

**MINUTES OF THE COTTONWOOD HEIGHTS CITY COUNCIL WORK SESSION
HELD TUESDAY, OCTOBER 4, 2022, AT 4:00 P.M. IN THE COTTONWOOD
HEIGHTS CITY COUNCIL WORK ROOM LOCATED AT 2277 EAST BENGAL
BOULEVARD**

Members Present: Mayor Mike Weichers, Council Member Douglas Petersen, Council Member Scott Bracken, Council Member Shawn E. Newell, Council Member Ellen Birrell

Staff Present: City Manager Tim Tingey, City Attorney Shane Topham, Records Culture and Human Resources Director Paula Melgar, Community and Economic Development Director Michael Johnson, Police Chief Robby Russo, Public Works Director Matt Shipp, Finance and Administrative Services Director Scott Jurges, Assistant Fire Chief Riley Pilgrim, IT Manager Matt Ervin

1. WELCOME – Mayor Weichers.

Mayor Mike Weichers called the meeting to order at 4:00 p.m. and welcomed those present.

2. REVIEW OF BUSINESS MEETING AGENDA – Mayor Mike Weichers.

The Business Meeting Agenda items were reviewed and discussed. Assistant Fire Chief, Riley Pilgrim, stated that they will recognize a citizen who helped with a house fire that occurred in July. The citizen helped the Captain get inside the home to locate the resident, which made a huge difference in the outcome. Mayor Weichers commented that the citizen risked his own safety to help others.

Mayor Weichers reported on the one action item on the agenda involving consideration of Resolution 2022-52 approving entry into a Grant Agreement with the Utah Department of Cultural and Community Engagement. He stated that the grant would be allocated to the Arts Council. City Manager, Tim Tingey, reported that the City’s match of \$4,500 was included in the budget. The match could be allocated to anything within the Arts Council’s purview, including Staff time and costs.

3. UTAH DEPARTMENT OF TRANSPORTATION (“UDOT”) ENVIRONMENTAL IMPACT STATEMENT (“EIS”) – Project Manager, Josh Van Jura

Mayor Weichers introduced Utah Department of Transportation (“UDOT”) Project Manager, Josh Van Jura who is working on the Little Cottonwood Canyon Redevelopment Project. He reported that Mr. Van Jura presented an update on the project the previous day to the Central Wasatch Committee. Mayor Weichers reported that Mr. Van Jura has been willing and available to discuss the project and he recognizes the importance of it to Cottonwood Heights.

Mr. Van Jura reported that the Environmental Impact Statement (“EIS”) contains 1,700 pages of very technical information. He recognized that many have not read the entire document, so he

viewed this as a great opportunity to provide an overview, answer questions, and clear up any misconceptions about the project. He thanked Mr. Tingey and staff for their time and support for the project. Mr. Van Jura stated that the Project Purpose is to substantially improve roadway safety, reliability, and mobility on SR-210 from Fort Union Boulevard through the Town of Alta. This includes Wasatch Boulevard to the High-T intersection, North Little Cottonwood Road, and the Canyon. He stressed that the project looks at 20 conditions. There are current issues both in the Canyon and on Wasatch Boulevard, however, with population growth the issues are expected to continue and worsen. In 2050, they expect it to take 80 to 85 minutes to travel from 7-Eleven to Alta. Under current conditions that trip could likely be completed in approximately 20 minutes. Therefore, by 2050, they anticipate a 400% increase in travel time on busy weekends.

Mr. Van Jura clarified that this project does not just address weekends but holiday periods and random powder days. He commented that everyone recognizes that Cottonwood Heights is the community that experiences the resulting queuing time. He specifically referenced the conditions on Fort Union Boulevard when entering Big Cottonwood Canyon heading eastbound. For traffic coming from the north, they see backups to Bengal Boulevard or 3500 East. He added that 50 days out of the year, they see traffic at the light at 3500 East. He acknowledged that these conditions make it difficult for the residents who live on the side streets to get out of their neighborhoods.

Mr. Van Jura noted that the five alternatives included and analyzed in the Draft EIS were measured from, and compared against, a “no action” alternative that assumed that traffic and the population would continue to grow with no mitigating activities. They received over 14,000 comments on the Draft EIS and he read every comment submitted. Mr. Van Jura added that UDOT responded to every comment and overall, there were over 80,000 comment codes used in the Draft EIS. He highlighted the comments regarding support for tolling in the Canyon and commented that he was pleasantly surprised at the support for tolling. He also highlighted the support for phased implementation.

Mr. Van Jura addressed some of the revisions to the Draft EIS that addressed the two bus alternatives. There would now be a bus stop located at Entry 1 near the Creekside Lodge where the existing Utah Transit Authority (“UTA”) stop is located. He explained that this would be an enclosed building with locker space, staging for equipment, and for people to wait for a bus at the end of the day. The Alta bus stop would be located between the Rustler and Alta Lodges, commonly referred to as the Mine Dump. This location was to provide for patrons who are not going to the resort. He stated that one of the comments they repeatedly received was why someone taking a bus from the Gravel Pit to Gondola B or the Cog Rail would get off the bus at the Gondola Base Station rather than just stay on the bus. The more transfers a transit rider has to navigate, the less appealing transit becomes.

In response to these comments, the parking capacity at the Base Station was increased from 1,500 to 2,500 stalls. Mr. Van Jura stated that with the addition of a one-way access road off of 9500 South and Wasatch Boulevard, traffic from the west and south could enter the structure from a lower level. Traffic coming from I-215 would enter from North Little Cottonwood Road. Traffic modeling showed that the queuing associated with the merge at the mouth of the Canyon would not impede that ingress, which addressed an issue of concern that had been expressed.

Mr. Van Jura explained that the main reasons UDOT chose Gondola B as the preferred alternative were that it would function in a different alignment and would not be prone to slowdowns associated with adverse weather, slide-offs, crashes, or nervous drivers. He stressed that it would have a much higher reliability time. UDOT recognized that they do not have the current funding for the gondola, yet there are current problems in the Canyon. Therefore, to begin to mitigate these existing problems, they proposed a phased solution that would help mitigate and still address the long term.

He reported that the gondola will have a total trip time of 54 minutes, which would include the drive time from the 7-Eleven to the Base Station, time for parking, waiting for the next gondola cabin, 27 minutes in the gondola to Snowbird, and then another 10 minutes to Alta. Mr. Van Jura pointed out that the current bus service takes 46 minutes from the Gravel Pit to Alta. He referenced UTA's historic 953 service that showed a current trip time of 45 minutes. He stressed that the gondola travel times were on par with the bus travel times. He commented that a 35-person gondola cabin is similar to a bus that carries 42 people. With this alternative, a cabin would arrive every two minutes.

The capital cost of Gondola B was estimated to be \$550 million, which is \$40 million lower than the estimate included in the Draft. The savings was the result of going from 1,500 parking stalls to 2,500 parking stalls. The Operating and Maintenance ("O&M") costs would be reduced from \$7.6 to \$4 million based on the lesser bus service from the mobility hubs to the Base Station. Mr. Van Jura explained that they analyzed just over 20 different environmental resources, including air quality, water quality, noise impacts, environmental justice, and economics. With regard to air quality, with the reduction of 30% of the vehicles, it was estimated that they would save approximately 4,000 tons of greenhouse gases per year, which is significant. He acknowledged that the gondola would have slighter higher emissions than the bus service.

With respect to water quality, Mr. Van Jura reported that this issue was analyzed against both the Clean Water Act and Safe Drinking Water Act. None of the contaminant levels for any of the options approached threshold values. He addressed the main considerations that went into the alternatives including the highest travel time reliability and the visual impact of 22 gondola cabins to the Canyon. Mr. Van Jura added that they also looked at the life cycle cost of each option, and the gondola was in the middle of the five alternatives. Adding in the 30-year O&M costs over the life cycle, the gondola would actually have the lowest overall life cycle cost.

Mr. Van Jura reported that they prepared additional visual simulations as part of the Final EIS, and referenced Chapters 17 and 32. Specifically, they wanted to look at some of the concerns expressed by the climbing community. He next addressed phasing and stated that they do not yet have the funding of \$550 million to implement the entire gondola package. Interestingly, \$335 million of that alternative would be for the gondola, with the remainder being for the other components such as snow sheds, trailheads, Wasatch Boulevard improvements, and parking structures that are common to all five alternatives. He stressed this important distinction that there were \$159 million in commonalities amongst the alternatives.

