

**NORTH OGDEN CITY COUNCIL
TRANSPORTATION OPEN HOUSE AND REGULAR MEETING MINUTES**

November 17, 2015

The North Ogden City Council convened in an open meeting on November 17, 2015 at 6:33 p.m. at the North Ogden City Senior Center at 505 East 2600 North. Notice of time, place and agenda of the meeting was delivered to each member of the City Council, posted on the bulletin board at the municipal office and posted to the Utah State Website on November 16, 2015. Notice of the annual meeting schedule was published in the Standard-Examiner on December 21, 2014 and October 4, 2015.

PRESENT:	Brent Taylor	Mayor	
	Kent Bailey	Council Member	
	Lynn Satterthwaite	Council Member	
	Cheryl Stoker	Council Member	
	Phillip Swanson	Council Member	
	James Urry	Council Member	
STAFF PRESENT:	Bryan Steele	City Administrator/Finance Director	
	Annette Spendlove	City Recorder/HR Director	
	Jon Call	City Attorney	
	David Espinoza	Public Works Director	
	Matt Hartvigsen	City Engineer	
VISITORS:	Gary Jensen	Dennis Shupe	Jami Shupe
	Dolores Johnson	David Brimhall	Randy Winn
	Dan Carter	Carl Turner	Ryan Barker
	Jeremiah Jones	Shawn Heiner	Nicole Nancarrow
	W. LeRoy Davis	Al Trout	Lloyd Barker
	J. T. Carrillo	Mark Tracy	

Mayor Taylor welcomed those in attendance. Council Member James Urry then offered an invocation and led the audience in the Pledge of Allegiance.

CONSENT AGENDA

- 1. DISCUSSION AND/OR ACTION TO CONSIDER MINUTES FOR AUGUST 4, 2015 MEETING.**
- 2. DISCUSSION AND/OR ACTION TO CONSIDER MINUTES FOR OCTOBER 20, 2015 MEETING.**
- 3. DISCUSSION AND/OR ACTION TO CONSIDER MINUTES FOR OCTOBER 27, 2015 MEETING.**

Council Member Bailey motioned to approve the consent agenda. Council Member Swanson seconded the motion.

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

ACTIVE AGENDA

4. PUBLIC COMMENTS.

Patrol Leader Harris from Boy Scout Troop 491 introduced himself and indicated his Troop is working on their Communications Merit Badge. Mayor Taylor added it has come to his attention that Patrol Leader Harris is the grandson of former North Ogden Mayor Richard Harris. He welcomed Patrol Leader Harris and his Troop to the meeting.

5. DISCUSSION AND/OR ACTION TO APPOINT NICOLE NANCARROW AS A PLANNING COMMISSION MEMBER

Mayor Taylor reported Planning Commissioner Blake Knight resigned his position on the Planning Commission recently so the City advertised the vacancy and solicited applications from residents. Several outstanding people applied and he has conducted interviews and recommends that Nicole Nancarrow be appointed to fill the vacancy on the Planning Commission. He briefly reviewed Ms. Nancarrow's educational and professional background, after which he reported he was very impressed by Ms. Nancarrow's views on planning and the importance of adhering to City ordinances while protecting the rights of private property owners. He then invited the Council to ask Ms. Nancarrow to address the Council.

Ms. Nancarrow stated she has been a North Ogden resident for three years; she was drawn to the City for several reasons and living here has been a great experience so far.

Council Member Satterthwaite stated that he has heard great things about Ms. Nancarrow. Council Member Bailey stated that has been his experience as well.

Council Member Satterthwaite motioned to appoint Nicole Nancarrow as a Planning Commission Member. Council Member Swanson seconded the motion.

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

6. CANVASS OF 2015 ELECTION RETURNS

Mayor Taylor reported the Municipal General Election was held November 3, 2015; unofficial results were released on election night, but there were a number of outstanding ballots left to be counted. Those ballots have been counted and official results cannot be announced until the night of the canvass.

