss, Juliana Harris, Richard Bauer, residents; Linda Bailey, City Journal.

1. PRESENTATION BY SOUTH DAVIS METRO FIRE SERVICE AREA

Dane Stone provided an overview of the South Davis Metro Fire Service Area (SDMFA), which was created in 2005, and was a merger between Bountiful Fire and the South Davis Fire District. The cities serviced by SDMFA included North Salt Lake, West Bountiful, Woods Cross, Centerville, Bountiful, and the unincorporated areas of South Davis County. He explained the main reason for the merger was to acquire the paramedic program from the Davis County Sheriff's Office and was done through an interlocal agreement between the cities and the county. In 2017 the South Davis Metro Fire Agency transitioned to the South Davis Metro Fire Service Area which allowed the SDMFA to become its own taxing entity with the ability to bond. The SDMFA has since bonded for a new fire station in Centerville, the remodel of an existing fire station, and a ladder truck. A property tax increase was done to pay for additional personnel, debt service, and capital improvements.

Chief Stone reported he became the Fire Chief in 2020 and was governed by a Board of Directors. The Board of Directors consisted of the city mayors and a county commissioner who were sworn in as fire commissioners. The Board of Directors met every month and established policy, set tax rates, issued bonds, and approved the budget, monthly financials, and yearly audit.

In 2017 the Board created an Administrative Committee comprised of every city manager and an individual from the county assessor's office. This Board met monthly and discussed any financial decisions regarding the department.

Council Member Gordon arrived at 6:10 p.m.

Chief Stone said SDMFA was a full service fire department with fire, medical, hazmat, tech rescue, and fire prevention/public education. He said SDMFA serviced a daytime population of 120,000 individuals in 45 square miles. There were five fire stations in the SDMFA, 99 full time firefighters, 10 administrative staff, and 89 operational staff. The department was fully staffed with 28 firefighters plus 1 battalion chief and the minimum staffing was 23 firefighters on duty each day plus 1 battalion chief. He explained the department was under a three platoon system with platoons working a 48/96 schedule which was 48 hours on duty and 96 hours off duty.

Council Member Baskin arrived at 6:12 p.m.

Chief Stone shared an organizational chart for SDMFA, which included the medical director, deputy fire chiefs, fire inspector, division chief, battalion chiefs, and administrative staff.

Mayor Horrocks asked about a major event that would require all SDMFA staff to be present. Chief Stone replied that a large fire would trigger off duty personnel to call in and gave the example of the 2019 gun range fire in Bountiful. He said he and the deputy fire chiefs were always on call.

Ken Leetham asked how other departments would help in a major event. Chief Stone responded during the gun range fire 11 fire departments assisted. He said if the SDMFA was out of personnel or apparatus that Salt Lake City would then assist due to their proximity versus Farmington or other Davis County departments. Chief Stone commented SDMFA had a great working relationship with all the fire and police departments in Davis County and Salt Lake City.

Chief Stone provided some definitions for common fire terms including emergency medical technician (EMT), advanced emergency medical technician (AEMT), and paramedic. He said that all SDMFA firefighters were either AEMT or paramedics and they had the most paramedics in the county. Chief Stone commented they would send interested personnel to Weber University to become a paramedic, which took two years of prerequisites.

Chief Stone spoke on the National Fire Protection Association (NFPA) standards, rules, and laws that the SDMFA followed. He then provided financials for the 2021-2022 fiscal year (FY) and said the budget was \$16,206,910. Revenues were broken down into city assessments at 41%, property taxes at 40%, ambulance revenue at 17%, and donations, etc. at 2%. Property tax expenditures were 20% of the salaries at 37%, three paramedic units at 35%, capital equipment at 17%, debt service at 11%.

Mayor Horrocks questioned if one day the fire department would be entirely funded by property taxes. Ken Leetham commented this was a policy question and that many previous Board and Administrative Committee members thought the city assessments represented the cities' commitment or buy-in as member agencies of the SDMFA. He acknowledged it would be completely legitimate for the SDMFA to be fully funded with property tax, but past discussions have supported the current funding structure.

