

Minutes of the Work Session meeting of the Syracuse City Council held on February 22, 2011, at 6:00 p.m., in the Council Work Session Room, 1979 West 1900 South, Syracuse City, Davis County, Utah.

Present: Councilmembers: Alan Clark
D. Matthew Kimmel
Matthew Ocaña
Douglas Peterson
Larry D. Shingleton

Mayor Jamie Nagle
City Manager Robert Rice
City Recorder Cassie Z. Brown

City Employees Present:

Police Chief Brian Wallace
IT Director TJ Peace
Public Works Director Mike Waite
Community Development Director Mike Eggett
Recreation Director Kresta Robinson
Parks Superintendent Ben Liegert
City Engineer Robert Whiteley
Administrative Assistant Monica Whitaker

Visitors Present:	Andrew Gatherum	Dan Pessetto	Leo Cook
	Allan Steed	Kaye Steed	Jaren Argyle
	Steven Anderson	Susan Anderson	Ginger Johnson
	John VanWagenen	Jeani Field	Ernie Schneider
	Dave Dutson	Trish Davies	Ian Dial
	Becca Berry	Robert Faves	Charlene Kellmer
	Kalie Reese	Kristen Day	Stefanie Logan
	Mark Gardner	Emily Henage	Tammy Burton
	Alan Burton	Dennis Opp	Doug O'Brien
	Lisa O'Brien	Mike Hansing	Paula Rowley
	Angie Poll	Joyce Mower	Jan Ostler
	Scott Hymas	Brent Steed	Stan Hamblin
	Cheri Tyler	Keith Cook	Sam Campbell
	Scott Shepherd	Bob VanVelkinburgh	Jeannie VanVelkinburgh
	Lance Hampton	Jerilyn Brandenburg	Kathy Wilcox
	Carol Harley	Shane Taggart	Brock Johnston
	Susan Stoker	Jed Davis	Scott Davis
	Bryan Hayes	Kevin Hurst	Ernest Field
	Arnell Schneider	Carl Cook	Con Wilcox
	Julie Campbell	Lauren Piula	Drew Durbano
	Natalie Eskelson	Rylee Beecher	Tyler Arrington
	Eric Wanner	Abbie Lamb	Taylee Hamblin
	Lexie Fares	Philip Micky	Sheri Steed
	Jaren Bevan	James Neill	Loni Neill
	Lurlen Knight	Melissa Payne	Lance Garner
	Kristie Nelson	Kandy Brown	Don Ormsby
	James Hampton	Charles Brandenburg	Shawn McGarry
	Jamie McGarry	Kyle Field	Braydon Unsicker
	Roan Gregersen	Rebecca Steed	Curtis Seeds
	Ray Duncan	Mindy Duncan	Kent Wallentine
	Chad Fisher	Lynn Glauser	Amy Watson
	Jared Watson	Dorathy Law	Troy Bissenger
	Charlie Black	Mike Gooch	Phil Gooch

Bob Yeaman	O.W. Bourgeois	Barbara Steed
Rick Hellewell	Charlene Czech	Cohen Czech
Chloe Czech	Nicole Harley	Julie Rowe
Lacie Meikle	Bruce Schofield	Mary Schofield
Connie Schofield	Sharon Steed	Jody Adams
Rhonda Adams	Russell Barker	Sonja Barker
Ronald Walker	Kenneth Payne	Steven Steed
Larry Garner	Ryan Forsgren	Tiffany Forsgren
Norma Beazer	Steven Johnson	Steven Smith
Jen Leavitt	Justin Leavitt	Mats Summerhays
Monica Summerhays	Jeff Sheriff	Bryce Garner
Joye Brown	David Brown	Jason Steed
Tony Allred	Greg Senkel	

The purpose of the Work Session was for the Governing Body to receive public comments, hear a request to be on the agenda from Jeff Sheriff regarding a sewer issue, discuss a potential appointment to the Mosquito Abatement Board, discuss cemetery space utilization, review the Unlimited Play Park fundraising efforts, discuss the City's position relative to the potential West Davis Corridor routes, review a proposed interlocal agreement for the joint implementation of the UPDES General Permit requirements, and discuss Council business.

Public comments

Mayor Nagle stated that before moving into public comment she wanted to offer a few of her thoughts for consideration by the audience. She stated that there is a lot of emotion surrounding the West Davis Corridor project. She stated that everyone was surprised when the potential alignments were released by the Utah Department of Transportation (UDOT). She stated that she did not believe that anyone anticipated that the preferred Bluff Road corridor would be included in the options being recommended by UDOT. She stated that the City is somewhat caught of guard by that fact. She stated she wants everyone to know that the City has not made a decision, but the City is committed to the fact that the road is needed. She stated that the road will benefit Syracuse by improving traffic flow and enhancing commercial development. She stated that without the road it will be necessary for the City to continue to tax rooftops in order to meet all of the critical needs in the City, which includes things such as repairing roads and other infrastructure. She stated that if the City does not have a sufficient tax base to provide for those projects it will be necessary to increase taxes paid by home owners. She stated that the City is moving into the next phase of the project with an open mind and the Council wants to hear what everyone has to say. She stated that ultimately the City understands that there are a lot of things that make sense one paper, but when put into practical application they do not always make sense. She stated the Council is trying to make the best decisions for the City as a whole, while understanding that it will be impossible to make everyone happy. She stated the Council wants to minimize the loss to residents and the City in some regards. She added that she feels very strongly that the City is a farming community; many residents moved to this area because they liked the feel of the community based on the fact that it was a farming community and one did not have to travel too far to hear a rooster crow or purchase fresh produce. She stated she is convinced that it is possible to find a middle ground for the City whereby it will not be necessary to abandon the roots of the City for the sake of modernity. She stated that she would ask everyone to address the Council with an open mind and to try to maintain control of their strong emotions. She also asked those wishing to address the Council to keep their comments limited to three minutes and once all comments have been heard the Council will discuss the issue at hand. She stated that the City has been asked to submit its position to UDOT by March 8. She stated that the City may choose to support one route suggested by UDOT or they may choose to support no routes.

Greg Senkel, 3014 Tryall Drive, stated that he has a question regarding alternative C that has been recommended by UDOT. Mayor Nagle stated that alternative C is the most easterly route. Mr. Senkel stated that he has seen some correspondence indicating that some of the residents in his neighborhood have spoken with the City Planning Commission regarding the route. He stated there is documentation including a list of homes that would essentially be eliminated by alternative C and he wants to know if the City has a definitive answer regarding whether those houses would actually be lost. Mayor Nagle stated that the Council does not have a definitive answer to that question. She stated that the City will not have that type of information until the route that the City will endorse has been identified or until UDOT makes their final recommendation. She stated that it would be premature to discuss which homes would be eliminated by one of the potential routes.

Andrew Gatherum, 1041 S. 3925 W., stated that his comments are fairly simple. He stated that he is in agreement with the Mayor's comments. He stated that his family moved to this area because it was a farming community. He stated that they did not want to be able to hear traffic at all hours of the day and night; rather, they wanted to hear nothing. He stated that he lives on 4000 West and there is no development between his property and the Great Salt Lake. He stated that he would like things to stay that way. He added that if a farm is torn down it can not be relocated or replaced; houses can be torn down and people can move, but farm ground can not be replaced. He stated that farming is the livelihood of some of the residents living near the recommended corridors and it is unfair to expect farmers to find their livelihood elsewhere. He then stated that his friend is the City Manager in West Point City and he told him that his city set aside land to accommodate the West Davis Corridor in the future. He asked why Syracuse City did not do the same thing. Mayor Nagle stated that the City did set aside land for the West Davis Corridor along Bluff Road. She stated that a fund was created in Davis County several years ago and every time a resident registered their vehicle they were charged a small fee that was deposited into that fund to be used to preserve land along the West Davis Corridor. She added that Syracuse City included the corridor in its Master Plan. She then stated that the Bluff Road corridor has not been included as one of the corridors recommended by UDOT. Mr. Gatherum asked if UDOT must receive permission from the City to construct the road on one of their recommended corridors or if they will be able to circumvent the City's processes and build the road where they choose. Mayor Nagle stated that UDOT will listen to the City's input, but ultimately they will build a road and they will recognize that they are not going to make everyone happy. She stated that UDOT has come to the City and asked for input and the reason that alternative C traverses around the 17th and 18th holes at the Glen Eagle Golf Course is that they were honoring a request made by the City to not negatively impact the Golf Course. She stated that UDOT does listen to feedback and that is why they hold open houses and ask for public input.

Scott Hymas, stated that he lives in Centerville, but is the CEO of RC Willey. He stated that he was shocked to see the potential alignments proposed by UDOT. He stated that for years he has been excited about the possibility of the new road traveling along the Bluff Road corridor because it would be very close to his store. He stated that he realizes that there are other issues surrounding the West Davis Corridor that are more emotional than his business, but he wanted to go on record and stated that he is not supportive of any of the three routes presented by UDOT and he would prefer that the original Bluff Road corridor alternative be used. He stated that one of the challenges that RC Willey has faced over the years is trying to get customers to come to Syracuse. He stated that if the West Davis Corridor were to be close to his store it would be much easier to advertise and entice customers to come to the store. He added that he does not believe that people will use the road because it traverses too far to the west and will add approximately 10-minutes on to commuters' travel time. He stated that his bottom line is that he wants it to be easy for people to get to his store. Councilmember Kimmel asked Mr. Hymas how his business decisions if the corridor were located further to the west rather than following the Bluff Road corridor. Mr. Hymas stated that he is not sure what would happen. He stated that the Syracuse store is not one of the better performing stores and he would need to wait and see how his business is affected by the West Davis Corridor. He stated that he would certainly want to make the best business decision moving forward. He stated that RC Willey is committed to Syracuse, the store's roots are here, and they would like to stay in Syracuse indefinitely. He stated that they believe that it would be best for their business if the West Davis Corridor followed the Bluff Road alignment.