City Recorder Spendlove reported there are 13 voting precincts in North Ogden City; she briefly reviewed the voter turnout in each precinct and indicated the total voter turnout was 3,450 of 8,671 registered voters or 39.8 percent. She then reviewed the official election results as follows:

Phillip Swanson received 2,267 votes, or 28.03 percent of the total votes.
Cheryl Stoker received 2,464 votes, or 30.47 percent of the total votes.
Carl Turner received 1,702 votes, or 21.05 percent of the total votes
Christian George received 1,654 votes, or 20.45 percent of the total votes.

Ms. Spendlove declared Phillip Swanson, Cheryl Stoker, and Carl Turner as being duly elected by the voters of North Ogden City.

Council Member Satterthwaite stated that the voter turnout seems to have dramatically increased in this election when compared to similar election cycles in the past. Ms. Spendlove stated that is correct; the number of people that voted in the last election during which only City Council Members were elected was approximately 1,600.

Council Member Urry noted the report does not indicate the outcome of the Proposition One ballot question. Mayor Taylor reported those results are canvassed by Weber County as that question was asked to voters County-wide. Ms. Spendlove stated that is correct and the County will hold their canvass this evening. She stated she can provide the Council with information regarding the outcome of the Proposition One question in North Ogden.

7. DISCUSSION AND/OR ACTION TO CERTIFY THE 2015 MUNICIPAL ELECTION RESULTS

**Council Member Satterthwaite motioned to certify the 2015 Municipal Election results.
Council Member Stoker seconded the motion.**

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

8. PRESENTATION ON TRANSPORTATION MASTER PLAN

Mayor Taylor used the aid of a PowerPoint presentation to provide a presentation on the topic of transportation and specifically how to pay for future road projects. He reviewed a map from the City's 2008 Transportation Master Plan (TMP), which shows the functional classification of the major roadways in the City. The largest roads are Arterials, followed by Major Collectors, and Collectors. The street classification determines its width and number of lanes. These classifications are for City "build out" and are not necessarily the width of street currently. Carl Turner asked Mayor Taylor to identify Utah Department of Transportation (UDOT) roads on the map, which he did. He then reviewed a slide containing illustrations of road cross sections to show the "standard" width and number of lanes for each type of road. Many of the City's older roads were built before these standards and do not meet the current width. Over time, the City will widen certain roads to meet the standards. He then reviewed an additional map from the 2008 TMP showing projections for daily traffic counts in 2040 if no new major roads were constructed and if existing major roads were not widened. He reviewed a similar map showing the projected daily traffic counts if road widening and new construction happened as recommended in the 2008 TMP. He also reviewed a page from the 2008 TMP showing the recommended projects and a timeline in which to complete these projects. The total estimated cost was \$49.31 million to complete these projects by 2040. None of these projects have been completed to date, which is a reflection of the Great Recession and a lack of dedicated funding sources to ensure project completion. He noted that earlier this year the North Ogden City Council decided to explore the possibility of implementing a "Transportation Impact Fee Facilities Plan" to help cover the cost of new, growth-related road projects. As part of examining this possibility, the City hired a professional traffic engineering firm to assess City roadways and to make recommendations on changes. This Plan is not a complete replacement of the 2008 TMP, but will provide new recommendations to update the road project list.

City Engineer Hartvigsen then continued reviewing the PowerPoint presentation. He reviewed two maps highlighting daily traffic counts on major City roadways in 2015 and the projected daily traffic counts on major City roadways in 2025 if no additional road infrastructure is built (i.e., no new roads and no widened roads). He reviewed a chart providing more detail of the projections for daily traffic counts on major City roadways in 2025 with and without new road

construction and widening, and in 2040 with recommended road construction and widening. He specifically referenced 2600 North from Washington Boulevard to Fruitland Drive; the projected traffic count in the year 2044 is 19,000 vehicles per day if recommended road improvements are completed.

Council Member Satterthwaite referenced the traffic count on Pleasant View Drive from Washington Boulevard to the western boundary of the City and noted that the traffic count is projected to increase from 4,000 to 9,200 between the years 2025 and 2044 even if road improvements are built. Joseph Perrin representing ATrans stated that is largely due to expanded commercial developments and housing infill. Mayor Taylor stated there is a similar trend for Washington Boulevard as the City grows and the commercial base expands. Mr. Hartvigsen added that the traffic counts are based on level of service and it is not prudent to allow for excessive traffic counts that would cause unnecessary delays. He reviewed a chart entitled ES1 that details recommended roadway segment improvements.

