

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-WORK SESSION
CITY HALL – COUNCIL CONFERENCE ROOM
10 EAST CENTER STREET, NORTH SALT LAKE
JULY 19, 2022

FINAL

Mayor Horrocks welcomed those present at 6:02 p.m.

PRESENT: Mayor Brian Horrocks
Councilmember Natalie Gordon
Councilmember Ted Knowlton
Councilmember Stan Porter
Councilmember Alisa Van Langeveld via Zoom

EXCUSED: Councilmember Lisa Watts Baskin

STAFF PRESENT: Ken Leetham, City Manager; Karyn Baxter, Assistant City Engineer; David Frandsen, Public Works Director; Heidi Voordeckers, Finance Director; Todd Godfrey, City Attorney; Tyler Abegglen, Golf Course General Manager; Sherrie Pace, Community Development Director; Wendy Page, City Recorder.

OTHERS PRESENT: Riley Carter, Jordan Flynn, Jake Christensen, City staff; Craig Peterson, Ryan Peterson, lobbyists; Dee Lalliss, residents; Cory Pope, Kathy Wickham, Horrocks Engineering; Dalon Hinckley, Clint Gertsch, Heather Limon, Zach Hardman, Cross E Ranch.

1. STAFF INTRODUCTIONS TO MAYOR AND CITY COUNCIL – PUBLIC WORKS

David Frandsen introduced several new Public Works employees including Riley Carter who was a Water Operator I that started last year. Riley grew up in the area and enjoys camping, hunting, and fishing. The second employee, Jordan Flynn was also a Water Operator I who grew up in Weber County and has a daughter. Jordan started as a seasonal employee with the City, worked for Ogden city, and then came back to the City in April.

Councilmember Gordon commented that Jordan Flynn was very helpful at the Liberty Fest celebration.

David Frandsen then introduced Jake Christensen, Mechanic I, who started in April. Jake recently got married, grew up in Idaho, and came to the City through the Davis Technical mechanic program.

2. UPDATE FROM HORROCKS ENGINEERING ON THE GRADE SEPARATION FOR 1100 NORTH BRIDGE PROJECT

Cory Pope, Horrocks Engineering, reported that Horrocks was working on the 1100 North Bridge project.

Ken Leetham introduced Craig Peterson and Ryan Peterson as the lobbyists who had also helped the City with the project including obtaining funding.

Cory Pope provided some background on the 1100 North/2600 South grade separation project with a feasibility study completed in 2018 and setting project goals to address safety concerns, reduce congestion, and reduce emergency response times. Then there was concept level screening of the alternatives with the preferred alternative selected. The preferred alternative was a bridge over the Union Pacific Railroad (UPRR) and Utah Transit Authority (UTA) tracks, a realigned Main Street connected with Woods Cross Industrial Lead (WCIL) Railroad crossing gates, a realigned WCIL Industry spur line option, and active transportation elements. He showed an image of the proposed alternative and spoke on the feasibility study for this option. The tasks for the current phase included a complete State Environmental Status (SES) with field studies and data collection, preliminary engineering with refinements of the preferred alternative, coordination with UPRR/UTA and preparation of a concept plan submittal to UPRR, and coordination with Utah's Department of Transportation (UDOT) Region 1 and the I-15 team.

Cory Pope reported on the challenges with UPRR including preserving cross sections and offsets for future track as well as right of way requirements.

Craig Peterson asked if the proposed cross section would accommodate the double track for UTA. He said this was not considered during the feasibility study. Cory Pope replied this may not be an area UTA would want the double track along the entire line as it was not a priority area. He spoke on UPRR plan for expansion and said there was a pipeline easement to the east. Mr. Pope explained there were three major gas lines in the project area that would be very difficult to relocate. He said UTA would have some room but would need to work with the utility companies.

Mayor Horrocks asked about pipeline restrictions including placement of railroad track. Cory Pope responded he was unsure how close tracks could be placed near the pipeline due to vibrations and was unsure of the exact requirements.

Karyn Baxter commented these particular pipelines had a no structure easement and said it had taken months to get permission to place a five foot concrete pedestal for a cantilever within their easement.

Cory Pope showed an overhead view and then an elevation view of the 1100 North/2600 South grade separation project. He shared what the proposed typical cross section of the completed project would look like with curb, sidewalk, shoulder, travel lanes, median, bridge, and trail. He spoke on the cross section in coordination with I-15 for an eight foot sidewalk to accommodate pedestrians and bikes. He mentioned narrowing the bridge and optimizing the use while maintaining a left turn lane.

Karyn Baxter clarified the current lanes were 11 feet or 21 feet of asphalt.

