

**MINUTES OF THE COTTONWOOD HEIGHTS CITY COUNCIL WORK SESSION
HELD TUESDAY, JANUARY 16, 2024, 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 Suzanne Hyland, Council Member Shawn E. Newell, Council Member Matt Holton, Council Member Ellen Birrell

Staff Present: City Attorney, Shane Topham; Deputy City Recorder, Maria Devereux; 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

Excused: City Manager, Tim Tingey

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 there were four Action Items. The first was Ordinance 407-Amending Code Section 11.20.060 concerning parking restrictions for certain vehicles. The matter was discussed at the previous City Council Meeting and involved the length of time an RV is allowed to park on a street before needing to be moved.

The second Action Item on the agenda was Resolution 2024-05-Consenting to the reappointment of Ciara Powers to the Arts Council. Mayor Weichers reported that City Manager, Tim Tingey recommended she be reappointed to a new three-year term. The next agenda item was Resolution 2024-06, Awarding a Retiring Police Officer her Badge, and Approving Her Purchase of a Police Firearm. Police Chief, Robby Russo reported that Officer Harris was previously a police officer at the University of Utah and joined the Cottonwood Heights Police Department in 2008. She is a very intelligent, competent, strong, and kind officer. She is a triathlete and, after 20 years of service, has chosen to retire and teach in Japan. Mayor Weichers thanked Officer Harris for her time served at Brighton High School and her service to the City.

The last Action Item was Consideration of Resolution 2024-07 Ratifying Committee Assignments. Mayor Weichers reported that the assignment of the Mayor Pro Tempore is determined by secret ballots cast by Council Members. The above item was not noticed within the given time limit and will be addressed at the first City Council Meeting in February 2024.

Commissioner Newell appreciated the ability as a Council Member to serve on different committees. He felt it was important to maintain a diverse voice.

3.0 LEGISLATIVE UPDATE AND DISCUSSION – Mayor Mike Weichers.

Mayor Weichers presented the Legislative update and stated that the above item describes the City’s Legislative priorities. He introduced City Lobbyists Greg Curtis and Brian Allen.

Mr. Allen provided a highlight of upcoming items for the 2024 Utah State Legislative Session. Upcoming Bills included the following:

- House Bill 5 – Appropriations for Natural Resources and includes trail funding.
- House Bill 11 – Imposes requirements on governmental entities regarding waterwise landscaping. Council Member Birrell asked if this would involve details already covered in Cottonwood Heights’ sustainability guidelines. Mr. Allen believed the City may already be in line with the requirements of the Bill. It would apply only to governmental facilities.
- House Bill 13 – Infrastructure Finance District. This is an improvement over years past and gives taxing authority to developers to develop infrastructure for property. The League of Cities and Towns (“ULCT”) has been active in the development of this item. Any lien is to be satisfied prior to issuing a Building Permit although there is no convenient way for cities to track whether a lien has been satisfied.
- House Bill 32 – Short-Term Rental notifications. This only applies to the definition that clarifies that cars are not considered short-term rentals.
- House Bill 155 – Fireworks. Would add the allowance of fireworks on Constitution Day, which takes place in September.
- House Bill 175 – Impact Fees. Would allow cities to impose impact fees on residences for fire suppression equipment.
- House Bill 176 – Fills elected official vacancies and allows mayors to vote twice.
- House Bill 180 – Short-Term Rentals. The ULCT has not taken a position on this Bill. It was believed that it would give the City power to provide enforcement.
- House Bill 195 – Wildlife impact. Would allow cities to consider wildlife impacts with respect to planning and zoning.
- House Bill 235 – Eminent Domain Bill. Would allow eminent domain to be used for the Bonneville Shoreline Trail.
- House Bill Scenic Byway: Senator Harper – Changes the Board by adding a member to the Outdoor Billboard Community.

Commissioner Birrell asked if a designed scenic byway exists within Cottonwood Heights City limits. Staff confirmed that there is not.

Greg Curtis reported that he met with Senator Cullimore and discussed priorities. He reported that the Utah Department of Transportation (“UDOT”) currently dedicates \$45 million per year to trails with a focus on multi-regional and connective. He confirmed that funding is ongoing. When working with other jurisdictions, he discovered that if requests for connectivity do not cross a multi-jurisdictional boundary, UDOT will not be immediately engaged.

Council Member Birrell wondered if this is what was dismissed at a previous Wasatch Front Regional Council (“WFRC”) workshop. Community and Economic Development Director, Michael Johnson reported that it was, and it was referred to as the Beehive Byway Plan. Items considered included eligibility for State funding of a trail along I-215 to connect Holladay, Cottonwood Heights, and Murray. Trails were identified and fit the description in addition to those that will be pursued locally. Mr. Curtis reported that the intent is to have dedicated trails with multiple users. The funds are with UDOT and will be openly accessed through their prioritization process. Safety along the east and west collectors and arterials was discussed. The intent was to provide grade-separated lanes to allow riders to move about while avoiding traffic interaction. The best example would be the newer highways along the Mountain View Corridor and Legacy Highway. A trail exists with access near North Salt Lake where a bike can be ridden past Lagoon without having to interact with traffic. He felt that the challenge of creating lane separation is greater within the population base.

Mr. Curtis participated in discussions with Mr. Tingey regarding streetscaping along Fort Union Boulevard and 2300 East with possible improvements to the Town Center. The difficulty lies with going before the State Legislature to request State money be statutorily dedicated to Public Safety in the Canyons area. Mayor Weichers reported that he participated in discussions with the WFRC regarding money designated specifically for town centers. He understood that there are funds available specific to underground parking on a State level. Mr. Curtis reported that grants are not available but low-interest loans may be utilized through the State Infrastructure Bank (“SIB”). The SIB currently has \$7 million and is regulated by UDOT. That money may be borrowed at a rate not to exceed 50 basis points over the State’s AAA Credit borrowing rate with no issuance cost. Borrowing terms were detailed. Mr. Curtis was unaware of any available grants for parking structures on a Federal level. If they were to provide a grant, public use must be associated with the structure. Examples of local parking structures were reviewed.

