CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-WORK SESSION
CITY HALL-10 EAST CENTER STREET, NORTH SALT LAKE
AUGUST 18, 2026

FINAL

Mayor Horrocks welcomed those present at 6:10 p.m.

PRESENT: Mayor Brian Horrocks
Councilmember Tammy Clayton
Councilmember Suzette Jackson
Councilmember Ted Knowlton
Councilmember Heidi Smoot
Councilmember Alisa Van Langeveld

STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon Rueckert, Public Works Director; Sherrie Pace, Community Development Director; Craig Black, Police Chief; Karyn Baxter, City Engineer; Tyler Abegglen, Golf Course Director; Todd Godfrey, City Attorney; Wendy Page, City Recorder; Ali Avery, Long Range Planner.

Heidi Voordeckers, Finance Director, was not present at this meeting.

OTHERS PRESENT: Dee Lalliss, Peter Wirthlin, Conrad Jacobson, Caroyln Jacobson, Karen Mills, Marilyn Thorne, Hunter Ensign, residents; Russ Fox, Rocky Mountain Power; Mark Anderson, Zions Public Finance; Brandon Johnson, Farnsworth Johnson; Brent Crowther, Kimley-Horn.

1. PRESENTATION AND CONSIDERATION OF ACCEPTING THE RESULTS OF THE SOUTH DAVIS GREENWAY FEASIBILITY STUDY

Ali Avery, Long Range Planner, introduced Brent Crowther with Kimley-Horn who had been working on the South Davis Greenway Feasibility study for the past 11 months. She noted that Mr. Crowther was also a member of the City's Trails and Active Transportation Committee. She continued that this study was done in collaboration with Bountiful, Centerville, Farmington, and Wasatch Front Regional Council (WFRC) as well as other project partners including the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA). She explained that the study was performed under the guidance of a project management team and a steering committee which was comprised of City staff, members of the City Council and Planning Commission, and the Trails and Active Transportation Committee.

Ms. Avery shared that the consultants worked to find the best alignment for the South Davis Greenway in South Davis County. She said this included public outreach through a project website, flyers delivered door to door, signs and sidewalk decals, a project display at the South Davis Recreation Center, and a demonstration at Bountiful City Park. She noted that the goal of the feasibility study was to find the alignment and basic cross section and did not include any financial contribution at this time. She reviewed next steps including City Council acceptance of the study results, funding for the engineered design, and then construction of the greenway.

Ali Avery added that project funding would be sought through the Utah Trail Network.

Brent Crowther, Kimley-Horn, provided a brief overview of the purpose of the South Davis Greenway Feasibility Study as a collaborative effort between the four South Davis cities to identify the alignment, feasibility, and cost of a new trail. He continued that the Greenway would fill a critical gap for a continuous and separated trail on the east side of I-15 similar to the Legacy Trail on the west side. He confirmed that the study established a route and basic concept design as well as positioned the Greenway to be funded by the Utah Trail Network. He clarified that the Greenway was a dedicated and paved shared use path designed to support walking, biking, and rolling for recreational and commuting purposes.

Mr. Crowther continued that the Greenway would be physically separated from motor vehicle traffic for a safe and low stress environment for users of all ages and abilities. He said the Greenway would have enhanced landscaping, signage, and amenities that reflected the local character of each community. He shared examples of greenways in Provo and Salt Lake cities and noted how the landscaping could be phased as funding became available. He then presented the proposed alignment for the South Davis Greenway starting on Eagleridge Drive in the City and continuing through Farmington.

Brent Crowther presented an example of the cross section which included a 12 foot wide asphalt shared use path with a 6 foot buffer. He also shared a rendering of what the path could look like along Orchard Drive. He added that no new right of way would be required and the same number of traffic lanes would be maintained. He reviewed the alignment in the City which would begin at Eagleridge Drive/US-89 and continue along the west side of Orchard Drive to Center Street where the Greenway would then move to the east side of Orchard Drive. Mr. Crowther spoke on repurposing the existing bicycle lane, potential retaining walls and railing, pocket park on the north side of Center Street at the community garden, and some improvements to curb and gutter.

Councilmember Van Langeveld commented that she was excited about this project. She asked why the Greenway would transition to the east side of Orchard Drive instead of continuing along the west side. Brent Crowther replied that the steering committee recommended the transition due to existing right of way, impacts to existing utilities and driveways, topography, etc.