He then reviewed a map providing a geographical representation of recommended roadway improvements. These projects are proposed to be completed by 2040 so this is a multi-decade plan, and these projects are not all starting now. Several projects have been identified to improve intersections throughout the City; those improvements will come in the form of signalization, four way stops, or round-a-bouts. He also reviewed a map highlighting proposed future traffic signals. Mayor Taylor emphasized these projects are proposed to be completed by 2040 so this is a multi-decade plan, and these projects are not all starting now. He stated the highest priority project in North Ogden is the widening of 450 East north of 2650 North; if that road is wider more people will stay on it to continue north and then disperse to the east on 3100 North rather than on 2600 North, which is already heavily congested.

Denis Shupe asked if the 450 East will only be widened to the east or if there will be consideration given to widening it to the west as well. Mayor Taylor stated the question is where the property will come from to widen the road. It will be necessary to purchase an additional 22 feet of right-of-way to widen 450 East; the property acquisition process will begin next spring and consideration will be given to purchasing open property rather than impacting homes or businesses. Mr. Hartvigsen stated that he will provide an initial design for the road and the City will thoroughly vet that design and invite public input throughout that process.

Mayor Taylor continued his review of additional high priority road and intersection projects after which Mr. Perrin reviewed the recommended changes to intersection layouts and geometry for each of the intersection improvement projects. He concluded that transportation projects are something he and the City Council take very seriously; no one wants to move forward a project that has negative impacts for residents, but it is necessary for the elected officials to plan for the future, which includes long range transportation planning.

An audience member inquired about the progress of property acquisition for Monroe Boulevard. Mayor Taylor stated the City is moving forward with property acquisition for the project and up to four properties have already been purchased with up to 12 under negotiations. He stated that he hopes to have all property acquisition completed by the spring of 2016. He then moved to the section of the PowerPoint regarding the proposal to implement a transportation impact fee. He

asked City Attorney Call to discuss legal issues surrounding impact fees, which Mr. Call did as follows:

- Impact Fees are intended to equalize the burden between existing residents new growth by having the new growth pay for the physical improvements which are required for their home/business to be constructed.
 - This is accomplished in two ways. First, by requiring new growth to pay for new projects required by new growth. Second, new growth may at times be required to "buy-in" to existing improvements that are not fully utilized by existing development.
- Impact Fee money is held in "trust" by the City, which means they can only be spent on the type of project for which they were originally collected. Impact Fee accounts are established as separate accounts and kept apart from general fund money and other accounts.
- Each year the City files an Impact Fee report with the State Auditor's Office.
- Impact Fee must be spent within six years of collecting them. (There is a provision in state code that allows for a short extension of the six years.)
- Everybody pays Impact Fees even churches, schools and other organizations. The City may waive Impact Fees as an incentive to certain types of growth, but may only do so if it identifies how those fees will be paid out of general fund money. If somebody impacts the physical infrastructure they pay an impact fee.
- Impact Fees may not be used for employee salaries or ongoing maintenance of city owned infrastructure. (Maintenance is expected to be paid for by monthly user fees.)
- It takes 90 days for an Impact Fee to be implemented once it has been adopted.

Mayor Taylor then reviewed a chart providing a comparison between the City's current impact fees (water, sewer, storm drain, and parks) with similar fees charged by other entities. He noted City Administration currently does not charge a street or transportation impact fee or a public safety impact fee, though those are impact fees that are commonly charged in other cities throughout the State of Utah. He stated the total of all impact fees charged in North Ogden is \$8,810 while the average for the State of Utah is \$8,208 and the average in the nearby area is \$7,200 and the average for entities of similar size is \$8,232.