Mr. Curtis had been in discussions with Senator Cullimore regarding the purchase of ground at the Gravel Pit for a gathering center and gateway project. He previously requested the specifics of a purchase contract and appraisals but found it difficult to ask Legislatures for funding when details are not available. Mayor Weichers clarified that it was not a City request but more a request that the State look into the opportunity to introduce the Wasatch Mountains. Mr. Curtis expressed uncertainty about UDOT’s decision and litigation regarding the gondola. He felt it put them in an awkward position where they are willing to still plan but unsure as to how much they can do. There were no known objections to a mobility hub and improved transportation whether it be through buses or vehicles accessing the Canyon. The complication is with work taking place in the Canyon alongside strong opposition to the gondola.

Mayor Weichers reported that he met with UDOT earlier in the day who indicated that there was no chance of moving forward due to the plaintiffs' actions that include objections to Phase I. Council Member Birrell understood that the three separate entities suing UDOT are opposed to a Record of Decision because it includes Phases I, II, and III. It was noted that there were items of opposition within Phase I rather than just being included with the other two phases. Mr. Curtis stated that the last interaction with UDOT discussed the analysis of lawsuits and no decision had yet been made regarding moving forward. Environmental litigation can be extensive with other entities being in litigation for years.

Council Member Birrell questioned the correct avenue in making this a State-driven process while initiating the desire to purchase 10 acres based on tourism and the creation of a gateway. Mr. Curtis reported that the Statute will require a change in uses set aside for Cottonwood Canyons. The City will need to engage the vision of the Department of Tourism and gain their advocacy in moving forward. It was noted that Big Cottonwood Canyon gets nearly as many visitors as Zions National Park. He suggested starting with the Office of Tourism and pursuing a possible change of use. The challenge lies with private ownership and retaining control of Cottonwood Heights. He explained that the moment the State purchases the property, it will no longer be subject to local zoning laws. The various attractions were discussed.

Council Member Birrell expressed concern with the drive-thru traffic from I-215 south into Sandy and Draper as well as canyon recreationalists. She was interested in knowing if anything is forthcoming that will encourage UDOT and the Utah Transit Authority ("UTA") to work together to create a vision for better transportation alternatives. She believed there was movement with Salt Lake City Council Member Dan Dugan, and efforts to alleviate traffic on Foothill Drive. She asked if either Lobbyist had the insight to better affect a vision to put pressure on the Board of Trustees to consider moving commuters via existing arterials, collectors, I-15, and I-215 beltway. Mr. Curtis was unaware of any such efforts. In prior years, \$80 million was allocated for Canyon improvements with talk of including Wasatch Boulevard. Last year, an additional \$150 million was made available and still nothing has been done. He suggested a possible approach could be to request that the available \$20 million per year be used to run an express bus and provide additional parking. Council Member Birrell questioned the emphasis on residents to travel east to Wasatch Boulevard for bus access although most live to the west and could easily access transportation off Highland Drive.

Mr. Allen reported that there have been discussions with UTA regarding light rail along Foothill and Wasatch Boulevards with Rapid Bus Transit on Highland Drive. UTA reported that there is no demand for such a request and bus service has been reduced on the east side of the valley. Mr. Curtis was willing to meet with the Director of UTA and stated that they have a viable service and have made a conscientious decision to force riders to use fixed rail and have increased ridership. Various options were discussed.

Legislative Policies were next reviewed. Mayor Weichers reiterated that this information is available on the City's website. The bullet points included the following:

- The Legislature will respect the traditional role of local government.

- Respecting every City is unique, and a one-size-fits-all approach does not address community challenges.
- Imposing unfunded or unworkable mandates on cities may not be the most effective policy-making approach.

Funding of priorities:

Big and Little Cottonwood Canyon Transportation and Tourism:

- Provide funding to staff traction control enforcement at the base of Big and Little Cottonwood Canyons.
- Provide additional funding for the transit hub.
- Provide funding to acquire property for a State of Utah Gateway Tourist Facility Project near Big Cottonwood Canyon.

Active Transportation Roadway Improvement Funding:

- Provide funds that can be applied to help cities fund local roadway design and active transportation improvement projects.
- Provide funds and tools to assist in the acquisition of land and development of the Bonneville Shoreline Trail and other local regional trails.

Public Safety Funding:

- Mental health funding.

Policy Considerations:

- Remove city restrictions on short-term rentals.
- Maintain the current sales tax distribution.
- Provide options to enhance sales tax distribution amount in municipalities.
- Transportation policies for Canyons.

Council Member Holton asked if the Office of Tourism had been addressed. He stated Natalie Randall is taking the position previously held by Vicky Verela position at the Office of Tourism beginning in January 2024. She is a friend and resident of Cottonwood Heights. A meeting between Ms. Randall and the Council was encouraged.

4.0 STAFF REPORTS

a. Wasatch (Bonneville Shoreline) Trailhead Concept – Community and Economic Development Director, Mike Johnson.

Mr. Johnson presented the Staff Report and stated that the above is a request for Council review and feedback on a Conceptual Site Plan for the Bonneville Shoreline Trail trailhead improvements on the 26-acre property owned by the City. The subject property is located at 3801 East North Little Cottonwood Canyon Road. An aerial rendering was displayed. The City purchased the property in partnership with the fundraising effort by Utah Open Lands. A Conservation Easement was placed on the property to prevent future private development. Around the same time, the City was working on a Bonneville Shoreline Trail Access Master Plan that was adopted in 2020. The Master Plan identifies the subject property as what was defined as a secondary trail access point. Regional access points were identified and included Ferguson Park and the large parking lot with another identified in the future Gravel Pit Development.

Mr. Johnson reported that the matter came into play during UDOT’s Little Cottonwood Canyon Environmental Impact Statement (“EIS”) process and later with a Resolution from the City Council. The EIS contemplates improvements on Wasatch Boulevard and Little Cottonwood Canyon Road. UDOT recommended a shared-use path along Wasatch Boulevard and North Little Cottonwood Canyon Road to extend between Big and Little Cottonwood Canyons. It was noted that the plan does not include a proposal for a shared-use pathway along the frontage of this City-owned property due to the Conservation Easement and other factors.