Mr. Van Jura reiterated that UDOT recognizes the current problem and indicated that it could take years to secure Federal, State, or private funding to build this long-term solution. Recognizing that these problems exist today formed the basis for the phased solutions that begin with improved and increased bus service, additional parking, and tolling. He commented that tolling would be a great motivator to get people to switch from their private vehicles to transit. He remarked that tolling cannot be implemented without buses, and buses require additional parking and drop-offs. UDOT proposed this package of options as the first step.

Mr. Van Jura was surprised by the support for tolling. He clarified that the tolling option could also mean occupancy restrictions. There are problems with occupancy restrictions from the standpoint of technology and implementation, particularly for residents of the Town of Alta. He stated that while there might be some improvements that would allow occupancy restrictions, UDOT currently did not consider that a possibility, however, that might change in the future. He reported that they anticipated tolls ranging from \$25 to \$30 to achieve the 30% reduction but clarified that this toll would only be charged during the peak periods of 7:30 a.m. to 10:30 a.m. on the 50 peak winter days of the year. The peak winter days occur on Saturdays, Sundays, and holidays.

With regard to the Base Station parking structure, Mr. Van Jura presented a rendering and stated that the structure was projected to be one floor above grade along Little Cottonwood Road, with rooftop parking. There would be parking lights for safety and an additional right turn lane for ingress. The rendering did not show the projected multi-use trail. He confirmed that the parking structure was addressed in detail in Chapter 17 of the Final EIS. He next addressed Wasatch Boulevard and stated that the preferred alternative was widening to five lanes. UDOT committed to a phased implementation where they would begin with the imbalanced lane alternative, which would be two lanes southbound and one lane northbound with a median. The median might in some locations be a left turn lane, a left turn bay at a signalized intersection, or a vegetated raised median keeping in the spirit of the Wasatch Boulevard Master Plan.

Council Member Birrell pointed out that the illustration presented showed that all of the mature pine trees would have to be removed in favor of a wall. Mr. Van Jura stated that the imbalanced lane alternative would allow UDOT to preserve the right-of-way if, and when, the 5-lane lane (or second northbound lane) is needed. In the meantime, the imbalanced lane alternative would provide a better experience for trail users by providing more horizontal offset from vehicular traffic. Council Member Birrell observed that there is no sidewalk along the west side of the road, so individuals who want or need to move would be required to walk along the bike path.

In terms of avalanche mitigation, Mr. Van Jura acknowledged that Little Cottonwood is one of the most dangerous roads in North America if unmitigated. On average, it experiences 56 hours of closures over approximately 11 days per year. He noted that the average closure is four to five days. He stated that last year was relatively calm; however, in the prior two years individual closures exceeded 60 hours.

Mr. Van Jura mentioned a Snowbird ski patroller who experienced heart problems during one of the closures. He complimented the emergency services personnel who were able to transport this person. He indicated that UDOT proposed three avalanche shed locations at White Pine, White

Pine Sheets, and Little Pine that would total approximately 3,200 feet of shed. These three locations average 163 105mm howitzer rounds per year and are the most frequent repeaters. Mr. Van Jura reported that UDOT proposed improving four trailhead parking lots at Gate Buttress, Lisa Falls, White Pine, and a new one called The Bridge. He noted that White Pine will nearly triple in total capacity. As part of these improvements, they will eliminate roadside parking within one-quarter mile of these locations.

The new trailheads will include water quality buffers to reduce erosion and improve water quality. He noted that these buffers will slightly reduce the number of parking stalls from 528 to 511. He presented a graphic showing where roadside parking would be eliminated. Mr. Van Jura reported that the Public Comment period would end on October 17, 2022. As of this morning, they received 5,353 comments. He had not read all of the comments and did not yet know the prevalent theme of the comments. Once the Public Comment period concludes, UDOT will compile its review. He implored the citizens to take time to formulate their thoughts to address what UDOT might have missed, or what could be done better. He emphasized that the Public Comments are not a vote on the project; rather, an opportunity to improve the process and arrive at the best alternative possible.

Following the completion of the Public Comment period, they will then read, review, and consider the comments. UDOT will then address additional engineering or analysis raised by the comments and make the necessary changes and adjustments. He expected to release a Record of Decision, which is the final step in the EIS process, around the end of the ski season.

Mayor Weichers thanked Mr. Van Jura for the presentation and invited comments from the Council.

Council Member Petersen stated that everyone wants this to work and Cottonwood Heights will likely be impacted more than any other city. He felt they would like to try and mitigate making an island of everyone living east of Wasatch Boulevard. He referenced the issue in Olympus Cove, which has become almost a separate city, and stressed that they will want to mitigate that type of situation here. He stated that getting people safely across Wasatch Boulevard is an issue now and asked if there were plans to install traffic signals to help the City mitigate that issue. Mr. Van Jura stated that the only additional planned traffic signal at this point would be located at the Gondola Base Station exit. He noted, however, that there are two proposed overpasses or underpasses as part of the improvements that would add signals.

Mr. Van Jura stated that in addition, they want to ensure that there are protected pedestrian zones. They will work with the community to find out ways to achieve safe passage for residents. He clarified that from 7-Eleven to the mouth of the Canyon there will be at-grade signals at 3500 East and Bengal Boulevard, and signals at the two additional under or overpasses. They will need to work with the City in terms of whether to construct over or underpasses, noting that both have pros and cons. Ferguson Park and Russell Park Road are the two locations that were preliminarily identified in conjunction with the Wasatch Boulevard Master Plan.

Council Member Petersen stated that the City would love to get a crossing at Ferguson Park and noted a possible park at Dover Hill. He also mentioned discussions regarding possible bicycle lanes and referenced the prior photograph depicting Wasatch Boulevard. Mr. Van Jura explained that they anticipated having a buffer bike lane. There will be an existing shoulder that could also potentially be utilized by buses but noted that it would be similar to the bike lanes in front of the Gravel Pit where there is five feet of space between the vehicular four-inch white line and the six-foot wide bike path. He confirmed that at this point, there would not be a barrier, as a barrier presents operational concerns related to plowing.

Council Member Bracken observed that the shared use path will be off-grade and could be used by a cyclist. He acknowledged the importance of the distinction between serious cyclists and casual cyclists and the options available to both.

Council Member Petersen asked if there were any plans to provide a perception of speed to help mitigate speeds. Mr. Van Jura stated that the plans contemplate a vegetated park strip. He noted that the vegetation will not only address perception but retain the Boulevard feel. Council Member Petersen stated that this section is a boulevard and not a freeway and the City would like to maintain that to the extent possible.

Council Member Newell asked about the cost of the gondola and if there had been discussions about where the funding would come from as the project moves forward. Mr. Van Jura explained that the funding is outside of the EIS process. They do not want to be swayed by funding constraints. He stressed that UDOT's job is to present the total costs, not how the funding will work.

Council Member Newell expressed concern that taxpayers will be required to foot the bill for this project when they will not receive any benefits above and beyond any other person who might use them. Mr. Van Jura acknowledged that this is a fair concern and stated that UDOT has many State-funded projects. With respect to avalanche mitigation, Council Member Newell asked about the time constriction for both gondola and bus operations, noting that this will impact the scheduling presented. Mr. Van Jura stated that when roads are closed due to avalanche activity, everyone is moved inside except essential personnel. Shots are fired, then UDOT staff looks for results, especially whether anything hit the road, and to ensure detonations. It takes time to execute before opening the gate.

Mr. Van Jura stated that this process still has to be undertaken for the roadway/ If debris hits the road, UDOT has to bring in machinery to clear it. With the 1,000-meter shrapnel pattern, there will be sections of the gondola alignment within the shrapnel radius; therefore, the cabins will have to be removed during firing in those sections. He commented that these sections are located between the Snowbird stop and Tanner's Flat Angle Station, which will have the capacity to remove cabins, store them, and then re-hang them. He reported that they use handheld zoom cameras to inspect the track ropes. The main haul line is continually monitored through non-destructive testing. It is estimated that this can be done in three minutes from the cessation of firing. Mr. Van Jura explained that if the shots do not result in debris hitting the road, the gondola and roadway will likely open at the same time. If debris does reach the road, the gondola could begin to load after inspection of the roadway.