A resident inquired as to what the City's transportation impact fee would be. Mayor Taylor stated that has not yet been determined and will be based upon a certain level of service and programmed projects. Another resident asked if impact fees are based upon the square footage of a new home being constructed in the City. Mr. Call answered no because all single family homes are considered to cause the same demand on the City's infrastructure systems. Mr. Perrin added that transportation impact fees are typically based on trip generation and that is determined by considering land uses assigned to different areas in the City. Mayor Taylor added there is a difference between the residential and commercial impact fees charged for new development. He then continued the proposal to implement a transportation impact fee, noting to implement a Transportation Impact Fee, the City needs to identify road projects that are growth-related. It is also necessary to prioritize road projects, and determine which projects we intend to complete within the next 10 years. Once the list of projects has been developed, the City will determine the share in these projects that each new project will need to pay as its "impact".

Mr. Hartvigsen then reviewed a chart including potential road segment improvements throughout the City; this chart is used to determine the level of service upon which an impact fee may potentially be based. The total estimated cost of the recommended roadway widening and

construction projects thru 2040 is \$111 million dollars. The cost of these projects will be borne through a combination of: 1) City funds; 2) federal, state, and county grants; and 3) developer contributions. Mayor Taylor referenced the same chart and noted the cost to widen Washington Boulevard from 2600 North to 3300 North is estimated at \$12,419,000. The estimated City funds (including impact fee revenue) available for the project is \$1.8 million and the rest may need to be funded through grant funding. He stated the total projected roadway and intersection project costs are \$110,907,400 and \$12,890,000, respectively. It is projected that North Ogden City will need to come up with approximately one-third of these funds: \$41 million dollars between now and 2040. Possible revenue sources for the “City Funds” include: 1) General Fund (based on City Council allocation); 2) Gas Tax (\$605,000); 3) Proposition 1 Transportation Sales Tax (\$175,000); 4) Transportation Utility Fee (\$400,000); and 5) Transportation Impact Fee (\$200,000). If an Impact Fee is implemented, the total annual revenues would be **\$1,185,000**, excluding General Fund. These revenues are for road maintenance and construction. These revenue sources will all be necessary to ensure the City has enough funds to complete the needed transportation projects— especially if we intend to minimize or prevent bonding.

An audience member asked if the City currently has a reserve fund upon which to build for transportation projects. Mayor Taylor stated the City does have a general fund reserve, but it is not necessarily reserved for road projects. The Council has deemed it necessary to maintain a healthy reserve fund. Finance Director Steele noted the City’s reserve fund balance is approximately \$1.4 million.

Mayor Taylor then discussed transportation grant opportunities. He stated North Ogden City has been very aggressive in pursuing transportation grants. The City has offered large matches, versus most other cities. Grants allow the City to leverage “City Funds” to attain much-higher amounts of road funding:

- Monroe Blvd: In 2012 North Ogden obtained a \$2 million grant from Weber County to purchase the land for the future Monroe Blvd. This purchase process is underway currently
- Washington Blvd. Widening: In 2015 the City obtained \$596,160 for purchasing the land to widen Washington Blvd. north of 2600 North. In 2016 the City obtained a further \$2.25 million from Weber County for this. We will begin purchasing land for this project in 2016.

Over the last few years the City has received almost \$5 million in grants. The City has committed approximately \$300,000 in “matching funds,” meaning for every \$1 from North Ogden City funds, we are receiving approximately \$16 in grant funding.

He then concluded his presentation with the following bulleted statements and recommendations from himself and City staff:

- North Ogden city has multiple road projects that will be necessary to ensure the orderly and safe flow of traffic as our City grows
- We recommend updating the 2008 Transportation Master Plan Project List to reflect more-recent recommendations, and to reflect prioritization based upon current traffic trends

- We recommend implementing a Transportation Impact Fee to ensure new residents pay their fair share towards the city's infrastructure
- We recommend continuation of the Transportation Utility Fee, even with passage of the Proposition 1 Transportation Sales Tax, as the City needs both of these funding sources to complete necessary road maintenance and construction projects
- We recommend continuing the aggressive and concerted effort to obtain federal, state, and local transportation grants

He indicated these updates to the City's transportation plans will put North Ogden in a strong position to complete important transportation projects without significant reliance on bonding. Avoiding bonding means paying more upfront, and the use of multiple and diverse revenue sources will enable the City to do this.

