

**MINUTES OF THE COTTONWOOD HEIGHTS CITY COUNCIL WORK SESSION
HELD TUESDAY, NOVEMBER 21, 2023, AT 4:00 P.M. IN THE COTTONWOOD
HEIGHTS CITY COUNCIL WORK ROOM LOCATED AT 2277 EAST BENGAL
BOULEVARD, COTTONWOOD HEIGHTS, UTAH**

Members Present: Mayor Mike Weichers Council Member Scott Bracken, Council Member Shawn E. Newell, Council Member Matt Holton, 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; Administrative and Financial Services Director, Scott Jurgens; IT Manager, Matt Ervin; Public Works Director/City Engineer, Matt Shipp

1.0 WELCOME – Mayor Mike Weichers.

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

2.0 REVIEW OF BUSINESS MEETING AGENDA – Mayor Mike Weichers.

The Business Meeting Agenda was reviewed. Mayor Weichers reported that the one Legislative Action Item was the consideration of Ordinance 405 Adopting a Transportation Master Plan Element in the General Plan. Public Works Director, Matt Shipp, indicated that the Transportation Master Plan Element was reviewed at the last several Business Meetings. A Public Hearing was held. The Planning Commission reviewed the Transportation Master Plan Element and forwarded a recommendation of approval to the City Council.

3.0 STAFF REPORTS

a. Wasatch Boulevard Master Plan Discussion (Continued) – Community and Economic Development Director, Mike Johnson and Public Works Director/City Engineer, Matt Shipp.

Community and Economic Development Director, Michael Johnson, reported that the above item involves the continuation of the Wasatch Boulevard Master Plan discussion. This is a follow-up Work Session discussion of certain sections of the Plan when recommending specific cross-sections. Recommendations for adding capacity along Wasatch Boulevard were also discussed. The intention was to use the “added capacity” language if and when widening is warranted to do it in a way that prioritizes transit. The following were highlighted during the previous discussion:

- Current Plan language regarding the expanded roadway capacity with flex shoulder space.
 - Prioritizes transit in added capacity - buses, HOVs, etc. on peak ski days, recreational on-street bike lanes in non-peak hours, and open to vehicles during peak daily travel times.

- Also states flex space could be used as a dedicated bus/BRT lane.
- Discussed the desire to add more specific references to roadway design and aesthetics as part of the plan’s design speed recommendations.
- Final consensus – analyze potential changes to ‘massage’ current language to respond to the concerns above without limiting our ability to remain flexible and creative with future opportunities within the roadway.

Mr. Johnson stated that the purpose of the discussion was to receive formal direction from the City Council on whether to proceed with the full legislative process required for Master Plan Amendments. The process includes public notification, potential open houses, and public hearings by the Planning Commission prior to formal consideration by the City Council. Should the Council choose to move forward with the full legislative process, Staff recommended the following:

- Further clarify that the use of expanded roadway lanes is not prioritized or intended to be used for single-occupant vehicles:
 - Remove reference from the cross-section diagram.
 - Reword relevant sections to stress that regular vehicular use of lanes is the City’s last priority of those mentioned.
- Incorporate more specific references to the Utah Department of Transportation’s (“UDOT”) corridor aesthetics plan, which focused on aesthetic roadway treatments to maintain the character of the corridor and are compatible with slower roadway design principles, and implementation of design/aesthetic enhancements as a short-term priority.
- Add references from previous City public comments in the EIS process:
 - Roadway capacity is only added when certain trigger metrics are reached.
 - Further emphasis on a collaborative roadway design process between the City and UDOT.