Cory Pope said the national standards allowed for an 11 foot lane while typically 12 feet was recommended for safety. He stated the smaller lane would allow for a trail system or bike lane. He reviewed some of the project challenges which included coordination and impacts to the railroad crossing such as UPRR requirements and desire for grade separation at WCIL, increasing construction costs, anticipated settlement, high risk utilities and impacts to these, and right of way impacts. Mr. Pope spoke on the anticipated settlement and said there would be settlements whenever a bridge or crossing was proposed including abatements with utilities. He said there was a balance to right of way impacts and making the road more functional.

Cory Pope spoke on the project schedule and next steps including environmental studies that were underway, concept plan submittal to UPRR, stakeholder engagement and public involvement, and refining the alternative. The plans for UPRR included technical submittals to be reviewed through their company. This included conceptual, 30% level submittal, and 100% level submittal plans. The goal was to submit the conceptual level plan in August followed by a six month review period by UPRR. There were also plans for stakeholder engagement and public involvement.

Craig Peterson said they would be looking subtly for ways this project could be funded. He said during initial talks the project was estimated at \$13 million for the entire project, which was not even remotely close to the actual cost. They would work with the State, UDOT, UTA, and Horrocks Engineering, and City staff to identify every option.

Mayor Horrocks spoke on the issues with the railroad and commented that the City was presenting solutions to a problem and that at the very least UPRR should greenlight the project or even help financially.

Craig Peterson said State tax dollars provided for a fulltime staff member on UPRR payroll that was supposed to help expedite projects. He spoke on projects with UPRR and how long it could take.

Ken Leetham commented that UDOT had assigned a project manager to this project, which had a lot of support from Region 1 and UDOT staff. He said this was a complex project and funding could be complicated; however, he said this project was worth doing.

Councilmember Knowlton asked about the major obstacles of UPRR approval as well as funding and the level of optimism to resolving these issues. He said it seemed like a matter of when the project could be completed and not if. Cory Pope replied it was understood initially there would be a challenge particularly with the industrial rail lines.

Ken Leetham said UPRR was very concerned that the bridge and intersection would be very close to the WCIL rail line.

Cory Pope said this was a great project that would cost a lot of money. He noted there was pushback from UPRR but he was optimistic the bridge would be built.

Craig Peterson spoke on how this project would function as an overall system and how the project had evolved including having UDOT help with funding for the road. He said the goal was to look at what was reasonable and how it would function on a city, local, and state level.

Mayor Horrocks spoke on the presumption overall that this project would happen.

3. DISCUSSION WITH CROSS E RANCH REGARDING POSSIBLE ANNEXATION OF THEIR PROPERTY ONLY, FOR INDUSTRIAL USES

Mayor Horrocks said he worked for Hamilton Partners who was in discussions to purchase Misty River for the purpose of creating an industrial park. He indicated to them that the City may be favorable to an annexation at that point. Misty River then discussed annexation with Salt Lake City and Hamilton Partners withdrew the offer over financial reasons.

Heather Limon, Cross E Ranch, said that she was the owner of Cross E Ranch and Hinckley Brothers, their siblings, owned the land. She spoke on how they assumed that one day they would be able to purchase the property from Hinckley Brothers but had determined they would need to sell the property at this time. She said they knew the Misty River annexation would not go through and considered the possibility of annexing into the City or Salt Lake City.

Dalon Hinckley, Cross E Ranch, commented how running an entertainment venue and farm during the pandemic and the last several years with cost increases, shortages, and drought had been difficult. He said the farm was not the best use for the property and with the siblings requesting their share that it was in their best interest to sell the entire property.

Zack Hardman, Cross E Ranch, spoke on how when he was hired the plan was to retain the property as agricultural/residential and annex into the City. They felt this would be the best option with utilities and maintaining the feel of the area. He said the area may become industrial and asked about economic tools to offset traffic, water rights, and other items that may impact

the City. Mr. Hardman asked for feedback from the City if they would be interested or if Cross E Ranch should approach Salt Lake City for annexation.

Ken Leetham replied that the question was if this annexation was important to the City. He said the Council and staff would consider this as there were advantages and disadvantages to annexing the property. Staff would prepare this information for the City Council to make a decision and provide an answer to Cross E Ranch. Mr. Leetham expressed that he was sorry that Cross E Ranch had to close down as they had been a positive part of the community.

Councilmember Porter was also sorry to hear that the Ranch would be closing but was not surprised.

Heather Limon asked about the next step. Ken Leetham replied that staff would work with Cross E Ranch over the next few weeks on the proposal. He said the City would need to look at traffic, utility services, and how the property was in a separate county.