Chief Stone said there would be hesitation from some cities to initially lower the tax. Ken Leetham commented the Board did not want to give the SDMFA full taxing authority and felt the city assessments were a way to control costs.

Council Member Knowlton mentioned the budget had increased from \$16.2 million to \$16.8 from the last fiscal year and asked if this was reflective of the pattern from recent years. He asked how the SDMFA budget increases related to consumer price index changes. Chief Stone responded it was incremental every year. He said this year there was a 6% COLA for employees, the purchase of two fire engines, and increased daytime staffing personnel.

Chief Stone reported on expenditures for FY 2021-2022 with salaries and benefits at 75%, transfers at 12%, operations at 11%, EMS at 1%, and training at 1%. He spoke on capital budget needs including a training center, vehicle replacement plan, facility maintenance, ongoing emergency equipment needs, and daytime staffing. Chief Stone said SDMFA was the largest department in Davis County and the only one without a training center. Currently recruits went through the Salt Lake City academy, which was a great 15-week program but there was a need for a training center. He said there had been discussions with the Holly Refinery and felt with the current refinery managers SDMFA could finally acquire property on 500 South for training.

Chief Stone spoke on the other capital budget needs and said fire engines and ambulances were very expensive and costs continued to rise. He said staff was now being proactive on vehicle replacement plans and facility maintenance. Ongoing emergency equipment needs included extrication tools, heart monitors, and other emergency medical supplies.

Chief Stone focused on calls for service with fire emergency services at 25% of the calls. Fire emergency services were residential fires, commercial fires, industrial fires, wildland/urban interface, vehicle fires, dumpster fires, and anything else requested. This also included coverage of the Chevron, Big West, and other refineries. He shared a graph with fire calls by month from January 2019 through December of 2021. Emergency Medical Service (EMS) calls were at 75% and included ambulance (basic and advanced life support), paramedics (critical care), inter-facility transfers, assisted living/nursing homes, and hospital (Lakeview, South Davis Community). Chief Stone shared graphs showing EMS calls by month from 2019-2021 and the total EMS and fire calls from 2019-2021. He said there was always an increase at the end of the year.

Chief Stone reported Station 83 in Centerville was the specialty services technical rescue team. Specialty services and technical rescue included trench, water rescue, collapse, confined spaces, advanced vehicle extrication, mountain rescues, and high angle. Station 85 in the Foxboro area of the City was the specialty services and hazardous materials team. Specialty services/hazmat included spill mitigation, air monitoring, damming/diking, and unknown substances.

Chief Stone presented a pie chart showing the breakdown of calls per city with Bountiful at 55% (3,429 calls), North Salt Lake at 17% (1,071 calls), Woods Cross at 10% (636 calls), Centerville at 11.8% (744 calls), West Bountiful at 4% (255), Farmington 1% (66 calls), and Davis County .53% (33 calls). He spoke on average emergency response times with 1:41 minutes from dispatch to enroute, enroute to arrival at 4:02 minutes, and dispatch to arrival at 5:40 minutes. These times reflected responses to calls without lights/sirens. Those present then viewed a brief video on NFPA standard 1710 related to organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public by career fire departments.

Chief Stone reported on non-emergency services including community emergency response team (CERT), first aid, CPR, public education, and station tours. He spoke on fire prevention and the fire marshal's office, which included fire investigations, fire prevention, plan reviews, business inspections, and community development.

Chief Stone reviewed the stations and apparatus with Station 81 in Bountiful as headquarters with an ALS paramedic engine, ambulance, brush truck, mobile command, and battalion chief. Station 82 in North Salt Lake consisted of an ALS paramedic engine, ambulance, and brush truck. Station 83 in Centerville had an ALS paramedic engine, ambulance, brush truck, and technical rescue. Station 84, Mueller Park, in Bountiful had a BLS engine, brush truck, and bariatric ambulance. Station 85, Foxboro, in North Salt Lake had a BLS truck, ambulance, brush truck, and hazmat. Fire apparatus included a 2019 Rosenbauer engine, a Type 1 structural fire engine, paramedic engine, full line of fire equipment, extrication (Jaws of Life), EMS equipment, three ALS engines, and three reserve engines.

