

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-WORK SESSION
ANCHOR LOCATION: CITY HALL
10 EAST CENTER STREET, NORTH SALT LAKE
OCTOBER 18, 2022

FINAL

Mayor Horrocks welcomed those present at 6:06 p.m.

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

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

OTHERS PRESENT: Darren Eyre, CRS Engineers; Dee Lalliss, Bryan Myers, residents; Craig Peterson, Ryan Peterson, lobbyists; Cory Pope, Kathy Wickham, Horrocks Engineering.

1. UPDATE FROM HORROCKS ENGINEERING ON THE RAILROAD GRADE SEPARATION PROJECT AT 1100 NORTH

Ken Leetham reported the City had been working for a number of years on a grade separation project to separate 1100 North/2600 South from the railroad tracks. He spoke on a video recorded incident of a train smashing into a FedEx truck that occurred at this location. The City was mainly concerned about public safety followed by train traffic delays on Center Street and 1100 North. The City obtained funding from the State Legislature for the design of the grade separation which Horrocks Engineering has prepared.

Cory Pope, Horrocks Engineering, said they have been working on a solution for the at grade crossing for almost a year. A feasibility study was completed for the area in 2018 that resulted in the preferred alternative solution of a bridge grade separation over the main line of Union Pacific and UTA. Subsequently the Legislature appropriated funding for the environmental review and final design for the scenario. Horrocks Engineering completed all the field work, data collection, preliminary engineering including alignments and basic cross sections. Part of this included a traffic study that showed the roadway cross section would function well into 2050 with a three lane section and a five lane section at Overland Drive to the freeway. They also developed a

concept submittal for Union Pacific Railroad. He said the process for encroachment onto the railroad property included concept submittal, approval, then submittal of a more engineered version. They also coordinated with UDOT Region 1 and the I-15 reconstruction teams. Mr. Pope shared the concept plan image and explained the connections.

Cory Pope commented Union Pacific (UP) responded to the submittal and said they could not approve the proposed alternative due to proximity of the proposed Main Street location to the Woods Cross Industrial Lead (a railroad corridor west of the main UP and UTA corridor). The explanation was that anytime the track was widened the exposure was increased. Part of the concept plan included widening for sidewalks and full lanes with shoulders. Union Pacific also mentioned the realignment of Main Street and pushing the intersection closer. He said the closer the intersection the more likely there would be cars stacking, potentially into the railroad right of way or on the tracks. Mr. Pope spoke on the discussion about synchronized intersection signals and track crossing arms but these possible solutions would not meet Union Pacific's technical standards. He reported Union Pacific denied the plan to develop the preferred alternative. He said in discussions with Union Pacific that other options included a viaduct that would span both of the rail lines. He indicated the estimated cost for the viaduct would be double the cost of the preferred alternative. He explained the other option would be to stop short of the rail line with the three lane configuration but the challenge would be the Main Street intersection could potentially lose access to 1100 North. If this access were lost, additional studies would need to be performed to understand changes in traffic circulation.

Mayor Horrocks asked about spanning the second track. Cory Pope replied that spanning posed some problems with the Main Street intersection. He said the other option would be to build the bridge and not make the connection to Main Street.

Cory Pope said Union Pacific mentioned Center Street and said this was the most critical crossing. He showed the proximity of the first railroad line to I-15 was at about 300 feet. Because of that close proximity a bridge would need to be raised 33 feet or a 10% slope in that short distance. This may not be feasible or traversable in the winter months or without substantial changes to I-15 in this location. Cory Pope also spoke on access issues and said there would be major impacts to businesses including the oil companies.

Cory Pope reported the next steps in this project would be to determine whether the viaduct option was acceptable to the City. If so, then additional concept development/feasibility for the new alternative would need to be performed. He clarified that the plan would be to span both the UTA and Union Pacific lines as well as the Woods Cross Industrial Lead. The bridge would come from the east to the main lines and would essentially be a longer bridge than the proposed alternative.

Ken Leetham clarified that the viaduct could be constructed in a different way than the preferred alternative with columns under the bridge rather than embankments.

Councilmember Knowlton asked what the length of the viaduct would be. He also asked about the estimated cost. Cory Pope replied the cost was approximately double.

Ken Leetham said the cost estimates from several years ago were \$45 to \$60 million for the preferred alternative bridge. Cory Pope commented the viaduct may be approximately \$90 million. He said there were several benefits to this type of bridge including settlement, impact to utilities, and continued access to the existing road and businesses. This option would solve some problems but had the additional costs.