Dan Pessetto, 1237 S. Spyglass Hill Road, stated that he has lived in Syracuse for one and one half years and his family moved here because they liked the feel of the community. He stated he moved here from Layton where he had lived for 35 years. He stated that he lived on the east side of Layton and as the city grew and businesses multiplied in the area many things about the city changed and it was not a change for the better in his opinion. He stated that he has many good friends and neighbors in Layton, but he wanted to move to Syracuse because he was looking to live in an area that felt like the country to him. He stated that many of the people that now live around him came to Syracuse looking for that same feeling. He stated that he has heard some rumors that the Council has already decided to endorse one of the alignments recommended by UDOT. Mayor Nagle stated that is not true. Mr. Pessetto stated that he feels the Council and the City as a whole need to study the options in much more depth before adopting any kind of position and forwarding it to UDOT. He stated he would be concerned if the City did not receive more feedback and ask for involvement from citizens before adopting a position. He encouraged the Council to study the issue very carefully. He stated that locating the road in the middle of the City could be the best option, but he also believes there could be some benefit to locating the road where farmland currently exists in the interest of not displacing residents and homeowners. He stated that he feels negative impact to homes trumps everything else, including negative impacts to businesses. He stated that regardless of the decision that is made someone will lose something. He reiterated that he would encourage the Council to take as much time as possible before making a recommendation to UDOT regarding the location of the road.

Philip Mickey, 3325 W. Falkirk Road, stated that he wanted to talk about fairness. He stated that the Mayor and City Manager Rice have been very gracious in meeting with residents from his neighborhood. He stated that the problem that

some of his neighbors have is that they feel alienated by some of the comments that Councilmember Kimmel has made to the Standard-Examiner regarding what options are favorable. He stated that Councilmember Kimmel made the comments that he made because he does not want a road in his back yard, but he would ask him to make those kinds of comments as a resident rather than as a Councilmember representing the City. He stated that when he speaks as a Councilmember it appears that he is speaking for the City rather than for himself. He stated that he is worried that if a Councilmember has a personal stake in this issue he can not fairly represent the City and the residents. He stated that he appreciates that Councilmember Kimmel may be concerned about how the road might personally impact him, but he also appreciates the problems that himself and his neighbors are facing as well.

Stan Hamblin, 3454 W. 2700 S., stated that he could not understand why UDOT has forwarded three options that do not follow the Bluff Road corridor when a significant amount of land along Bluff Road has been preserved for the West Davis Corridor. He stated that UDOT's recommendations do not make any sense to him. The audience applauded. Mayor Nagle stated that she recognizes that there are many people that want the road to follow the Bluff Road corridor and she does not feel that option has been completely eliminated, but she asked the audience to hold their applause and simply listen to the public comments. She stated doing so will allow more time for everyone to make public comments. Mr. Hamblin then stated that he has lived in Syracuse City his entire life and he has a dairy farm on 2700 South that has been there for over 100 years. He stated that farm and his livelihood is just as important to him as someone's house may be to them. He stated that he hates the idea of losing farm ground that he depends on to make his living. He stated that the westerly options recommended by UDOT will go right through some of his farm ground and he commented that once farm land is gone it can not be replaced.

Lurlen Knight, 400 S. 2000 W., stated that he also liked the original Bluff Road route. He stated that alternates A and B recommended by UDOT would be located on the west side of the City near the North Davis Sewer District (NDS) plant and there are many wetlands located in that area. He stated the wetlands are very valuable and should not be disturbed. He added that when he was on the City Council the Army Corps of Engineers led the City to believe that there is a liquefaction issue for any roads constructed too close to the Great Salt Lake. The wet nature of the land in that area would create a maintenance nightmare for any road constructed there and that maintenance would be very costly. He stated he feels that is a terrible place to build the road. He added that the NDS employs chlorine treatment practices at their plant, which is also another reason not to construct the road near the plant. He stated that he does not think that people would use the road if it is too far to the west and therefore the City would not gain an economic benefit from the road. He added that the City is currently considered the gateway to Antelope Island and that might be lost if the road is too far to the west. He then stated that alternative C is a longer route than the original Bluff Road corridor and it would be more costly to construct and maintain. He added that it also includes more curves, which would be more hazardous for motorists using it. He stated that he also felt that locating the road on the west side of the Syracuse Arts Academy would only compound the traffic problems that already exist in that area. He stated that the road may have been pushed further to the west because of the wetlands that are adjacent to Bluff Road, but he wanted to point out that those wetlands are man made; they were created as a result of land drains that were installed in the area. He stated that he has been told that the wetlands can be easily drained and relocated to the west. He stated that he would support recommending that UDOT use the Bluff Road corridor. He then stated that he was told that there were some concerns about the location of the new Fire Station and whether it would be located on the west or east side of the new road. He explained that when he was on the City Council they tried to find a location for the Fire Station that would be as near as possible to the center of the City. He stated that they also planned to build a substation on the east side of the City in the future.

Alan Steed, 1068 S. 3000 W., stated that he would like to voice his opposition to alternate c. He stated that he represents the Steed Farm located on 3000 West; the farm has been in his family for 130 years and there are currently 11 homes on the property, six of which would be eliminated by alternate c. He stated the other five would be negatively impacted by the road. He stated that many of his family members are depending on the farm to provide their retirement and putting a road through their property would decrease the value of the farm. He stated he hopes that a better solution can be reached. He then added that the route would cut the City in half and there is only one interchange in Syracuse on 1700 South. He added that the route would also eliminate nearly one mile of the City trail that many residents spent a lot of time and effort to build. He stated that if alternate c were chosen it would be constructed nearly on top of the Layton Canal; he has not seen that included in a list of negative aspects of the road, but it should be noted. He stated that he wanted to briefly list the negative aspects of alternate c: it would 'wipe out' more houses, more trails, more habitat, more wildlife, more wetlands, more parks, and more historic properties. He stated that he feels that UDOT needs to do more research into alternative C before making a decision. He stated that he is not sure if Syracuse City is working with Layton City and West Point City, but he feels that they should be working with them to try to reach a recommendation that works for all cities along the corridor.

Keith Cook, 2338 W. 700 S., stated that for as long as he has resided in Syracuse City he has understood that the West Davis Corridor would follow the Bluff Road corridor. He stated that the need for the road has grown over the years and

tax dollars have been spent to purchase the right-of-way along the corridor. He stated that when the Layton Canal was piped along Bluff Road his family purchased ditch stock to ensure adequate water for their farm with the understanding that a 100 foot right-of-way would be donated for a future road. He stated that two weeks ago they were as shocked as everyone was to see that none of the final three proposed routes ran along that preserved corridor. He stated that the argument of wetland preservation is a weak one. He stated that his grandfather wondered where everyone was when he dug field drains by hand. He stated that the entire Freemont Estates Subdivision land was drained so that homes could be built on wetland. He stated that all ground located below or west of the bluff could be considered wetlands if the field drains were not installed or if the drains plugged and the ground flooded. He stated that 30-acres of their ground on 3000 West and Antelope Drive does not have a field rain because of the hard pan soil; it could be considered wetland as well. He stated there is still adequate wetland along the original Bluff Road route. He stated that all members of the Governing Body ran for office with the desire to preserve open space and provide a country feeling in the City. He stated that he would sincerely ask that they join with the Davis County Commissioners, West Point City, and many others and insist that UDOT locate the West Davis Corridor where it has been anticipated and planned for over the past several years. He stated that would help his family to preserve the final 120-acre parcel of farm ground that they own in west Syracuse.

