

**MINUTES OF LAYTON CITY
COUNCIL WORK MEETING**

APRIL 16, 2015; 5:31 P.M.

**MAYOR AND COUNCILMEMBERS
PRESENT:**

**MAYOR BOB STEVENSON, JOYCE BROWN,
TOM DAY, SCOTT FREITAG AND JOY PETRO**

ABSENT:

JORY FRANCIS

STAFF PRESENT:

**ALEX JENSEN, GARY CRANE, BILL WRIGHT,
PETER MATSON, TERRY COBURN, JAMES
(WOODY) WOODRUFF, STEPHEN JACKSON,
SCOTT CARTER, KEM WEAVER AND THIEDA
WELLMAN**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Stevenson opened the meeting and turned the time over to Staff.

AGENDA:

PRESENTATION – UTAH RISK MANAGEMENT MUTUAL ASSOCIATION (URMMA)

Paul Johnson, CEO of URMMA, explained the purpose of URMMA. He indicated that a small service district had asked to join URMMA, which would require that the bylaws be amended. Currently service districts were not allowed to be members of URMMA. Mr. Johnson said all cities had to agree to amend the bylaws in order to make the change. He said he wanted to visit with each of the member city councils and see how they felt about allowing the addition.

Mr. Johnson explained that this was a small fire district in southern Utah, and it might not be feasible for them to join, but he hadn't looked at the numbers yet. He said if there were no objections, the Board would make a decision at the May board meeting to amend the bylaws.

Mr. Johnson explained that this would be similar to another city joining URMMA. He said if they were a good match with their risk management, it would help a little financially. Mr. Johnson said there would be no negative impact on individual cities. If they had a major catastrophic loss it would affect surplus revenues that were set aside for that, but that wouldn't be likely. Mr. Johnson said this would be a small risk; they didn't have the exposure of cities. He said URMMA might have to specialize a little more in training, but the current staff could handle that. He said he was looking for feedback from the Council.

Mayor Stevenson asked if they were more of a risk because they were 100 percent in the fire business.

Mr. Johnson said a fire district in general was immune from suit relative to putting out a fire; driving to the scene and sexual harassment at the station were the biggest issues. He said generally they were not a bad risk. Mr. Johnson said this particularly one had 1 employee and no trucks; they serviced areas surrounding Enterprise City. He said URMMA insured Enterprise City. Mr. Johnson said he wasn't worried about this particular service district.

Mr. Johnson said some other agencies would be a different concern; larger agency with larger issues. He said one other special service district in Salt Lake County had inquired about joining.

Discussion suggested that the City would support allowing the special service district to join URMMA.

2014 LAYTON CITY MUNICIPAL WASTEWATER PLANNING PROGRAM ANNUAL REPORT – RESOLUTION 15-24

Terry Coburn, Public Works Director, said this was the 2014 Municipal Wastewater Planning Program annual report. He said this was a report required by the State relative to the City's sanitary sewer system. Terry said the City was in good standing with the State.

PRELIMINARY PLAT – EASTRIDGE PARK PRUD – APPROXIMATELY 1450 EAST ANTELOPE DRIVE

Mayor Stevenson indicated that discussion this evening would be focused on the traffic study and trails.

Bill Wright, Community and Economic Development Director, said Staff would be updating the Council from the last briefing where there were 3 items outstanding from the Planning Commission March 12th meeting. He identified the property on a map and indicated that the parcel contained about 70 acres. Bill said the Planning Commission had recommended approval of the preliminary plat for the Eastridge Park PRUD.

Bill said one of the outstanding items had to do with the cuts and fills in excess of 10 feet. He said following the March 12th meeting, it was determined that it would be appropriate for the Planning Commission to review those now because the data was available. Bill said this went back to the Planning Commission on Tuesday of this week and they spent 2 hours reviewing the cut and fill maps, and they took public input. He said after that meeting the Planning Commission unanimously approved the cuts and fills. Bill displayed a map showing the cuts and fills and explained the topography of the property.

Council and Staff discussed the map and the spacing of the grid.

Mayor Stevenson asked if the cuts and fills were based on a survey.

Mike Flood, representing Hawkins Homes, explained that the topography of the entire site had been taken and this information was based on design grade. He explained that the cuts and fills were determined by a computer, based on overlaying the design grade over the topography map.

Mayor Stevenson asked what types of equipment would be used to remove the mounds.

Bill displayed pictures of the equipment that would be used.

Mr. Flood said besides what was shown, they would also be using dump trucks. He said these were common pieces of equipment used on any construction site.

Councilmember Petro asked if some of the equipment would be used to vibrate the site, which had been a concern of the residents.

Mr. Flood said both types of rollers had vibration capabilities.

Bill displayed pictures of seismic equipment that could be used to monitor the vibration.

Council and Staff discussed the monitoring equipment that could be used, and placement of the equipment. Discussion suggested that there didn't have to be vibration to compact soil.

Councilmember Freitag said in the Staff report it talked about hiring someone full time to monitor the project during the grading process. He asked how that would work.