Council Member Birrell was recently in attendance at the Wasatch Front Regional Council (“WFRC”) Annual Meeting where UDOT confirmed that they are now calling their concept of what meets the Safety Action Plan “family-friendly”. Participant feedback was encouraged while a slideshow depicting streetscapes was presented. The WFRC claimed it was their goal, alongside UDOT, to create roadways that are family-friendly. She was concerned that the renderings presented by Staff were not family-friendly and strongly urged the City Council to state exactly what it is they want. Mr. Johnson commented that this is one element of the family-friendly guide with regard to active transportation. A high percentage of people will never use a bike, roughly 20% will ride on any road, and 60% feel that if a street is safe, it is family-friendly. The key focus is separating the facility from the roadway. He confirmed that a shared use path on both sides is included in the Wasatch Boulevard Master Plan.

Council Member Birrell believed the Wasatch Boulevard Master Plan, especially through Golden Hills and Bengal Corridor, should be very specific about what Cottonwood Heights wants within that 2.6-mile stretch. City Manager, Tim Tingey, stated that the goals established in the Wasatch Boulevard Master Plan are specific. The City wants reduced speeds on Wasatch Boulevard and separated paths for bicycles and pedestrians. There is a lot of specificity in the Plan that states

exactly what the City wants. It has been conveyed to UDOT and the Wasatch Boulevard Master Plan as to what it is that the City wants for Wasatch Boulevard.

Mr. Johnson stated that they will add the reiterations of comments made in the Environmental Impact Statement (“EIS”) public comments in an updated plan. More extensive changes will require additional Staff time and potentially additional graphics and updated renderings. Coming out of the Council Retreat, the idea was to make minor changes to certain sections as it relates mainly to the cross-section and use of the expanded roadway. Staff encouraged input from the City Council.

Council Member Newell appreciated flexibility being built into the Plan. He felt that all parties involved should understand safety factors and speed concerns. He encouraged further conversations using that flexibility for all parties to come together with a mutual agreement.

Mayor Weichers would make a specific recommendation to Staff if the language is specific enough that they are de-emphasizing car usage in the HOV lane. Mr. Johnson believed it was acceptable as-is. There are sentences in the Plan that state that the referenced lane can be used for cars during non-peak hours. There are multiple references related to the need that capacity to be added thoughtfully while keeping transit and the reduction of vehicles on the road in mind.

Council Member Bracken believed the Plan, as written, conveys flexibility with the design. He shared concerns about being overly specific and demanding, which may not be as well received.

Mayor Weichers supported stronger language regarding the HOV lane. He was opposed to adding renderings that do not reflect the separation of the active transportation paths. He believed the question was whether they feel strongly enough about something as a Council where they have a majority to open it up to make changes.

Council Member Birrell commented that the Record of Decision has already come out regarding Wasatch Boulevard. The Bengal Hills and Golden Hills Corridor have been designated by UDOT as a two-lane imbalance. The corridor does not include an HOV lane and was likely to have a shoulder on either side of the intersections to allow busses to be prioritized. She believed this renders the language in the 2019 Wasatch Boulevard Plan irrelevant with UDOT having stated their preference for a five-lane imbalance based on southbound commuters. It was her opinion that the portion where the two southbound lanes merge into a singular lane to go right onto Wasatch Boulevard owned by Cottonwood Heights is inherently flawed. She felt that some suggestions made by Staff were inappropriate and urged regular traffic studies to be conducted on the State-owned route. A petition was submitted by residents in early 2019 asking for 30 MPH speed limits. The petition pertained to the point where vehicles exit I-215 through the Gateway section to the mouth of Big Cottonwood Canyon and continuing through Cottonwood Heights. She felt strongly that settling for a 35 MPH speed limit is not too big of an ask.

Council Member Bracken did not see that the City Council was dictating to UDOT whatsoever. He believed the Master Plan, as written, could accomplish all of what the City is trying to do. Residents need to be able to use their vehicles for transit and it is the focus to accommodate that

for the future. He reiterated his confidence in the Plan and its ability to take care of the needs of the City.