Kristie Nelson, 840 W. 2985 S., stated that she wanted to refer to the map of the City that includes the routes proposed by UDOT and address the light green route included on that map (alternative C). She stated that there is a parcel of ground that appears on the map that is a large yellow square. She stated that is her family's farm land and she wanted to speak about it. She stated that she sent an email to the Council about this land and she appreciated the responses that she has received, especially the response from the Mayor. She then stated that in 1876 a young man named David Cook walked from South Weber to Syracuse and plowed the first plow furrow and planted winter wheat; two years his family joined him and built a home in west Syracuse. She stated that young man was her great-grandfather and his son, David E. Cook, purchased additional farm ground, dug the field drains by hand, and worked to bring irrigation water to the farm. She stated that over the years the alkali washed out of the soil and the 120-acre farm is one of the few remaining yet most productive farms in Davis County. She stated she wanted that last sentence to be emphasized. She explained that growth and development came to Syracuse and adjustments needed to be made; the first secondary water pond was dug on the Bluff Road at Antelope Drive. She explained that water from the Cook ditch was diverted into the pond to supply the growing city with. She explained that the City and her father worked together to reach an agreement for the head gate to remain down so that all the waste water could be diverted into the pond to be used by the residents of Syracuse. She stated that her father could have demanded, as the last property on the ditch, that Syracuse only take water when it was their water-turn, but that was not a consideration for her father. She stated that over the years her father enjoyed a great working relationship with Public Works Director Mike Waite and many others from this wonderful City and community. She stated in the early 1970s her father had a productive beef cattle operation and needed a corn pit to store his corn silage; he poured yards of concrete and put in a large pit at the west end of the farm as far away from the street as possible to prevent bothering people with the smell. She stated that within a few short years the Ranchettes Subdivision was approved for construction right across the fence from their corn pit. She stated that their new neighbors were great and there were few complaints about the smell, but without any pressure her dad decided to quit feeding corn silage because he thought it was the right thing to do. She stated that now she is asking that the Council do the right thing. She stated that as far back as she can remember the preferred route for this future road was along Bluff Road. She stated that the City made plans for that and she urged the Council to go to UDOT and explain that none of the three corridors they have recommended are beneficial to the City. She stated that Syracuse City needs to do what is right for its citizens and the road should be constructed along Bluff Road. She stated tonight the Council has heard from RC Willey; the City needs RC Willey and they need to be seen by potential customers and any route below the bluff will not provide them with that exposure. She again asked the Council to do the right thing and she thanked them for their time.

Charles Black, 3178 S. 3000 W., stated that in 1888 William Beazer homesteaded the land that his family farms now; the farm has been in constant operation for 124 years. He stated that his family started farming the land in 1960 so he has been working the land for the last 50 years. He stated that it has not been easy, but they love the area and they are determined to keep their farm and continue to be part of the City. He stated they have grown vegetables for the last 50 years and in order to keep up with the times they have added a Harvest Festival, a corn maze, and even a haunted house. He stated they also began offering memberships in their farm by which they deliver vegetables to members all summer long. He stated that these are all things they have done to maintain their business; they are determined to stay in business. He stated that now UDOT has developed three West Davis Corridor alternatives and he agrees with everyone that has spoke tonight that has said that none of the three alternatives are the right way to go. He stated he would urge the City Council to recommend that UDOT not use any of the three alternatives, but that instead they go 'back to the drawing board' and review some of the decisions that have been made in the past. He stated that the Bluff Road corridor was approved 10 years ago and it is the shortest and most direct route for the road; using the Bluff Road corridor will save money in construction costs and that

money could be used to mitigate the wetlands in the area. He stated that wetlands can be mitigated, but loss of farm ground can not. He stated that once a road is constructed upon farm ground, that land can not be replaced. He stated that many farmers in the City trade services with one another and if one farm is lost some of that trading ability is lost as well. He added that the Bluff Road corridor would continue through West Point City as well and West Point has said that if the road is located any further to the west their master plans for their city will be disrupted as well.

Dorothy Law, 3178 S. 3000 W., stated that she is also representing Black Island Farms and they are located along the wetlands where they currently operate their fourth generation, 300-acre, active vegetable producing farm. She stated that over the past several years they have employed hundreds of men from the community where they have taught them the value of hard work. She stated their current farm manager, Alan Briggs, has worked for the farm for over 36 years; he began working there when he was 13-years old and it is the only job he has ever had. She stated it is impossible to put a value on something like that. She stated that each fall Black Island Farms hosts their Harvest Festival and they offer one of the largest corn mazes in Utah. She stated they also offer an array of other attractions and the Festival is very meaningful to the community. She stated that each year during the Festival over 40,000 residents treat their family to a day of enrichment. She added that all of the visitors to the Black Island Farms must travel through the heart of Syracuse to get to their location. She then stated that currently less than two percent of the population provides food for the entire United States; from 2003 to 2008 Utah lost over 500,000 acres of agricultural land to development. She stated that it is important to support local growth and leaders have a responsibility to plan for that now. She stated that local production must be maintained to help preserve the environment. She stated that she is thankful to Utah political leaders that assembled the Utah Agriculture Protection Act, which Black Island Farms is part of. She stated that this is a great milestone for Utah, but there is still a long way to go. She stated that Utah should learn lessons from European countries that elected to grow houses on their land rather than food and they are now paying the price by having to import much of their food because they have no where to grow it themselves. She stated she feels that Utah and the United States is heading in that direction and it is important to take steps now to prevent from repeating those same mistakes. She stated she would encourage citizens and leaders of Syracuse City to take the steps to preserve vital agricultural ground. She stated that she would like Syracuse City to support an alternate Bluff Road route that has been proposed by several members of the community and West Point City. She stated that she thinks it is possible to support open space and growth in the community if the right steps are taken.

Rhonda Adams, 1237 S. 4225 W., stated that she represents a number of homeowners that live in the Bridgeway Island Estates subdivision. She stated that she and her husband moved to Syracuse City from Las Vegas and they chose this area because it has the country feel and the family feel that they have not found elsewhere. She stated they have chosen to stay here and they feel they will live the rest of their lives here. She stated that they believed that the home they are living would be the last home they would buy and when they moved here in 2005 they were told that the West Davis Corridor would be located in the Bluff Road corridor, which is one of the reasons they moved to the west side of Syracuse. She stated that her question is why the Bluff Road route is not on the map provided by UDOT. She asked if there is something that the residents are not being told. Mayor Nagle stated that she thinks that UDOT has addressed that question and she explained that they take into account several factors in the community and then they look at the laws that govern or protect some of those factors, such as wetlands. She stated that UDOT does not identify wetlands; rather, wetlands are identified by the Army Corps of Engineers and UDOT must recognize that classification. She stated that wetlands are protected by the federal clean water act. She added that UDOT also takes into account the number of homes that will be impacted as well as the agricultural ground that will be impacted. She stated that they also take into account the residual effects on the roads that will feed into the corridor. She added that they also consider all public comments that they receive and they hosted a series of open houses and asked for public input. She stated that it is a very comprehensive study and there is not simply one factor that would cause them to make the decision to opt not to use the Bluff Road corridor. Ms. Adams stated that she understands that process because she has worked in the community development field in the past. She stated that all three of the alternate routes will impact the children in the community and make it harder for them to get to school; the schools on the west side will be separated from the schools on the east sides. She stated that she is simply wondering why the Bluff Road corridor was eliminated when it seems that everyone besides UDOT is confused by that fact.

Sam Campbell, 4277 W. 1550 S., stated that he does not want to 'beat a dead horse'; he stated that many residents that have lived here for many years have already raised very valid points. He stated that he has only lived in Syracuse City for three years and prior to that he has lived in several places throughout the world. He stated that one of the focuses throughout the planning process is centers of gravity. He stated that when constructing a thoroughfare the center of gravity must be considered; questions to be asked include how it will improve the economy, how it will impact traffic flow, and the natural travel patterns. He stated that the routes that are located in the west side of the City are not natural travel patterns and he can not figure out why UDOT would recommend those routes. He stated he would ask the Council to commission an independent analysis to analyze traffic flow in the area and figure out where the centers of gravity are. He stated no one will

use the road if it is located too far to the west. He stated that comparisons can be made between Bangerter Highway and Interstate 15 in Salt Lake or Interstate 2-15 and Interstate 15. He stated the economic growth adjacent to both highways is very dissimilar. He stated that the road should be located further to the east in order to improve the economy in the City and to serve more residents. He stated there is a brand new park along the Bluff Road and it will be drastically impacted if the road follows the Bluff Road corridor. He asked who decided to build that park. He stated that he is not trying to point fingers and he is trying to remain unemotional. He stated that he is currently 'dumping a ton of money' into an addition to his house on 4500 West. He stated the City was more than happy to take his money for his permit for that addition and he does not understand why the City would take his money when they knew that the road may be built in that area, which would cause his house to be torn down. He stated 'it does not take a rocket scientist' to figure out that the driving factor behind the road is money; he stated he understands that and he understands eminent domain as well. He stated it is the easy solution to build the road through farm land, but he asked if it is the right answer. He stated that for the group of people that are present tonight and for the Syracuse economy, he does not believe it is the right answer. He stated that Wal-Mart's sales will not increase if the road is constructed too far to the west rather than following the Bluff Road corridor. He stated that the Councilmembers and the Mayor have the power to talk to the entity that is proposing the road be constructed on the west end of the City and tell them that is not what the City wants.

Charlene Kellmer, 3848 W. Jupiter Hills Drive, stated that it is likely that UDOT has told the City that there will be some kind of financial benefit as a result of the construction of the road and she stated that she does not believe that will be the case. She stated that if the road is constructed too far to the west people will not use it unless they live right next to it. She stated that UDOT has been deceptive throughout the entire process they have followed to develop the West Davis Corridor routes. She stated that she talked to a UDOT representative on the phone last week and they told her that they are still considering widening Interstate 15, but that information was not shared during their open houses. She stated that she thinks that is wrong and they need to be held accountable for hiding that information. She stated that she is opposed to the road being constructed anywhere in the City and she believes that at least 75 percent of her neighbors feel the same way.