UDOT has communicated to the City that if there is an official plan in place, it would add a shared-use pathway to that segment as part of the implementation of improvements along the corridor. Mr. Johnson stated that as such, Staff and the Design Consultant have developed the trailhead design concepts in accordance with recommendations from the Bonneville Shoreline Trail Access Master Plan and in coordination with Utah Open Lands. The Parks, Trails, & Open Space Committee (“PTOS”) has also reviewed the plans and expressed support. Staff is not looking to implement it immediately since doing so would be a Council priority as to whether and when to move forward with any implementation of the actual trailhead improvements. Updates to these concepts reflect a shared use path that the City has requested be included as part of the EIS. Mr. Johnson stated that two options were presented. One option limits disturbance and the other lines up with a future gondola access road. Options eliminated by the Parks, Trails, and Open Space Committee were for a more substantial parking lot and are not as compliant with the Master Plan.

Council Member Birrell understood that advancing the plan was to ensure that the City is in a good position when Phase I gets underway. Mr. Johnson reported that Phase I was included in the diagram but will be refined to provide clarity on the shared use path. Option A identifies where the existing pull-out area is located with a pathway. Option B includes building a brand-new intersection alignment that more closely reflects the gondola entrance on the EIS documents. He confirmed that Option B will create more disturbance with slightly more retention and grading.

Mayor Weicher reported that when the proposed parking lot is full, cars will be forced to park along Little Cottonwood Road and spill into neighborhoods. He believed an easier solution was to hide or buffer the parking with vegetation and trees from the roadway. Otherwise, the trailhead becomes an area that very few can access at one time.

Mr. Johnson stated that they had concepts that showed a bigger parking facility that just wasn't recommended as moving forward.

Council Member Birrell believed they have an opportunity to become a place people want to visit for aesthetics and recreation. She felt that littering the east bench with parking lots is short-term and misguided. The City can create a vision where there is a shuttle system and at peak times, an electric trolley system that will not only serve hikers and recreationalists but encourage people to circulate on foot. She suggested the system start between the Bells Canyon and Heugh's Canyon trailheads.

Mayor Weichers stated that until a trolley system is put in place, fewer people will be able to enjoy the trailheads due to a lack of parking.

Commissioner Holton stated that as a resident, his frustration is trying to access these areas with small children. He was frustrated with not being able to ride bikes to these locations and noted that they are more easily accessed by driving to the trailheads where they get out and enjoy the trails. He stated that it is difficult to enjoy the areas discussed when there is nowhere to park safely with his children. People park along the street regardless and create an unsafe environment. He expressed frustration with the City continuing to invest in areas for people to enjoy but are unable to provide the opportunity for those with young children to do so safely.

Council Member Birrell reminded the Council that every parking stall comes at a cost of \$30,000 when considering the value of the property, building, and maintenance. She suggested creating a vision with our General Plan in an update that reflects a shuttle to eliminate the need for families to drive private vehicles. She believed that when creating additional parking encourages people to drive, transit fails. Council Member Holton asked who would be responsible for operating the suggested shuttle.

Council Member Hyland stated that 30 parking stalls are not much greater than 12. She could not justify spending additional money in these areas without her, as a resident, being able to access the trailheads. She agreed with Council Member Holton's frustration with not being able to access the canyons. She believed there was room for both a shuttle and proposed parking.

Council Member Newell commented that in looking into the future and the proposed parking structure, safety when crossing should also be considered.

Mayor Weichers considered shared points to be valid and suggested that when alternatives are in place, the parking lot can be downsized. He was concerned about limiting parking to 10 or 12 stalls with a trail such as the Bonneville Shoreline Trail. He asked Staff if it would be worthwhile to take this presentation back to the PTOS regarding the Council discussion. Mr. Johnson stated

that because it is a concept and until it becomes an implemented design, Staff can potentially design the plan as phased implementation where a smaller option leads to a larger one.

b. Proposed Tavaci Annexation Process Discussion – City Attorney, Shane Topham and Community and Economic Development Director, Mike Johnson.

Mayor Weichers reported that the above item is a request for a proposed annexation from Tavaci. The City has accepted the request to be analyzed and has not received any protests. City Attorney, Shane Topham reported that the Tavaci Petition was filed on October 2, 2023. The City accepted the petition for further consideration and was considered by the City Recorder who gave notice to the City Council for certification that it was compliant with legal requirements on November 16, 2023. The protest period ran until mid-December with no protests received. The next step would be to hold a public hearing regarding the proposed annexation and provide prior notice to citizens. The City Council will next grant or deny the petition by way of an Ordinance. Although not specified, he recommended the decision be made two to three months following the public hearing.

Mayor Weichers commented that the consensus from residents in opposition to the petition for annexation was of concern for the City to have to take over the maintenance and upkeep of Tavaci Development's roads. The project is privately owned under its Homeowners Association ("HOA"). He questioned the possibility of default. He suggested the City create an agreement stating that if the HOA ever does default, they would be responsible for creating a Tax Service District to be liable for road maintenance. Mr. Topham stated that the agreement was feasible and would impose that obligation on their properties via a Covenant that is recorded against all the properties and owners. He explained that ultimately, the issue will be the argument that they are residents and taxpayers of the City and are opposed to paying to maintain their own property.

Mr. Johnson reported that included with the Tavaci property annexation request is a 50-acre parcel owned by the same owner as the Gravel Pit. It was anticipated that when the Gravel Pit Development plans are submitted if granted, the parcel may somehow be incorporated. He confirmed that the property is unincorporated and much of it is unbuildable hillside. He was uncertain whether it was better or worse to be the authority that would manage the development application. If Cottonwood Heights was not the jurisdiction, Salt Lake County would be, and Cottonwood Heights would have less of a say in any Development Plan that may impact the area.

Council Member Newell was concerned with the single point of entry and maintenance of the bridge. He commented that these types of items can add up financially and were of significant concern. Mayor Weichers agreed. Maintenance of the road and bridge was one of the reasons he questioned a potential HOA default and the possibility of imposing a Covenant to tax the residents.

Mr. Johnson explained that there was an intended second access point but when visiting the subject property, that proposed location was found to be a straight drop-off. The developer is in the process with Salt Lake County of removing that secondary access point from the Subdivision Plat. He noted that it has been approved by everyone other than the Water District.