Mayor Horrocks commented in the days of horse drawn fire engines the firefighters would push the engines back into the station after the horses had been disconnected. He said this tradition was continued today whenever a new firetruck was purchased. Chief Stone replied that there were many traditions in the fire service including the push-in ceremony.

Chief Stone reported on the Quint Fire Truck with a 115 foot articulating ladder with full fire and EMS equipment. He said they had a reserve ladder when this truck was undergoing repairs or maintenance.

Additional fire apparatus included the Type 3 Engine/Type 1 equipped for wildland urban interface with full fire, extrication, and EMS equipment. The Type 6 brush truck for wildland fires which could hold 250/400 gallons of water. They had five brush trucks with two reserves.

Other vehicles included the battalion chief response vehicles with incident command, unified command, and supplemental and EMS equipment. The ambulances were Type 1 with four frontline, two reserve, and one bariatric. The SDMFA had two UTVs that were used for mountain rescues and snow removal. The last apparatus was the mobile command vehicle used for large incidents by multi agencies and had dispatch capabilities.

Chief Stone explained firefighter equipment costs for uniforms and gear. The basic uniform was \$495 for the shirt, pants, and boots. He said the costs were so high due to the material being fire retardant. The wildland gear was \$5,795 and included a helmet, radio, pack, leather gloves, coat, pants, boots, and Pulaski. Bunker gear was \$14,695 and included a helmet, Nomex hood, radio, coat, pants, gloves, SCBA pack, SCBA mask, and boots.

EMS and personal protection equipment (PPE) included cardiac monitor/AED at \$34,000, video laryngoscope at \$3,600, ventilator at \$15,600, auto-pulse at \$14,200, stair chair at \$4,200, medication pumps at \$3,500, and ambulance cot at \$19,200.

Richard Bauer, resident, commented he had worked for the Forest Service and the change to a focus on pre-fire or fire prevention. He spoke on Wildrose Trail and the gas pipes under the trails. Mr. Bauer mentioned the thick dry vegetation and the winds could create fire conditions that would quickly burn the homes in that area. He asked if something could be done for fire prevention there to save lives and costs.

Chief Stone said they relied on residents to have a three-foot buffer of defensible space which would provide the fire department with time to respond.

2. ADJOURN

Mayor Horrocks adjourned the meeting at 7:03 p.m. to begin the regular session.

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-REGULAR SESSION
CITY HALL – COUNCIL CHAMBERS
10 EAST CENTER STREET, NORTH SALT LAKE
MAY 17, 2022

FINAL

Mayor Horrocks called the meeting to order at 7:10 p.m. Council Member Stan Porter offered a thought and led those present in the Pledge of Allegiance.

PRESENT: Mayor Brian Horrocks
Council Member Lisa Watts Baskin
Council Member Natalie Gordon
Council Member Ted Knowlton
Council Member Stan Porter
Council Member Alisa Van Langeveld

STAFF PRESENT: Ken Leetham, City Manager; Paul Ottoson, City Engineer; David Frandsen, Public Works Director; Heidi Voordeckers, Finance Director; Craig Black, Police Chief; Jayme Blakesley, City Attorney; Sherrie Pace, Community Development Director; Wendy Page, City Recorder; Ali Avery, Long Range Planner.

OTHERS PRESENT: Juliana Harris, Dee Lalliss, residents; Brent Crowther, Kimley-Horn.

1. CITIZEN COMMENT

There were no citizen comments.

2. PRESENTATION OF THE TOWN CENTER TRAFFIC CIRCULATION STUDY BY BRENT CROWTHER, CONSULTANT WITH KIMLEY-HORN AND ASSOCIATES, INC.

Ali Avery reported in 2021 the City was awarded grant funds through the UDOT Technical Assistance Program (TAP) to hire a consultant to complete a Town Center Traffic Circulation Study. The City selected Kimley-Horn as the consultant for the project through a competitive bidding process. The goal of the study was to obtain recommendations about how to properly support the increased traffic volumes resulting from the redevelopment of the Town Center. Active transportation recommendations were also included as part of the study.