Mayor Nagle stated that she wanted to remind everyone that the Council has not made any decisions regarding which route, if any, the City will support. She stated that the Council has many of the same concerns as were raised tonight by the public. She stated the City is committed to try to make the best recommendation to UDOT. She stated there is no preconceived plan in place and the City has the same concerns relative to the Bluff Road alignment as well. She stated that Mr. Campbell raised a valid point regarding Jensen Park and she wanted to point out that the decision to build that park in that location was made long before any of the current members of the Governing Body were seated. She stated the same is true for the new Fire Station, which was constructed on 3000 West. She stated that if the road is built east of the Fire Station there will be serious access issues and up to 80 percent of the population could be cut off from fire service. She stated if that access is negatively impacted that could directly result in an increase in homeowner's insurance rates. She stated those are all important factors that must be weighed by the Council. She added that she believes that everyone on the Council is committed to making the decision that is best for the City as a whole. She stated they will take into account everything that was said by the citizens tonight and all the citizens that have been contacting them on a daily basis. She stated that the Council has not had a lot of time to plan for this and they have not conducted any independent studies because the City anticipated, like several citizens, that the West Davis Corridor would follow Bluff Road. She asked that the citizens be patient with the Council as they take all this issues into account and try to make the best decision for the City today and 20 years into the future.

Councilmember Clark added that he appreciates the citizens that have shared their thought with the City, but he pointed out that should not preclude them from contacting UDOT as well to share their opinions with that entity.

Request to be on the agenda – Jeff Sheriff regarding sewer issue

Jeff Sheriff, 1141 S. 2100 W., requested an opportunity to address the Council regarding an issue he is having with the sewer line at his home. Mayor Nagle invited Public Works Director Mike Waite to provide background information regarding the issue to the Council. Mr. Waite approached the Council and explained that he was contacted by Mr. Sheriff regarding the problem that he was having with his sewer line and he found that the blockage was in the sewer lateral that runs from Mr. Sheriff's house to the City's line. He explained that the City's ordinance, which is in-line with the North Davis Sewer District (NDSD) regulations, states that the operation and maintenance of sewer laterals are the responsibility of the property owner.

Mr. Sheriff then approached the Council and thanked them for the opportunity to address them regarding this issue. He stated that he has spoken with Mr. Waite several times and he has helped him understand the City's ordinances and regulations. He added that he has checked with several other cities as well and they have similar regulations regarding maintenance and repair of sewer laterals. He then explained that his sewer lateral has not totally collapsed, but the remaining

opening is very small. He stated that his house was built in 1996 and the sewer lateral is made of PVC pipe. He explained that PVC has a lot of elasticity; it is very difficult to cause damage to PVC pipes, but he assumed that the problem with his lateral could have been caused by several different sets of circumstances. He stated that the backfilling done around the pipe may have not been adequate or the line could have been installed improperly. He stated he reached these conclusions because PVC pipe does not collapse without having an extraordinary amount of pressure being placed on it. He stated that he understands that the maintenance of the lateral is his responsibility, but it is difficult for him to accept the mandate that he be required to dig up the line in an area outside of his property and pay for that work to be completed. He stated that he does not think that it is right, but he understands why it is his responsibility. He stated that the work that needs to be done is very costly; he has received bids ranging from \$4,000 to \$7,000 to repair the lateral. He reiterated that the pipe is not totally collapsed yet, but it could collapse at any time. He stated that he is asking the City Council for advice and assistance in completing this task. He then stated that he works in the construction industry and he has been witness to projects such as the installation of a sewer lateral and he believes that the City could possibly pay closer attention to the developers that are performing this kind of work in the City and possibly perform a final inspection of infrastructure installation before someone is allowed to move into a home. He stated he would like to make sure that this situation does not occur down the road for another resident.

Mayor Nagle stated that she appreciates the situation that Mr. Sheriff is in. She asked him to work with Mr. Waite and City Manager Robert Rice to see if there is anything the City can do to assist him according to City ordinances and regulations. She stated that the City does the best they can to try to make sure that developers and contractors are following ordinances and regulations, but ultimately it is impossible to police all construction work that goes on in the City. Mr. Sheriff stated that he understands that and he also understands why citizens are deemed responsible for their sewer laterals and that is because the City can not control what homeowners put down their drains. He reiterated that is not his issue and he explained again that PVC pipe is very strong and it should not have collapsed unless there was something wrong with the road or materials used in conjunction with the PVC pipe.

Councilmember Peterson asked if there are any other neighbors in the area that have had similar problems. Mr. Sheriff stated that he has talked to some of his neighbors and they are unaware of any similar problems. He stated that the only way to determine if there is a problem is to use a camera in your sewer lateral. He stated that he is still able to use his sewer; he simply must be careful about what is put down his sewer lines.

Councilmember Clark encouraged Mr. Sheriff to continue to work with Mr. Waite. Mr. Sheriff stated that he would do that and he reiterated that Mr. Waite has been wonderful to work with up to this point. Mayor Nagle stated that the City has great employees.

Discussion regarding appointment to Mosquito Abatement Board

Mayor Nagle explained that several months ago a Councilmember raised an issue about appointments to the North Davis Sewer District (NDSD) Board; the concern was that someone appointed to represent the City on a board for a taxing entity must also be an elected representative of the City. She stated that this provision eliminates the concern of taxation without representation. She stated that to that end, the Council made the decision to appoint a Councilmember rather than a resident to the NDSD Board. She stated the same must now be done for the Mosquito Abatement Board. She stated that she is very reluctant to make the change, but the City must adhere to the law. She explained that Lloyd Waite has been the City's representative on the Board for years and he has done an outstanding job and he represents the City's interests well. She stated that it is unfortunate that he would need to seek election to the City Council in order to continue his service with the Mosquito Abatement. She asked if any Councilmembers have an interest in serving in that capacity. Councilmember Peterson inquired as to when the Board holds its regular meetings, to which Mayor Nagle responded the first Thursday of each month at 7:00 p.m. Councilmember Shingleton volunteered to serve as the City's representative on the Mosquito Abatement Board. Mayor Nagle asked City Recorder Brown to include a resolution on the next regular meeting agenda for the Council to formalize the appointment.

Councilmember Clark stated that he wanted to give the public some information about tonight's meeting. He stated that the Council meets in a work session meeting only on the 4th Tuesday of each month and work session meetings are not as formal as business meetings. He stated that work session meetings are normally held in the Council conference room, but the Council anticipated that there would be a large crowd for tonight's meeting, which is why it is being held in the Council Chambers. He stated that he is happy that so many residents are in attendance and he simply wanted to explain to them the reason that tonight's meeting may not seem as formal as a typical meeting.

Cemetery space utilization

Councilmember Peterson stated that he asked for this item to be added to the agenda because he received a request from a citizen to study whether the City could allow “double-stacking” burials in the City cemetery. He stated that he asked Mr. Waite to conduct some research into the issue. Mr. Waite approached the Council and explained there are several cemeteries that provide for double-stacking whereby a resident can purchase one burial plot that allows for the burial of two vaults. He stated that can create some concerns; the City would need to provide vaults that are strong enough to be able to support the weight of two caskets. He explained that in his research he found that would be very easy to take care of; one company provides a lawn crypt that can be used in areas designated for double-stacking. He stated that the lawn crypt could not be used in plots where a casket has already been buried. He stated that going forward the City could designate a section of the cemetery as a double-stack area; graves would be dug at a depth of 11 feet rather than five feet. He stated that the lawn crypt would be installed in the grave; it is a four sided crypt with a bottom and a top that would be buried with two feet of soil. He stated that the lawn crypt would remain empty in each grave site until it is utilized by the owner. He stated that a casket would be set in the vault once it is needed and the owner would not be required to purchase an additional vault for the top grave; rather, a spacer would be put in place to support the upper casket. He stated that if the Council is interested in moving forward with allowing double-stacking his recommendation is that they designate a specific area of the cemetery for that purpose. He stated that there are currently 724 vacant plots at the cemetery that have been purchased; there are 1,700 vacant plots that have yet to be purchased.

Councilmember Peterson asked if allowing double-stacking would help to extend the life of the cemetery. Mr. Waite stated that double-stacking will help to maximize the existing space available in the cemetery. Councilmember Peterson asked if the City still owns 20-acres to the north of the cemetery for future expansion. Mr. Waite stated that is correct. Councilmember Peterson asked if the City might be able to sell a portion of the 20 acres as a result of allowing double-stacking in an area of the cemetery. Mr. Waite stated that he can not answer that question yet; that may be an issue for the Council to consider in the future upon the implementation of double-stacking policies.

Councilmember Shingleton asked if the water table in the area would allow for double-stacking of caskets. Mr. Waite stated that he would select the most viable area of the cemetery for double-stacking.

Councilmember Peterson asked how allowing double-stacking would benefit residents. Mr. Waite explained that residents would not be required to purchase two plots in order to bury two caskets, though initially their expenses for one double-stacking plot may be higher. He stated that one cemetery that offers double-stacking has only sold three of those types of plots; the other cemetery charges \$3,500 for a double-stacking plot, plus \$550 for each grave opening (two grave openings would be required). He stated that savings, if any, would come in the way of a cemetery marker because it would only be necessary to buy a marker wide enough for one plot. Councilmember Clark stated that those purchasing burial plots are required to purchase vaults regardless of whether the plot is a double-stacking plot. Mr. Waite stated that is correct and he would like to require those purchasing a plot to purchase the lawn crypt at the time that they are purchasing the plot. Councilmember Clark agreed that practice would be most sensible. He then stated that he can see how providing double-stacking plots would be beneficial, but if doing so does not provide a cost benefit for residents it may not make sense to consider allowing double-stacking. Mr. Waite stated that allowing double-stacking will definitely be beneficial in the area of space and longevity at the cemetery.