Mr. Tingey stated that having language throughout the majority of the Master Plan and moving through the process, he was confident that their input to UDOT was layered. The layer being considered required two years of public input with five other points where the City has also provided input. During the Record of Decision process, two memos in addition to the Master Plan were provided as the layered input. A Resolution was also added that specifically stated that speeds should be reduced to a certain level. Continual meetings with UDOT was another layer of public input. He felt they had not been complacent but extremely diligent in providing that input. In doing so, he was confident this would lead to the City's input in the design phases of the road. He emphasized that the elements of layers provided the needed input and provided specificity and flexibility. This will progress when the City meets UDOT with the design phases and identifies where the input will be most needed.

Mayor Weichers understood the Council's frustration with specificity and was willing to bring this up as a Council Retreat item only to discuss the specifics of any change requests. He was opposed to hearing this item again as a general discussion item and recommended the Council Members come prepared to the Retreat with changes to be considered as a Council.

b. Ordinance Discussion on Maintenance of Private Access Easements – City Manager Tim Tingey and Public Works Director/City Engineer, Matt Shipp.

Mr. Tingey reported that during the October 3 Work Meeting, Staff was tasked with returning to the City Council with important points pertaining to the maintenance of private road easements. The easements are owned by the City of Cottonwood Heights but are used for private purposes. Staff was also asked to clarify with Utah Local Governments Trust (“ULGT”) whether the City's liability would increase if the City takes over maintenance of private access easements like Timberline Drive. ULGT consulted legal counsel on the matter and confirmed that Utah law provides that the users of a roadway on an easement across another's land are responsible for maintaining the roadway in proportion to their relative use. If an access roadway that is located on City property is only used to benefit the abutting homeowners rather than the public generally, under Utah law the benefitted homeowners who are responsible for the use also are responsible for the necessary maintenance and repair to their roadway. ULGT also stated that the City's liability for the roadway will increase if the City begins to provide maintenance for the roadway, including snow removal. Staff was also asked to estimate the costs to provide snow removal services for the private easement roadways located on City ground identified as Milne Lane, Timberline Drive, Siesta Drive, Wasatch Boulevard, and 3500 East (the UDOT right-of-way), and East Golden Hills Canyon. The estimated cost of snow removal on these four roadways as determined by the Public Works department included the following:

Snow Removal and Other Maintenance Estimates

- Estimated Number of Snow Events per year: 35

- The estimated Cost Per Square foot for four properties at \$.10 per square foot \$1,442 (including operations and material costs) with the total square footage for the
- properties at 14,415 sq. ft.

Total Estimated Snow Removal Costs **\$50,470**

- Slurry and Crack Seal every five years estimated costs (\$0.30 per square foot) \$4,325
- Reconstruction and Replacement (one-time cost- approximately \$8.18 per square foot) \$118,000

Mayor Weichers stated that the frustration for the residents is that this property was initially owned by a Homeowners Association (“HOA”). He asked if there is a process for removing the easement as private access. City Attorney, Shane Topham, stated that in 2014, the City Council considered an area of 7200 South, which was a private road in deteriorated condition. Residents requested that the City provide the repair and take it over. The City Council adopted a provision in the Transportation Code that allows for a private roadway to become public under certain circumstances. One of the prerequisites was that the residents bring the road up to City standards prior to the City confirming the change. He stated that there is a process that is not automatic and must go through an upgrade process before coming before the City Council. Should damage arise to the property as a result of Utah Fire Authority (“UFA”) trucks, liability would be dependent on negligence or not. He believed UFA would have an exculpation under the Immunity Act and would not be a City responsibility. Having a fire hydrant to serve nearby residences is a development requirement and the City does not take ownership of the roadway. Mr. Topham believed the requirement of bringing the subject property up to specifications is important otherwise, it becomes too easy for a developer to build a Planned Unit Development (“PUD”) with a private, narrower road to maximize the number of lots and value. If the developer stops paying taxes on the private road, by virtue of State law it goes to Salt Lake County who then turns it over to the City of its jurisdiction.