Todd Godfrey spoke on cross county annexations and said that many of the issues were mitigated as there was not residential development on the Cross E Ranch property.

The Council was interested in further discussing this proposal with a focus on water rights and future development including industrial uses.

4. ADJOURN

Mayor Horrocks adjourned the meeting at 7:13 p.m. to begin the regular session.

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CITY HALL – COUNCIL CHAMBERS
10 EAST CENTER STREET, NORTH SALT LAKE
JULY 19, 2022

FINAL

Mayor Horrocks called the meeting to order at 7:20 p.m. Natalie Gordon offered the invocation and led those present in the Pledge of Allegiance.

PRESENT: Mayor Brian Horrocks
Councilmember Natalie Gordon
Councilmember Ted Knowlton
Councilmember Stan Porter
Councilmember Alisa Van Langeveld via Zoom

EXCUSED: Councilmember Lisa Watts Baskin

STAFF PRESENT: Ken Leetham, City Manager; Karyn Baxter, Assistant City Engineer; David Frandsen, Public Works Director; Heidi Voordeckers, Finance Director; Todd Godfrey, City Attorney; Sherrie Pace, Community Development Director; Wendy Page, City Recorder.

OTHERS PRESENT: Dee Lalliss, resident; Taylor Spendlove, Brighton Homes Utah LLC; Dale VanWagoner, Wright Development Group; Carson Cronk, Legend Partners; Jared McCarty; Ryan Flint, Mountain West; Beth Holbrook, UTA; Nate Abbott, Galloway & Company.

1. CITIZEN COMMENT

There were no citizen comments.

2. CONSIDERATION OF MASTER SERVICES AGREEMENT WITH ETS
COMMUNICATIONS, LLC FOR SERVICES RELATED TO IT, PHONE, INTERNET,
SOFTWARE, ELECTRONIC DOOR MAINTENANCE AND CAMERA SYSTEMS

Ken Leetham, City Manager, reported the Master Services Agreement was reflective of the work ETS Communications was doing for the City. He spoke to the improvements included in the contract which included ETS repairing and maintaining the City's camera system, as well as maintaining and inspecting all electronic doors. Mr. Leetham indicated this would be the first time the City would codify all services at the rates provided by ETS outlined in the exhibit to the agreement that had been included in the agenda packet. He mentioned the City was currently spending less than \$100,000 on all of these services combined including licensing, hardware,

data storage, and software needs. He stated ETS had been responsive to the needs of the City and had worked well to keep everything up and running. Mr. Leetham noted the contract term would be for three years. He recommended the Council approve the Master Service Agreement with ETS.

Councilmember Porter recused himself as he worked with ETS.

Mayor Horrocks spoke on ransomware and if there was a policy for indemnification for the City. Ken Leetham replied that there was insurance specified in the contract but he had not asked ETS this specification question.

Todd Godfrey asked if the City had cyber insurance coverage through the Utah Local Governments Trust. Ken Leetham replied the Trust had indicated that the City was covered; however, he was unsure if there was a written policy available or what it was costing for the coverage. He stated staff would confirm with the Trust that the City was covered.

Councilmember Gordon questioned if the coverage on the policy would pay off a ransom or recreate the City's system should there be a cyber attack. Mr. Leetham responded the policy would be to restore the City or put things back into operation after an attack.

Councilmember Gordon moved the City Council approve the Master Services Agreement with ETS Communications, LLC for services related to IT, phone, internet, software, electronic door maintenance and camera systems. Councilmember Knowlton seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Porter abstained from voting. Councilmember Baskin was not present for the vote.

3. CONSIDERATION OF RESOLUTION 2022-24R: A RESOLUTION AMENDING THE CITY'S COMPREHENSIVE FEE SCHEDULE RELATED TO SANITATION RATES

Heidi Voordeckers, Finance Director, reported staff reviewed the CPI and cost of running the solid waste fund each year with a 1.5% yearly increase. She said the contract included an 8.3% increase on the third year as there was a rate hold during the first two years. She noted the proposed rate increase would be the monthly rate increase to \$15.87 per month per garbage can from \$14.45 and a recycling can increase to \$6.26 per can per month from \$5.70. She acknowledged this would be a total increase of 9.8% with the 8.3% increase per the service provider contract and a 1.5% increase for general operations with an approximate \$11,000 in additional monthly income.

Councilmember Gordon asked about the level of service of the last two years and if this was better than the previous provider. Ken Leetham replied the service had been better over the last two years. There was a discussion on the level of service by the current provider.