Cory Pope spoke on next steps including additional concept development/feasibility for the new alternative, working with Union Pacific, and also the potential need for additional environmental studies.

Councilmember Knowlton asked about the option to have the original bridge extend over the top of Main Street with access to Main under the bridge. He questioned if there was a non viaduct option that did not have the expense of spanning the second track. Cory Pope responded that Main Street would still exist but no longer have the connection to 1100 North. He said the single bridge that stopped before the Woods Cross Industrial Lead would require Main Street to be pushed to the east to allow for clearance. He said there was not enough clearance with Main Street in its current alignment.

Ken Leetham commented that shifting Main Street to the east side might cause issues with a railroad spur line. He said some of the options may cut off north/south access on Main Street but the viaduct may allow for continuation of Main Street under the viaduct. He noted this would not be the worst option as residents could still use Overland Drive to get to 2600 South or 1100 North even though it may be out of the way. Mr. Leetham said Woods Cross had a similar access issue to Main Street and had objected to losing access to 2600 South. He mentioned there would be land use issues and impacts with the viaduct that he had concerns about.

Mayor Horrocks said he spoke with Congressman Stewart about the project and said the Congressman was willing to help. He commented on the estimated price for the viaduct and asked about tunneling. Cory Pope replied tunneling would be significantly more expensive.

Ken Leetham spoke on the thinking behind the preferred alternative and that grade separation for Union Pacific would appear to be important enough to approve the project.

Councilmember Knowlton asked if this was a negotiation ploy by the railroad to get the viaduct.

Mayor Horrocks commented the weakness for the City was that the railroad continually violated their agreement about blocking and there was no consequence. He said currently the City did not fine them for every time they blocked an intersection.

Darren Eyre, CRS Engineers, said he had been working with the railroad for 20 years. He felt this was not a negotiation tactic by the railroad as there were more accidents occurring at Center Street than 1100 North. Mr. Eyre commented they could return to Union Pacific and tell them the project could not be funded and to take it or leave it. He said they reviewed it and said they could operate as is and did not want the extra risk of exposure on the Woods Cross Industrial Lead. He mentioned there were up to seven trains a day on the Woods Cross Industrial Lead that only traveled 5-10 miles an hour.

Councilmember Gordon spoke on the crossing at Center Street and if this could be fixed with the new I-15 reconstruction project. Cory Pope replied it was possible but would be expensive due to the need to raise I-15. He said there would still be access issues.

Councilmember Porter said it had been at least 20 years but he had seen a conceptual drawing with an onramp on the south part of Highway 89 that diverted traffic to I-215. He suggested this might solve some of the Center Street issues. Cory Pope responded that he had not seen these drawings. He said UDOT was doing an EIS for the reconstruction of I-15 which included the interchange at I-215, the partial interchange at Center Street and 2600 North. Mr. Pope said they would go through a public screening process and that would be the time to propose certain things.

Ken Leetham stated one of the City's comments to UDOT was better access to I-15 at Center Street.

Councilmember Baskin asked the lobbyists what the railroad had to gain by facilitating this project. She asked if the City should explore the underground version on Center Street and the cost. She also asked if there was surprise on the response from Union Pacific. Cory Pope replied the tunnel under the railroad would be substantially more money and there would be issues with groundwater, moving utilities, etc. He would need to research the cost for that option.

Darren Eyre described how grade separation at Center Street could be expensive. He said when there was an existing track in service it would need to be maintained during construction. He also said two temporary sets of tracks would have to be built, the tunnel would be built, the new temporary tracks would be abandoned, and then the prior tracks would be rebuilt.

Mayor Horrocks commented that he had a discussion with someone from Union Pacific and was told their number one priority was the elimination of a crossing.

Councilmember Baskin asked what the railroad would gain if they cooperated with the project. Darren Eyre replied the benefit would be removal of the mainline crossing which would be important as they liked to avoid those conflicts. He explained their position was that it may cause issues on the spur line that would cause more exposure from a liability standpoint.

Councilmember Porter suggested rather than 1100 North to develop the bridge at Overland Drive into the industrial park and back to 1100 North. He showed those present this proposed route on a map. He suggested an alternative that would service those wanting to travel east to west. Councilmember Knowlton suggested exploring innovative ideas within the broader vicinity.

Councilmember Baskin asked how much the City had expended to this point. Ken Leetham replied that the City had a \$3 million allocation from the Legislature and had spent close to \$500,000. He confirmed the City's lobbyists did help to obtain this funding.