Regarding approving the request with conditions, Mr. Topham was unaware of anything in the Code that allows for approval of an annexation with conditions. He was uncertain as to future

issues requiring a financial obligation on the HOA, which may be complicated by the requirement to tie in every individual piece of property within the project plus the Shelby property. Chief Russo agreed with the importance of secondary access and pointed out that there is no one to service the subject property. The Unified Fire Authority (“UFA”) has entered into an agreement that they send the closest engine. They would be forced to respond to the property with a separation of the Unified Police Department (“UPD”) and the Sheriff’s Office. He was unsure how police services would be provided unless a canyon car was sent in response. He confirmed that there is an Interlocal Agreement that provides for emergencies, but the day-to-day patrols will be problematic. Access during peak hours during the winter season was discussed.

Council Member Birrell brought up the additional strain on CHPD and associated expense should the residents of Tavaci demand that the City regulate the ski traffic on SR 190 at the entrance to Tavaci.

Chief Russo asked about the other 300 days per year when Tavaci could call for emergency services and how to cover more officers to go up there.

Mr. Johnson stated that Salt Lake County uses codes to review permits for these types of sensitive areas with steep slopes and slope stability issues. The regulations are not as strict as in Salt Lake County. Cottonwood Heights will apply its review process to homes that are not permitted and include those pushed back against the foot of the slope. When considering tax projections, the average number of homes finished and occupied totaled \$2.5 million. He multiplied that average by the total number of lots that will presumably have the residential exemption where they are accessed at 55% of actual value multiplied by the local tax rate. Total tax revenue would average \$100,000 to \$150,000, not including the 50-acre parcel.

Council Member Birrell asked about the proximity of the Tavaci roadway to the water treatment plant and compliance with the Clean Water Protection Act. Staff were unclear as to the specifics.

Council Member Hyland reported that Laurie Stringham implied that there is going to be Legislation related to unincorporated areas of Salt Lake County being forced into a City. It was her understanding the legislation would specify that unincorporated areas would be annexed into the largest adjacent City. She asked if there will be forthcoming Legislation and if so, will be a reason to wait and see if that legislation impacts Cottonwood Heights prior to acting. Mr. Topham reported that this item has been discussed in years past and he has yet to see it enforced. He confirmed that the annexation decision will come from the State.

Council Member Birrell asked if there are time constraints on making our decision. Mr. Topham indicated there had to be a reasonable time after the protest period finishes and after the public hearing. The city can’t let things go too stale. Tavaci sponsors could start up another petition the next day if they wanted to.

Staff confirmed that the next steps in the annexation petition process will be to schedule a public hearing and a subsequent vote by the City Council.

c. **Budget Amendment – Administrative and Fiscal Services Director, Scott Jurges.**

Administrative and Fiscal Services Director, Scott Jurges, presented the Budget Amendment discussion and stated that adjustments are often made quarterly. The items presented contain issues that have come to the City over the last several months. Many are offset by revenue, a contribution, or a grant. The following items were amended:

General Fund:

1. Light the Heights contribution from Rocky Mountain Power is \$2,000.
2. EDCUtah Grant used for the Mayor video at a cost of \$1,750.
3. The Utah Division of Arts and Museum Grant toward the Culture Coordinator costs. The cost is already budgeted at \$4,500 of revenue.
4. Zoo, Arts, and Parks (“ZAP”) Grant for the Cottonwood Heights Arts Council for \$16,910.
5. The purchase of a Harley Davidson Motorcycle for the Police Department was delayed until November from the prior year for \$34,313. They will utilize the funds budgeted the previous year for the actual expenses.
6. The sale of a Nissan Armada to be used for vehicles for new officers for \$25,500.
7. The following were donations to the Police Department: \$500 Christian Nielsen, \$125 Baker Rajsavo, and \$5,057 for Honorary Colonels for a total of \$5,682.
8. Recreation Center reimbursement for Thanksgiving 5K overtime in the amount of \$1,950.
9. Driving Under the Influence (“DUI”) Overtime reimbursement of \$4,272.
10. Court Restitution to offset various costs in the Police Department in the amount of \$436.
11. A Memorandum of Understanding (“MOU”) for Pedestrian Enforcement totaling \$2,129.

Mr. Jurges reported that the net is an increase in expenditures of \$94,942 and an increase in revenue of \$65,129 resulting in a net cost of \$29,813.

d. **Budget Calendar Discussion – Administrative and Fiscal Services Director, Scott Jurges.**

Mr. Jurges presented the Budget Calendar and reported that the above item is prepared annually as they continue to work on the upcoming budget. The Finance Department has begun gathering budgets from Department Directors that may require a budget adjustment. Increases have been reviewed. Once completed, the list will be reviewed by the Budget Committee with a target completion date of February 2, 2024. He will review the full listing with Mr. Tingey and continue meeting with Department Directors to provide clarity on each request. The budget timeline was as follows:

- The City Council Retreat was scheduled for February 24, 2024, to discuss budget priorities, and expectations, and review the five-year plan.
- The Budget Committee Meeting will take place on March 12, 2024. The Compensation Committee will meet around the same time.
- On March 19, 2024, the Department will provide an update on various requests and be prepared to discuss them with both committees.
- Budget and Compensation Committee Meetings we tentatively scheduled for March 25, 2024.
- On April 16, 2024, the Compensation Committee Report was scheduled to be presented during the City Council Meeting and Budget Committee Report. This is when the City Council becomes aware of what has been taking place at the various meetings to that point.
- The proposed budget will be assembled on April 19, 2024.
- The Tentative Council Work Budget Session is scheduled to take place on April 23, 2024.
- On May 7, 2024, the Tentative Budget will be presented for public comment.
- The City Council Budget Work Session is scheduled for May 21, 2024.
- The First Public Hearing on Budget Adoption will take place on June 4, 2024.
- On June 18, 2024, adoption of the Budget is anticipated if there is no tax increase. Should there be a tax increase, it would be proposed, and the City would hold an additional meeting in August.

e. **Off-Street Parking Modifications – Police Chief, Robby Russo and City Attorney, Shane Topham.**

Mr. Topham led the discussion, which was focused on Recreational Vehicle (“RV”) parking. The current Ordinance allows RV parking along public streets for a period of two hours in any 24-hour period. After Council discussion, the consensus was that two hours does not provide adequate time to unload and clean a vehicle. The proposal was for an extension of the time from two to 24 hours.

Council Member Newell did not feel that 24 hours was adequate if coming in late from a vacation. He suggested 36 hours be allowed for residents to unload and prepare an RV for return or storage.