Mr. Johnson reported that private road standards in the current Code can vary in terms of the treatment of curbs and gutter. Mr. Tingey pointed out that several cities have prohibited private roads located within subdivisions. Residents of those subdivisions almost always come to the City several years later asking the City to take them over.

Mayor Weichers thanked Staff for their direction.

c. Crestwood Park Discussion – City Manager, Tim Tingey.

Mr. Tingey presented the Crestwood Park item and stated that conversations have taken place with Salt Lake County public officials who are in the process of developing a Crestwood Park Master Plan. It was noted that the Master Plan may change some of the amenities in Crestwood Park. A swimming pool is primarily used by the residents in the surrounding neighborhoods. The County decided to keep the pool in place and continue operations after much public outcry. It was likely that the swimming pool may be phased out as part of developing a Master Plan. Council Member

Holton has had conversations with residents and involved the Executive Director for Cottonwood Heights Parks and Recreation, Ben Hill. He wanted to apprise the City Council of the process and make them aware of the concerns. It was anticipated that the Master Plan would be presented in the next several months and reflect Crestwood Park's planned amenities. Mr. Tingey explained that the City could look at working with Mr. Hill and should they wish to take this over, reevaluation of all involved costs would be required. He did not have all of the specifics but wanted the City to be aware as it is being discussed and the Master Plan is unveiled.

Mayor Weichers stated that Salt Lake County has been amenable to input from Cottonwood Heights on this specific plan. He has received multiple calls from Salt Lake County Council Members asking about the City's willingness to take over the pool. He would continue discussions after repairs have been made.

Council Member Bracken pointed out that the City could also create a Special Service District with some form of funding mechanism going forward for maintenance and repairs.

Council Member Birrell appreciated Council Member Bracken's thoughts. She sat in on the Crestwood Park Master Plan's initial draft and confirmed that the swimming pool has become more and more dilapidated and needs a complete overhaul. Future costs and ongoing expenses should be considered. One of the deliberations referred to 19% of survey participants were in favor of a Disc Golf course. She shared disappointment in both the County representative and PTOS Committee feeling like the 19% of participants were not representative of the citizenry at large. She believed Crestwood Park would be an ideal location for such an activity.

Mayor Weichers stated this will be an ongoing item as soon as the County makes some decisions.

d. Municipal Telecommunications Franchise Tax (Telecom Franchise Tax) – Administrative and Fiscal Services Director, Scott Jurges.

Mayor Weichers stated the above item is for the possible implementation of the Municipal Telecommunications Franchise Tax (Telecom Franchise Tax). Cottonwood Heights and Millcreek City are the only two cities in Salt Lake County where it has yet to be implemented. He confirmed the implementation would bring in potential annual revenue of \$300,000 to \$350,000.

Administrative and Fiscal Services Director, Scott Jurges, presented the Municipal Telecommunications Franchise Tax Report. He stated the following summarizes information and facts regarding the Tax.

1. The Telecommunications Franchise Tax is authorized pursuant to Utah Code 10-1 Part 4.
2. Highlights of the Telecom Franchise Tax:
 - This Franchise Tax was first authorized to be collected beginning July 1, 2004. The current maximum rate is 3.5% (starting July 1, 2007).

- Within Salt Lake County the only cities not currently charging the tax are Cottonwood Heights and Millcreek.
- Within the State, there are over 150 cities that currently charge the Telecom Franchise Tax.
- Currently, it is not authorized for a Township or Unincorporated area to charge the tax.
- All cities charging the tax in Salt Lake County are at the 3.5% rate.
- Annual collection amounts are reduced like other franchise tax collections (like Cable TV). The current estimate of annual collections is approximately \$300,000.