Council Member Bracken assumed that UDOT prepared a report about the breakdown of the 80,000 comment codes. Mr. Van Jura stated that they did not, primarily because this is not a vote; rather, UDOT was looking for ways to improve the project. If anyone planned on reading the comments, they should read a lot of them to get a good feel for the input. He explained that the comments came in batches, based on when the various groups conducted their media outreach.

Council Member Bracken asked if UDOT performed a comparative analysis of how this project would impact traffic in Cottonwood Heights and the different effects of the gondola versus bus options. Mr. Van Jura explained that the improvements to Wasatch Boulevard are based on commuter traffic projections. Wasatch Boulevard experiences higher commuter loads on a standard commuter Tuesday at 5:30 p.m. than it does on a Saturday morning as long as the Canyon is not closed for an avalanche shot. He clarified that the capacity figure of 1,100 was for a two-lane mountain road. A straighter road would have a slightly higher capacity. He agreed with Council Member Bracken that having the mobility hub at 9400 South and Highland Drive, and at the Gravel Pit would take cars off of Wasatch Boulevard. Council Member Bracken clarified that it does not do much for traffic going southbound. He could not see how 2,500 parking stalls would achieve the goal of reducing traffic by 30%. He noted that it might reduce traffic up the Canyon, but it would not do anything in Cottonwood Heights. Mr. Van Jura stated that he has level of service information for Wasatch Boulevard segments and intersections in baseline conditions, the year 2050, and under the gondola alternative. He would provide that information to the Council.

Council Member Bracken observed that throughout the State of Utah, highways in many cases have reduced speed limits of 35 to 40 MPH in towns or on main streets. He understood that the speed limit on Wasatch Boulevard had always been 50 mph; however, he requested that UDOT consider reducing the speed limit. He stated that one of his biggest concerns with the gondola was that it will only serve two areas up the Canyon. Mr. Van Jura had heard this concern often and stated that the largest winter users will be resort-bound skiers. By building a system that attracts the highest user group, they have the best odds of achieving the 30% reduction. He added that if they achieve that 30% reduction, which should mitigate the queuing for the residents and create a stable traffic flow for the backcountry skiers and hikers. If they target all of the backcountry skiers, they will never come close to the 30% reduction. Mr. Van Jura explained that optimizing the system and making the gondola attractive to the largest user group, benefits everyone.

In response to an inquiry from Council Member Bracken, Mr. Van Jura stated that they were seeking a 30% reduction in the Canyon proper. Wasatch Boulevard in Cottonwood Heights is evaluated through levels of service, and he referenced Table 1.4-2. Council Member Bracken stressed that they want to find a solution that works for the whole, as well as for the neighborhoods in Cottonwood Heights.

Council Member Birrell noted that there is data within the Fehr & Peers 2018 Study and 2019 Report that is severely flawed and this data formed the basis for the widening of Wasatch Boulevard in Cottonwood Heights. She opined that the data does not support an expansion to

either the imbalanced or the five-lane alternative. She felt that between this data, and the data for the new Ski Village that will surround the gondola base as described in the 2020 comments by Chris McCandless and C.W. Management Company, there will be 1,400 daily trips through Cottonwood Heights associated with the new 75-room hotel, restaurant, and housing. Based on this, Council Member Birrell believed that UDOT provided data to the public to support its 2019 conclusion to build a gondola.

She asked if the widening of Wasatch Boulevard was for the new Ski Village. Mr. Van Jura answered in the negative and asked for the referenced data. Council Member Birrell stated that the data was provided and they were waiting for UDOT's response to the 2018 Fehr & Peers Study and Report. She stressed the importance of de-coupling the \$159 million to improve the conditions from the cost to build the gondola. She understood that this might be up to the Legislature but clearly, there was a foregone conclusion that they must have a gondola with a pre-assumed ridership that is unprecedented in the world given that riders would be suspended over a canyon for as long as 37 minutes.

Mayor Weichers felt that to say that there would be a 400% increase in travel time from the 7-Eleven to Alta was incorrect because UDOT compared a Level A day to a Level E day that occurs 20 days per year. He noted that by comparing peak days, it would be a 200% increase. He asked Mr. Van Jura to communicate that in the future because UDOT's analysis was not apples to apples.

Mayor Weichers referenced the fact that the EIS did not include funding and noted that the estimate of \$550 million was based on a 2019 estimate. He felt that it would be fairer and more transparent to have UDOT provide a real number because the current number might be closer to \$1 billion. Mr. Van Jura commented that they assumed an inflationary rate moving forward but agreed that it was not the inflation rate of 7% that they have been seeing for the past one to two years.

Mayor Weichers disagreed with the 2,500-parking garage at the Base Station and noted that it will impact Cottonwood Heights' residents the most. If the gondola gets funded and chosen, he requested that they reconsider the currently proposed parking garage. He mentioned the potential cost of tolling and noted that there are ways to get people on a shuttle to a gondola versus not mitigating the traffic on Wasatch Boulevard. Mr. Van Jura did not disagree with Mayor Weichers' statement and stated that if the parking garage is a less attractive solution, a higher toll might alleviate some of those fears.

Council Member Bracken commented that a larger parking structure around Big Cottonwood Canyon makes more sense as it will be a lot closer to the freeways. He questioned whether a bus was the best way to get people from that location to the Base Station. He noted that this would change the economic development impact as well for what happens at the mouth of Big Cottonwood Canyon where it is already contemplated to have a good-sized village with resources for skiers and visitors. Council Member Birrell stated that Chris McCandless' revenues (for his La Caille Village) would come from the adjacent new gondola parking base.

Mr. Tingey stated that the City would submit its formal comment by October 17, 2022.

4. HILLSIDE NEIGHBORHOOD PRESENTATION – Spokesperson Randy Whitehead.

Randy Whitehead thanked the City for its willingness to listen to the ideas about Hillside Plaza. He indicated that there have been several meetings at City Hall and he personally has looked at several areas developed by the City. As a result, his perception of the City has changed. He was in awe at how much the City has done, including many of the beautiful parks.

Mr. Whitehead shares some perspectives from the residents about the development of Hillside Plaza. He reported that the residents expressed a preference for local shops and restaurants. Everyone was concerned about green space and walking paths and would also like to see a small grocery store in this location. In addition, the residents would like to see some performing arts, whether an indoor or outdoor theatre. Based on research, Hillside Plaza could include a combination of many of these uses. Mr. Whitehead reported that they received insight from Mayor Weichers' comments in an article in last month's newsletter. They coupled that with the City Plan and the Cottonwood Heights Master Plan. He noted that secondarily, they also reviewed the most recent Y2 Analytics Survey and considered insights from the residents' group he represents.

Mr. Whiteside presented photographs of Hillside Plaza in its current state and noted it is not very busy. He expressed gratitude for Mayor Weichers' call for resident input into what could possibly go into this Plaza because how it is developed could help beautify the area. He commented that Mayor Weichers observed that this would be an ideal place for development as the face of the City to enhance the sense of community, as well as a gathering area with restaurants and shops.

Mr. Whitehead highlighted that the Y2 Analytics Survey showed that the residents want a community feel where there is a sense of belonging. Residents also like the beautiful views and close proximity to the Canyons. He cited Cottonwood Canyons as a safe place to live and raise a family. He relayed that the top immediate concerns of the residents included high-density housing, growth, and traffic, and how that growth could impact existing residents. The long-term concerns paralleled the more immediate concerns around growth, high-density housing, and water conservation.

Mr. Whitehead commented that the residents understand that growth can be good but they want to maintain the character of Cottonwood Heights as a bedroom community. He highlighted resident support for City budget priority to parks and open space, and trail improvements. He noted that residents prefer single-family residences to high-density housing. He was surprised that 71% of the residents want the City to preserve the skyline and views because that is how residents perceive Cottonwood Heights and the value of living here. Mr. Whitehead reported that residents also strongly support improved pedestrian safety.

Mr. Whitehead explained that their Resident Group formed after a developer announced that it was planning to develop high-density housing. He reported that the Resident Group has met multiple times to review and analyze the City Plan and the Fort Union Main Street Corridor

Master Plan. They brought in experts to educate them on Utah Land Use laws. They also reviewed Cottonwood Heights zoning and met with Community and Economic Development Director, Michael Johnson and his team several times. They also attended several City Council meetings and hold their Resident Group meetings at City Hall.