Council Member Hyland stated that 24 hours is too long and was opposed to the possibility of it being parked overnight. She suggested extending the two-hour period to six hours.

Council Member Birrell sympathized but felt that that was the dynamic to be considered prior to purchasing an RV. She agreed with Council Member Hyland’s concern about an extended period and was opposed to a 24-hour extension.

Mayor Weichers reported that the current Ordinance allows an RV to be parked on the street for two hours. His opinion was that unloading and loading are typically done in the owner’s driveway. He felt that two hours was too little time.

Council Member Holton commented that having spoken to people who own RVs, it would be brought to the home on a Thursday evening and loaded with the intent to leave Friday after work. Upon return, it takes hours to properly clean and remove belongings. He did not feel that two hours was nearly enough. He suggested that 24 hours be allowed to remove the vehicle from the neighborhood. Mayor Weichers suggested the City Council consider the nuisance aspect. He stated that RVs occupy a lot of space in the roadway and block visibility. He considered 12 hours to be adequate.

Chief Russo stated that the Police Department does not receive many calls concerning RVs. Ordinance language was discussed. Mr. Topham suggested that language be addressed by inserting that the RV may be parked on the street in front of the residence that is occupied by the owner/user of the vehicle for the number of hours determined by the Council.

It was the consensus of the Council to modify the two-hour period to 12 hours. Should there still be issues after the changes are made, the item may be returned to the City Council for further consideration. Mr. Topham noted that verbiage may be added to state “...a single parking span of up to 12 hours”. He confirmed that the changes will be added to the Ordinance and amended as discussed.

Challenges with parking congestion were addressed. Chief Russo reported that fines are often associated with parking on public property. With ski resorts offering reserved parking, spots fill quickly and leave others to utilize public streets and often the Park and Ride. The current fine is \$25 and does not detour illegal parking. He previously understood that it was the court’s discretion

to determine the amount of the fines but later learned that it is up to the City Council to determine those amounts. Surrounding agencies have imposed parking fines ranging from \$70 to \$125 with Brighton Ski Resort charging fines of up to \$150. Shared photos depicted illegally parked vehicles blocking driveways, and mailboxes, and coming within 20 feet of an intersection. Cars are often parked so heavily that tow trucks cannot access the area to impound them. He reported that this would apply to any public parking stall and clarified that parking must be located within a designated stall.

Mayor Weichers was concerned about those who cannot afford the \$100 fine. He agreed that the current fine of \$25 is not a deterrent. It was the consensus of the Council that parking fines be increased to \$100.

f. **General Plan Process Update - Community and Economic Development Director, Mike Johnson.**

Mr. Johnson presented the General Plan Process discussion and stated that Staff continues to update the rough draft that was initially based on public input during the joint work session. The goal is to provide a Summary Report of the updated information available to the City Council in March. The draft would then move forward with formal public input.

Council Member Birrell stated that it would be helpful to see the existing plan and the direction the changes seem to be taking. She preferred to compare the information to further understand the progress. Mr. Johnson offered to work toward making that information available as there is nothing formal at this point. Rough drafts were available for comparison purposes.

Mr. Johnson reported that the Form-Based Code was presented to the City Council at its first December meeting. The Code is moving along with a draft currently being reviewed by the Planning Commission. The Consultant has provided updates, and a public open house will be scheduled for March 2024 followed by a Planning Commission recommendation shortly thereafter. It was anticipated that there would be a formal draft presented to the City Council in May 2024. Updates will be provided as the matter item moves forward.

g. **Riverton City Resolution on Utah Housing Policy Discussion – Mayor Mike Weichers.**

Mayor Weichers reported that the above item will be moved to the first City Council Meeting in February.

5.0 REVIEW OF CALENDARS AND UPCOMING EVENTS.

- a. **Utah Arts and Museums Traveling Exhibit – The Eyes Have It. January 2 through February 1, 2024, in the City Hall Lobby.**
- b. **Chinese New Year Celebration – Saturday, February 3 from 10:00 a.m. until noon in the City Hall Community Room.**
- c. **City Hall will be Closed on Monday, February 19, 2024, for Presidents Day.**

- d. Musical Auditions for *Beauty and the Beast* – March 15, 16, and 23 in the City Hall Community Room.
- e. Easter Egg Hunt – Saturday, March 30 beginning at 10:00 a.m. at Butler Park.

6.0 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.

7.0 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 6:33 p.m.

**MINUTES OF THE COTTONWOOD HEIGHTS CITY COUNCIL BUSINESS MEETING
HELD TUESDAY, JANUARY 16, 2024, 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 Suzanne Hyland, Council Member Shawn E. Newell, Council Member Matt Holton, Council Member Ellen Birrell

Staff Present: City Attorney, Shane Topham; Deputy City Recorder, Maria Devereux; Community and Economic Development Director, Michael Johnson; Police Chief, Robby Russo; Administrative and Financial Services Director, Scott Jurges; IT Manager, Matt Ervin; Public Works Director/City Engineer, Matt Shipp

Excused: City Manager, Tim Tingey

1.0 WELCOME – Mayor Mike Weichers.

Mayor Mike Weichers called the meeting to order at 7:05 p.m. and welcomed those present.

2.0 PLEDGE OF ALLEGIANCE

The Pledge was led by Administrative and Fiscal Services Director, Scott Jurges.

3.0 ACKNOWLEDGMENTS

3.1 Recognition of the City’s Historic Committee Award – Mayor Mike Weichers.

Mayor Weichers recognized the Historic Committee Members present who were identified as:

- Chair, Jim Kichas;
- Vice-Chair, Ken Verdoia;
- Secretary, Carol Woodside;
- Gayle Conger;
- Beverly Beckstead;
- Jerry Christensen;
- Jessica Despain;
- Don Cannon;
- Bruce Lubeck; and
- Mark Lentz.

The Historic Committee Members were recently recognized by the State for their efforts. The Mayor stated that the Historic Committee has been tireless in their efforts to preserve the rich history of Cottonwood Heights through the secure and accessible storage of historical documents.