Councilmember Knowlton asked if this would be the final year of the contract. Ken Leetham replied he thought the contract was renewable in five year increments. He noted it was problematic to add a CPI adjustment for COLA especially since the City did not receive the letter until after July 1st. He acknowledged his contact at ACE had passed away before submitting CPI information to a few cities which was why the City did not receive this information. He stated the City was currently negotiating with ACE to potentially split the CPI increase for the month of July.

Councilmember Knowlton moved the City Council adopt Resolution 2022-24R, adjusting Section 6.7, Sanitation Rates, of the City's Comprehensive Fee Schedule. Councilmember Porter seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

4. CONSIDERATION OF BID AWARD FOR THE MAIN STREET WATER LINE AND STREET RECONSTRUCTION PROJECT FROM HIGHWAY 89 TO CENTER STREET IN THE AMOUNT OF \$400,733.33

Karyn Baxter, Assistant City Engineer, reported this project came before the City Council last September. She said the City had an agreement in place with Weber Basin Water Conservancy District. She explained Weber Basin would be installing two new waterlines from Center Street to the Big West Oil and Chevron refineries. She noted staff had been working with Weber Basin for the best alignment on this project and the route that had been selected was south along Main Street to Highway 89, continuing south along US-89, and then going west and crossing I-15 south of the Williamsburg subdivision. She indicated as Weber Basin would be cutting into Main Street, staff determined it would be best for the City to install a new waterline from US-89 to Center Street at the same time. Ms. Baxter acknowledged this would save money since all three water lines could be installed in the same trench and Weber Basin would pay their portion of the street reconstruction project for the trench work and asphalt replacement. She stated the traffic access would be maintained during this process. She said Weber Basin managed the bidding process with four bidders and Whitaker Construction was the pre-qualified low bidder. She explained per the agreement the City would bid three line items, A6 water line materials, part of A7 installation of three water lines, and A8 reconstruction outside the water trench. She mentioned the total bid cost would be \$400,733.33 with \$295,000 from the Water Fund and \$144,800 from the Street Fund.

Councilmember Knowlton asked about the timeframe for the Main Street closure. He asked about assessing the impacts of the road closure. Karyn Baxter replied it could be a total of two

months with sections to be closed at a time. She said the road closure, particularly the connection at Main Street and Highway 89, would allow staff to review permanent closure of that section.

Councilmember Porter moved that the City Council approve awarding the Main Street Water Line project from Highway 89 to Center Street as per the agreement with Weber Basin Water Conservancy District to Whitaker Construction in a total amount of \$400,733,33. Councilmember Knowlton seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

5. CONSIDERATION OF A CONCEPT PLAN FOR PHOENICIA PLACE
SUBDIVISION, A TWO LOT COMMERCIAL SUBDIVISION AT 480 NORTH
CUTLER DRIVE, BRAD NELSON, SPECTRUM ACADEMY, APPLICANT

Sherrie Pace, Community Development Director, reported this property, formerly known as the Hadad parcel, was four acres in size and located at 480 North Cutler Drive. She noted Spectrum Academy approached the property owner in regard to purchasing the rear portion of this property with a proposal to divide the property into two parcels that were approximately two acres each. She mentioned Spectrum Academy would use Lot 1 for ball fields with their current ball fields to be converted to an additional facility. She added Lot 2 would be marketed commercially. She acknowledged the Planning Commission reviewed the concept plan with the conditions that all redline corrections be completed and right of way dedications on Cutler Drive and Redwood Road be added to the plat and made a favorable recommendation to the Council.

Councilmember Gordon asked if this would be an additional high school. Sherrie Pace clarified the current students using another facility off of this campus would relocate to the new building so it was a consolidation not an additional high school.

Councilmember Gordon moved that the City Council approve the concept plan for Phoenicia Place Subdivision at 480 North Cutler Drive with the following condition:

- 1) **Redline corrections be completed for submission of preliminary/final application.**

Councilmember Porter seconded the motion.

Councilmember Knowlton commented that there were not many pedestrian crossings in this vicinity. He spoke on the need for an east/west connection when the plans come forward for these parcels. Sherrie Pace replied there was an existing east/west connection from Redwood Road and Cutler Drive.

The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

6. CONSIDERATION OF A PRELIMINARY PLAN AND FINAL PLAT FOR 1100 NORTH KRAUSE CROSSING SUBDIVISION, A TWO LOT COMMERCIAL SUBDIVISION AT 1096 NORTH REDWOOD ROAD, NATE ABBOTT, GALLOWAY & COMPANY, APPLICANT

Sherrie Pace, Community Development Director, showed an aerial of the property, located at 1100 North Redwood Road, including outdoor propane storage and an industrial building. She reported this property was purchased for a Kum & Go gas station with the proposal for a two lot subdivision with the gas station on one parcel and residential on the second parcel. She noted the new subdivision would be called 1100 North Krause Crossing. She mentioned the Planning Commission made a favorable recommendation for the preliminary plan and final plat. She reviewed the conditions for approval which included the applicant providing a letter from UDOT Region 1 approving the location of the driveway on Redwood Road, supplying a Traffic Impact Statement, and correction of any redlines on the plat and construction drawings. She explained this project would return to the City Council for site plan review on Lots 1 and 2.