Craig Peterson commented this funding came from the removal of the diesel credit from Union Pacific. He spoke on the frustration that the railroad was unwilling to accept the proposed plan or help to find a reasonable solution. Mr. Peterson said this project may need political help from Congressman Stewart and others as this project would solve an enormous issue.

Councilmember Porter suggested another alternative: to end the spur line and have another connection to the main line south of 1100 North that would accomplish the same objective. Cory Pope said they would evaluate other options through an engineering and environmental process.

2. ADJOURN

Mayor Horrocks adjourned the meeting at 7:09 p.m. to begin the regular session.

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-REGULAR SESSION
ANCHOR LOCATION: CITY HALL
10 EAST CENTER STREET, NORTH SALT LAKE
OCTOBER 18, 2022

FINAL

Mayor Horrocks welcomed those present at 7:10 p.m. Ted Knowlton offered the thought and led those present in the Pledge of Allegiance.

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

STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon Rueckert, Assistant Public Works Director; Heidi Voordeckers, Finance Director; Craig Black, Police Chief; Todd Godfrey, City Attorney; Sherrie Pace, Community Development Director; Karyn Baxter, City Engineer; Ali Avery, Long Range Planner; Wendy Page, City Recorder.

OTHERS PRESENT: Brandi Wendel, Jared Wendel, nonresidents; Dee Lalliss, resident; Mitch Gwilliam, Terry Fritz, Trevor Halls, Josh Ellery, Steve Marble, Austin Lewis, Coty Hansen, Scott Bradley, Mike Boyle, police officers.

1. CITIZEN COMMENT

Brandi Wendel commented that it was difficult to hear the meeting on Zoom.

2. POLICE RECOGNITION AWARDS

Chief Black commented on how impressed he was with the caliber of his employees. He said there were very few instances involving use of force or citizen complaints. Chief Black mentioned there were a number of standout instances this year and wanted to present two situations that merited awards including formal commendations. He spoke on a case of a vehicle burglary in the industrial area and how Officers Steve Marble and Josh Ellery were able to apprehend both suspects in a way that resulted in a commendation by their sergeant.

Chief Black introduced Corporal Halls and Officers Boyle, Bradley, Lewis, and Hansen. He compared two stories of the Los Angeles Police Department (LAPD) and the City's officers both

involving individuals in crisis. He noted the LAPD shot and killed the suicidal individual within six minutes. He shared a video of a City resident who was suicidal and how the City's officers successfully resolved the issue after two and a half hours.

Chief Black presented awards to Officers Trevor Halls, Josh Ellery, Steve Marble, Austin Lewis, Coty Hansen, Scott Bradley, and Mike Boyle.

Councilmember Gordon urged the Chief to continue to bring these types of items before the Council. She expressed gratitude for the protection they provided and the culture they supported.

Chief Black thanked the Council as well as the family and friends who came to support their loved ones.

3. COMMUNITY DEVELOPMENT UPDATE-STATUS REPORT ON GOALS AND IMPLEMENTATION OF GENERAL PLAN, TOWN CENTER MASTER PLAN & ACTIVE TRANSPORTATION PLAN

Ali Avery reported on an update to the progress of all the long range plans including the General Plan which was adopted in 2013, the Town Center Master Plan adopted in 2016, and the Active Transportation Plan adopted in 2020, and the Moderate Income Housing Plan revised in 2022. She tracked every goal, policy, and implementation strategy for each of these plans and marked the status of each item. In the General Plan there was 59% of the items that were completed, partially completed, or in progress. The first element of the General Plan was the Land Use element and the majority of the items were ongoing as it was dependent on development. Completed elements include the Street Tree Ordinance, reorganization of code enforcement department, and making multi-unit residential a permitted use in the RM-20 zone. Items in progress included the annexation of unincorporated areas and reducing retail parking standards by 25% in the Form-Based Code. Ongoing items included tracking and reporting moderately priced housing permits as well as police department review of uses.

Ali Avery shared the future land use map that was adopted in the General Plan. She highlighted the progress including the Foxboro Village Center with Lee's Marketplace, the Amazon site, the Town Center, and Eaglewood Village.

Ali Avery said the next element was the Transportation element that was 60% completed, partially completed, or in progress. Completed projects included the engineering study for the 1100 North bridge as well as the redevelopment of the freeway interchange at I-215 and Redwood Road. In progress items included the transit stations on Highway 89, freeway access for the Town Center, and a corridor agreement with UDOT for Highway 89. Ongoing items included coordinating with UDOT, WFRC, and the State on transportation objectives, as well as supporting infill and redevelopment on Highway 89 and Redwood.