Mayor Nagle asked if this discussion is a result of a request from a resident or a request from a Councilmember. Councilmember Peterson stated that he was contacted by a resident, Don Ormsby, about this issue and he thought it would be good to get some information from City staff regarding whether it would be beneficial to the City and residents to allow double-stacking. He invited Mr. Ormsby to provide any additional information to the Council. Mr. Ormsby stated that Mr. Waite has made a very good study of the issue and he appreciates the work he has put into it. He stated that he has found much of the same information throughout his own research process. He stated that Syracuse City currently charges \$300 for a burial plot so allowing for double-stacking would save residents \$300. He stated there are also several types of double deep lawn crypts, including those that are manufactured of concrete on the bottom and a type of foam on the top. He stated these types of crypts could save buyers a substantial amount of money. He then stated that the benefit to the City is that there will be more space available in the long term. He stated that he understands that some of the vacant ground that is intended for cemetery expansion is currently being leased to farmers, which generates revenue for the City. He stated that the perpetual care costs may decreased as well because there will be fewer plots. He stated that he feels there are savings opportunities for the City and residents alike. He stated that there could be concerns raised by various religious denominations; for example, those of the Jewish faith may be concerned by the placement of a layer of soil between two crypts. He stated that he has researched the issue on the internet and found that it is very common to allow ‘stacking’ burials throughout other parts of the world. He then thanked the City for taking good care of the cemetery and he encouraged the Council to continue to study this issue.

Mayor Nagle asked the Council how they would like to proceed. Councilmember Kimmel asked if the proposal is to consider double-stacking on an as needed basis or to section off an area of the cemetery for double-stacking. Mr. Waite stated that the cemetery is sectioned into blocks that are eight plots wide and eight plots deep. He stated that he would recommend dedicating one block for double-stacking burials; if the practice becomes popular the Council can dedicate more space in the future.

Councilmember Peterson asked if there would be any direct costs to the City. Mr. Waite stated that there would be no direct costs; those purchasing plots would cover all the costs associated with double-stacking. He stated it will simply be necessary to develop some regulations to govern the practice. He then added that he would like to dig some test holes at the cemetery to determine if double-stacking is truly a viable option.

Mayor Nagle asked the Council if they would like staff to bring a formal recommendation forward. Councilmember Shingleton stated that he would like Mr. Waite to proceed with the investigatory work that he mentioned. He stated that he wanted to ensure that ground water will not be an issue in the area that may be designated for double-stacking. Mayor Nagle referred the issue to City Manager Rice and staff to determine if it makes sense to move forward and bring a formal recommendation to the Council. She thanked Mr. Waite for his time and work on this issue.

Unlimited Play Park fundraising efforts update

Parks Superintendent Liegert thanked the Council for giving him some time to update them on the fundraising efforts for the Unlimited Play Park. He explained that over the last three or four months there have been several meetings regarding the Park and recently the group working to provide funding for the park met with a couple of different designers in an effort to settle on the right design for the park. He explained that they decided to use a nature theme on the playground; he began reviewing a slide show including photographs of the types of play structures that will be used at the Park. Councilmember Peterson added that each structure at the park is designed to have some impact on someone with a disability, whether that be a child in a wheelchair or someone with autism. Mr. Liegert stated that is correct; use of the structures can be considered therapy for children with a disability. He explained that the main focus is that the playground will be accessible to people of all abilities. He stated that the goal of the playground is to make everyone feel comfortable; the surface is cushioned and can easily accommodate wheelchairs. He added that the ramps leading to the upper levels of the play structures are wide enough to accommodate two wheelchairs plus someone standing on either side of each wheelchair. He stated he felt the designer has done a great job of maximizing the space available at the Park location. He explained there is a 'music garden' that will be located where the current playground structure is located. He stated there are plans to remove the existing playground structure and move it to a different park within the City. He added that there will be large shade canopies that will cover the entire playground in order to lower the temperature for sensitive visitors. He stated that the park has been oriented in a way that the metal slides will be shaded the majority of the day. He then began reviewing the budget for the Park. He explained that Cindy Gooch with JUB Engineering has prepared application for a \$215,000 water conservation grant. He stated that they are hoping to receive a response to the application in March. He stated that the grant requires a 100 percent match from the City; there is currently \$115,000 available to be used for matching funds and that amount is made up of monetary and in-kind donations. Mayor Nagle asked if that amount includes the \$10,000 donation the City recently received from Energy Solutions. Mr. Liegert stated that donation has not been included in his calculations. He then explained that the City has the option of applying for a Community Development Block Grant (CDBG), the amount of which is anywhere from \$100,000 to \$150,000. He stated that Ms. Gooch is working on the application for that grant as well and it should be submitted in March. Councilmember Clark asked if Ms. Gooch is performing grant application work as an employee of JUB Engineering or as a resident of Syracuse City. Mr. Liegert stated that she is donating her time and services as a resident.

Councilmember Peterson asked Mr. Liegert to explain how much the entire project will cost. Mr. Liegert stated he would provide the projected budget for the different structures at the park. He stated that the Public Works Department will perform a lot of in-house, in-kind services at the Park, but the price they have been quoted for the construction of the actual playground structure is \$349,000. He stated that a company called Game Time will build the structure and they have offered the City several discounts. Mayor Nagle stated that is great news; originally the price of the playground was estimated at \$1 million so it is a great accomplishment to have reduced that price to \$349,000. Mr. Liegert then explained that they have not received a firm estimate for the splash pad, but they anticipate that it will cost approximately \$350,000; the restroom will cost approximately \$75,000. He stated that the overall project budget may be nearly \$1 million and he added that Energy Solutions has expressed their intent to make an annual donation of \$10,000 to assist with ongoing maintenance at the Park. He explained that the committee that is working on the project is planning a couple of fundraising events for the remainder of the year. He explained they are going to try to place concession booths at local events to raise money for the Park. He added that the proceeds of the 2011 Turkey Trot will be donated to the park. He stated that last year there were 200 participants at

the event, which generated \$8,000. He stated the committee is hopeful that amount will increase this year. He then reported that the resident that initially proposed the idea of the Park was working to organize a 501C3 non-profit organization to manage the money donated for the Park, but the committee recently discovered that resident withdrew her application. He stated that since that time Recreation Director Robinson has been working to resubmit the application and get it approved as soon as possible.

Councilmember Kimmel stated that Mr. Liegert mentioned that the federal water conservation grant is a matching grant and he asked for more information about that. He asked if the City is required to match the grant dollar-for-dollar and how long the City has to pay the matching funds. Mr. Liegert explained that the City is not going to provide any matching funds; the matching funds will be made up of donations received for the Park. He stated that the committee is working to have a marketing film created for the Park, which will hopefully increase people's interest in donating.

Councilmember Peterson asked when the marketing video will be completed. Mr. Liegert stated that that aspect of the project is on schedule and it should be finished March 1. Mayor Nagle stated that she talked to the videographer and he told her that he is in the editing phase and the video should be completed soon.

Councilmember Clark stated that he wanted to remind everyone that Zion's Bank made a large donation to the Park. Mr. Liegert stated that is correct; Zion's Bank donated \$75,000, which is a big portion of the money that is available to be used as matching funds for the water conservation grant. Ms. Robinson added that if the water conservation grant application is successful the grant funding will be provided to the committee this year. She explained that the committee will be eligible to submit an application for the same amount of funding next year as well. She stated that if that application is successful as well and the committee is able to raise enough matching funds, those two grants should nearly cover the total cost of the Park.

Mayor Nagle thanked Mr. Liegert and Ms. Robinson for the information regarding the Park and she commented that they and the committee have done a great job on the project thus far.

Discussion regarding the City's position relative to potential West Davis Corridor routes

Mayor Nagle stated that she had some information she wanted to share with the Council prior to beginning this discussion. She explained that she and City Manager Rice met with a group of homeowners that live near the Glenn Eagle Golf Course and they shared some concerns with her and Mr. Rice about Councilmember Kimmel. She explained that she subsequently had a discussion with Councilmember Kimmel about recusing himself from the discussion regarding the West Davis Corridor and he has declined to do that because he feels that he can be impartial in the decision making process. She stated that she wanted to make that statement because she did commit to the homeowners that she would pass their concerns on to Councilmember Kimmel and she wanted to report the outcome to them. She then invited staff to begin their presentation.