Councilmember Van Langeveld asked about the letter from UDOT and said the driveways on this proposal were very close to a busy thoroughfare. She asked if it would be restricted with no left turns. She also asked if the approval from the City Council would be used by the developer to bolster their approval from UDOT to approve these driveways. Councilmember Van Langeveld said she did not want to approve the project with the proposed driveways until UDOT had approved the plan. Sherrie Pace replied that she did not think the scenario would be that UDOT would approve the plan just because the City had approved it. She explained the City had an agreement with UDOT about access along Redwood Road and there was already access established for this parcel. Ms. Pace said she did not know if the left hand turn would be restricted or where if so. She expressed her opinion UDOT was likely to approve the access.

Councilmember Van Langeveld expressed concern with left turns out of the property on Redwood and 1100 North as it was dangerous and would cause traffic delays. She suggested the City not allow left hand turns out of the property due to proximity to the intersection.

Councilmember Porter moved the City Council approve the preliminary design plan and final plat for a two lot subdivision called 1100 North Krause Crossing located at 1096 North Redwood Road with the following conditions:

- 1) **Provide a letter from UDOT Region 1 approving the location of the driveway on Redwood Road.**
- 2) **Provide a Traffic Impact Statement at site plan review.**

Councilmember Gordon seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

7. CONSIDERATION OF ORDINANCE 2022-04, REZONING LOT 2 OF THE KRAUSE CROSSING SUBDIVISION AT APPROXIMATELY 723 WEST 1100 NORTH, FROM GENERAL COMMERCIAL (CG) TO MANUFACTURING DISTRIBUTION (MD), DALE VANWAGONER, WRIGHT DEVELOPMENT GROUP, APPLICANT

Sherrie Pace, Community Development Director, presented a map that illustrated the zoning in the area of the proposed property at 723 West 1100 North. She said the property was currently zoned General Commercial (CG) and explained how Lot 2 was directly south of the Skypark Airport runway and as such would be governed by City code and regulated by the Federal Aviation Administration (FAA) regarding land use, building placement, and height. She mentioned the purpose of this rezone request was to rezone to Manufacturing Distribution (MD) as the approved land uses were more consistent with those permitted by the FAA. She noted Lot 1 would remain zoned General Commercial (CG) for the convenience store and gas station, Kum & Go.

Ms. Pace acknowledged the Planning Commission reviewed and held a public hearing on this item last week. She stated the Commission made a favorable recommendation of the rezone with the condition that the applicant provide a letter of approval from the FAA prior to the issuance of any building or related permits.

Councilmember Van Langeveld asked via chat about the specific allowed and prohibited uses per the FAA. Sherrie Pace replied that she would provide these in an email to the City Council.

Councilmember Van Langeveld commented she was more concerned about what could be prohibited including safety issues such as propane storage. She asked if it was possible to prohibit certain uses that were flammable. Todd Godfrey replied the uses could only be prohibited if they were part of the existing code.

Sherrie Pace commented this could be accomplished via a code amendment. She said outdoor storage was currently allowed in the MD zone as an accessory use with certain standards. There was a discussion about the various options to prohibit certain uses.

Todd Godfrey said there may be State legislation in the next year that would deal with this issue.

Councilmember Van Langeveld asked for the Council's opinion on a restriction for additional risk related to flammable items on the property.

Councilmember Gordon mentioned there would be a gas station on the corner and another to the east of the runway as well as the refineries which were allowed by the FAA. She said she was not concerned about restrictions beyond those of the FAA and did not want to postpone the vote.

Sherrie Pace said the height constraints would probably be limited to about 25 feet on the property based on the approach surface calculations in the plan. She said the FAA was very restrictive and the approved uses were very few.