Ms. Avery reported the economic development element was 37% completed, partially completed, or in progress. A large portion of these efforts were ongoing including incentivizing developments. Completed projects included the establishment of the Redwood Road CDA in 2013 and the US-89 CDA in 2015. In progress items included encouraging retail and cafes in the Town Center as well as performing a market study for the Town Center. Ongoing items included locating alternative funding sources, along with regional and state coordination.

Ali Avery reported the next item under the General Plan was the Parks, Trails, and Recreation element. This section was map-based and was 39% completed, partially completed, and in progress. Examples of ongoing items included adding new trails and connections with development, maintenance of facilities, and identifying vacant properties suitable for parks and trails. She showed a map of the City with parks, trails, and recreation highlighting completed and in-progress items. Completed items included the Jordan River Trail, the Center Street Trail on the south side, and the two connections on Redwood Road. In progress projects included the Redwood Road side path that had funding and would be completed in several years, the 1100 North bike lane, the Orchard Drive bike lanes, and the Bonneville Shoreline Trail. Completed items included the Springhill geologic park trail, the Gregerson Trail, the bike lane on Eagleridge Drive, the Wild Rose Trail connection to Eaglewood Village, the Gary Way Trail to the golf course, and the bike lane on Eaglewood Drive. She spoke on the Bonneville Shoreline Trail and said the alignment had changed since the General Plan. Ms. Avery explained other changes and proposed connections to the Bonneville Shoreline Trail.

Ali Avery showed a map of the City and reported on the Parks, Trails, and Recreation section showing all completed, in progress, and not completed items. Completed trails and parks included Foxboro South Park, Foxboro North mini park, City Hall Park, Springhill Geologic Park, Springhill Trail, and the Eaglewood Village Trail. In progress was the Hatch Park expansion, the Highway 89 Trail, Center Street Trail, Bonneville Shoreline Trail, and the infill trail on Redwood Road.

Ali Avery spoke on the Town Center and Highway 89 Corridor. This item was in progress at 85% and be completed once Form-Based Code was in place.

Sherrie Pace reported staff hoped to have the Form-Based Code ready for City Council review in January 2023.

Ali Avery said staff was utilizing the Planned District, with some adopted design standards, in the interim until the Form-Based Code was completed. Completed projects in this section included Town Center specific signage and the Town Center Master Plan. In progress included design guidelines and the expansion of Hatch Park. Ongoing projects included encouraging development of properties on the north side of 150 North and increased events at Hatch Park. She showed comparison maps from 2013 to the present with the Town Center area.

Ms. Avery stated the next element of the General Plan was the Redwood Road District element that was 44% completed or partially completed. Completed projects included expanding S-2 sign district boundaries as well as the street tree program. In progress included restricting pole signs in the PAZD (Amazon site) and the Foxboro Village Overlay (Lees). Ongoing projects included addressing nonconformance of outdoor storage and conducting intersection studies when development occurred. She showed a map of the Redwood Road District highlighting the Redwood Road CDA boundaries. Ms. Avery then showed the Foxboro Village Overlay zone and some of the concepts including commercial, office, retail, and higher density residential. She also showed the concepts for the regional activity center and said this plan needed to be revisited with the General Plan update next year.

Ali Avery then focused on the Town Center Master Plan which was 46% completed, partially completed, or in progress. The completed projects included the bike lanes added to Orchard Drive, a branding study, and a parking analysis. In progress projects included the Town Center Specific zoning district, and the Town Center Market study. Ongoing projects included consolidating driveways with redevelopment as well as increased on-street parking. She shared the land use concept map.

Councilmember Knowlton commented it may sound like the City was actively developing properties with the Form-Based Code when the City was actually facilitating development through zoning.

Mayor Horrocks asked about the status of Williamsburg. Ken Leetham replied the developer was exploring other development funding options and would present a proposal to the Council. He said new programs to encourage low and moderate income housing would help this development. He indicated they would then commit to a certain number of low to moderate income housing units.

Ali Avery shared a map of the pedestrian and bicycle network in the Town Center Master Plan and which items were completed and in progress.

Councilmember Knowlton commented there were a lot of items that had not moved forward on the Town Center map. He suggested discussing how these items could progress. Ali Avery replied she would review this during the Active Transportation item.

Ken Leetham recommended the City Council review the Active Transportation Plan and the Town Center Master Plan in a work meeting.