Brent Crowther spoke on the public feedback that had been received and noted that the majority of the comments had been positive. He noted some changes to the alignment along Chase Lane in Centerville after public input. He continued that the project would be completed in phases:

Phase 0-Segment D: Overlap with the I-15 Farmington to Salt Lake City reconstruction project
Phase 1-Segment A: US-89/Eagleridge Drive to 2600 South
Segment E: Farmington 200 W/I-15 Frontage Road to State Street
Phase 2-Segment C: 400 N/South Davis Recreation Center to Chase Lane/I-15
Phase 3-Segment B: 2600 S to 400 N/South Davis Recreation Center

Councilmember Jackson asked about the anticipated timeline between phases. Brent Crowther replied that it would be dependent on funding and could potentially be completed in one year. He continued that this project would hopefully be funded through the Utah Trail Network who awarded $50 million in project funding each spring. He noted that it may take several years to complete the phases depending on funding through UDOT and the Utah Trail Network.

Councilmember Knowlton added that he anticipated the Utah Trail Network would look favorably on this project as the proposed Greenway would connect areas that were already anticipated to be connected and would also serve the State's biggest commuting destination in Salt Lake City.

Brent Crowther shared the anticipated cost in 2026 by phase and segment cost by jurisdiction:

- Phase 0: total construction cost: $13,110,000 ($9,182,775 NSL)
- Phase 1: total construction cost: $1,314,000 ($0 NSL)
- Phase 2: total construction cost: $15,296,000 ($0 NSL)
- Phase 3: total construction cost: $13,072,000 ($0 NSL)
- Total project construction cost: $42,792,000.00 ($9,182,775 NSL)

He added the projected costs per jurisdiction were for grant applications and accounting purposes. He clarified that the City would not need to provide $10 million as it was anticipated that funding would come from the Utah Trail Network or other grant sources. He noted the urban complexities of this project with existing curb and gutter, utilities, asphalt, grade differentials, etc.

Councilmember Van Langeveld asked what would occur at the end of the trail south of North Salt Lake to Victory Road. Brent Crowther replied that the trail would go south of Victory Road on 200 West. He noted that the trail would not follow Victory Road but would cross and continue south until it connected with 200 West.

Councilmember Smoot asked where Utah Trail Network obtained the $50 million in funding per year for projects. Brent Crowther replied that it was a legislative allocation per State law. He continued that a portion of State funding for transportation was redirected into a trail specific program. He noted several other potential funding sources including UDOT TTIF, UDOT TIF-Active Transportation, Davis County Prop 1 3rd Quarter, Davis County Prop 1 4th Quarter, and federal grants.

Councilmember Clayton asked about the Greenway Trail maintenance including snow removal. Brent Crowther replied that per UDOT each trail segment would be maintained by the local agency with a commitment for snow removal to allow for year-round trail use. He added that this also included landscaping by the local agencies as well.

Councilmember Jackson clarified that this meant City staff would be responsible for snow removal and landscaping maintenance. She also asked if this trail would be on top of or superseding individual sidewalk. Brent Crowther responded that this proposed Greenway Trail would replace the existing sidewalk on the west side of Orchard Drive and then north of Center Street on the east side of Orchard Drive.

Councilmember Jackson commented that typically residents were responsible for sidewalk and park strip maintenance in front of their properties. She clarified that the maintenance of the park strip and sidewalk as part of this Greenway would now be the City's responsibility. Brent Crowther said there would need to be municipal decision making and a higher level of City support for maintenance as it would now be a 12 foot shared path rather than a four foot sidewalk.

Councilmember Knowlton noted that maintenance was a consideration. He mentioned the currently illegal parking occurring in the existing bike lanes would no longer occur and what impacts this may have on parking for the other side of the street. Brent Crowther explained that parking would be impacted along the Greenway as the existing bike lane, which was currently used for parking, would be removed.

Karyn Baxter explained that the road would be narrowed along the Greenway as the back of the sidewalk would become the back of the trail to accommodate a 12 foot wide trail plus a park strip and curb/gutter. She continued that to fit the trail within the existing right of way that both shoulder areas (bike lanes) would be removed and there would no longer be space to park on either side of the road once the Greenway was complete. She noted that to accommodate street parking the right of way would have to be expanded along Orchard Drive.

Councilmember Van Langeveld spoke on an adjacent project to extend a greenway west out to Legacy along Center Street and 1100 North. She asked what this option would look like as a subsequent project for the City. Ali Avery commented that the City's draft General Plan would contain a concept for greenway connectors throughout the City.