Community Development Director Eggett explained that UDOT commenced the Environmental Impact Study (EIS) last year for the West Davis Corridor project; they initially had 46 preliminary alternative routes to consider. He stated that as the EIS process moved forward they used level one screening criteria to analyze the 46 alternatives and those were narrowed down to 14 alternative routes. He stated that those 14 alternatives were moved through the level two screening step in the process where they were subjected to several criterion including the routes impact on the natural environment, impact on the built environment, access to transit and pedestrian facilities, compatibility with local land-use and transportation plans, and cost and constructability. He stated that at the conclusion of that screening process the 14 alternatives were narrowed down to the three alternate routes that were included on the map provided by UDOT. He explained that the routes are identified as alternates A, B, and C. He explained that the Council had the opportunity to review the map and they charged staff with reviewing the corridor options in depth and provide information regarding the pros and cons associated with each route. He stated that staff reviewed the routes and analyses have been provided by the Community Development Department, the City Engineer, the Fire Chief, the Police Chief, and the Public Works Director. He stated that four of the departments that participated in the analysis found themselves supporting alternate C, but they noted that they would desire some flexibility in that alignment. He stated that the City Engineer would be supportive of alternate B because he felt that it would create better traffic flow and provide better safety for motorists. He stated that UDOT has expressed that there is the possibility that each of the optional alternates could be shifted up to a half mile in either direction of where they are currently located. He then noted that one concern that was raised by Public Safety staff was that there may be a need for an additional interchange somewhere near the intersection of Gentile Street and Bluff Road. He stated Public Safety officials have concerns regarding the distance between interchanges currently planned for on the Corridor and that distance could potentially create public safety problems. He then stated that the City has received many comments from residents and businesses in the City and there is no strong consensus regarding which alternate they support, but most respondents are not supportive of alternates A and B. He stated there is much support for an alternate that follows Bluff Road. He explained that

information regarding the proposed routes was discussed by the Planning Commission last week and he asked Planning Commission Chair Kenneth Hellewell to provide the Council with some information regarding that discussion.

Mr. Hellewell explained that he was not in attendance during last week's Planning Commission meeting, but he has reviewed the minutes of the meeting and discussed this issue with Mr. Eggett. He explained that the Planning Commission did not reach a true consensus, but they did seem to lean towards supporting alternate C with the caveat that they would like for the Council to request that UDOT consider using the Bluff Road route for the Corridor. He stated that the City has been planning for the West Davis Corridor to follow Bluff Road for a long period of time. He noted that he has been on the Planning Commission for several years and he was there when discussions took place regarding Jensen Park and the trail system near Bluff Road. He stated it is his recollection that the City built Jensen Park and the trail system in their current locations as a way to protect the land needed for the Corridor. He stated that the City always understood that the trail system would be eliminated by the Corridor, but that UDOT would need to relocate and reconstruct the trail system upon the completion of the Corridor. He stated that his recollection is that the City understood that the Jensen Park parking lot would be eliminated by the Corridor and the UDOT would be required to replace the parking lot and provide an alternate entrance to the Park. He stated he has had discussions with people that held positions in the City at the time that Jensen Park and the trail system were constructed and they agree with his recollections. He reiterated that if the Planning Commission must support one of the three alternates provided by UDOT they would support alternate C, but they would like for the City to ask that UDOT reconsider the Bluff Road alignment.

Councilmember Kimmel stated that he reviewed the Planning Commission minutes as well and it appears that the meeting was fairly lively. Mr. Hellewell stated that is correct; many people have very strong feelings about the issue. Councilmember Kimmel stated that it appears that three Planning Commissioners were in favor of one route while another Commissioner offered a substitute alignment which closely follows the Bluff Road corridor. Mr. Eggett pointed out that the substitute alternate would travel south and west around Jensen Park and the Trailside subdivision and then connect with Bluff Road east of the Public Works facility near the six-point roundabout. Mr. Hellewell then reiterated that his preference would also be that UDOT use the Bluff Road corridor, but if that is not an option he would support alternate C as three of the other Planning Commissioners did. He stated that he felt that alternate C would provide the greatest economic benefit to the City and more residents will use that route. He pointed out that if the road is constructed too far to the west it will not be used as much as a road closer to the City center would. He explained that he grew up in Syracuse and he feels that the people of Syracuse are so used to heading east for everything they need and it would be difficult to change their mindset and get them to travel west to access a freeway type of road.

Mayor Nagle asked staff to provide information regarding Fire Chief Cottrell's concerns. Mr. Rice explained that Chief Cottrell was concerned that the Corridor may hinder the Fire Departments ability to easily access to the portion of the City remaining on the east side of the road, but he added a caveat to his comments that there is a need for another Fire Station somewhere closer to the Freeport Center and by the time they expect this road to be built it will be more than likely that there will be alternative fire support on the east side of the City. Councilmember Clark stated it was his understanding that the Fire Chief felt it was appropriate to build the Fire Station in its current location with the expectation that the West Davis Corridor would follow Bluff Road and it would be necessary to build a sub-station somewhere near 1000 West after the West Davis Corridor is constructed. He stated there is still an option to use one of the bays at the Police Station to store a fire truck. Mayor Nagle stated that a truck can be stored there, but there needs to be staffing to make that a viable option. Councilmember Clark agreed, but he simply wanted to note that there have been discussions of building a sub-station east of the West Davis Corridor. Mr. Hellewell stated that he remembered those discussions taking place as well. A member of the audience asked for the opportunity to provide some background information regarding the decision to construct the Fire Station on 3000 West. Mayor Nagle stated that the historical information is not as pertinent as the fact that the Fire Station was constructed on 3000 West and now the City has the charge to make decisions that will be best for the future. She stated it is time to look forward rather than backwards. There was then some discussion regarding bridges that will be built in conjunction with the West Davis Corridor. Mayor Nagle stated that it is her understanding that wherever there is a road that currently bisects Bluff Road UDOT would construct a bridge to provide continued east/west access. Mr. Eggett clarified that UDOT would be required to construct overpasses or underpasses where there are currently major crossings of Bluff Road.

Councilmember Peterson stated that for as long as he can remember the plan was for the Corridor to follow the Bluff Road alignment. He stated that he wanted to know what the history is behind that decision. He asked when UDOT actually designated Bluff Road as the route to be followed by the West Davis Corridor. Councilmember Shingleton stated that it was initially discussed in 2001. Mr. Hellewell stated that is correct and at that time the City was told about the plan and they started preserving land along the corridor. Councilmember Peterson asked if there was any legislative direction given to the cities located along the corridor, to which Mayor Nagle answered no and explained that UDOT announced that Bluff Road would be the preferred corridor, but they would not guarantee that the route would be used. She added that is when cities

started to see development begin in or near the corridor, but they could not prevent that development from taking place because they did not have the funding to purchase property from the developers that owned it. She stated that was the case with the Trailside Subdivision and the developer built homes where they are currently located even though the City told him that the West Davis Corridor could potentially run right through is development. She stated that Davis County set up a fund that collected money generated by vehicle registration fees and that funding was used to buy up as much land as possible with the knowledge that if the Bluff Road route was not used for the West Davis Corridor they would sell the land along Bluff Road and use that money to buy land near the actual Corridor route. Councilmember Peterson asked if that means that the County owns land along Bluff Road. Mayor Nagle explained that the County purchases the land and then deeds it to UDOT. Councilmember Peterson asked how much land the County owns in Syracuse. Mayor Nagle stated she is not sure how much land the County owns, but she does not think it is a significant amount. Councilmember Peterson asked if the Bluff Road route followed Bluff Road exactly or if it deviated from the actual road in some locations. Mayor Nagle stated that it deviated from Bluff Road near the golf course and that would have had a negative impact on two holes at the golf course so the City asked UDOT to try to mitigate that impact. Councilmember Peterson asked when the golf course was built. Mayor Nagle stated that it was built after the preferred corridor was identified. Mr. Hellewell stated that when the golf course was built the owner tried to set aside enough land on the east side of the golf course to accommodate the corridor, but there were later plans to widen the road, which would impact holes 17 and 18 at the course.

Mayor Nagle stated that there have been comments made that it is better to build a road through farm land in favor of leaving homes and businesses untouched. She stated that she has strong feelings about this issue; farmland is decreasing at alarming rates. She stated that in Utah there is a "Utah's Own" initiative where residents are encouraged to solicit local businesses and purchase their produce locally. She stated that she feels strongly that if the City supports a plan that takes out farmlands it is impossible to replace them; the farmers will not easily find another tract of land upon which to farm and instead the farms will disappear permanently. Councilmember Clark agreed and stated that he is concerned because every one of the routes proposed by UDOT would negatively impact farmland, not just by bisecting the land, but by traveling directly through the middle of it. Mayor Nagle stated that is correct and maybe it seems easy to make that choice because only one land owner, the farmer, would be impacted versus many individual home owners. She stated that she prefers the Bluff Road corridor with the caveat that UDOT works to mitigate any negative impacts to Jensen Park. She stated the City spent \$8 million to build the park and she is concerned by the fact that the corridor may limit access to the Park. She stated the road would completely eliminate a water feature that the City spent \$1 million to construct. She commented that was not very 'forward thinking' on the City's part. She stated that if the Fire Chief is willing to commit that he does not believe that a road mirroring Bluff Road would have a significant negative impact on the City's emergency response resources she would be comfortable recommending the preferred Bluff Road alignment. She reiterated that UDOT would need to commit to mitigate any impacts the road would have on the access point for Jensen Park. She asked if there is enough will on the Council to consider that position. She added that she would like to hear from City Engineer Whiteley regarding whether that would be a smart decision or if there are alternatives the Council could consider. Mr. Hellewell stated that the alternative plan that one of the Planning Commissioners recommended would be in line with the Mayor's suggestion. He stated that Commissioner Jensen has a copy of the drawing that was reviewed by the Commission and he provided it to the Council. The Council then reviewed the map provided by the Planning Commission; Mayor Nagle explained that the map includes some alternative alignments. She stated that she is not sure who drew the map, but she wanted the public to have the opportunity to review the same options that the Council is considering. Mr. Eggett pointed out the differences in the options on the map as compared to the options recommended by UDOT.