He stressed that the Resident Group is not hostile to the City. It consists of 185 citizens who love the City and are willing to roll up their sleeves to make a difference. Mr. Whitehead stated that they held a brainstorming session where members offered their ideas and provided input on the most desired ideas. The highest requests were for local shops and restaurants, green gathering spaces with walking paths, a boutique grocery store, and performing arts space. One of the issues involved envisioning a design. He presented images of other locations within the State with potentially viable designs. He stressed that everyone wants beauty; therefore, a beautiful design is very important. He highlighted the difference between images showing green space with the current conditions at Hillside Plaza. He referenced the photograph of the Performing Arts and Multi-Purpose Center in Taylorsville.

Mr. Whitehead expressed his gratitude to the City for considering these types of uses at Hillside Plaza, noting that it would fit the original City Plan and be the face of the City. He felt that the City has a one-time opportunity to create a lasting legacy that will make a difference and make the residents proud. The City Center concept could be the anchor for the rest of the development along the Fort Union Corridor.

Mayor Weichers thanked Mr. Whitehead for his presentation and stated that this is what he imagined when he wrote the article. He stressed that the City cares about what will be developed in that location, and thanked Mr. Whitehead and the residents for their time and effort.

5. CENTRAL WASATCH COMMISSION (“CWC”) REPORT – *Blake Perez Executive Director, Administration, Lindsey Nielsen Executive Director of Policy, and Board Chair Christopher F. Robinson.*

Mayor Weichers introduced the presenters from the Central Wasatch Commission (“CWC”) and noted that he is heavily involved in the CWC as a Board Member. Board Chair Christopher F. Robinson offered that the CWC has a special mission wherein they are an interlocal government agency made up of elected officials from the jurisdictions surrounding the Central Wasatch. In addition, they have three ex officio members representing the Forest Service, UTA, and Metro Water of Salt Lake and Sandy. He explained that the CWC is a forum for ideas and conflict resolution. Mr. Robinson stated that it has been an honor for him to be involved with the CWC, which allows both the Wasatch Back and Wasatch Front to collaborate on Wasatch Mountain, which is key to water, recreation, the economy, and the environment.

Mr. Robinson stated that the CWC has had great representation from Cottonwood Heights in the past and is grateful for Mayor Weichers’ involvement. He listed the member jurisdictions as Sandy, Park City, Salt Lake City, Brighton, Alta, Millcreek, Cottonwood Heights, and Summit County. They operate on a consensus basis, which is somewhat unusual. There have been members who suggested operating on a minority/majority reports basis; however, the CWC is trying to operate on common ground on issues such as land use and watershed protection,

transportation, and short-term improvement projects. He added that they also have a Visitor Use Study and have completed an online Environmental Dashboard. There is also a group of 35 stakeholders that include the ski resorts, conservation groups, recreational interests, cultural and education, private citizens, transit, and community councils. The Stakeholder Council is a very active and diverse group.

CWC Executive Director of Administration, Blake Perez reported that part of the CWC's work includes a Mountain Transportation System. A few years ago, they began a high-level, broad look at Mountain Transportation, which is a regional transportation system that connects the current transit system, gets people in and out of the mountains, and has connections to the Wasatch Back. They developed a set of pillars or value statements around what the CWC would like in a Mountain Transportation System. They are working with Salt Lake County on a Millcreek FLAP project that would improve the roadway at the top of Millcreek. Mr. Perez added that they are also looking to implement a shuttle program up Millcreek Canyon, although several steps still remain.

He expressed excitement over the Big Cottonwood Canyon Mobility Action Plan. In the next eight months, they would like to lay out a plan with their Consultant hitting on the values included in the Pillar Statement. This includes connections up to the mountain, looking at the mobility hubs adjacent to and in Big Cottonwood Canyon, and trying to reduce vehicles, increase safety, and provide year-round access.

Mr. Perez noted that Mr. Van Jura presented before the CWC the previous day and explained that the CWC is engaged in the process and will be issuing comments to UDOT. He has worked closely with City staff to incorporate what they can into the CWC comments. The CWC has been tracking Cottonwood Heights' comments and has included them in its outline. Additionally, a few years ago, the CWC provided funding to UTA to clean up some routes and provide more frequency. They saw a bump in ridership as a result.

Mr. Perez stated that this past year, they worked with the Cottonwood Heights and Sandy City Police Departments on a bus bypass service where the Police Department provides a bus escort to the mouth of the Canyon. This was the first year of implementation. Mr. Perez reported that they received good results in that they reduced travel time by 39% or approximately 50 minutes.

In response to a question from Council Member Birrell, Mr. Perez stated that they worked with all of the Police Departments and noted that the difficulty in implementing this service on Wasatch Boulevard is that it is very inconsistent; however, they were still working with the Police Department and UDOT to find ways to improve mobility for all vehicles, particularly at the mouth of the Canyon.

Mr. Perez expressed excitement at the CWC's Visitor Use Study and noted that this came from the Stakeholders Council a few years ago. There was a lot of discussion around the capacity of the mountains and the Visitor Use Study was undertaken to find the thresholds of acceptable change that will help to inform development, recreation, and access moving forward. They anticipate the Visitor Use Study to be completed by December 2022.

CWC Executive Director of Policy, Lindsey Nielsen explained that the Environmental Dashboard is part of the CWC website and includes all of the existing data on five environmental elements specific to the Wasatch Mountains. Any information about water quality, air quality, vegetation communities, wildlife, and flora and fauna are included on the dashboard. They worked with a team from the University of Utah to make the data accessible and fun to use for all groups. The data is available to a wide range of people, from school-aged children to technical users and those who like to recreate in the mountains.

She mentioned that this has been a project seven years in the making, and they are proud that it is up and running. Ms. Nielsen offered to come back and walk the Council through the Environmental Dashboard. She also reported that the CWC hosts a small grants program and 2022 was the third cycle of the Short-Term Grant Program. She presented a graphic listing the projects that received either full or partial funding from the CWC. She explained that the funding criteria require that the project must fulfill one of the core tenets of the CWC. Specifically, they look to seek if the project fulfills environmental protection, recreation stewardship, transportation, transit, or economic stewardship for the Central Wasatch Mountains.

Ms. Nielsen stated that the Board found that each of the projects listed on the graphic fulfilled those tenets. She advised that there were a couple of fully funded shuttle programs, and Wasatch Backcountry Alliance was running a shuttle program up Little Cottonwood Canyon to service backcountry users at Grizzly Gulch. She highlighted a project involving the construction of beaver dam analogs at Willow Heights Pond. She explained that beaver dam analogs are manmade beaver dams to encourage the reintroduction of beavers back into the ecosystem at Willow Heights Pond.

Ms. Nielsen also referenced the Bonneville Shoreline trail re-route and stated that the CWC supported the Tri-Canyon Deferred Maintenance Program. This has been a wildly successful program. She reported that the Central Wasatch National Conservation and Recreation Area Act (“CWNCRA”) is the landmark project of the CWC. The CWNCRA is a Federal lands protection bill that originated in 2015 but did not make it out of Committee. Since then, it has gone through four iterations and hundreds of public comments have been collected and implemented into the bill. She noted that this project has been on the CWC’s side burner as they have been working on various transportation projects. However, the CWC will discuss this bill at the upcoming November Board Retreat and the Board will determine next steps.

Council Member Birrell expressed interest in hearing more about the Capacity Study and wondered if this was the U.S. Forest Service Capacity Study that was to be conducted a year earlier than planned. Mr. Perez clarified that it was not a capacity study; rather, it is a Visitor Use Study. He added that the CWC was working in conjunction with the U.S. Forest Service as they do their Visitor Monitoring Study. Mr. Perez explained that every five years, the U.S Forest Service conducts a forest-wide Visitor Monitoring Study. The CWC’s Visitor Use Study gets into the granular data from the Tri-Canyon areas and will provide an idea of those thresholds of acceptable change and the impacts on outdoor recreation before the experience, water quality, and ecological impacts start to deteriorate.