3. Implementing a Telecom Franchise Tax:

- The City must adopt an ordinance (outlined in 10-1-403(1)) that outlines:
 - The tax rate (not to exceed 3.5%).
 - The effective date of the ordinance must be the first day of a calendar quarter (January 1, April 1, July 1, October 1) (outlined in 10-1-403).
- Enter into a uniform interlocal agreement with the State Tax Commission (outlined in 10-1-405).
- All this (City Code, Uniform Interlocal Agreement) must be submitted to the State Tax Commission at least 90 days prior to the beginning of the tax collection start date. Should the City move forward, the earliest date for implementation would be April 1, 2024. Between now and that time, the City would be required to adopt an ordinance to outline the intent of the City to charge the tax. A letter would need to be sent to the State Tax Commission with that ordinance outlining implementation directions.
- The State Tax Commission charges a collection fee of up to 1.5% of the fee collected. This rate is currently 0.65% of the fee collected.

4. An example of the impact on a single line of mobile phone service would be:

- Example single line of service with phone and data of \$40 per month.
- Of the \$40, half is for data and half for telephone.
- The tax of 3.5% applied to \$20 per month would be approximately \$0.70 and the annual would be approximately \$8.40.

Council Member Bracken understood the proposed Telecom Franchise Tax and felt it made sense. The original basis for the proposed fee was due to residents having a cell phone in their homes and had originally paid a franchise fee to obtain access. The new Franchise Telecom Tax would replace that Franchise Fee. He supported the implementation allowing one collection prior to the upcoming year's final budget being approved.

Council Member Newell stated that the cost of doing business is rising. He did not see the proposed tax as being a heavy burden for residents. Although he is an advocate for keeping taxes low, he felt they need to remain conscious of projects where the City will need revenue to perform other tasks. He is an advocate of the proposed Telecom Tax and encouraged conversation

regarding parameters while providing full clarity and transparency. He believed they are doing their best as a City to mitigate the increase in taxes and this is an opportunity to minimize costs they will be seeing in the future.

Council Member Birrell stated that when commenting at the last deliberation, she was incorrect in her understanding that the Telecom Tax pertained to a portion of every smartphone. It was clarified that the tax pertains to both landlines and smartphones but does not include the data portion of a mobile phone bill. She questioned if two senior people living on a fixed income each having a smart phone and a landline would feel the \$3 per month tax is a burden.

The Council discussed options for directing the potential revenue. Mayor Weichers stated that the City uses careful consideration when determining what gets collected from residents. He felt that if he was the determining vote, he would not move forward but would be preferable to have the full consensus of the Council. Fund designation was discussed. Staff confirmed this item will return at the next Work Session.

e. **Traffic Calming Discussion – City Manager, Tim Tingey and Public Works Director/City Engineer, Matt Shipp.**

Mr. Tingey stated that the above item was for the continuation of the Traffic Calming discussion. He clarified that he previously called this item the Traffic Calming Safety Plan as it is actually the Traffic Calming and Sidewalk Study Project. In the City Council Retreat, having a consultant involved with a comprehensive study of traffic calming was discussed. He asked for direction from the Council to help Staff understand, comprehensively, what is needed for traffic calming in the City. Temporary speed bumps were referenced. Over the past several years, speed bumps have not been implemented due to numerous areas of concern. Their primary safety concern is with emergency services having to go through the speed bumps resulting in a reduction in time to respond to an emergency. Temporary measures were presented. He stated that he receives requests on a weekly basis to conduct speed studies. Although the City can measure speeds, there is not a budget for these types of requests. There are multiple areas of major concern with the primary question being how they are prioritized.

Budgeting was reviewed. Public Works Director, Matt Shipp, stated that they have discussed using earmarking money for different projects. Should those projects be outlined and laid out, they can begin utilizing that earmarking money, similar to the stormwater system. He recommended the study be completed. A proposal will be presented to the Council at the upcoming Retreat. He reiterated his opposition to speed bumps but was willing to move forward if the City Council directed them to do so.