Councilmember Porter moved that the City Council approve Ordinance 2022-04 to rezone the property located at 723 West 1100 North from General Commercial (CG) to Manufacturing Distribution (MD) with the following condition:

- 1) A letter of approval from the FAA must be provided to the City prior to the issuance of any building or related permits.**

Councilmember Knowlton seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

8. PRESENTATION FROM UTAH TRANSIT AUTHORITY (UTA) REGARDING MICRO TRANSIT PLANS INCLUDING “UTA ON DEMAND” SERVICE IN SOUTH DAVIS COUNTY

Beth Holbrook, UTA, reported on a new service, UTA on Demand, that would be provided in August. She said the cost was \$2.50 per ride or included in the cost of a pass. She mentioned this program was app based in a geo-fenced area including all of South Davis County. She noted the geo-fencing would occur in August with the goal to provide access to transit for more people. She said the more people used it the more it would allow UTA to see the transit needs and improve their infrastructure. Ms. Holbrook showed what the app would look like on a mobile phone and said the first ten rides were free. She explained the pickup and drop off process and said if the pickup location or destination was not a transit stop then the rider would be picked up/dropped off at a corner location. She explained the exception to this would be mobility issues that required use of the ADA compliant vehicles.

Beth Holbrook shared a map of southern Salt Lake County who had already implemented the micro transit program as a pilot program in November of 2019. She explained how it was very successful until COVID when there was a significant decrease in ridership. She acknowledged the use had since increased and there were 600 rides completed in May 2022 with 316 unique riders. She indicated there were 12 WAV rides, wheelchair accommodations, with 9 unique riders. Ms. Holbrook reported the average trip was 4.9 miles, the average pickup ETA was 18.6 minutes, with an average trip rating of 4.9. She stated the goal was an average pickup ETA of 15

minutes from the time a customer booked the trip on the app to when they were picked up. She said this program would be launched in August 2022 in South Davis County.

Ms. Holbrook reported on the planned South Davis County On Demand service which would be 28 square miles, serve 92,000 people with a population density of 3,000 people per square mile, and 29,000 jobs in this location.

Councilmember Knowlton commented this was very exciting. He asked about the potential to operate on Saturday and Sunday and the shorter trips in the City where residents may better utilize the short transit trips. Beth Holbrook replied the decision was to figure out the strategy of maximum usage. She said things could change after more data was obtained on usage.

Mayor Horrocks said the City had been underserved by UTA in the past and this was a great program and option for residents. He asked if the service would take residents into Salt Lake City or just to a bus stop. Beth Holbrook responded the service would not take them into Salt Lake as it was not part of the geo-fence area. She said the app would help them determine the best connection to their destination such as the bus stop or FrontRunner station.

Councilmember Porter expressed excitement for this service as it would allow his grandchildren to use the service. Beth Holbrook said as long as children were not under eight they could use the service. She spoke on encouraging young people to use the service.

Councilmember Knowlton commented this was like a big beta test and spoke on the cost for short trips which would be \$5 to and from even for a one mile or less trip. He asked about considering fare structures for different trip lengths. Beth Holbrook replied UTA was looking at the fee structure and steps to minimize cost for low income households. She said there was definitely room for more study and how to address inflationary costs.

9. CONSIDERATION OF A GENERAL DEVELOPMENT PLAN REQUEST FOR CLIFTON TOWNS LOCATED AT APPROXIMATELY 2596 SOUTH AND 1095 NORTH REDWOOD ROAD, CONTAINING FOR-SALE TOWNHOMES AND TWO COMMERCIAL LOTS, TAYLOR SPENDLOVE, BRIGHTON HOMES UTAH LLC, APPLICANT

Sherrie Pace, Community Development Director, reported the proposed properties were both zoned General Commercial (CG) and currently under contract with Brighton Homes. She stated Brighton Homes had requested a Planned (P) District rezone with townhomes and commercial buildings. She noted a P District rezone and general development plan were required to be filed together. She mentioned the Planning Commission held a public hearing with approval of the general development (or concept) plan. Ms. Pace acknowledged once this plan received approval from both the Planning Commission and City Council the terms of the general development plan would then be negotiated via development agreement and would return with either a preliminary

plat (subdivision) or site plan approval. She said this particular application would return to the City Council for preliminary plat approval with a development agreement and final action on the zone change. She stated the property on the north was 6.12 acres and the southern property was 7.185 with a proposal to have two commercial lots and for sale three story townhomes. She showed an example of the proposed architectural style and the layout of the general development plan. She indicated there would be 89 units on the northern property and 111 on the south for a total of 200 residential units. She continued the commercial space would be on the corners of the intersection and each would be just over one (1) acre in size. She added the developer had proposed approximately 22,000 square feet of commercial building space on those lots. She mentioned staff would work with the applicant on permitted uses.