He added that they would like to incorporate the findings from the Visitor Use Study onto the Environmental Dashboard. Mr. Perez commented that from the Visitor Use Study, they should be able to tease out some of the findings that would help with understanding capacity. He confirmed that the Study would include year-round data and should be completed by December 2022. Ms. Nielsen reiterated that once the Study is complete, they hope to incorporate that information into the Environmental Dashboard so that it becomes evergreen and accessible.

Council Member Birrell also referenced UTA's recent announcement that they will curtail Route 953 due to the difficulty in finding new bus drivers as well as the anticipated changes to headway times. She asked how the CWC viewed this development. She expressed grave concerns that what the City needs is more enhanced bussing, and this is going in the opposite direction. Mr. Perez acknowledged that this was a big blow for the region. However, he relayed that UTA has collaborated somewhat with the ski resorts to adjust some of those routes. He added that the CWC was having conversations with a company called Via, which provides transit services for High Valley Transit. Via is currently under contract with UTA to deliver micro-transit services to the southwest corner of the County and west Salt Lake City. He explained that micro-transit provides a Lyft or Uber-type service where passengers are picked up from a designated point or at their home and share a ride to a specified location. He stated that the CWC was exploring options to minimize the impact of the decreased bus service.

Council Member Bracken understood that the Visitor Use Study would determine the different number of uses, and the number of users and set up thresholds as a benchmark for detriment caused by a particular use in a particular location. Mr. Perez confirmed that Council Member Bracken's understanding was correct and stated that the proposal was included on the website. He noted that earlier this summer, they got a good look at the impacts of visitation and trails, as well as recommendations for cleaning the trails as visitation increases. He added that there would be an ecological piece to the Visitor Use Study as well.

Council Member Petersen asked if the Study would differentiate between locals and out-of-state visitors. Mr. Perez stated that he would look into that but added that understanding where people come from might be tricky because they use cell phone data. He noted that the team was conducting interviews in the field, so they might be able to tease out some of that data from the interviews. Council Member Petersen referenced the recent focus on Little Cottonwood Canyon and expressed concern about the impacts on Big Cottonwood as a result of the changes in Little Cottonwood.

Mr. Perez stated that they are starting to see some things in the EIS such as if they have tolling at the top of Little Cottonwood, they would have tolling at the top of Big Cottonwood Canyon. He felt the time was right to collectively come together with an action plan, identify funding and get it ready to go. Council Member Petersen noted that sometimes you cannot even get up the canyon in American Fork and appreciated the focus on Big Cottonwood.

Mayor Weichers invited people to visit the CWC website at www.cwc.utah.gov and follow the link.

6. STAFF REPORTS.

a. Big Cottonwood Canyon Trail Project Discussion – Public Works Director, Matt Shipp.

Public Works Director, Matt Shipp, reported that a few years ago the City received a grant from the County for improvements on the Big Cottonwood Canyon Trail. As a result of the pandemic and funding issues, the grant was canceled and reissued. The City was now revisiting the project. The City received approximately \$84,000 for maintenance and repairs on the Big Cottonwood Canyon Trail from I-215 behind the Corporate Center to 3000 East. Mr. Shipp explained that when they went to bid they also wanted to look at potential improvements to the rest of the Trail and they put it out to bid in different phases. The phase on the east side of 3000 East goes down near the pond. The bid for the project as depicted in the presented graphic was approximately \$110,000.

At the next Council meeting, they would seek a budget adjustment and discuss approving the contract. They would ask the Council to approve the remaining funds to finish this out. He stated that the estimate to complete the work was approximately \$25,000 over what they received from the grant. They will request a \$35,000 increase in the budget for issues that may arise. Mr. Shipp explained that they will repair tree root damage, resurface the trail, and include striping. The areas highlighted in green were not in terrible shape so they planned to make small repairs and do a seal coat on the entire trail. The area of repair was shown in black.

Council Member Birrell asked why the areas of repair were not included in the bid. Mr. Shipp explained that they received \$84,000 in grant funds to repair everything on the east and then asked for another phase to extend the improvements to see how much more it would cost. He stated that the project will not get underway until Spring 2023. They received another bid that was approximately \$75,000 more than the low bid and while that contractor could begin work now, it was more expensive.

Council Member Petersen asked if there was a way to grind down the roots because it is a chronic issue. Mr. Shipp stated that the roots will be removed.

There was discussion regarding the age of the trail. Council Member Bracken stated that the final piece of the trail was completed when Mayor Peterson was in office. It was noted by Mr. Shipp that part of the reason they were not focusing on the last one-third of the trail was funding. Council Member Bracken questioned whether they should obtain an estimate for the rest of the trail. Mr. Shipp noted that much of the trail will involve seal coating only. There was a consensus to obtain an estimate for the entire length of the trail.

Mr. Tingey stated that they could look into that but indicated that they want to enter into a contract in the next two weeks to move forward. The remaining portion would likely have to be bid and entered into separately.

b. Mid-Valley Active Transportation Plan – Community and Economic Development Director, Mike Johnson.

Mr. Johnson stated that they were ready to move forward with the process of the Mid-Valley Active Transportation Plan (“MVAT”). The Plan is a Regional Active Transportation Plan that is funded through the Wasatch Front Regional Council (“WRFC”) for six different cities including Cottonwood Heights, Midvale, Taylorsville, Murray, Holladay, and Millcreek. He explained that the MVAT Plan is one large plan that includes six breakout plans for each city to adopt. He believed that Murray City just adopted their plan along with a few other cities. The goal of the Plan is to prioritize safe routes for all users and envisions a backbone network of active transportation that crosses city boundaries.

Mr. Johnson reported that the process began in 2019 and the Planning Commission recommended approval in January. It was introduced to the Council in February and again in July. Staff has made updates since the previous version. From a high-level perspective, the MVAT Plan proposes different types of active transportation routes throughout each of the cities. Level 1 Protection was a separate bike lane, and Level 2 Protection was separated by striping. Level 3 Protection would be located on lower-traffic roads where bikes share the road with vehicles.

Mr. Johnson stated that the Plan matches up with all of the trails and bike lanes that appear on any other Master Plan adopted in Cottonwood Heights. As a result, they are all complementary and cohesive. A total of 51 transportation projects were identified, including 16 multi-use paths that will fall under Level 1 Protection. He stressed that the vision was to have an extensive network of safe, separated bike lanes throughout the City and to adjacent cities. On some of the other roads, they envision buffered bike lanes and more local byway concepts.

Mr. Johnson identified the backbone projects as those that connect to other cities. They include Fort Union Boulevard, 1300 East, 2700 South, Highland Drive, and Wasatch Boulevard. He referenced a graphic and commented that Cottonwood Heights has a pretty dense network of recommended bike lanes and felt that the City was well-represented in this Plan. While Cottonwood Heights was still in the process of adoption, Staff proposed recent grant funding for some of these backbone networks. He specifically mentioned the Fort Union Cycle Track Improvement and Highland Drive to Bengal Boulevard. He observed that having this Plan in place would only help the City in seeking and obtaining funding.

In response to an inquiry, Mr. Johnson explained that Level 1 protection includes a physical separation or median barrier between traffic and active transportation. Currently, the City has a mix of buffered bike lanes and shoulder lanes. Mr. Johnson referenced the Big Cottonwood Trail, which is a multi-use path, and the two residential projects on Fort Union that have a raised and separated cycle track. He noted that they were working on funding for Fort Union to connect the two projects. Mr. Johnson stated that they have raised curbs at 1700 East and Fort Union across from Mountain View Park and at Brookhill Drive just past the fire station. He reiterated that they were pursuing funding to connect the two projects.

Council Member Bracken observed that Big Cottonwood Canyon Trail was a good example of a Level 1 trail.

Mr. Johnson stated that the plan going forward was to present the MVAT Plan for a public hearing at the next Council Meeting, followed by Council action. The full Plan is available on the City website.

Council Member Birrell understood that the only thing on the MVAT Plan that interfaces with Cottonwood Heights were on the very northwestern edge of the City. Mr. Johnson clarified that the diagram on the graphic was from the MVAT Plan. Council Member Birrell expressed her understanding that the only connectivity in the MVAT Plan was either at Big Cottonwood Canyon to Holladay or the very western edge of the City. In terms of safe, active bike routes on any of the City's collectors or arterials, they currently do not exist. Mr. Johnson confirmed that the Plan shown to the Council involved future projects. He stated that they will be seeking public comment on both the MVAT Plan and the plans within City boundaries that will connect to the greater network.