Council Member Bracken stated that the presented data comes from his master's degree research project. The study determined that there are approximately 125 feet between the point where a vehicle slows before the speed bump and resumes the original speed after the speed bump. Instead of having a consistent speed through the neighborhood, there is a wave effect he understood to be more dangerous. He was not in favor of speed bumps but believed speed signs and bike striping lanes have been proven to be effective. Previously, there was a \$25,000 budget item designated

solely for traffic-related issues. If a consultant is used and data is received, he urged the City Council to look at it and believe it.

Council Member Birrell appreciated Mr. Shipp bringing this item forward as well as the Active Transportation Committee. She requested that the proposal include specific elements detailing the City Council’s priorities. It was her understanding that the subcommittee has prioritized a specific singular neighborhood byway they would like to include as a pilot project. She suggested priorities include identifying neighborhood byways that allow those walking or rolling to access certain amenity areas or more regional paths. She stated Safe Routes to School should also be a priority and identify which routes children are walking to get to school. The use of a phased-in approach based on prioritization and eventually getting to more complete streets in Cottonwood Heights was recommended. She urged Staff to use visuals in cautioning motorists when they are approaching an area where extra caution is required.

Council Member Newell stated that residents have voiced their concerns with speed bumps in the City. Concerns included drivers purposely speeding over the speed bumps, loud noise from vehicles not slowing down, and rerouting people to avoid them all together. He was aware of the impact on snow removal and was opposed to the idea of purchasing something over and over again, as in a rubberized speed bump. He agreed with the idea of adding available funding to address these types of issues.

Mayor Weichers confirmed that they will move forward with a Request for Proposals (“RFP”) for the Council Retreat.

4.0 REVIEW OF CALENDARS AND UPCOMING EVENTS.

- a. **November 24 – December 7 – Holiday Decorating Contest.**
- b. **November 27 – Light the Heights at City Hall.**

5.0 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.

6.0 ADJOURN CITY COUNCIL WORK SESSION.

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

The Work Session adjourned at 5:45 p.m.

MINUTES OF THE COTTONWOOD HEIGHTS CDRA WORK SESSION HELD TUESDAY, NOVEMBER 21, 2023, AT 5:45 P.M. IN THE COTTONWOOD HEIGHTS CITY COUNCIL WORK ROOM LOCATED AT 2277 EAST BENGAL BOULEVARD, COTTONWOOD HEIGHTS, UTAH

Members Present: Board Chair Mike Weichers Board Member Scott Bracken, Board Member Shawn E. Newell, Board Member Matt Holton, Board Member Ellen Birrell

Staff Present: CEO, Tim Tingey; CDRA Attorney, Shane Topham; Secretary, Paula Melgar; Community and Economic Development Director, Michael Johnson; Police Chief, Robby Russo; Administrative and Financial Services Director, Scott Jorges; IT Manager, Matt Ervin; Public Works Director/City Engineer, Matt Shipp

1.0 WELCOME – Mayor Weichers.

Board Chair Mike Weichers called the meeting to order at 5:51 p.m. and welcomed those present.

2.0 HILLSIDE PLAZA ADVISORY COMMITTEE UPDATE – Introduction by Board Chair Weichers, CDRA CEO Tim Tingey, and Cottonwood Heights Community and Economic Development Director Mike Johnson.

Board Chair Weichers shared excitement in announcing the official formation of the Hillside Plaza Advisory Committee. The Committee has already met with Staff and the newly hired consultants. The Hillside Advisory Committee members were introduced.

Committee Vice Chair, Heather Anderson lives in District 1 and grew up in Cottonwood Heights. She has worked for Zions Bank, Community First Credit Union as the Assistant Manager, and transitioned to Bank of the West. She was a business owner for seven years and now works as a stay-at-home mom. When her twin daughters would go on dates, they would leave the City to find activities. It was her focus to create places for residents to go that would allow them to stay in Cottonwood Heights. When the City decided to purchase and redevelop the Hillside Plaza, she was thrilled and was looking forward to the residents’ desire for the area.