Mr. Flood said they planned on having someone on site frequently throughout the grading portion of the phases. He said he didn't know that they would be there 100% of the time; he didn't know if that was

required.

Kent Hartley with IGES said they would be looking for any issues that might arise. He said they would address those issues as they were encountered.

Bill said they had done a lot of boring to determine what was underground. He said when they actually started moving dirt, they would be looking at the soil throughout the grading process to make sure there was nothing different than what was found in the borings.

Mr. Flood said this wasn't unique to this development; this had happened in a lot of developments in the last 10 years. He said they had to meet compaction requirements.

Councilmember Petro said knowing that that took place, when would the third party review take place.

James (Woody) Woodruff, City Engineer, said the third part review was heavily involved during the preliminary planning process. He said they wouldn't be involved from here on out. Woody said the City inspectors would be watching the project from this point forward and making sure they met the recommendations that were provided by the third party.

Councilmember Day asked who would be doing the testing.

Woody said a testing agency would be doing the testing; Staff didn't do testing.

Mr. Flood said they intended to hire IGES to do the testing.

Woody said the testing would be submitted to Staff for review. He said this would be ongoing until the grading was completed. He said the most important areas of concern would be compaction.

Councilmember Day asked if the monitoring devices would be required. He said the citizens were concerned with monitoring during the compaction process.

Mr. Flood said they would voluntarily put the monitors out; it could be required but they would automatically do it. Mr. Flood said they were committed to doing this right.

Councilmember Day said he felt that that would be the best way to verify that there were no vibration issues.

Mr. Flood mentioned the Greyhawk development and the amount of dirt that was moved and compacted on that site. He said he would guess that no monitoring equipment was required on that site. Mr. Flood said they were willing to go beyond what was normally required.

Woody said Staff was going to ask that the monitors be installed near the key areas of fill to monitor existing homes.

Councilmember Day said residents were concerned with compaction near their homes.

Mr. Hartley said the monitoring boxes would be moved as construction moved around the site. Mr. Hartley explained the process of filming outside the homes before the process began to verify existing damage.

Mr. Flood said there wasn't a lot of shaking; this happened in the City at a lot of different building sites. He said it might be very subtle, but he didn't want it to sound like everything would be shaking.

Mayor Stevenson said this vibration would probably be less than during house construction.

Mr. Flood said they were willing to take the necessary measures to monitor that.

There was discussion about placing monitors within 100 feet of existing homes.

Councilmember Freitag said on page 3 of the Staff reports it stated, "After each phase has been mass graded and compacted to meet geotechnical engineering standards, the ground will need time to settle before the land could be improved. IGES will have a fulltime geotechnical engineer on site to monitor the grading and compaction with daily testing." He asked if that was included in the development agreement or was it only in the Staff reports.

Woody said that language was required to be included on the plan. He said it was not that common; there was a lot of testing the City had required of the developer. Woody said this was a higher standard than normal.

Councilmember Freitag asked what would happen if an existing home had damage during construction.

Gary Crane, City Attorney, said a claim would be made against the developer and his insurance company for any damage that happened during construction; afterwards it would be difficult to know what caused the damage. He said the Heather Drive damage happened 20 years after the homes were constructed.

Councilmember Petro asked how phasing would impact that.

Gary said if construction was going on and damage was caused, there could be a claim. He said that was the case with any development in the City.

Councilmember Petro said there had been a lot of discussion about mass grading and grading in phases; could there be liability for issues caused in the initial phase that didn't show up until subsequent phasing.

Mayor Stevenson said realistically you wouldn't be able to feel any vibration; this was precautionary. He mentioned some of the things he had experienced in building homes.

Gary said the mass grading was to protect the new homes coming into the development to make sure they would be secure; not to protect surrounding homes.

Bill Wright said another item requested was a traffic study update.

Ryan Hales, Traffic Engineer, indicated that he was hired by the consultant to do the traffic study. He said when they originally completed their analysis there was construction at the intersection of Church Street and Antelope Drive. Mr. Hales said because the intersection was under construction, they relied on counts that were taken by the City before the construction began. He said there was about a 15% difference in traffic along Antelope Drive before construction began to when construction began. Mr. Hales said on the north section of Church Street, the difference was about 25%.

Mr. Hales said they started at the base level and raised the traffic volumes 15% on Antelope Drive and 25% on Church Street to bring it up to a higher level of analysis. He said when they re-ran the analysis with the higher counts, including traffic from the new development, all intersections functioned adequately.

Mr. Hales said they were asked to rerun the traffic counts with the completion of Antelope Drive to Highway 89. He said traffic volumes had raised about 18%. He said the intersections still functioned well. Mr. Hales said they looked at a future projection to 2020, and the road and intersections still functioned adequately without the new development and including the new development. He said the roads functioned at a service level "D" or better. Mr. Hales said a majority of the intersections were functioning at a higher level than "D." He explained that service level "D" meant that traffic volumes would function and the pavement was not being widened to an excessive amount that would have to be maintained; it was

a level that was standard for an urbanized setting. He said they recognized that this area was somewhat rural, but was urbanizing as time went on.