Council Member Birrell did not see a prioritization of how they connect neighborhood bypass routes so that people can safely ride throughout the City. She noted that currently, it is a hodge-podge. She asked if the Plan could be improved to show some kind of prioritization or timeline. Mr. Johnson explained that with a regional plan, the prioritization would come down to each municipality. Council Member Birrell clarified that she was referring to the City plans. Mr. Johnson stated that the priority of the Plan was regional but the City would have an adopted plan that would include all of the routes at the City level and this Council could prioritize and implement that as they choose.

Mr. Johnson confirmed that in the next couple of weeks the focus will be on the MVAT Plan and completing the backbone networks. He explained that the MVAT Plan was innovative because it took a micro-regional approach by connecting the six cities. By design, the Plan prioritizes the backbone routes that connect cities.

Council Member Birrell observed that the safe areas for cycling do not connect to the western edge of Fort Union Boulevard. Mr. Johnson stated that from a local level, they will want to make sure that the local active transportation routes connect to the backbone routes.

Council Member Bracken offered the example that Midvale will identify its active transportation routes going east out of the city after which Cottonwood Heights could plan its connections to those routes. There was discussion about safe routes out of the City on the western edge. Council Member Birrell commented that there is no safe way to get along Fort Union Boulevard and the neighborhood bypass routes do not connect on the south or north side of Fort Union. She felt that the issue was that Midvale identified a path at Fort Union Boulevard, but none of the City's plans do not have a meaningful timeline to get them to Fort Union Boulevard.

7. REVIEW OF CALENDARS AND UPCOMING EVENTS.

Mayor Weichers suggested moving the Business Meeting back to 7:00 p.m. to give the Council more time for its Work Sessions. There was discussion about when they would start with the new schedule. The consensus was to begin in November and start the Business Meeting at 7:00 p.m.

- a. **Monster Mash will be held on October 28 from 5:00 p.m. through 7:00 pm. At the Cottonwood Heights Community Recreation Center.**
- b. **Trunk or Treat will be held on October 31 starting at 3:00 p.m. in the City Hall Parking Lot.**
- c. **Light the Heights will be held on November 28 from 6:00 p.m. through 9:00 p.m. at City Hall.**
- d. **Future City Council Meetings will be Held October 18, November 1 and 15, and December 6 and 20, 2022, at City Hall Starting at 4:00 p.m. Unless Otherwise Noticed.**
- e. **Future Planning Commission Meetings will be held on October 5, October 19, and November 2 starting at 5:00 p.m. unless otherwise noticed.**

8. POSSIBLE CLOSED MEETING TO DISCUSS LITIGATION, PROPERTY ACQUISITION, AND/OR THE CHARACTER AND PROFESSIONAL COMPETENCE OR PHYSICAL OR MENTAL HEALTH OF AN INDIVIDUAL.

There was no closed meeting.

9. ADJOURN CITY COUNCIL WORK SESSION.

MOTION: Council Member Birrell moved to ADJOURN the Work Session. The motion was seconded by Council Member Newell. The motion passed with the unanimous consent of the Council.

The Work Session adjourned at 6:16 p.m.

MINUTES OF THE COTTONWOOD HEIGHTS CITY COUNCIL BUSINESS MEETING HELD TUESDAY, OCTOBER 4, 2022, AT 6:30 P.M. IN THE COTTONWOOD HEIGHTS CITY COUNCIL CHAMBERS LOCATED AT 2277 EAST BENGAL BOULEVARD

Members Present: Mayor Mike Weichers, Council Member Douglas Petersen, Council Member Scott Bracken, Council Member Shawn E. Newell, Council Member Ellen Birrell

Staff Present: City Manager Tim Tingey, City Attorney Shane Topham, Records Culture and Human Resources Director Paula Melgar, Community and Economic Development Director Michael Johnson, Police Chief Robby Russo, Public Works Director Matt Shipp, Finance and Administrative Services Director Scott Jorges, Assistant Fire Chief Riley Pilgrim, IT Manager Matt Ervin

1.0 WELCOME – Mayor Weichers.

Mayor Mike Weichers called the meeting to order at 6:32 p.m. and welcomed those present.

2.0 PLEDGE OF ALLEGIANCE.

The Pledge was led by IT Manager, Matt Ervin.

3.0 ACKNOWLEDGEMENTS

3.1 Recognition of Mr. Jason Gottfredson – Introduction by Unified Fire Authority (“UFA”) Chief Dominic Burchett and Assistant Chief Riley Pilgrim.

United Fire Authority (“UFA”) Assistant Chief Riley Pilgrim stated that every so often there is an individual in the community who stands out and rises to the call and it is important to acknowledge citizens when they do so. He reported that on July 18, 2022, there was a significant house fire on the southern end of Cottonwood Heights. He presented a short video clip showing the conditions and the involvement of Jason Gottfredson.

UFA Chief Dominic Burchett stated that on July 18 there was a two-alarm house fire with a known victim inside. Mr. Gottfredson saw the smoke and ran to help, which is uncommon for citizens to do. He pulled the AC unit from the window so he could communicate with the occupant. When Medic Engine 116 arrived, Mr. Gottfredson notified the Captain of the victim’s location and helped pull hose lines. Chief Burchett stated that the Captain is required to walk around and provide scene safety while the firefighter pulls the hose line to start attacking the fire and the engineer pulls the line to the hydrant. Mr. Gottfredson helped with that process. Chief Burchett stressed that the information on the victim’s location within the house potentially saved her life and the assistance he provided the crew saved seconds in a situation where seconds matter.

He stated that the Captain knew this incident involved a rescue and that he could not get the victim out on his own. As a result, he and Mr. Gottfredson forced the door open with an axe. When the second engine arrived, the crew was able to enter the home and get the victim out safely. Chief Burchett felt it was important to recognize Mr. Gottfredson's actions with a Fire Chief Coin and thanked him for his efforts.

Mr. Gottfredson was grateful that he was able to help that day. His perspective on the Fire Department changed as a result of this experience and he was grateful that they were able to save the woman.

Mayor Weichers complimented Mr. Gottfredson and stated that it would have been easy for him to not take action. The fact that he took action and helped save a life was deserving of this recognition. He thanked Mr. Gottfredson for being an example to others.

4.0 CITIZEN COMMENTS

Mayor Weichers described the parameters for Citizen Comments and stated that each speaker will be limited to three minutes. He referenced the Public Comment Procedures on the last page of the Agenda. The Mayor requested that those making Citizen Comments avoid insulting language or comments. He also directed the audience to avoid expressions of support or disagreement to allow speakers to feel safe expressing their thoughts. The Council was present to listen but speakers should not expect Council Members to engage in a back-and-forth dialogue. Staff would respond to questions within a few business days.

Kaysie and Shannon Frantz thanked the Council for their work. Shannon Frantz was present with her nine-year-old daughter, Kaysie to express support for the Film Festival that was scheduled to start last year. She requested that the Council bring it back. She stated that there are several things that a Film Festival brings to the community. It provides a platform to engage the community in dialogue about important issues at a time when the community is fragmented. Ms. Frantz felt that a Festival could unite the community to engage or gather around a common story. A film can also provide insight into the experience of others and a sense of community.

Ms. Frantz stated that on a personal level, her family tries to watch a documentary or film every couple of weeks. They each get a chance to choose a topic or educational film. She stated that the use of film inspires and helps expand perspectives and world experiences. Utah is home to many film creators and she felt that a festival was a great way to highlight artists from the community and around the world, be a positive addition to Cottonwood Heights, and one that adults and children can celebrate.

Kaysie Frantz stated that a Film Festival teaches children in the community about a variety of issues. Her family watches a variety of nature documentaries that have taught her a lot about penguins. She referenced a specific documentary called *The Most Wanted Animal*. Miss Frantz stated that she learned from this documentary that penguins are taken from the wild every five minutes and are more endangered than tigers, rhinos, and elephants combined. Because of this documentary, penguins are her favorite animal and she has done projects in class about them. Miss Frantz felt that having a Film Festival would help other children discover their passion.