Ms. Pace shared the parking table including tandem spaces that were only counted as one space. She reported it was determined there were 2.6 parking spaces per unit on the north side and 2.5 parking spaces per unit on the south side exceeding the required 2.2 stalls per unit. She commented on some of the lessons learned from prior P Districts including the use of the tandem garage as storage as well as separation of the front doors, spacing between the buildings, and providing a courtyard space. She continued guest surface parking was located within 200 feet of the front doors of each unit, attention to units fronting 1100 North with driveways for guest parking to avoid parking on the street. She mentioned the Planning Commission had some concerns including losing the commercial aspect of the zoning and approved this with the suggestion to extend the commercial north/south line on the north property to the north boundary line and extend the existing commercial north/south line from the south property to the south boundary line along Redwood Road. Ms. Pace noted the developer had prepared two different options based on those recommendations and would like the Council to review the previous plan and the revised plan.

Taylor Spendlove, Brighton Homes Utah LLC, reported on the discussion to have commercial along Redwood Road. He said after discussing the types of viable commercial with property brokers and the proposed dimensions the amount of commercial was based on those discussions. Mr. Spendlove introduced Ryan Flint as a well-known broker in the area and asked if he could address the Council.

Ryan Flint, Mountain West, said he was the broker that worked on the project across the street. He noted the proposal was to bring in higher end retail at the proposed Brighton development. He explained they looked at targeting national groups via pads and flex units and determined that national retail would be most beneficial. He said there were a handful of groups they would target such as a restaurant like Chick-fil-A due to the price of the land.

Taylor Spendlove spoke on the for sale townhome units and the potential to put a cap on how many buyers could rent their units out. He said they would be providing pickleball courts, a pool, and a tot lot.

Councilmember Porter asked if there would be two separate HOAs for each building. Taylor Spendlove replied it would be one HOA with a reinvestment fee at each units closing to ensure there were funds for the project to continue to be sustainable.

Councilmember Van Langeveld said the plan approved by the Planning Commission included more commercial space. She asked why this proposal had less commercial space. Sherrie Pace responded the first revised option showed commercial along the frontage of the north parcel and the second option showed commercial across the entire frontage of both parcels. The applicant had provided two concepts and asked for consideration of both.

Mayor Horrocks asked about the number of units proposed in each plan and the cost per unit. Taylor Spendlove said there were 200 units in the original plan and 184 units in the revised plan. He said the townhomes were subsidizing the land value for commercial. He noted the value for the commercial pads was not there and the price per foot would be increased. He mentioned the price point per unit started at \$450,000.

Councilmember Gordon commented that she did not see the need for commercial on the south parcel due to the proximity to the apartments. She spoke on the need for good commercial and potentially limiting commercial via the first option. She suggested commercial buildings should be located near the street and providing the ability for residents to be able to park there at night and not on Cutler Drive.

Councilmember Knowlton said this was the entrance to Foxboro and asked about walkable commercial. Taylor Spendlove replied they would be in favor of this in the development agreement.

Councilmember Van Langeveld explained that she valued the recommendation made by the Planning Commission and was not willing to vote to supersede this. She understood the need for more residential to balance the commercial but said the Commission did a great job of discussing this item and agreed that she did not want to give up commercial in the area. She suggested if a different plan was desired to send it back to the Commission for review.

Mayor Horrocks said this area used to be industrial and was now mainly homes. He said these two areas were zoned for something other than housing and now there was a request to change it again. He said if it developed as proposed it would remain housing for a long time and if in the future there was an opportunity for something else the land would be gone.

Councilmember Gordon expressed her support of option one. She voiced concern if more commercial was required it would not be the best use for the property and could limit the quality of commercial tenants.

Councilmember Knowlton commented pre-pandemic there was more land zoned for retail than could be supported. He said retail was down and would probably not come back. He suggested supporting less retail and placing it in strategic places. He expressed his opinion option one was more favorable. He commented residential had more value than it did previously because sales tax revenue to the City followed the location of the click for online purchases.

Councilmember Gordon was in favor of having the commercial at the road and parking in the rear. She felt residential was the best use for the property. She said that the only way to convince UTA this was a transit corridor was for them to see the number of residents there.

Councilmember Van Langeveld said this was not the last parcel of land for retail but the City should not wait until it reached that point. She mentioned south of the Kum and Go was not zoned commercial but manufacturing. She did not feel that less commercial space would result in more desirable commercial users.

Councilmember Porter said this was not an easy decision and was in favor of option one to have commercial next to commercial.

Mayor Horrocks spoke on his concerns about parking and mentioned shared parking and short driveways.

Sherrie Pace said this project was appropriately parked but said Cutler Drive was wide enough to handle on street parking if that did occur. She said there were other ways to address on street parking through signage or painting curbs.