Staff compiled existing conditions data for an Existing Conditions Report, which was supplied to the consultant to determine how things were currently working with traffic circulation in the

Town Center. Staff also provided estimations for future conditions data at build out into two phases including Phase 1 for the year 2025 and Phase 2 for the year 2040. The future conditions data assumed the following development scenarios for Phase 1 consisting of 2021 to 2025 with 713 residential units, 25,000 square feet of recreation center, 57,000 square feet of office space, 17,000 square feet of retail space and the redevelopment of Hatch Park with a recreation center. Phase 2 included 2026 to 2040 with an additional 325 residential units and 106,000 square feet of retail space. The consultant was asked to make predictions about how the future density and uses might impact traffic in the Town Center. They were also asked to analyze the impact of a hard closure on Main Street at Highway 89 and provided this information as Scenario 2 in their report. The Town Center Master Plan called for the realignment of the intersection of Main Street at Highway 89 but City staff requested the consultant explore the potential ramifications of creating a dead-end in that location and potentially converting the remaining property into a plaza space or library. Ms. Avery said there was a waterline project which would require a closure of Main Street at Highway 89 for a period of time. She explained this would allow staff to review what a permanent closure could potentially look like. The consultant had produced some recommendations for improvements that should be made to Town Center streets and intersections to ensure efficient movement of traffic in the area.

Brent Crowther, Kimley-Horn, reported they prepared the Town Center Circulation Study with the overall project purpose to review multimodal circulation and connectivity with the Town Center. The plan included identifying specific improvements to accommodate future growth and a technical evaluation of the impacts of closing the Main Street and Highway 89 intersection. The key project tasks included the project kickoff, existing conditions data collection, the future conditions forecast, reviewing transportation needs and deficiencies, and the final report. He focused on the current and future conditions analysis and the final recommendations. Mr. Crowther said data was collected in September of 2021 at six intersections and showed a map of the area detailing seven turning movement counts. Data was collected during the morning and evening rush hours to determine peak hour traffic volume at the following intersections: Center Street/Main Street, US-89/Center Street, US-89/Main Street, US-89/Eagleridge Drive, Orchard Drive/Eagleridge Drive, and US-89/Eaglegate Drive.

Brent Crowther said they had evaluated two different scenarios and spoke on Scenario 2, which was the evaluation of closing Main Street at Highway 89 with traffic rerouted accordingly and the conversion to civic space. Scenario 1 included the evaluation of 2021 existing conditions and the traffic impacts under current traffic volumes. Under the analysis of current conditions, without any reconfiguration, the primary issue was the intersection at Eaglegate and US-89, which was stop controlled out of the service station and the analysis showed it warranted a traffic signal at that intersection. All of the other intersections in the Town Center operated satisfactorily under current conditions. He explained that traffic was graded A-F by Level of Service (LOS) with Levels A-D being satisfactory conditions and that currently most streets operated at D Levels during peak times.

Mr. Crowther spoke on LOS in Scenarios 1 and 2 with the assumption that a traffic signal was constructed at the Eaglegate Drive/US-89 intersection and the Center Street eastbound right turn lane was constructed at the Center Street/US-89 intersection. He said under Scenario 2 by 2040, with the closure of the road at Main Street, certain improvements would help improve the conditions including an eastbound dedicated turn lane onto Center Street, conversion to a two-way stop with stop signs at the Center Street/Main Street intersection, replacing westbound split phasing with a separate left turn and westbound through/right phases at US-89/Eagleridge Drive, and construction of a traffic signal at US-89/Eaglegate Drive. Each of the above improvements would result in a reduction in average delay per vehicle to an acceptable level. For Scenario 1 by 2025 with no street closure showed all intersections operated at acceptable levels of service. For Scenario 1 by 2040 the Center/Main Street, US-89/Main Street, and the US-89/Eagleridge Drive intersections would have a LOS F during peak hours.