Since its formation in 2007, the Committee has amassed a large collection of various materials. To comply with the City's Ordinance and ensure preservation, the Committee invested in a safe cloud-based webpage allowing for easy scanning and uploading for public view. A digital archive project was introduced in 2021. Over the past two years, the Committee has been able to add seven categories with a multitude of documents uploaded. The Committee's commitment to preserving the history of Cottonwood Heights has been inspiring. Members have spent hours organizing and documenting each historic piece of material. The Committee intends to make a public request for more historical documents after the current work has been completed. He commended the Committee for the passion and care of its members. They have set an example for others who are seeking to safeguard their precious materials. The Cottonwood Heights Historic Committee has demonstrated an unwavering dedication to preserving the City's rich cultural heritage.

4.0 CITIZEN COMMENTS

Logan Page understood that the allowance for RV parking is currently two hours. He became aware of the statute when Code Enforcement stopped by his home after his RV had been parked in front of his home in preparation for a trip. He was opposed to the two-hour time limit and did not feel it was enough time to get ready and then unpack. He purchased his RV to spend time with his family and teach responsibility to his children. His RV is stored off-site. He understood the goal of keeping City streets clear. In preparation for a trip, he brings the RV to their home, plugs it in for power, and has his children assist him in getting ready. After returning home, it is often late, and he leaves his RV loaded in front of his home. He knew of no effective way to get it unpacked and returned to the storage facility in two hours. Mr. Page reached out to Council Member Holton regarding other municipalities' allowances with some having a similar time limit and others that allow several days. If he comes home on a Sunday evening and gets the kids to bed, he then has two hours and would have his power washer running with lights creating light pollution for neighbors trying to go to bed. He felt that with pride in the City comes pride in ownership and urged the Council to consider a more acceptable time limit.

Mayor Weichers noted as a City Council, the Ordinance up for a vote would increase the amount of time from two hours to 12 hours.

Runar Bowman stated that the two nearby ski resorts have instituted reserved parking. From a traffic standpoint, it has been an enormous success with minimal lines up the Canyon. The tradeoff is that those who used to drive are now prevented from going up the Canyons and must park in the valley. He found that people are now parking along the bus route to catch the bus at various points. The 6200 South Park and Ride is overflowing while Highland Plaza has become an alternative. Riders get on early to secure a seat. Mr. Bowman was frustrated with overcrowding due to UTA's unwillingness to increase capacity even with increased demand. He suggested that UTA double capacity during peak hours and stated that the policy change is impacting residents with vehicles parked in neighborhoods to get to the nearest bus stop.

Mayor Weichers commented that the City has made a similar request. UTA has confirmed its unwillingness to implement an increase due to pending lawsuits that have put Phase I on hold. The mobility hub and enhanced busing will not move forward until the lawsuits are resolved.

Council Member Birrell stated that this should be a valley-wide concern. Residents should be able to leave their vehicles closer to where they live. More parking lots in the foothills of Cottonwood Heights is not the answer. She appreciated Mr. Bowman's comments and acknowledged that it is a significant problem that needs to be addressed by the County and State.

Larry Larsen reported that Tavaci Development's Annexation Request is better left in Salt Lake County. He felt there were too many unknown risks. There is no secondary access, and it should never have been approved years prior. Mr. Larsen stated that the development is not approved in the Code for fire protection or police and emergency services. The former Shooting Range was proposed as the secondary access, but that property is owned by the Gravel Pit and is unavailable. He expressed concern about the HOA's potential bankruptcy and canyon traffic blocking access. He understood that the Wasatch Boulevard expansion plans include a trailhead along the east side. Nearby residents are opposed to its construction. Mr. Larsen expressed opposition to the Annexation Request.

Jeff Chatelain reported that there have been numerous issues with RV parking along Canyon Center Drive. The Marriott Hotel recommends guests park their trailers and RVs along the streets and he requested that they be notified of the restrictions. He commended the Cottonwood Heights Police Department during the recent storm. With the closure of Little Cottonwood Canyon, there were cars parked along both sides of the street with no access for residents or emergency vehicles. He appreciated the involvement with Hillside Plaza and expressed frustration with the lack of involvement with the Canyon Center. He asked that the City place a 'No Turn' sign when exiting the 7-Eleven.

Tim Jahn stated that he is an Emergency Physician and lives just off Wasatch Boulevard. He was frustrated with the cancellation of the 953 bus service. Safety was of concern with three cars having been ejected from Wasatch Boulevard into their neighbors' yards. He reported that the American Public Transportation Association has indicated that traveling by bus is 10 times safer with 90% fewer accidents. Public transportation also reduces the use of Fossil Fuels by six billion gallons annually. Recently, it took him 2 ½ hours to get to Snowbird and although bus service will not alleviate congestion, it will mitigate it. Dr. Jahn moved to the City for the ability to utilize public transportation and believed that parking issues would be alleviated by resuming the 953 bus service.

Henry Sokolski gave his address as 8170 Wasatch Boulevard and was present on behalf of approximately 100 members of The Oaks HOA. Mr. Sokolski asked to meet with Staff regarding the reinstatement of the 953 bus service and the need for the involvement of City officials. He met with UTA Staff who were receptive to their concerns. A letter from residents was shared with UTA Officials as an expression of earnest interest. He questioned the cost of vans similar to those at the ski resorts and urged the City Council to reach out to UTA and UDOT.

Mayor Weichers stated that he requested Council Member Birrell be appointed to the UTA Advisory Council. He commended her continued efforts. Council Member Birrell reported that discontinuation of 953 bus service is part of a bigger problem. She considered buses to be the answer. Because service has been removed over the last two years, many who live along Wasatch Boulevard and Fort Union Boulevard lack adequate public transportation. She felt that the City

could do more with UTA and UDOT with a focus on moving people as opposed to building highways to move vehicles.

Randy Long, a Kings Hill Drive resident, lives near the Smith's Trailhead. There are two other nearby trails he believed should be preserved. He emphasized the need for parking to access the trails and provide on-street parking.

Theresa Heinrich lives at the mouth of Little Cottonwood Canyon. With the recent closure of both Canyons, she left her home at 8:30 a.m. and noticed a Sandy City Sheriff along Wasatch Boulevard and 9800 South. Cars had been queued up and pulled over to the side of the road to await reopening. She asked if Cottonwood Heights was willing to do something similar to mitigate traffic that is waiting for canyon access while allowing regular traffic to get through. She wondered if the traction requirement for cars entering the Canyons was ever checked or enforced.