Lori Gee reported that she is a 30-year resident of Cottonwood Heights where she has raised her three boys. She is passionate about the City, serves on the Business Association, and is a real estate agent. Cottonwood Heights is unique with its small size and small population and felt this brings an opportunity to make the Hillside Plaza a place for the community. She enjoys getting to know the local businesses and watching them thrive.

Committee Chair, Randy Whitehead, was grateful to Cottonwood Heights for the vision and desire to purchase the Hillside Plaza property and develop it in a way beneficial to the City. He was excited to be a part of the Hillside Plaza Committee and work together to determine what is best for the City. He has been a resident since 2006 when he moved his company. He recently sold the business. He retired on June 30, 2023, and was pleased that the timing coincides with the endeavor to be a part of the Town Center. He has three children and six grandchildren.

Committee Secretary, *Kayla Lengyell*, stated that she and her husband purchased their family home in Cottonwood Heights in 2021 and have two daughters. She was excited about the Hillside Plaza Project and serving a new generation. She works as an accountant, has real estate experience, and a master's degree in public policy. She is originally from San Diego and has lived in Utah since starting college at Westminster 15 years earlier.

Gordon Walker has been a resident of Cottonwood Heights for over 30 years. His wife was instrumental in the incorporation of the City while serving as a Utah State Senator. He has served as a Planning Commissioner and as Chair for several years. After retiring, they moved to Frankfurt, Germany, and later returned to San Diego to help with the homeless issue. For the last 12 years of his career, he served at the State level over Housing and Community Development and as Deputy Undersecretary at the Department of Housing and Urban Development ("HUD"). He then came to Utah after the Federal Department asked him to take over a savings and loan that was struggling. He has been a strong supporter of housing over the years and during his career, managed many of the funds of the State. Most recently, he has worked as a real estate consultant.

Council Member Birrell described how she met Mr. Walker and his wife, Senator Walker when campaigning two years ago. She knocked on his door and had a discussion with him about affordable housing. She learned that Mr. Walker served as an advisor to the Governor on housing and valued his willingness to serve and share with the residents of Cottonwood Heights.

Tori Horsely grew up behind the Cottonwood Heights Police Station and spent her childhood walking to the Hillside Plaza where she later shared a business with her sisters. She has eight children and 17 grandchildren. Her husband also grew up in the City with both of their parents being residents. She appreciated those serving on the Hillside Plaza Committee, where many have already become friends. She looked forward to citizen input and making the area a wonderful place.

Mike Hanson grew up in Cottonwood Heights and moved to District 2 in 1971. He later purchased his home in the Somerset Area in District 3. He ran for office several times without success but found other volunteer opportunities that allowed him to serve in the City. He has been self-employed with his own business since 1986 and recently left to pursue other opportunities. He was honored to be part of the Hillside Plaza Committee.

Board Chair Weichers did not know if there was a more invested person in the City than Mr. Hanson and shared his excitement at having him on the Hillside Plaza Committee.

Dan Mills was excited to serve and reminisced about the business and activities shared in the Hillside Plaza as a youth. It was a great gathering place for both young and old. He opened a physical therapy business in the City 13 years ago. He is one of the two appointees from City Manager, Tim Tingey and currently serves as Chair of the Planning Commission. As a physical therapist, he also serves as an elected member of the Board of Directors of the Physical Therapy Association. He shared his passion for walkability and bike-ability and has gained an appreciation for the City's professional Staff and the elected representatives. He believed this was a unique experience and he was grateful to serve on the Committee while sharing their intentionality and

hopes for what this property can be. With contractors to assist the Committee in their process, he felt the City would be pleased with their work product and commitment. He stated that the City is viewed as being a leader and was looking forward to getting feedback from the residents.

Board Chair Weichers reported that he called a meeting with the Hillside Plaza Committee and shared his hope that in the years to come, they will continue to get together and take pride in what ends up becoming Hillside Plaza. With different opinions, he encouraged respect and ensuring that everyone has a voice. He thanked the Committee Members for their willingness to serve.