Council Member Knowlton asked about the LOS F and how many hours of the day the intersection was operating at that level of service. Brent Crowther replied they evaluated the peak hours in the morning and evening.

Brent Crowther said the future conditions analysis for the Town Center Development by 2025 included 713 residential units, 25,000 square feet of recreational space, 57,000 square feet of office, and 17,000 square feet of retail. By 2050 an additional 325 residential units and 106,000 square feet of retail space was anticipated. The Trip Generation Manual by the Institute of Transportation Engineers was used to determine the impacts of this new development. Square footage and land use type data was input and the number of new vehicular trips was output. He shared a table that detailed this information and showed that Phase 1 and 2 of development combined would generate over 16,000 new daily trips with nearly 1,200 trips in the AM peak hour and 1,800 trips in the PM peak hour. One line of the table showed that traffic counts for multi-family housing units alone would generate 5,174 daily trips. Mr. Crowther spoke on the LOS scale and said that the goal was not for a LOS A, which was typically a 2 a.m. type condition, which would result in oversized roads. The goal was LOS D-E that required some waiting at the stop sign, which meant the infrastructure was the right size.

Mr. Crowther then shared a table detailing the LOS for Scenario 1 and 2 in both 2025 and 2040 by intersection. He spoke on recommendations for the intersections including two options for the Main Street/Center Street intersection with either a two way stop control or a signalized intersection. They also recommended the US-89/Center Street intersection have a dedicated eastbound right turn lane (on Center Street) and the implementation of an eastbound right turning overlap phase. The need for a separate left turn protected and westbound through/right turn phase at US-89/Eagleridge Drive. As well as the requirement for the construction of a traffic signal at the US-89/Eaglegate Drive intersection. By implementing the recommended solutions, many of the intersections would have a LOS A or B versus a LOS F by 2040.

Council Member Porter asked if consideration was given to the stacking at the train crossings during the traffic studies. Brent Crowther replied this was a significant source of congestion but said they did not collect data to the south as it was not part of the modeling. He spoke on the intent of reconfiguring the Main Street/Center Street intersection and removing the stop sign to accommodate through traffic for eastbound movement onto Center Street accessing US-89. Mr. Crowther said UDOT was initiating an environmental impact study of I-15 through this segment and said the reconfigurations might potentially improve access to I-215 and I-15 from the west, which may alleviate the demand of truck traffic on Center Street.

Council Member Baskin mentioned Eaglegate Drive and the recommendation for a traffic signal. Brent Crowther responded a warrant analysis was done and the engineering guidelines showed that the traffic volume, based on the data collected, met the threshold for a signal.

Council Member Knowlton said the Town Center was the place to encourage walking, bicycle, and transit. He asked how the recommended improvements would affect biking, walking, and safety. Brent Crowther responded the biggest consideration was the speed, particularly on Center Street. He also spoke on connecting sidewalks on Main Street and other areas to the Town Center. Mr. Crowther said a light at the Main Street/Center Street intersection would allow for pedestrians to cross Center Street. He suggested a signal, median protection, or another safety measure for pedestrians to cross from Hatch Park.

Council Member Knowlton asked which safety measures would be the most effective such as the right turn overlap. Brent Crowther said a pedestrian call button would allow for crossing without the right turn overlap so they did not interfere with vehicular traffic. He recommended the traffic signal at Eaglegate for better vehicular access and pedestrian benefits as well.

Ali Avery commented if Main Street was closed at Highway 89 there were plans to continue a bike facility through the area. She mentioned the consultant shared ideas on how to make active transportation improvements at the Eagleridge Drive roundabout in the appendix of the full report.

Council Member Gordon mentioned that Salt Lake City had recently lowered the traffic speeds to 20 mph on their roads. She asked if the City implemented a similar measure if this would influence the results of the study. Brent Crowther replied it would not affect the capacity analysis. He said lower speeds were beneficial for pedestrian safety but were difficult to enforce without contextual cues such as landscaping, textured crossing, etc.