Jeff Chatelain reported that the Salt Lake County Council just voted 5-to-4 against the gondola, and they watched in shame as Chris McCandless left the podium with his hands held high to the ire of many in Salt Lake County. Mr. Chatelain thanked the Council for its responses to the UDOT spokesperson at tonight's meeting and urged the Council to not let this issue go by the wayside. He noted that Salt Lake County is on the City's side. He mentioned that Wasatch Boulevard has become a highway and the State of Utah's opposition against the gondola. He thanked the Council for opposing and questioning the gondola and stated that Salt Lake County's vote should not be taken lightly. The gondola will ruin the City and everything they have fought for.

Lawrence Horman was present to advocate for the homeless. He stated that he is semi-homeless and lives in a truck and trailer. He provided the Council with a package and wished to speak to the fact that the homeless do not just come from one or two cities in the valley and need help from everyone in the valley. He stressed that the homeless issue cannot be left to one or two cities. The culture in the valley provided them with the opportunity to be a leader in solving the homeless problem in the State and the country. Mr. Horman stated that through prior efforts it has become apparent that the first, best, and the most long-lasting solution will have to include housing and continuing and long-term supportive care. Mr. Horman stated that resource centers and shelters have their place but they are not the final solution. He stressed that the homeless understand the problem and what needs to be done. Those who are homeless should be included in the discussions and the solutions because they are the ones experiencing homelessness. Mr. Horman urged the Council to look at the problem and become part of the solution.

Zoe Robbins stated that she is a 15-year resident of Cottonwood Heights and recently heard that the Council was considering not bringing back the Film Festival. She asked why. Mayor Weichers stated that the previous Council approved it. This Council discussed the Film Festival during the Retreat and it was still being considered. Ms. Robbins hoped the Council would consider it carefully. She stated that it is an exciting event and many were disappointed when it was not continued. She echoed Miss Frantz's sentiment and stated that Utah is an arts State and hosts the most well-known Film Festival on the planet. She felt it made a lot of sense to include film in the arts for residents, particularly documentaries. She stated that Cottonwood Heights values the arts and this was the type of art that people who otherwise might come out to see would enjoy.

There were no further citizen comments. The Citizen Comment period was closed.

5.0 SPECIAL REPORT

5.1 Unified Fire Authority Presentation – Unified Fire Authority Chief, Dominic Burchett.

Chief Burchett reported that he was appointed Fire Chief in April 2022. He is the 14th Fire Chief in the Unified Fire Authority's ("UFA") 100-year history. He reported that his career began in 1997 as a wildland firefighter. In 2001 he was hired as a full-time firefighter. He spent the last 20 years as a Paramedic, Engineer, Captain, and Division Chief over their Wild Land Program,

and most recently as Assistant Chief over Support Services. Chief Burchett added that his wife is a Veterinarian and they have five children. As a family, they enjoy outdoor activities. When he was appointed he set out a 100-day plan and what he hoped to accomplish in the first 100 days. He shared the document with the Board and command staff. They have 24 stations on three different platoons and getting out to each one took about 100 days.

The final part of the Plan is to meet all of the Councils that the UFA serves. As part of this Plan, he wanted to get out and learn about the issues they were facing and prioritize that information to help him determine how to move forward. Given his experience with UFA, he felt that he already had a good idea of the priorities but he wanted to hear from everyone who works for the UFA.

Chief Burchett discovered that most of what he thought was true was true. He plans to prioritize and act on the information he gathered. As part of his 1 to 3-year plan, he would readjust and evaluate and then plan for the future. He stated that the three critical areas of focus are the health and well-being of all UFA employees, staying relevant in the 16 communities/areas they serve, and continuous improvement. Chief Burchett stated that he would heavily focus on the health and well-being of UFA employees. He added that the organization is in a much better place than it was six years ago. Former Chief Dan Petersen put them in a position where the organization itself is healthy. He noted that often the health and well-being in the fire industry are reactive and he hoped to focus on issues such as cancer and suicide more proactively to ensure the employees stay as healthy as possible.

UFA serves a number of communities, and he needs to be keenly aware of what Cottonwood Heights needs from its local Fire Department. With regard to the house fire discussed earlier, he stated that when Medic Engine 116 heard the address come in they knew the resident and knew it would be a potential rescue. He stressed that they want to know the neighborhood and the streets to provide the best service. With respect to continuous improvement, he reiterated that Chief Petersen left them in a good spot and he did not feel there was a need for a major overhaul of anything within the UFA.

Council Member Birrell reported that she had an opportunity to participate in the UFA Fire Academy this spring, which she appreciated. She urged her colleagues to avail themselves of that experience. She asked about mobility and transportation and stated that one of the initiatives she would like to see was potentially narrowing the City's asphalt footprint, which will make the streets safer by slowing down vehicular traffic. She understood that certain road configurations could present a challenge for larger fire equipment and wondered if there would be consideration of including some emergency vehicles in the fleet that could operate effectively on narrowed roads.

Chief Burchett stated that in the short-term that change would be challenging; however, they are always looking at opportunities to change their service to align with what the community needs. He stressed that road width is important to the Fire Department because if the roads slow the cars down they also slow down response times.

Council Member Birrell recognized that the Police Department is also looking to understand challenges related to mental illness. She asked if there could be a collaboration with the Police Department to gather data on households with special needs. Chief Burchett stated that they work closely with the Police Departments and collaborate on these types of issues. He agreed that there is always a better response when they work together and the situation referenced will be extremely helpful for both the Police and Fire Departments.

Council Member Bracken mentioned that citizens might be able to voluntarily put information on their addresses to identify special needs.

Chief Burchett reported that there is legislation that requires the UFA to provide behavioral health resources for three years post-retirement. He added that, organizationally, he wanted to look at making that even better.

Council Member Petersen mentioned the Y2K Survey and stated that one of the top responses was the fact that the department makes the citizens feel safe. He thanked Chief Burchett for his service.

Council Member Newell echoed those comments and thanked Chief Burchett and his team for the service they provide. He stated that it is a profession that does not always receive the accolades it deserves. He commented on the strength they have to bring their full self to their profession, which is admirable. He expressed appreciation for their service.

Mayor Weichers echoed the prior comments and thanked Chief Burchett for his presentation. He recognized Assistant Chief Pilgrim and mentioned that Cottonwood Heights is the only city with an Assistant Chief as its Liaison. He appreciated what he does for the City.

6.0 STAFF QUARTERLY REPORTS

6.1 Police Report – Police Lieutenant, Dan Bartlett.

Police Lieutenant, Dan Bartlett, reported that the Police Department has the same flags on addresses as the Fire Department.

He presented the statistics for September as well as the three-month review. In September, there were 1,386 calls for service with 192 being on view. He also presented the calls for service by District and noted that this will change in the coming months with the ski traffic. The calls will remain consistent on the west end of the City but they will get more calls on the high east during the winter.

Lieutenant Bartlett presented data on response times and reported that the overall UCR Crime Report for September was very low. They were pleased with this and would like to see the numbers remain low. Arrests were also low for the month. He mentioned that Traffic Citations will change in the high east with the upcoming winter as will the citations issued by District.

With regard to accidents, he noted that they have been high for a couple of months and speeds have been extremely high. They want to remind people to slow down and avoid distractions. He mentioned a teen driver who was involved in a recent accident and stressed that this impacts everyone.

In response to a comment by Council Member Bracken, Lieutenant Bartlett stated that a majority of accidents occur on main roads. The major accident on the freeway was not counted in the September numbers.

Council Member Petersen noticed that District 1 was high on accidents and asked if more accidents occur on the west side or the east side of Highland Drive. Lieutenant Bartlett stated that Highland Drive is very busy and the Police Department does speed enforcement, which helps with speeding. He noted, however, that it is a high-volume road.

Lieutenant Bartlett presented the Animal Control and Code Enforcement numbers and noted that they are high currently. He noted that the summer months are typically high for Code Enforcement as are animal issues. He mentioned that the Three Months in Review showed the calls dipping down. He presented the heat map and noted that it always remains fairly consistent. He confirmed that petty theft that occurs in homes shows on the heat map and stated that for the next report he would add District areas.

Council Member Birrell stated that would be helpful and noted that she sees a lot of reports on social media about theft from porches and automobile break-ins. She was trying to get a handle on where those were occurring. Lieutenant Bartlett noted that often people do not call in those incidents; however, the Police Department would like that information so that they know what is occurring in the neighborhoods.