Mayor Weichers reported that traction enforcement is the responsibility of UDOT. Cottonwood Heights discussed its willingness to enforce the traction requirement if UDOT would provide funding. He confirmed that negotiations are ongoing. Regarding traffic waiting to enter the Canyons, Wasatch Boulevard does not have a shoulder broad enough in all locations to accommodate waiting vehicles. The City recently hired three additional police officers to specifically address this problem. Chief Russo reported that it takes two officers to enforce the traction issue which would detract from those working on traffic mitigation.

Sam Gray gave her address as 3575 Golden Hills Avenue. She travels up Big Cottonwood Canyon twice each week and has been checked several times for traction requirements. As a cyclist, she rides northbound on Wasatch Boulevard three to five times per week. Until recently, there has been a bike lane that extends from Wasatch Boulevard through Big Cottonwood Canyon Road that has been modified. UDOT eliminated the concrete portion of the bike lane on a northbound turn lane at that intersection. Through the STRAVA app, that particular segment of Wasatch Boulevard has had 10,981 individual cyclists pass through. She questioned why the concrete island was constructed and how cyclists are supposed to utilize that area.

Micki Harris reported that she listened to the Work Session and commended Mayor Weichers for his efforts to listen to everyone. With upcoming projects, it will take education, time, and fighting to work through the issues. She felt that the City and its residents need to work together. Residents of District 4 feel that they are being suffocated and are willing to help in any capacity. She dodges cars when walking along Wasatch Boulevard and asked if officers are available for morning patrols when skiers are entering the Canyons.

John Adams was thankful for the Ferguson Dog Park and parking lot and stated that dogs improve mental health and in turn help the City. He noticed a notation in *The Canyons Newsletter* that the views written by a Council Member are not necessarily those of the entire City Council. He stated that Mr. Tingey confirmed that the lead article is an opinion section, which he considered odd. Mr. Adams suggested that the article state the fact that when someone writes something it is either fact or opinion and specify whose opinion it is. He suggested that a public comment section be added to allow residents to comment.

Mayor Weichers reported that a disclosure identifying a Council Member's opinion will appear in all articles moving forward.

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

5.0 PUBLIC HEARING – Proposed Budget Amendment for 2023-2024 Fiscal Year – Introduction by Administrative and Fiscal Services Director, Scott Jurges.

Mr. Jurges presented the proposed adjustments for the Budget Amendment for the 2023-2024 Fiscal Year. Many are offset by revenue, a contribution, or a grant. Adjustments included the following:

General Fund:

1. A Light the Heights contribution from Rocky Mountain Power in the amount of \$2,000. Increased expenses and revenues resulted in a net zero impact on the City.
2. The EDCUtah Grant was used for the Mayor's video in the amount of \$1,750. The result was increased expense and revenue.
3. The Utah Division of Arts and Museum Grant was applied to Culture Coordinator costs. The cost was already budgeted with \$4,500 of revenue. There was increased revenue to match the grant.
4. The ZAP Grant for Cottonwood Heights Arts Council totaled \$16,910. There were increased expenditures and expenses for a net zero impact on the City.
5. The purchase of a Harley Davidson Motorcycle for the Police Department that was delayed from November 2023 totaled \$34,313. The funds will be utilized and were budgeted the previous year for the purchase of the actual expense.
6. The sale of a Nissan Armada to be used by new officers in the amount of \$25,500. Proceeds will go toward the purchase of new vehicles for the three new officers.
7. Various donations to the Police Department were as follows: \$500 from Christian Nielsen, \$125 from Baker Rajsavo, and \$5,057 from the Honorary Colonels for a total of \$5,682. The result was an increase in expenses and revenue.
8. The Recreation Center Reimbursement for the Thanksgiving 5K overtime totaled \$1,950.
9. DUI Overtime reimbursement for \$4,272.
10. Court Restitution to offset various costs in the Police Department in the amount of \$436.

11. A Memorandum of Understanding (“MOU”) for Pedestrian Enforcement for \$2,129.

Mr. Jorges reported that the net is an increase in expenditures of \$94,942 and an increase in revenue of \$65,129 resulting in a net cost of \$29,813. Most are the result of the timing of the police vehicle and offset by the Museum Grant.

Chair Weichers opened the public hearing. There were no public comments. The public hearing was closed.

6.0 STAFF QUARTERLY REPORTS

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

Public Works Director, Matt Shipp presented the Public Works Quarterly Report and stated that Fiscal Year 2023-2024 snowfall is measured from the Public Works yard as the East Bench Snow Reports often contradict the snowfall received at the Salt Lake Airport. The City has received 51 inches of snow and used 2,100 tons of salt for an average of 240 pounds per mile. With 22 events, drivers have logged 17,000 miles of travel throughout the City. He believed they offer one of the better services in the valley as trucks are out plowing as soon as a snowstorm starts. Every street in the City is plowed within 24 hours of a storm ending. Mr. Shipp invited the Council Members to participate in an early morning ride-a-long.

Year 1 of the Road Maintenance Plan:

- Prospector Subdivision: Out for bid. The bid opens on February 3rd. IT was informed that this will be a large project and they will work hard to minimize interruptions to residents. The construction work will be intrusive and inconvenient.
- Towne Drive: Out for bid. Bids will be opened on February 3.
- Slurry/Chip Seal Projects to be performed Citywide in 2024.
- 1700 East Sidewalk: To be built this summer.
- HAWK Signal at Bella Vista Elementary School: Going out for bid in February. Anticipated two-month construction time. The Canyons School District donated the property needed with a Quick Claim Deed. UDOT understands the importance of completing the project and issues the City is facing. The Wasatch Front Regional Council (“WFRC”) has also been assisting with the project.
- Council Member Birrell recommended the Hawk Signal flashing lights be red to notify motorists that they need to come to a complete stop. Mr. Shipp stated that that type of signal is not permitted at a crosswalk. Flashing yellow is a warning of the pedestrian crossing. The Manual on Uniform Traffic Control Devices (“METCD”) requires the light to be yellow.
- Striping in the City: Will submit for bids in February.
- The Bengal Boulevard/Highland Drive Intersection: Preliminary design is completed. Work is ongoing with UDOT and the WFRC on budget issues.
- Peppers Hill Storm Water Improvements: Will go to bid this spring.