Council Member Gordon commented that reducing the speed limit on some of the streets in the Town Center may help to make things more pedestrian friendly. Council Member Knowlton added the City should work with UDOT on lowering the speed limit on US-89.

Council Member Gordon expressed being in favor of reducing the speed on US-89 and the streets surrounding it along with implementing the visual cues.

Council Member Knowlton asked about the motivation for the hard street closure and creating a plaza area. He suggested the plaza could be south of City Hall rather than north. Ken Leetham responded staff had discussed the use of the southern parcel in connection with the Hatch Park redevelopment. He felt the City should review all of the alternatives including the addition of a library and expanded parking. Mr. Leetham said this study helped to see land use and traffic projections as well as how individuals would drive in the Town Center. He said there were some options such as a hard closure of Main Street, what to do with Center Street, active transportation elements, and future trails/walkways to bus stops.

Ali Avery mentioned the Town Center Master Plan called for a realignment of the Main Street and US-89 intersection, which could be done if the City Council chose the Scenario 1 recommendations.

Mayor Horrocks was leery of the unintended consequences such as forcing traffic onto Orchard Drive.

Paul Ottoson reported on the Main Street road project and said the City Council recently approved an agreement with Weber Basin to share the cost of a waterline/street reconstruction project. He said the project would go out for bid in June and construction should start in late July. The project would extend to the refineries and could take a year to complete. The City's portion would be completed by October 30th of this year. This project would occur in two phases with a partial shutdown of the road on the north portion to allow for residential access. When work was done on the southern portion the entire intersection would be closed for one month. This would allow staff to count traffic and see what a hard closure looked like.

Council Member Knowlton asked if the road should remain closed indefinitely after the waterline and street reconstruction project if it was the Council's decision to permanently close that intersection. Ken Leetham clarified if the south end of the project was done last that Main Street at US-89 could remain closed.

3. CONSIDERATION OF RESOLUTION NO. 2022-17R: A RESOLUTION AMENDING THE CITY'S COMPREHENSIVE FEE SCHEDULE RELATED TO TEMPORARY WATER CONNECTIONS DURING CONSTRUCTION

Sherrie Pace reported while reviewing the new comprehensive fee schedule for water staff found that temporary water connections were being issued when a new home was built but the water quantity was not metered. The current resolution required a \$35 construction water fee which was intended to be a deposit used towards construction water but as there was no meter the water quantity could not be deducted appropriately from the deposit. Staff determined that the most

equitable solution would be to charge a monthly fee for construction water until a meter was set. Public Works set the meter near the time of completion for final occupancy. The meters were not set earlier to protect them from being damaged by heavy equipment on the building sites as well as meter supply issues.

Council Member Baskin asked how long the temporary period would be for these water connections. Sherrie Pace replied it was typically two to three months.

Mayor Horrocks said a temporary water connection could be four to five months for commercial construction. He commented Salt Lake City was increasing their rates by 15% for water, 15% for sewer, and 15% for storm water rates.

Council Member Gordon moved the City Council approve Resolution 2022-17R amending the City of North Salt Lake's Comprehensive Fee Schedule as presented. Council Member Baskin seconded the motion. The motion was approved by Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.

4. CONSIDERATION OF ORDINANCE 2022-02: AN ORDINANCE AMENDING THE CITY'S CODE TITLE 11-FLOOD CONTROL REGULATIONS

Paul Ottoson reported the City received a letter from the Federal Emergency Management Agency (FEMA) stating that the City must update the floodplain management ordinance to reflect the new Flood Insurance Rate Map (FIRM) effective date as a condition of continued eligibility in the Nation Flood Insurance Program (NFIP). FEMA also sent the new FIRM for the City, which showed the effective date as September 15, 2022. The new ordinance would amend the previous ordinance that was adopted in 2007. The only changes were changing the FIRM effective date to September 15, 2022 and changing the vertical datum to North American Vertical Datum of 1988.

Council Member Van Langeveld asked if the maps for the City had changed. Paul Ottoson clarified the maps had not changed.