Council Member Birrell mentioned lighting around homes and noted that there was a conflict between the Dark Skies initiative versus safety. She asked if any data was showing a correlation between residential lighting and crime. Lieutenant Bartlett stated he would provide that information and offered that the more lighting the better in terms of safety. Council Member Bracken added that an area can be lit and still be in compliance with Dark Skies. Lieutenant Bartlett stated that they would like homes and businesses to direct these lights down.

Council Member Petersen asked if the hot spot on the heat map included Target. Lieutenant Bartlett answered in the affirmative and stated that it would also include the entire Union Park Complex and is mostly commercial. This area accounts for 38% of the Department's calls.

Mayor reported that he receives calls from residents about noise along Wasatch and Fort Union Boulevards and asked if there was a mechanism to enforce noise issues. Lieutenant Bartlett stated that they require a decibel meter reading from the Health Department to cite for a noise violation. The official threshold is 90 decibels. He noted that what seems loud often does not meet the threshold set out in the Noise Ordinance.

Council Member Birrell referenced Mr. Van Jura's statement that he has 1,000 noise receptors along SR-201 and Wasatch Boulevard and wondered if there was a way to interface with UDOT

to get the readings off of those receptors. Lieutenant Bartlett stated that they could request the readings from UDOT and stated that they try to cover Wasatch Boulevard but they cannot place an officer there 24/7 to monitor noise. He had no problem asking the graveyard patrol to monitor the early morning traffic on Wasatch Boulevard but it is reactionary and difficult to catch offenders who often travel at high speeds.

Lieutenant Bartlett mentioned the Big Cottonwood Canyon Marathon and was pleased that there were no major incidents. The Safety Message for the month related to Halloween and they wanted to remind people to be responsible and slow down, watch for children, and check their candy.

6.2 Public Works Report – Public Works Director, Matt Shipp.

Mr. Shipp reported that they are in the process of road surface maintenance. One of the methods used is crack sealing, which is done to prepare the roads for the next treatment. Crack sealing keeps water out of the road base. They like to fill the cracks during autumn since cracks open up as it gets colder. He explained that the slurry seal is a rock and emulsion mix that is spread out on the roads. It is somewhat thick but has no structural integrity and does not do anything for the road other than protect the asphalt, seal the cracks, and provide a running surface. He stated that typically this provides 3 to 8 years of life depending on the underlying feature of the road base. Mr. Shipp added that the City is doing quite a bit of slurry seals and they generally cost \$0.20 to \$0.25 per square foot.

Mr. Shipp stated that chip seal is a heavier seal coat where asphalt is sprayed on the road followed by rocks that are compacted and a fog seal. He stated that this year they did a leveling course of ¼ inch of asphalt on the roads. Chip seal is used for heavier volume roads and will provide five to 10 years of life, depending on the road base. He presented a photograph showing chip seal going south on 3000 East. The cost of chip seal is approximately \$0.85 per square foot, including the leveling course. In response to an inquiry, Mr. Shipp stated that chip seal was used at Mill Hollow and Danish Road.

Mr. Shipp explained that road reconstruction involves removing the entire road base, including ADA ramps that are not in compliance. They then add new curb and gutter where needed and perform storm drain work. Projects like this cost anywhere from \$6.25 to \$14.00 per square foot. The life span for reconstructed roads goes back up to 30 years, with maintenance.

Mr. Shipp stated that they completed Year Four of the Five-Year Maintenance Plan and have started on Year Five. They completed about 2 million square feet of slurry sealing in Year Four and approximately 780,000 square feet of chip sealing. They have started Year Five and he mentioned the Nye Drive area and a chip seal project on Hollow Mill Drive. They have done approximately 500,000 square feet of slurry and 150,000 square feet of chip seal. He stated they will start up again in the spring and finish Year Five. Mr. Shipp stated that in the upcoming Council Retreat, they would present the next Five-Year Maintenance Plan for Council review and discussion.

Mayor Weichers assumed that with the new Five-Year Maintenance Plan, Public Works will perform a new evaluation of road conditions. Mr. Shipp explained that there are roads in the Prospector neighborhood that were included in Year Four that did not get done because they were too deteriorated. He explained that Year One of the next Plan will include more reconstruction on those roads. Mr. Shipp stated that the maintenance numbers for Year One would tend to go down, but the reconstruction numbers would increase. The next Five-Year Plan will also include the main roads such as Fort Union Boulevard and Highland Avenue and those cost estimates will be high.

Council Member Bracken asked how many square feet of road are in the City. Council Member Birrell did not see any reconstruction for Year Four. Mr. Shipp reported that there were a couple of reconstructions in Year Four and mentioned Alpen Way. Mr. Shipp presented photographs of the different projects around the City. He stated that the fog seal is typically applied three to four days after the chip seal is laid down. Council Member Birrell noted that some of her constituents mention loose gravel on the roads and understood that they were referring to the chip seal that would have some loose rock until they are fog sealed. Mr. Shipp added that as cars drive on the chip seal, it also gets compacted and the loose rock gets pushed to the shoulders. The crews try to sweep it at least three times before the fog coat. He explained that the contractor had 60 days on the contract and had to move off to another job before coming back to finish the fog coat.

Council Member Bracken had heard similar comments about chip seal and mentioned a petition to prevent the City from using chip seal; however, the reality is that the cost of the chip seal versus reconstruction is a huge factor. Council Member Birrell stated that it is helpful to talk about rough numbers so that they can explain this to the residents. Mr. Shipp added that the norm is not to tear up a road every time it needs maintenance.

Mr. Shipp reported that they are finalizing the punch list items on the new roundabout. He felt the roundabout gave a lot of definition to City Hall and opened up the plaza. He referenced an image showing how the roundabout was being used at the end of a school day and stated that it can be a difficult time to navigate. He noted that the biggest bottlenecks were at the crosswalks and City Hall. He stated that they have not had any accidents thus far, so it appeared to be operating as designed. He added that they were pleased with the way it turned out and they have received more positive comments than negative comments. He publicly acknowledged Lochner Engineering for their design of this roundabout. Council Member Petersen stated that he goes out of his way to use the roundabout to see how it is working, and it has been smooth. Mr. Shipp stated that there was no time frame for the bulb out, but they were working on it.

With respect to Ferguson Canyon, he provided images of how it looks and noted the pavilions and benches were installed. They have a pre-construction meeting for the Federal portion of the parking lot and noted that the contractor wants to begin work. He reported that the park was City-funded, while the parking involves Federal funds.

Council Member Birrell asked about the opening of the dog park. Mr. Shipp stated that they were going to start the Federal part of the parking lot next year, so they were going to try and open the off-leash section of the park, although they are still finalizing some issues before

opening. If the contractor can complete the project as they anticipate, they will be able to open the whole area up in spring.

7.0 ACTION ITEMS

7.1 Consideration of Resolution 2022-52 – Approving Entry into a Grant Agreement with the Utah Department of Cultural and Community Engagement for FY 2022-23.

Mayor Weichers noted that they discussed the Resolution during the Work Session.

MOTION: Council Member Newell moved to APPROVE Resolution 2022-52. The motion was seconded by Council Member Petersen. Vote on motion: Council Member Petersen-Aye, Council Member Bracken-Aye, Council Member Newell-Aye, Council Member Birrell-Aye, Mayor Mike Weichers-Aye. The motion passed unanimously.

8.0 CONSENT CALENDAR

8.1 Approval of the City Council Work Session and Business Meeting Minutes of September 20, 2022.

MOTION: Council Member Petersen moved to APPROVE the City Council Work Session and Business Meeting Minutes of September 20, 2022. The motion was seconded by Council Member Newell. Vote on motion: Council Member Petersen-Aye, Council Member Bracken-Aye, Council Member Newell-Aye, Council Member Birrell-Aye, Mayor Mike Weichers-Aye. The motion passed unanimously.

9.0 ADJOURN CITY COUNCIL BUSINESS MEETING.

MOTION: Council Member Bracken moved to ADJOURN. The motion was seconded by Council Member Petersen. The motion passed with the unanimous consent of the Council.

The City Council Meeting adjourned at 7:49 p.m.

I hereby certify that the foregoing represents a true, accurate, and complete record of the Cottonwood Heights City Council Work Session and Business Meeting held Tuesday, October 4, 2022.

Teri Forbes

Teri Forbes
T Forbes Group
Minutes Secretary

Minutes Approved: October 18, 2022.