Community and Development Director, Michael Johnson reported that one formal meeting has taken place with the full Hillside Plaza Committee Project Team with another scheduled for the upcoming week. They intended to take ideas and put them on paper and get into interactive discussions. He confirmed that a project website will be live within the next several weeks with a publicly available survey.

Board Member Bracken encouraged the Committee to prepare more than one project design when presenting to the public. With a narrower presentation, there will be a greater amount of feedback. He stated that this is a stepping stone to the ultimate public process of encouraging resident involvement.

Board Member Newell expressed appreciation to the Committee Members and looked forward to the process.

Board Member Birrell stated many residents applied and were willing to serve on the Committee. 12 were selected and beyond those who formally applied, many are fascinated with the concept. She encouraged the Committee to remain transparent and put extra information out to the public through the website.

3.0 APPROVAL OF MINUTES.

The minutes of this meeting will be approved through the following process: The Agency's secretary promptly will circulate a draft copy of the minutes to the Board members, who then will have three business days to provide any proposed corrections to the secretary. The secretary will then circulate a revised draft of the minutes to the Board members, and the same review process will continue until such time as no corrections to the draft minutes are received within the three business days review period, whereupon that draft of the minutes will be deemed approved and will become the final minutes of the meeting.

4.0 ADJOURN

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

The Work Session adjourned at 6:29 p.m.

**MINUTES OF THE COTTONWOOD HEIGHTS CITY COUNCIL BUSINESS MEETING
HELD TUESDAY, NOVEMBER 21, 2023, AT 7:00 P.M. IN THE COTTONWOOD
HEIGHTS CITY COUNCIL CHAMBERS LOCATED AT 2277 EAST BENGAL
BOULEVARD, COTTONWOOD HEIGHTS, UTAH**

Members Present: Mayor Mike Weichers Council Member Scott Bracken, Council Member Shawn E. Newell, Council Member Matt Holton, 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; Administrative and Financial Services Director, Scott Jurgens; IT Manager, Matt Ervin; Public Works Director/City Engineer, Matt Shipp

1.0 WELCOME – Mayor Weichers.

Mayor Mike Weichers called the meeting to order at 7:03 p.m. and welcomed those present.

2.0 PLEDGE OF ALLEGIANCE

The Pledge was led by Council Member Holton.

3.0 CITIZEN COMMENTS

Runar Bowman (comments were inaudible).

City Manager, Tim Tingey, reported that online comments were received from Audrey Pines and Peggy Clark. Both comments were provided to the Members of the City Council and made part of the record.

4.0 ACTION ITEMS

4.1 Consideration of Ordinance 405 Adopting a Transportation Master Plan Element of the General Plan.

Mayor Weichers reported that the above item was discussed earlier in the Work Session.

Council Member Bracken expressed gratitude to Staff for their time and effort in putting together the Transportation Master Plan Element of the General Plan. He believed they had produced a good product.

MOTION: Council Member Bracken moved to **APPROVE** Ordinance 405. The motion was seconded by Council Member Newell.

Council Member Birrell appreciated Staff and the history behind having Master Plans. She has voiced her concerns regarding the need to put safety as the number one element within the Transportation Master Plan and although there are many elements she appreciated; she was not supportive of approval at this time.

Vote on Motion: Council Member Holton-Aye, Council Member Newell-Aye, Council Member Birrell-Nay, and Mayor Pro Temp Bracken-Aye. The motion passed 4-to-1.

5.0 CONSENT CALENDAR

There were no calendar items.

6.0 ADJOURN CITY COUNCIL BUSINESS MEETING.

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

The City Council Meeting adjourned at 7:08 p.m.

I hereby certify that the foregoing represents a true, accurate, and complete record of the Cottonwood Heights City Council Work Session, CDRA, and Business Meetings held Tuesday, November 21, 2023.

Teri Forbes

Teri Forbes
T Forbes Group
Minutes Secretary

Minutes Approved: December 5, 2023