Council Member Satterthwaite noted it is important to clarify that the dollar figures discussed in this Presentation are only for new projects; the City will also need to consider funding for ongoing maintenance of existing transportation infrastructure. Mayor Taylor stated that is correct. He noted that the City has \$1.2 million for ongoing maintenance and that funding cannot be used for new construction. He then noted he is not asking the Council to vote on the impact fee proposal tonight; there is more work to be done and a formal proposal will be brought back to the Council in December or January. Council Member Satterthwaite commended the Mayor for working on these efforts; it is important for the citizens to understand that the Mayor and Council are trying to be proactive in planning for future transportation needs. Discussion then centered on the fact that the City's transportation impact fee must be based on the actual level of service and it would be problematic for the City to arbitrarily choose an amount for impact fees as it would be easier for developers to challenge them.

Council Member Bailey stated he agrees with the concept of charging impact fees, but he would like updated information regarding all impact fees in the City as well as the level of service upon which the transportation impact fee will be based before proceeding with consideration of implementing such a fee. He then communicated to the residents that it may seem like the Council is not asking many questions this evening and that is only because the Council has seen this information several times and it is not new to them.

Council Member Swanson supported Council Member Bailey's request for additional information to be provided before the Council is asked to vote on a transportation impact fee. Council Member Urry agreed and stated that the City needs to be careful to not charge fees that are much higher than fees charged in other cities nearby or throughout the State. Mayor Taylor agreed it is necessary to strike a fair balance when considering the appropriate impact fee.

Mr. Call asked that the Council further examine the list of projects that were referenced in tonight's presentation and provide any feedback they may have to the Mayor or City staff so that such information can be provided to the Transportation Master Plan consultant as he proceeds with his study. Council Member Bailey stated he would like to have a discussion about the project list in a future work session meeting. Mayor Taylor stated he will work with staff to facilitate the scheduling of such a meeting.

9. DISCUSSION AND/OR ACTION TO CONSIDER UPDATES TO THE TRANSPORTATION PLAN

10. DISCUSSION AND/OR ACTION TO CONSIDER IMPLEMENTATION OF A TRANSPORTATION IMPACT FEE

11. DISCUSSION AND/OR ACTION TO CONSIDER THE PURCHASE OF HEATERS FOR THE PUBLIC WORKS VEHICLE STORAGE BUILDING.

A staff memo from Public Works Director Espinoza summarized options for heating the Public Works Vehicle Storage Building as follows:

- Gas Air Blown- Units and Installation \$10, 200. Includes (3) 175 BTU units Pros: Easiest to install, only 3 units Cons: Loss of air when doors open, this form of heat warms the air not specific objects.
- Gas Radiant Heat- Units and Installation \$14, 427. Includes (2) 175 BTU x50' (2) 150 BTU x20' Pros: Most efficient monthly heating cost, this form of heat will warm specific objects. Cons: Need multiple units (approximately 5), clearance issues (2' from ceiling; 6' from object) can only place these heaters in specific areas.
- Electric- Unit and Installation \$16, 698. Includes (2) 40kw units (2) 30kw units Pros: Wouldn't need to run gas line from administration bldg. Cons: Very expensive monthly cost (approx. 7x gas prices)
- Oil Burners- Unit and Installation \$26,000 Includes (2) 250 BTU units (2) 250 gal oil containers Pros: Can burn used oil from fleet and citizens Cons: Very messy, must purchase oil container units.

The memo also summarized the monthly cost estimates for each option as follows:

Gas Heaters \$.72 per unit per hour (3)
Radiant Heat \$.72 per unit per hour (4)
Electric \$7.00 per hour (4)
Oil Burner \$ minimal cost to run the blower

Standard Questar residential rates, (actual rate may be different) \$.80 per million BTU, operating cost for 650,000 BTUs, as estimated, \$.72 per hour of operation. Standard Pacific corp. residential rates, (actual rate may be different) \$.06 per KW/hr., operating cost for 140 KW, as estimated, \$7.20 per hour of operation.

The memo listed the parking and heating options used by other cities throughout the State.