Ali Avery showed a map of the Town Center vehicle and transit network. She explained that there was not a lot of progress as this was heavily dependent on UTA and UDOT. Items in progress included the corridor agreement with US-89. She also mentioned parking on 130 East and across the street from City Hall. The future interchange at the end of Eagleridge Drive was

Councilmember Gordon said it was a safety concern when restricting parking on one side of the street as jaywalking would increase. Ali Avery replied this was also a concern by staff and where to place a safe crossing.

Ali Avery then shared a map of recommended connections such as connecting a side path to a sidewalk. In progress projects included a pedestrian activated signal on Main Street and the second was a pathway connection across the Foxboro Wetlands.

Councilmember Knowlton asked if staff had coordinated with Wasatch Front Regional Council on these items as these connections could be bundled into funding requests. Ms. Avery responded she would communicate with WFRC.

Ali Avery reported on the Moderate Income Housing Plan which was revised last month. In progress projects included allowing for single room occupancy developments and reducing parking requirements for housing in the Town Center. Ongoing items included referring residents to the Davis Community Housing Authority and using CDA funds to incentivize moderate income housing developments in the Town Center.

4. APPROVAL OF CITY COUNCIL MINUTES

The City Council minutes of October 4, 2022 were reviewed and approved.

Councilmember Baskin moved that the City Council approve meeting minutes from October 4, 2022 as amended. Councilmember Knowlton seconded the motion. The motion was approved by Council Members Baskin, Gordon, Knowlton, Porter, and Van Langeveld.

The City Council minutes of October 5, 2022 were reviewed and approved.

Councilmember Porter moved that the City Council approve the minutes of October 5th with the correction. Councilmember Baskin seconded the motion. The motion was approved by Council Members Baskin, Knowlton, Porter, and Van Langeveld. Councilmember Gordon abstained from voting.

5. ACTION ITEMS

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

Councilmember Van Langeveld spoke on a work session to discuss priorities for the upcoming year.

6. COUNCIL REPORTS

Councilmember Van Langeveld reported she had attended the Senior Lunch Bunch to introduce County professionals that offered services for the aging. She said the goal of the Health and Wellness Committee was to consider senior services in the City without duplicating County services. The committee would collect information about priorities from the Senior Lunch Bunch.

Councilmember Van Langeveld reported the Youth City Council and the Foxboro Elementary student council would help with the mobile food pantry at the Foxboro Terrace Apartments. She thanked responsible City staff for requiring trees in Foxboro as they were mature and beautiful in the fall.

Councilmember Van Langeveld was also grateful to have attended the Utah League of Cities and Towns (ULCT) conference.

Councilmember Porter asked about the action item for maintaining the commuter trail along the frontage road to Salt Lake. Ken Leetham replied there was more staff could do. He said the City could make improvements to the street so dirt did not get onto the trail, etc.

Councilmember Baskin reported the Senior Lunch Bunch would be revamped. She said there was only one volunteer at this time. She noted the Golf Committee did not meet in October but the numbers were great and the clubhouse renovation was progressing.

Mayor Horrocks asked about the clubhouse completion date and the potential for an open house. Ken Leetham replied the renovations would be completed by the end of November.

Councilmember Baskin mentioned drought and asked if staff or another representative could be involved with the Great Salt Lake interactions.

Councilmember Baskin said Weber Basin Water Conservancy District would reimburse residents for converting their park strips. She suggested this could be a newsletter item. Ken Leetham said staff had done a big push but could send out another reminder in February or March for spring.

Councilmember Baskin spoke on the League of Cities and Towns conference and suggested sending a thank you letter from the Council.

Councilmember Knowlton reported on the NSL Reads event with a local author, Melanie Hawkins, and said it was a lovely event. He also mentioned the I-15 environmental impact statement process and said it was in the alternatives phase.

Ken Leetham said the I-15 group was scheduled for the November 15th work session.

7. CITY ATTORNEY'S REPORT

Todd Godfrey had nothing to report.

8. MAYOR'S REPORT

Mayor Horrocks reported the photo contest would be held October 19th at City Hall. He also said there was a fire fatality in Centerville.

Mayor Horrocks reported torrential rain and warm temperatures resulted in the need to spray for mosquitos by airplane in October. He said the trucks were also still spraying. He acknowledged Utah had six cases of West Nile this year and no fatalities.

9. CITY MANAGER'S REPORT

Ken Leetham had nothing to report.

10. ADJOURN

Mayor Horrocks adjourned the meeting at 8:49 p.m.

The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday November 1 2022 by unanimous vote of all members present.



Brian J. Horrocks, Mayor



Wendy Page, City Recorder