Ken Leetham commented that 12 years ago that City Council embarked on a plan to change the character of the Redwood Road corridor through the General Plan. He said he would concentrate more on place-making and the appearance of the buildings than the amount of commercial. Mr. Leetham also said staff studied the parking requirements extensively. Sherrie Pace commented she was in agreement on place-making and the overall look of these buildings.

Taylor Spendlove commented two commercial pads would be ideal but he agreed with the comments made regarding the north parcel. He said they were in favor of the architectural and place-making comments and would make it as nice as the City suggested.

Councilmember Gordon moved that the City Council approve the General Development Plan Option 1 for Clifton Towns located at 2596 South and 1095 North Redwood Road with the following conditions to be determined at the time of development agreement approval:

- 1) Final architectural design;**
- 2) Final layout;**

- 3) **Final engineering;**
- 4) **Submittal and approval of a required development agreement.**

Councilmember Porter seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, and Porter. Councilmember Van Langeveld voted in opposition to the motion. Councilmember Baskin was not present for the vote.

The Council commented that they valued the work done by the Planning Commission and hoped this decision did not make them feel undervalued because their work did lead to a change from the original proposal.

10. APPROVAL OF CITY COUNCIL MINUTES

The City Council minutes of June 21, 2022 and June 28, 2022 were reviewed and approved.

Councilmember Gordon moved to approve the minutes from June 21 and June 28, as written. Councilmember Porter seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

11. ACTION ITEMS

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

Mayor Horrocks provided an update on Google Fiber and said that he had two opportunities to speak with Google representatives. He said they would continue to install fiber in the City in August.

12. COUNCIL REPORTS

Councilmember Knowlton spoke on the high cost of auto ownership and how the New York Times reported that it was at a historical high. He said that in a time that affordability was very acute that housing was a real issue and the City did and could do more to enable people to live without a car. Councilmember Knowlton also mentioned an analysis by Salt Lake City regarding displacement and how there was no affordable place for people of limited means to go when rent prices increased. He said this was alarming as the consultant for this analysis indicated he had not seen this condition before anywhere in the nation.

Councilmember Porter spoke on a vacant field that was now a four story office building in Salt Lake that only had street parking. This prompted a discussion on transit and parking.

Councilmember Gordon reported the day and location of the Youth City Council (YCC) food drive had been changed to the fourth Tuesday and the Foxboro Terrace Apartments. She reported the new YCC advisors were doing a great job and hoped the City would take necessary steps to be able to provide them with a monthly stipend.

The Council reported the Liberty Fest celebration this year was a great event and thanked City staff for their efforts.

13. CITY ATTORNEY'S REPORT

Todd Godfrey had nothing to report.

14. MAYOR'S REPORT

Mayor Horrocks reported that he met with County Commissioner Randy Elliot regarding the unincorporated area. He requested staff further review incorporation of this area into the City.

Mayor Horrocks commented there were 2,000 students in Davis County that were essentially homeless. Councilmember Gordon said her friend was a teacher at Woods Cross who saw students that married during their senior year to have a place to live. She was grateful for anything that provided resources for these students.

Mayor Horrocks said there were 59 fires in the South Davis area and 32 in July per the Fire District. He spoke on the Centerville fires and the possibility of arson.

Councilmember Gordon mentioned the incident at the Kaysville City parade and asked if there was something the City could do. Ken Leetham said the Council could pass a resolution or send some correspondence. He said the frontline workers in Davis County worked well together on a daily basis and especially in an emergency.

15. CITY MANAGER'S REPORT

Ken Leetham reported the Lacey Way waterline and road reconstruction project would begin on July 25th. The webinar and PowerPoint were available on the City's website.

16. ADJOURN INTO CLOSED SESSION

At 9:43 p.m. Councilmember Gordon moved to convene in closed session to discuss pending or reasonably imminent litigation. Councilmember Knowlton seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

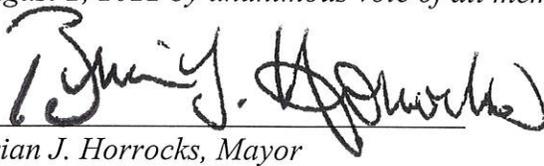
17. RECONVENE INTO REGULAR SESSION

At 10:07 p.m. Councilmember Porter moved to adjourn the closed session and reconvene in regular session. Councilmember Gordon seconded the motion. The motion was approved by Councilmembers Gordon, Knowlton, Porter, and Van Langeveld. Councilmember Baskin was not present for the vote.

18. ADJOURN

Mayor Horrocks adjourned the meeting at 10:07 p.m.

The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday August 2, 2022 by unanimous vote of all members present.



Brian J. Horrocks, Mayor



Wendy Page, City Recorder