Mr. Rice added that regardless of the alignment the City chooses to support it will be necessary to request that an interchange be constructed somewhere in the vicinity of Gentile Street and Bluff Road. He explained City public safety officials are concerned about the distance between the interchange proposed for Antelope Drive and the next closest interchange to the south. He stated that distance may make it difficult for them to respond to emergency events.

Mr. Hellewell stated that during the review of the map one of the Councilmembers asked who had provided the map with the proposed alternative alignment. He stated that the map was prepared by some residents of Syracuse and West Point cities who are interested in urging UDOT to consider using a variation of the original Bluff Road corridor. Councilmember Peterson stated that he likes the proposed alternate route, but he wondered how it would impact homes and farm lands in the area. Mr. Rice stated that the impacts would not be much different than the impacts that would be created by the Bluff Road corridor. Councilmember Peterson stated he is wondering why the newly proposed route was not advanced by UDOT. Councilmember Clark stated that the main reason that the Bluff Road corridor was not advanced was the negative impact it would have on wetlands. He stated that alternate C would impact less wetlands and fewer homes. Mr. Hellewell noted that the wetlands near the Bluff Road corridor and the Trailside Subdivision are man-made wetlands. Mr. Whiteley added that the Fremont and Eagle Estates Subdivisions are located directly south of the Fire Station and there were detention basins

created near those subdivisions to protect them from the natural storm flows and other water running off of the bluff. He stated that has resulted in a man-made wetland that is capturing water. He stated that during their preliminary observation UDOT likely believed that area was a wetland.

Councilmember Peterson stated that he is not as concerned about impacting wetlands as he is about impacting homes. He reiterated that he likes the idea of recommending that UDOT reconsider the Bluff Road corridor, but he asked what impact that recommendation would have on homes in the area. He stated he is aware that there are several homes located on the east side of Bluff Road. Mr. Eggett stated that there are definitely some homes that would be impacted if the West Davis Corridor were constructed along the Bluff Road alignment. Councilmember Peterson asked if it would be safe to assume that residents along Bluff Road knew that at some point in time the West Davis Corridor could be constructed within the Bluff Road alignment and they would be forced to relocate. Mr. Hellewell stated that is a safe assumption. Councilmember Clark added that the developers that built subdivisions in that area definitely know that the West Davis Corridor may be constructed along Bluff Road at some point in the future, but that information may not have been passed on to home owners. He added, however, that people that live there likely know about the potential roadway, even if they did not know about it when they initially moved into their homes.

Councilmember Clark asked if it would be possible to build detention basins at another location in the City and drain the current man-made wetlands to those detention basins in order to mitigate that issue. He stated that even though the Council may not be as concerned about wetlands as they are about homes, UDOT is very concerned with negative impacts to wetlands. Mr. Whiteley stated that wetlands can be mitigated, but the entity mitigating the wetlands is usually required to provide two acres of wetland for every one acre that is eliminated. He stated that can be difficult and very expensive to accomplish. He stated that first and foremost UDOT will try to avoid eliminating wetlands; secondly they will look for options to minimize the impact to wetlands; third, they will consider mitigating wetlands as a last option. He stated that wetlands are considered heavily when making decisions regarding these types of construction projects. Councilmember Clark stated that UDOT may not be aware of some of the information regarding the wetlands being man-made because they are too far removed from the City. He stated that the City could ask UDOT to consider the Bluff Road corridor upon mitigation of the man-made wetlands.

Councilmember Shingleton stated that UDOT is a State agency and they are being told by the federal government where they can or can not build a road, but Syracuse City is going to be impacted. He stated the City has rights and if a UDOT plan interferes with the City's master plan that should take precedence over what UDOT is doing. He stated that most cities do not understand their rights in these types of situations. Mayor Nagle stated that the Federal Clean Water Act may trump the City's master plan. Councilmembers Kimmel and Shingleton stated that is not correct. Mayor Nagle argued that she is correct and she stated that she spoke with a representative of UDOT prior to tonight's meeting and they informed her of that issue. She stated that is why UDOT is so concerned about negatively impacting wetlands. She stated she is not saying that their position is right or wrong; she is simply passing on the information she received from UDOT. She then stated that it would not make sense for the City to "pick a fight" with UDOT; rather it would be best for the City to figure out the best alternative that meets the City's need and then fight for that alternative. She stated she does not want to "pick a fight" simply to send UDOT a message that they can not tell the City what to do. Councilmember Shingleton stated that he is not saying that he wants to "pick a fight". He stated he is simply pointing out that the road will impact Syracuse City and the City should have a right to object to some of the negative impacts that will result from the construction of the road. He stated that the process is referred to as coordinating and the City would need to get involved with some of the other surrounding cities to object to some of UDOT's plans. He stated the process has worked in other areas; there may be a way for the City to object to the roadway based on the City's master plan which was created with the idea that the West Davis Corridor would follow the Bluff Road route. He stated that the master plan carries a lot of clout. Mayor Nagle added that the fact that the City built a \$1 million water feature that will be eliminated by the roadway if it follows the Bluff Road route also carries a lot of clout; UDOT will take that into consideration as well, even though it is a result of poor planning on the City's part. She stated there are many factors that UDOT must consider whether they are right or wrong. Councilmember Kimmel stated that Councilmember Shingleton is simply trying to say that UDOT is obliged to be "handcuffed" by federal regulations and the City may feel the need to oblige with the recommendations forwarded by UDOT. He stated that is not necessarily the case and the City has the right to assert that the preservation of the master plan is very important. He stated that residents may have located their homes according to the master plan and for UDOT to "pull the rug out from under" the City is not permissible. He stated the City has rights and the ability to coordinate with other municipalities to assert that the road should align with routes that the cities have preserved and planned for over the course of several years. Mayor Nagle stated that she agrees with those statements and the reasons that the City has preserved the Bluff Road corridor, but she pointed out that Councilmember Kimmel has even said in the past that it was irresponsible for the City to build, with tax payer money, a \$1 million water feature that will be destroyed by the West Davis Corridor. Councilmember Kimmel stated that it does upset

him that the water feature was built and will need to be rebuilt by UDOT, which is funded by tax payer money as well. Mayor Nagle stated that the point she is making is that UDOT spent \$200 million fighting a lawsuit by the Sierra Club over wetlands that were negatively impacted by the Legacy Highway construction. She stated that she would argue that UDOT is trying to be responsible stewards of the tax payer money by minimizing the possibility of fighting another lawsuit associated with the West Davis Corridor. She stated the City can not just ignore the wetlands issue. Councilmember Kimmel stated that to “cow tow” to an environmentalist group and hold the tax payers hostage by putting the road in a location that does not best suit the needs of the citizens of Syracuse City is unfair. Mayor Nagle stated that she agreed; she stated that she thinks it is disgusting, but it is a reality. Councilmember Kimmel stated it may be a reality, but there are times when, no matter what the consequences may be, a threatened lawsuit should not be weighed so heavily if it impacts the plans that have been made for a City over the last decade. He stated that is what the City needs to stand by. Councilmember Clark stated that the City does not have the ability to make the decision about where the West Davis Corridor will be located. He stated the Council simply has the option of making a recommendation on behalf of Syracuse City. He stated that the City will not get anywhere by making a recommendation and then telling UDOT that they must agree with the City’s recommendation based on the master plan. He stated that the City basically must “play the game” and if the City is going to recommend a route that varies from any of the three routes forwarded by UDOT it will be necessary to provide them with a convincing argument that makes them reconsider an option they have already dismissed. He stated he agrees with what Councilmember Kimmel is saying, but he feels now is the time to create a game plan that helps UDOT figure out a way to mitigate some of the issues that are associated with the route that Syracuse City would like to see. Councilmember Kimmel stated that if push comes to shove he does not want the City to simply “throw its hands in the air”. Mayor Nagle stated that she has not seen anyone do that to this point.

An audience member stated that the City should be mindful of supporting West Point City as well. Councilmember Kimmel stated that coordination is the way to support our neighboring cities. He stated that through coordination the City would not only support the plans that have been made, but the City would also be supporting the plans that have been made in cities like West Point and Kaysville. He stated that a united voice and united front helps to get the point across that cities have spent time and money planning around a concept that has existed for several years. Councilmember Clark stated that alternate C would satisfy West Point; at this point in time it is necessary for the Council to look out for Syracuse City and do what is best. Councilmember Kimmel stated that he and Councilmember Shingleton are simply trying to bring more information to the discussion. Councilmember Clark stated he is comfortable with listening to that information, but he wants everyone to understand that Syracuse City is the only city impacted if a recommendation is made to use a route that has not been planned for. Councilmember Kimmel pointed out that Kaysville City is very unhappy with UDOT’s current proposal. Councilmember Clark stated he is not sure that Syracuse City could do anything to help Kaysville. Councilmember Kimmel stated that if Syracuse City coordinates with Kaysville it could be a very positive experience. Councilmember Clark stated that the bottom line is that prior to March 8 the City needs to decide what its recommendation will be. Councilmember Kimmel stated he also has reservations about that timeline; UDOT has studied this issue for years and then they have only given the cities a month to determine what route, if any, they will support. Mayor Nagle stated that everyone, including cities, has had the opportunity to be involved in the entire process that UDOT has followed. She stated that everyone is making UDOT out to be the “bad guy” in this situation and they are not. She explained that they are following a process and they have had several meetings with the City to discover any concerns. She stated they are trying to make sure that they hold as many people harmless as possible. Councilmember Shingleton stated that the problem is that four weeks ago UDOT announced three proposed routes and asked cities to respond to their recommendation within one month. Councilmember Clark stated that UDOT is asking each city to express which route they would be willing to support. Councilmember Shingleton stated that he does not like any of the three routes recommended by UDOT. Councilmember Clark stated that he understands; if the City prefers something other than one of the three routes that UDOT recommended it is the City’s responsibility to explain its position and convince UDOT to choose a route that is different from the three alternatives that they forwarded. He stated UDOT has reviewed the three alternative routes throughout the entire process and now it is time for the City to identify the best solution and move forward.