Mr. Hales said the analysis showed that at 2020, including the new development, all intersections would still function at adequate levels of service.

Councilmember Freitag said the main study was on traffic flow and how well cars were moving on the street. He asked if they considered safety issues.

Mr. Hales said no. He said Woody was prepared to address some of the safety concerns.

Mayor Stevenson asked with the Horrocks Engineering study of the entire City, were these numbers consistent with what Horrocks Engineering provided.

Woody said when UDOT anticipated tying Antelope Drive into Highway 89, they projected traffic to increase 20%. He said from actual data they now knew that that was 18%. Woody said the projections were fairly close. He said Antelope Drive was an arterial road; three lanes were more than sufficient through 2020, which was good news. Woody said Antelope Drive had the ability to be striped to 5 lanes, but traffic volumes would not necessitate that through the 2020 time frame.

Ryan Hales said one of the questions was with the Emerald Drive and Antelope Drive intersection, and a signal being warranted. He said a signal would not be required there unless the traffic doubled on Emerald Drive. Mr. Hales said there wasn't enough traffic to warrant a signal.

Mr. Hales said they did a lot of traffic signal review for UDOT. He said they reviewed every signal request throughout the State. Mr. Hales said there were 9 different signal warrants that could be allocated to put in a traffic signal. He said the one that would most likely be met at this location would be the peak hour traffic volume warrant. Mr. Hales said the peak hour traffic was about 50% of what it would need to be to warrant a signal.

Bill said that included factoring in traffic from the new development. He said even factoring in traffic from the new development; that traffic would have to double to warrant a signal.

Mr. Hales said that was correct.

Councilmember Petro asked what percentage per household of vehicles was used to calculate future traffic.

Mr. Hale said they used national standards. He said they looked at those standards to determine the number of trips that would be generated per household.

Mayor Stevenson said when Emerald Drive was completed, existing homes would be using the Antelope Drive connection.

Mr. Hales said they anticipated 80% of the existing traffic would go north to Antelope Drive. He said that was anticipated in the study.

Mayor Stevenson mentioned his experience with traffic on Rosewood Lane and Fairfield Road. He said traffic was a part of growth.

Mr. Hales said that was true; traffic would grow regardless of development. He said that was why they continued to change the classification of roads and widen roads.

Councilmember Brown asked if there was a really bad snow storm, driving on Antelope Drive could be scary. She said some people might use Emerald Drive going south to avoid the hills on Antelope Drive.

Woody said they may choose that; there were steep grades on Emerald Drive as well.

Mayor Stevenson asked with an 18% increase on Antelope Drive with the tie into Highway 89, how much would this development increase that number.

Mr. Hales said he hadn't look at that number. He said he would run the numbers and let the Mayor know for the regular meeting.

Councilmember Brown said a signal at Emerald Drive on Antelope could be a problem in snow.

Woody said he would address that in the regular meeting.

Bill said the next issue the Planning Commission was asked to review was the trail system and how it would function. He displayed a map that showed the proposed trail location, and connections into the park.

Councilmember Petro said the residents were concerned about the trail on the back of the houses on the west side of the development.

Mr. Flood explained how the trail would follow the swell along the back of the lots to the west to provide a trail system from north to south through the development. He said there would be an easement along those lots for the trail.

Mayor Stevenson asked when the property developed to the west; would the trail on the west side go away.

Mr. Flood said they hadn't considered that; if the trail was used for 15 or 20 years the City probably wouldn't want it to revert back.

Councilmember Day asked if they would construct the entire trail system included in the park.

Mr. Flood said the development agreement had them doing the construction in cooperation with the City. He said Scott Carter had expanded the trail through the park area. Mr. Flood said they would work with the City to finalize the trail system.

Councilmember Day said one item brought up by the residents was that there was no parking for the use of the park.

Mr. Flood said this was never intended to be anything but a pedestrian park for the residents in the area. He said slopes didn't allow for development of a parking area. Mr. Flood said it was not designed for residents in other areas of the City to use for things like soccer. The intent was to leave the area undisturbed and somewhat of a natural area.

Mayor Stevenson said the park plans would be refined later on in the process.

Councilmember Brown mentioned that there wasn't parking to access the Kays Creek Trail; these would be public streets and people could park on the streets to access the trail.

Bill said the idea was to keep this as a nature park and a neighborhood park, not a regional park.

MAYOR'S REPORT

Mayor Stevenson said Councilmember Petro would mention the status of the RAMP tax issue in the regular meeting.

Mayor Stevenson said last night at the COG meeting there was some discussion about the ability for the counties to vote on the gas tax. He said the Wasatch Front Regional Council talked a little about getting more parking for the FrontRunner Station. Mayor Stevenson said there was definitely some movement on that the thing would be taken care of in the near future.

Mayor Stevenson said UTOPIA was still being worked on.

Councilmember Freitag said the Mayor did a good job explaining the City's position relative to UTOPIA to other elected officials.

The meeting adjourned at 6:50 p.m.

Thieda Wellman, City Recorder