Payson City	Stored Indoors	Gas Heaters
Brigham City	Indoor and Outdoor	Gas Heaters
Layton City	Mostly Outdoors	Gas Heaters

Harrisville City	Indoor	Covered Block heaters and Gas Heaters
South Ogden City	Indoor and Outdoor	Gas and Radiant Heat
Ogden City		Covered Block heaters
Centerville City	Indoor	Radiant Heat (suggested installing fans)
Kaysville City	Outdoor	Older trucks on block heaters
Farr West	Indoor	Gas heaters
West Haven	Indoor	Gas heaters

The memo concluded it is Mr. Espinoza’s recommendation as the Public Works Director that the City purchase the air blown gas heaters. Within the vehicle storage building, staff is only trying to heat the temperature to around 40 degrees. It is the most economical and cost effective option for the City. He believes the Public Works Department can keep the monthly cost down by keeping the thermostat fixed at 40 degrees, as well as shutting the heat off when trucks are going in and out of the building. By installing these heating units the City will be able to prolong the life of our trucks and equipment. These heating units will also make the Public Works Facility a better neighbor to citizens around the shop as well as more efficient snow plow drives, as the heat will allow staff to get out on the roads quicker.

Mr. Espinoza reviewed his staff memo and emphasized it is necessary to appropriately heat the building to prevent unnecessary damage to vehicles associated with regular freezing overnight.

Council Member Urry asked if it is correct that properly heating the building will allow Public Works employees to begin plowing roads much quicker and reduce overtime costs, to which Mr. Espinoza answered yes. Council Member Urry asked if solar panels are an option for powering electric heaters. Mr. Espinoza stated that he has not gathered information about solar panels; he is aware the initial installation of solar powers is costly, but there are rebate programs available. The Council engaged in a discussion about the option of using solar panels to power electric heaters.

Council Member Bailey asked Mr. Espinoza how he will monitor the costs associated with heating the building and ensure that the thermostat is fixed at 40 degrees. Mr. Espinoza stated that it is not necessary to heat the building to anything higher than 40 degrees since the goal is just to keep the vehicles from freezing. Council Member Swanson recommended that programmable thermostats be used and that a passcode be required to change the temperature. Council Member Stoker agreed and stated she is aware of thermostats that can be controlled remotely through smart phones. Mr. Espinoza stated he will look into that option. He added that the cost estimates he has included in his memo are the worst case scenario and the monthly costs may be lower per month depending upon exterior temperatures.

Council Member Bailey stated he wants staff to be cognizant of not spending money unnecessarily; he would like the heating system installed to be appropriate for the size of the building and the volume of space. He asked if the City has firm bids for the heating systems. Mr. Espinoza stated he has obtained three bids for a gas forced air system. The Council and staff engaged in a brief discussion about the total costs for the heater system.

Council Member Swanson motioned to approve the purchase of three gas air blown heaters with programmable thermostats for the Public Works Vehicle Storage Building with costs not to exceed \$10,200. Council Member Stoker seconded the motion.

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

12. DISCUSSION AND/OR ACTION TO CONSIDER AN ORDINANCE AMENDING WORDING TO CLARIFY CODE TERMS IN THE MUNICIPAL CODE

A staff memo from City Attorney Call explained he has been asked to write a simple code change to amend the name of our current city code and references to it to eliminate the use of different terms for referencing the city code. The two terms that have been used to identify the code are “municipal code” and “city code”. A preference for the term “city code” has been suggested so this ordinance should allow staff to update all the relevant provisions of the code to the preferred terminology.

Mr. Call reviewed his staff memo.

Council Member Swanson motioned to approve Ordinance 2015- 24 clarifying code terms in the municipal code. Council Member Bailey seconded the motion.

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

PUBLIC COMMENTS

Randy Winn, 2412 Barker Parkway, referenced the discussion regarding transportation funding. He noted most cities probably use bonding for transportation projects and he feels it is a legitimate form of funding for capital improvements that are projected to last 25 to 50 years.

North Ogden has been fortunate enough to not have to bond because of the foresight of elected officials, but if the City is going to try to properly maintain existing infrastructure or build new infrastructure, it should be acceptable to citizens to pay fees to fund those projects. He stated he feels the Mayor and Council are wise to be discussing the issue in the manner in which it was discussed tonight.