Councilmember Ocaña stated that he likes what he is hearing and he likes the map that was provided by the Planning Commission. He stated that he is a very curious person by nature and the question he has this evening is why we must support one of UDOT’s alternatives; why can’t the City come up with an independent recommendation to be forwarded to UDOT. He stated he feels it is appropriate for the City to forward an independent recommendation, but he feels strongly that there must be sufficient information and facts to back up the recommendation. He stated that he understands that there are likely very valid reasons that support the three alternatives recommended by UDOT, but he is comfortable proposing something that differs from UDOT’s proposal and giving them the reasons why the City believes its proposal will work. He stated he also felt it would be appropriate for the City to ask questions about the science that was used by UDOT that caused

them to arrive at the recommendation that they forwarded to the City. Councilmember Kimmel asked Councilmember Ocaña if he feels that the deadline of March 8 is enough time to respond to UDOT with sufficient evidence to support the City's recommendation. Councilmember Ocaña stated it is not up to the City to decide if that timeframe is sufficient and unfortunately the City may be required to adhere to the deadline. He stated it may take some hard work from the City, but it would be best to come up with the best argument possible by that deadline. Mr. Rice stated there is no doubt that the City must respond by March 8. He stated that pushing back for more time is not the right solution right now. He stated that from his point of view the Bluff Road corridor seems to be the best solution for the City; however, Councilmember Clark made a valid point in that the City needs to be careful in what you are asking for. He stated that if the City chooses to fight for the Bluff Road corridor and that recommendation is rejected the City may have no real vote on the alignment. He stated that he believes that the City's comments will be taken very seriously; if the Council wants to vote to recommend the Bluff Road option it will be necessary to be very aware that an alternative decision may be made that the City has no role in making. Councilmember Kimmel stated that is why coordination is so key.

Councilmember Peterson stated he would be supportive of recommending an alignment that closely follows the Bluff Road alignment with some variations. He stated that several months ago he remembered Mayor Nagle voicing her concerns that a Bluff Road alignment may split the City in half. Mayor Nagle stated that is correct and she still feels that way to a certain extent. She explained that she was approached by resident and Glen Eagle Golf Course owner Mike McBride shortly after she was elected as the Mayor. She explained that Mr. McBride voiced his primary concern that a Bluff Road alignment would have the same impact as Highway 89 had in Layton, which was to create an east side and west side of the City. She explained that there are essentially two cities in Layton and she was concerned that the same result would take place in Syracuse. She stated that would eliminate the small town feeling that currently exists. She stated that she valued Mr. McBride's opinion and she shared it with UDOT. She stated that there is uncertainty regarding whether the road will be a parkway, but she is hopeful that will be the case. She added, however, that regardless of the design and location of the roadway she feels it will somehow divide the City.

Councilmember Peterson asked Mr. Rice if he is saying that the Council would be better to vote on one of the three proposed routes in order to preserve the City's vote in the process. Mr. Rice stated that if the Council wants to put all of the City's weight behind the Bluff Road alignment it will simply be necessary that the Council be prepared for that recommendation to be rejected and for UDOT to select one of the other three routes. He stated that the Council could add the clause that if the Bluff Road alignment is rejected Syracuse City will support alternative C. He added that regardless of the alignment that is supported he would like the City to push for an interchange somewhere near the intersection of Gentile Street and Bluff Road. He stated that argument should be based on public safety.

Councilmember Peterson stated that he likes Mr. Rice's recommendation that the City forward the Bluff Road route for reconsideration, but if that recommendation is not seen favorably by UDOT, the City would support alternative C. Councilmember Ocaña stated he would also support that approach. He asked if UDOT could simply say no to the City's recommendation. Mr. Rice stated that UDOT does not even need to respond to the City; they are following a process and this step in the process is very similar to a public comment period in any process. He stated March 8 is the end of the public comment period and it is in the best interest of the City to forward a letter including the City's comments. He stated citizens have been encouraged to provide their comments and feedback to UDOT, but the City needs a united position to provide to UDOT prior to the deadline.

Councilmember Kimmel explained that the North Davis Sewer District (NDSD) provided their comments to UDOT and they are supportive of reconsideration of the Bluff Road alignment as well.

Councilmember Clark stated that the City needs to provide its comments, but that letter should also include some solutions to the problems that could be created by the Bluff Road alignment. Mayor Nagle asked if everyone is willing to entertain that option moving forward. All Councilmembers answered yes. Mayor Nagle asked Mr. Rice and the City staff to prepare a case study and best alternative to a negotiated agreement (BATNA). She stated she would like for the Council to meet again next Tuesday to review those documents and determine if the Council can arrive at position to forward to UDOT. Mr. Rice stated that staff can work on a document to present to the Council, but he is not sure if staff has the expertise to analyze all of the issues surrounding the forwarded routes. He explained that the main issue with the Bluff Road route is the mitigation of wetlands and he is not sure if staff has the expertise to talk about mitigation and the cost associated with that mitigation. He stated that he agreed with Councilmember Clark's comments that the City needs to provide solutions for UDOT to consider. Public Works Director Waite approached the Council and explained that the Army Corps of Engineers visited the City and they excluded some of the Jensen Nature Park land from the wetland area. He reviewed a map and pointed out the areas near the Bluff Road corridor that were identified as wetlands.

Mayor Nagle stated that her suggestion is that the Council identify one of the three UDOT proposed routes as a "fallback" option, but that the City strenuously engage UDOT to reinvestigate the Bluff Road route. Councilmember Clark

asked if the City has sufficient funding to pay the City Engineer to investigate these issues. Mr. Rice stated that staff will use budgeted funding judiciously. He then pointed out that if UDOT chooses alternative C they have the option to shift that corridor up to a half-mile in either direction.

Mayor Nagle asked if it is safe to say that the City will support alternative C as a BATNA, but only if UDOT rejects the City's recommendation to reconsider the Bluff Road route. All Councilmembers agreed. Mayor Nagle stated that the Council will meet in a special meeting next Tuesday to finalize the City's position.

Introduction of Interlocal Agreement for the joint implementation of UPDES General Permit requirements.

Public Works Director Waite explained that in 2003 the City entered into an interlocal agreement with Davis County and several other cities to gain assistance in the implementation of a storm water permit mandate from the Environmental Protection Agency (EPA) regarding clean storm water management. He explained that he is now requesting that the City authorize him to enter into a new agreement for the same purpose. He added that this agreement and permit will be in effect until July 31, 2015 and will help reduce the cost of implementing the storm water permit.

Mayor Nagle asked if this is part of the storm water treatment permit that the Council considered some time ago. Mr. Waite explained this document is independent of that permit.

Councilmember Kimmel asked Mr. Waite to give the Council more information about the program. Mr. Waite stated that the idea is for several cities to join together with the County and reach out to the public as a group. He explained the State of Utah has given cities the authority to join with other entities and make up a coalition to take care of storm water management issues. He stated that he is not sure that any of the cities are happy about dealing with the EPA mandate, but this is a way that the managers of the programs can work on the issues they are charged with working on.

Mayor Nagle asked if there is any cost associated with this agreement, to which Mr. Waite answered no.

Council business

Mayor Nagle stated that the Council needs to set a time for their special meeting next week. Mr. Eggett stated that the Planning Commission will be meeting that evening as well, but their meeting should be adjourned by 7:00 p.m. The Council agreed to hold a special meeting March 1 at 7:00 p.m.

Councilmember Kimmel stated that he wanted to make some comments about the issue that was raised regarding the fact that West Davis Corridor alternatives A and B could potentially travel adjacent to his property or right through it. He stated that a citizen raised a concern that he may have a personal stake in the project. He stated that he is glad that citizen voiced his concerns. He added, however, that he is disclosing his interest in the project and since there is no set alternative he will put his name on the line that he will be able to objectively participate in the discussion. He stated unless something changes and an alternative route places the road over the top of his house, which would result in financial discussions between himself and UDOT, he will not recuse himself from the discussion. He stated that until that time he will provide input and vote on issues relating to the West Davis Corridor.

The meeting adjourned at 8:56 p.m.

Jamie Nagle
Mayor

Cassie Z. Brown, CMC
City Recorder

Date approved: April 12, 2011