Council Member Porter asked if Center Street was still within the floodplain. Paul Ottoson responded a LOMAR study was completed which removed the areas above Orchard and north of Hatch Park. He said none of the homes on Center Street would be part of the flood plain. He continued the biggest areas in the flood plain were the lowlands south of Center Street near the Amazon building. He explained the homes in that area were built up three to four feet thus receiving elevation certificates and were not required to pay additional insurance.

Council Member Baskin moved the City Council approve Ordinance No. 2022-02, amending Title 11-Flood Control Regulations of the City's Municipal Code. Council

Member Porter seconded the motion. The motion was approved by Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.

5. CONSIDERATION OF AWARD OF BID FOR THE MISCELLANEOUS STREET PRESERVATIONS-JUNE 2022 PROJECT

Paul Ottoson reported the City Council approved \$440,000 for street preservation projects for this year. The original intent was to spend those funds on crack sealing and this project went out for bid in the spring. The low bid was \$236,134.42, which was lower than expected and staff decided to use the remaining funds to install some additional seal coat on select City streets.

The seal coat project did not go out for bid as it was a sole source product manufactured, sold, and installed exclusively by Holbrook Asphalt. The project consisted of installing High Density Mineral Bond (HA5) on sections throughout the City. The City used Holbrook Asphalt in the past and had been pleased with the company and product. This project would start in mid-June and be completed before the end of the fiscal year. He clarified it was \$0.274 per square feet.

Council Member Porter commented the west parking lot at Legacy Park had large cracks and asked if it could be sealed. Paul Ottoson replied staff would review this parking lot and add it to the project.

Paul Ottoson recommended the City Council award the price per square foot plus the additional costs and staff would ensure the project did not exceed the \$440,000.

Council Member Gordon moved to award the Miscellaneous Street Preservations-June 2022 project to Holbrook Asphalt for the price of \$0.274 per square foot plus striping and traffic control costs. Council Member Porter seconded the motion. The motion was approved by Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.

6. DISCUSSION OF POTENTIAL JUNETEENTH ACTIVITIES

Council Member Van Langeveld reported there were several options for a low pressure event. She recommended having the event in conjunction with the food truck night on June 20th. She proposed it be a meet and greet at the park pavilion for local residents with live music/DJ. She suggested including people of color in the organizing stages as well as the food truck vendors.

Council Members Porter and Gordon were in favor of these suggestions.

Council Member Baskin suggested an educational piece for the meaning of Juneteenth. Council Member Porter said something could be in the City newsletter as well.

Council Member Van Langeveld asked about funding for this event. Ken Leetham replied the City could provide the funds along with advertising.

Council Member Van Langeveld clarified she would coordinate with select individuals and staff for this event.

7. CITY ATTORNEY'S REPORT

Jayne Blakesley had nothing to report.

8. APPROVAL OF CITY COUNCIL MINUTES

The City Council minutes of May 3, 2022 were reviewed and approved.

Council Member Van Langeveld moved to approve the City Council minutes of May 3, 2022 with stated corrections. Council Member Knowlton seconded the motion. The motion was approved by Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.

9. ACTION ITEMS

The action items list was reviewed. Completed items were removed from the list.

Council Member Knowlton inquired about which items were placed on the action item list. Ken Leetham asked that any missed items be emailed to him directly.

Council Member Porter requested an action item related to fishing pond alternatives such as an anchored dock or a trail.

Council Member Baskin asked about the action item for the prescriptive easement and suggested it may be an easement by necessity. She suggested a modification to say "possible easement solutions." Ken Leetham replied it would be appropriate to determine the resident's legal rights.

10. COUNCIL REPORTS

Council Member Knowlton reported there was a vacancy on the Parks, Trails, Arts, and Recreation Board. He said Kyle Poulter, a local mountain bike coach, had been recommended and had informally accepted the position.

Council Member Knowlton reported five residents participated in the Golden Spoke bike ride to Farmington. Council Member Porter commented there were a lot of riders on the trail that day.

Council Member Knowlton mentioned staff, elected, and appointed officials were invited to the Smart Growth Walk Bike Assessment workshop on May 25th from 9 a.m. to 12 p.m.