LeRoy Davis, 2575 N. 700 E., stated he has two comments; first is related to the impact the widening of 2600 North will have on the neighborhoods situated along the road. Expanding the road to five lanes is not reasonable due to the nature of the street and the presence of wildlife in the area. He added it will also be necessary to remove homes on 2600 North to accommodate the project and some of them are historic in nature. He stated he knows it is necessary to accommodate traffic, but it is more reasonable to route traffic up Washington Boulevard and eastward on 3100 North, that is why 3100 North is so wide. The problem was created when 2600 North was connected directly to Interstate-15. He stated his second comment relates to traffic in general; he has heard someone say there is no thru traffic in North Ogden, but that is not accurate and there is thru traffic 24 hours a day. He stated he did not hear any proposal for addressing the thru traffic issues related to people traveling through the City to get to the Interstate.

Mayor Taylor responded to Mr. Davis's comments regarding 2600 North; he is hopeful that by focusing on widening Washington Boulevard it will be possible to divert more traffic to 3100 North and reduce traffic on 2600 North. That may allow the City to reduce the scope of the 2600 North project, though it will inevitably be necessary to widen the road. He stated he understands the concerns about widening the road, but it is likely true that no neighborhood in the City would appreciate a wider road. He addressed the traffic the City sees from the Ogden Valley; North Ogden is one of two ways for Ogden Valley residents to get to the Interstate and it will be necessary to analyze that traffic and obtain accurate traffic counts on the North Ogden Divide.

13. COUNCIL/MAYOR/STAFF COMMENTS

Council Member Urry thanked City staff for assisting DeLon Atkinson with a recent water problem.

Council Member Stoker congratulated Carl Turner on his election to the North Ogden City Council.

Council Member Bailey stated he received a phone call from a resident who discussed a partnership between the City and the Weber County School District to enhance South Ogden Junior High's gymnasium and designate it as a community center. He stated he remembers having a similar discussion about a similar project in North Ogden and he asked if the City gave serious consideration to participating. Mayor Taylor answered yes, but noted the City did not have sufficient funding to participate in the project and unfortunately it died. He stated it is his understanding that South Ogden dedicated \$1 million or \$2 million to the project. Council Member Urry referenced a project to build an addition on the Lomond View Elementary School, which is used regularly for little league basketball; much of the funding was provided by fundraising efforts of a local citizen's group.

Council Member Bailey referenced code enforcement and stated there are still some properties throughout town that are noncompliant with nuisance codes. Mayor Taylor reported that some abatements have been performed and invoices have been sent to property owners for the work; the City has yet to receive payment from those property owners, but staff will proceed in developing a system by which a landscaper can be used to continue to abate nuisance properties.

Council Member Urry stated that in a recent meeting he discussed a semi-trailer parked on 1700 North; it has been parked there for over two months and the City needs to work to have that moved. Mayor Taylor stated he will discuss that issue with the Code Enforcement Officer; he will also send the Council information regarding all properties the Officer is currently working on.

Mayor Taylor provided the Council with information regarding local community events to which they are invited.

14. DISCUSSION AND/OR ACTION TO CONSIDER A CLOSED MEETING REGARDING STRATEGY SESSIONS TO DISCUSS THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY UNDER STATE CODE 52-4-205 (1) (D)

Council Member Swanson motioned to recess the regular meeting and convene in a closed meeting regarding strategy sessions to discuss the purchase, exchange, or lease of Real Property under State Code 52-4-205 (1) (D). Council Member Bailey seconded the motion.

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

Recessed at 9:20 p.m.

Reconvened at 10:50 p.m.

15. ADJOURNMENT

Council Member Swanson motioned to adjourn. Council Member Bailey seconded the motion.

Voting on the motion:

Council Member Bailey	aye
Council Member Satterthwaite	aye
Council Member Stoker	aye
Council Member Swanson	aye
Council Member Urry	aye

The motion passed unanimously.

The meeting adjourned at 10:50 p.m.

Brent Taylor, Mayor

S. Annette Spendlove, MMC
City Recorder

Date Approved