Council Member Birrell questioned the process for prioritizing stripping. She realized UDOT owns SR-210 but with almost all paint being worn, Wasatch Boulevard remains a safety concern. Mr. Shipp reported striping is not prioritized. The entire City gets stripped based on what is allotted in the budget and how far it goes. Larger arterials and collectors are stripped first followed by the rest of the streets. He confirmed entities will begin stripping within the next several months as the wintry weather makes it difficult to maintain. Deficient areas will be reviewed as the weather allows.

6.2 Quarterly Financial Report – Finance and Administrative Services Director, Scott Jorges.

Mr. Jorges presented the Quarterly Financial Report and stated that Sales Taxes are received approximately two months behind collection. The December Monthly Financial Report includes sales taxes through October. The delay is due to the time it takes for retailers to report their numbers and the State Tax Commission calculations. Taxes reported included the following:

Sales Tax: Sales Taxes were budgeted at \$9.5 million with the previous year’s collection at \$9.1 million.

County Option Highway Transportation Sales Tax: The City budgeted \$800,000 for the current year and is only \$2,600 behind what was received the prior year.

Transient Room Tax: Sales Taxes increased dramatically from 2021 to 2022 and nearly doubled. The 2023 total fell just below \$180,000. The current Transient Room Tax is \$1,000 ahead of the prior year with \$175,000 budgeted.

Municipal Energy Tax: Is based on both power and natural gas sales throughout the City. The uses are assessed and counted as the Municipal Energy Tax. As the power and gas companies increase rates, it has a positive effect on the rates in Cottonwood Heights. This tax was reported at \$2.5 million in 2023 and is currently \$23,000 ahead of the prior year with a budget of \$2.3 million. It was anticipated the Municipal Energy Tax would total \$2.6 million at the fiscal year end.

Cable TV Tax: The City has seen an erosion of this tax. The current year is \$2,000 behind 2023 with a budget of \$300,000.

Class C Road Funds: This is a cents per gallon tax on diesel fuel or gasoline sold that is not for farming. The current report reflects \$33,000 ahead of 2023 with a budget of \$1.4 million. It was expected to total \$1.5 million for the current fiscal year.

General Fund Expense Trend: General Fund expenses increase annually and are most impacted by salaries and benefits. Department Directors are aware of their budgets and will stay within those numbers. There were increases in 2022 and 2023 where \$2 million in State and Local Fiscal Recovery Funds affect an increase. The funds will not be repeated in 2024. The 2024 Budget is \$22,213,000. It was anticipated that at the year-end net expenditures would total \$21.5 million. The budget to date is \$11,157,000 and \$968,000 ahead of the 2023 spending.

7.0 ACTION ITEMS

7.1 Consideration of Ordinance 407 Amending Code Section 11.20.060 Concerning Parking Restrictions for Certain Vehicles.

MOTION: Council Member Hyland moved to APPROVE Consideration of Ordinance 407 Amending Code Section 11.20.060 reducing the number of hours to 12. Council Birrell seconded the motion.

Council Member Holton made a substitution motion to TABLE Consideration of Ordinance 407.

Council Member Holton appreciated the comment from the resident who owns an RV. The man lives on a hill with a steep driveway that makes it unsafe to park the RV there. If the owner gets home at 8:00 p.m. and puts his kids to bed, the 12-hour time limit would require him to have the RV removed by 8:00 a.m. or be cited. He considered the 12-hour requirement to be unreasonable and preferred additional time be allowed to consider a better solution.

The substitute motion failed for lack of a second.

Vote on Motion: Council Member Holton - No, Council Member Hyland - Yes, Council Member Newell - No, Council Member Birrell - Yes, Mayor Weichers - Yes. The motion passed 3-to-2.

7.2 Consideration of Resolution 2024-05 Consenting to an Appointment to the Arts Council.

MOTION: Council Member Newell moved to APPROVE Resolution 2024-05 Consenting to an Appointment to the Arts Council. Council Member Hyland seconded the motion. Vote on motion: Council Member Holton - Yes, Council Member Hyland - Yes, Council Member Newell - Yes, Council Member Birrell - Yes, Mayor Weichers - Yes. The motion passed unanimously.

7.3 Consideration of Resolution 2024-06 Awarding a Retiring Police Officer Her Badge and Approving Her Purchase of a Police Firearm. (Officer Polly Harris has retired from CHPD after 20 years of service, including 16 with CHPD. As is customary and as authorized by City Code, by this Resolution the Council will award Officer Harris her badge and approve the purchase of her sidearm).

MOTION: Council Member Birrell moved to APPROVE Resolution 2024-06, Awarding a retiring Police Officer her Badge, and approving her purchase of a police firearm. Council Member Hyland seconded the motion. Vote on motion: Council Member Holton - Yes, Council Member Hyland - Yes, Council Member Newell - Yes, Council Member Birrell - Yes, Mayor Weichers - Yes. The motion passed unanimously.

7.4 Consideration of Resolution 2024-07 Ratifying Committee Assignments. (By this Resolution, the Council will Ratify the Assignments Made by the Mayor for Liaison Coverage of Various “Outside” and “Inside” Committees and Boards, as contemplated by the Council’s Internal Policies and Procedures).

MOTION: Council Member Birrell moved to APPROVE Resolution 2024-07. Council Member Newell seconded the motion. Vote on motion: Council Member Holton - Yes, Council Member Hyland - Yes, Council Member Newell - Yes, Council Member Birrell - Yes, Mayor Weichers - Yes. The motion passed unanimously.

Council Member Hyland thanked Mayor Weichers for his efforts and looked forward to working on the committees.

8.0 CONSENT CALENDAR

8.1 Approval of the Minutes of the City Council Administration of Oath of Office, Work Session, and Business Meeting Minutes of January 2, 2024.

MOTION: Council Member Newell moved to APPROVE the Minutes of the City Council Administration of Oath of Office, Work Session, and Business Meeting Minutes of January 2, 2024. Council Member Hyland seconded the motion. The motion passed with the unanimous consent of the Council.

9.0 ADJOURN CITY COUNCIL BUSINESS MEETING.

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

The City Council Meeting adjourned at 8:41 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 Meetings held Tuesday, January 16, 2024.

Paula Melgar

City Recorder

Minutes Approved: February 6, 2024