Council Member Porter mentioned the section of the Wild Rose Trail, which connected to the Bonneville Shoreline Trail. He said part of the trail was on the City's property with the remainder on Forest Service property in Salt Lake County and wondered how permissions could be coordinated. Paul Ottoson replied there was approximately 500 feet of the trail that was not completed. Staff met with Salt Lake City last year but had not heard anything since that time. He showed the location on a map to those present.

Mayor Horrocks commented he was meeting with a Salt Lake City Council Member soon and would mention the trail issue.

Paul Ottoson showed a map clarifying the location of the trail. Ken Leetham asked that staff prepare a graphic which could clarify which sections of trail were in North Salt Lake and which sections were in other jurisdictions.

Council Member Van Langeveld reported on the Kite Festival and the Choral Concert and thanked those involved. She said the Health and Wellness Committee met last week and recommended the City pursue the Healthy Communities distinction including a needs assessment. She said the Committee did not want to hold a Health Fair event but would have health options at other City events such as having a hospital sponsored booth at a Food Truck Night. Council Member Van Langeveld mentioned the Committee also discussed emergency preparedness but had no specific goals at this time.

11. MAYOR'S REPORT

Mayor Horrocks reported he had received a call pertaining to the City Council's discussion on prayer in Council meetings. He said the resident attended the meeting with a church group and felt the Council would not be representing a majority of the community if they determined not to pray. Mayor Horrocks said sometimes in an attempt to be inclusive it might be too exclusive. He spoke on the Kite Festival and said many residents expressed their enjoyment. He mentioned the Parks and Arts Board members were provided a stipend and only two were present at the Kite Festival.

Council Member Gordon expressed disappointment that more members of the Youth City Council participated in the Kite Festival than the Parks and Arts Board members.

Mayor Horrocks said Bountiful City was asked to provide more of their park for the expansion of the existing recreation center. He said Bountiful asked about the City's level of commitment. He said if the residents approved the bond for the expansion of the existing rec center and building an additional recreation center in the City as they would both be a great benefit to the South

Davis area. Ken Leetham recommended the City needed to enter into a letter of understanding or agreement with the Recreation District, which could guide both agencies whether the bond passed or did not. He also said the City Council should discuss funding options and phasing for Hatch Park at a future Council meeting. The estimated cost was \$12 million and staff could provide alternatives and funding options.

Mayor Horrocks mentioned there were issues regarding a home on Orchard Drive across from Odell Lane where police were called out, as well as a property in the same vicinity or even the same home with sheds that were being used as illegal housing units. Chief Black replied he was aware of one of these issues and there had been some investigations at a duplex in the area; however, the landlord was not currently supportive of an eviction. Ken Leetham reported staff would look into the complaint.

Mayor Horrocks asked if there would be an open house when the golf course renovations were complete. Ken Leetham replied staff could arrange a date for an open house. He invited the Council to tour the renovations occurring at the golf course.

Mayor Horrocks reported there would be a 7.9 % increase in the assessment from the Fire District. He said the City was paying the highest increase of any city in the County. Ken Leetham replied this was based on growth.

12. CITY MANAGER'S REPORT

Ken Leetham reported a water conservation open house would be held on June 4th from 9 a.m. to 11 a.m. Weber Basin Water Conservancy District and staff would be present to discuss conservation and water rate increases. He added ordinances that would allow residents to participate in the Flip Your Strip program would be presented to the Council for approval on June 7th. He said the City's water conservation efforts would start to be noticeable in the parks.

Ken Leetham said staff had prepared some information on invocations, the pledge of allegiance and how the City opened meetings. He gathered that the word "prayer" was still acceptable and suggested adding the option of invocation/thought.

The City Council had a discussion about prayer, prayer or thought assignments, and inclusion in Council meetings.

Ken Leetham suggested by allowing a thought or prayer at meetings would allow the Council or staff to invite others to participate in the opening ceremonies of the meeting. He clarified the agenda would be updated to say, "thought or prayer."

Mayor Horrocks mentioned the spring cleanup in partnership with the Parks Department would occur this weekend.