Ali Avery continued that the proposed greenway concept would include a circuitous route through, in, and out of the City. She noted potential pathway connections to the Greenway including Eagleridge/Bountiful Boulevard, Legacy Trail/Jordan River Trail, and potentially 1100 North in addition to the Center Street trail. She mentioned the option for a pedestrian cyclist bridge in the industrial park area off Main Street to cross the railroad tracks.

Councilmember Van Langeveld asked about a timeframe for greenway trails connecting to the west side of the City. Ali Avery replied that the General Plan timeframe was for the next 20 years but said there was not a dedicated timeline for the greenway trails. She said the General Plan did prioritize the different routes with Center Street as number one.

Councilmember Van Langeveld asked if the City would have to wait for approval of the General Plan draft before moving forward with additional greenway projects. She noted she would like to fast track the greenway project out west to occur with the proposed Orchard Drive Greenway project. Ali Avery said the best-case scenario for funding the City's section of the South Davis Greenway through the Utah Trails Network would include programming in January followed by funding of engineering and construction in the following year.

Brent Crowther explained how the project would have to move through the State transportation improvement program in August and would then be programmed for the following year.

Ali Avery continued that were the South Davis Greenway to be programmed for next year with engineering to begin next August, staff planned to have the draft General Plan adopted by then so she did not see conflicting timelines.

Councilmember Van Langeveld asked if the additional greenways in the draft General Plan would also be 12 feet like the South Davis Greenway. Ali Avery replied that the current iteration of the draft did not currently have that level of detail but anticipated the additional trails would be 10 to 12 feet in width.

Mayor Horrocks asked what would happen if one of the cities opted out of their section of the South Davis Greenway. Brent Crowther replied that this was considered and part of the phasing strategy. He said if one of the four cities opted out at this time they would work on overcoming any barriers including perceptions or funding to finish that gap. He noted that any gap would be detrimental to the overall project but spoke on how a hypothetical gap in Bountiful would not affect localized users in the City.

Ali Avery added that they were aware of this concern which was why the project was being done in collaboration with the four cities including applying jointly for funding. She said all four cities were on board with members from City Council, Planning Commission, and staff from each city on the steering committee. She noted that with the acceptance of the study tonight staff would draft a letter to be signed by the Mayor that stated the City Council had accepted and supported this project. She said similar letters would be obtained from each city to be included to the report to be delivered to UDOT/Utah Trail Network.

Mayor Horrocks said this first step tonight was a commitment even though the City did not know what the soft costs, maintenance, or impact (fiscal) may be to the City. He spoke on the hope that the funding from the Utah Trails Network would be awarded for the project but he noted that this was a step in the dark. Ali Avery replied that she personally felt it was probable the project would receive the Utah Trails Network funding. She said they had been in contact with the individual who administers the funding from the beginning. She spoke on how this type of project was typically what the grantors were looking for where different jurisdictions worked collaboratively, provided connectivity, and filled critical gaps.

Ali Avery continued that as the project was at the feasibility study level that they did not have an engineered study or the fiscal impact. She said the acceptance of the feasibility study results was not a commitment to complete the project but just continuation to the next step in the process.

Mayor Horrocks commented that worse case scenario if funding became a real issue then the City could delay their portion of the project. Ali Avery replied affirmatively.

Councilmember Jackson spoke in support of the project including increasing safety with a consistent trail network. She said this would improve quality of life and safety for residents.

Councilmember Jackson moved that the City Council accept the results of the South Davis Greenway Feasibility Study. Councilmember Knowlton seconded the motion. The motion was approved by Councilmembers Clayton, Jackson, Knowlton, Smoot, and Van Langeveld.

2. REVIEW REVISED PLANS FOR CITY OWNED PROPERTY SOUTH OF CITY HALL BETWEEN MAIN STREET AND US89

Ken Leetham commented that this project had been discussed several times in Council meetings. He continued that the previously reviewed plans were fairly extensive and staff had been tasked to provide a plan that improved the site but at a less expensive cost than what was proposed on July 21st. He then reviewed two plans provided by G Brown Design with the first plan showing a simplified design with grading from east to west which would be similar to the grade of the adjacent City Hall property. He said that the other advantage of this plan was that it would provide visibility into the property and would be less expensive without the need for a retaining system along Main Street.

Mr. Leethan shared the second concept plan which was similar but did not include grading of the property but would include a retaining wall and the same landscaping as provided in concept 1. He reviewed estimated costs for concepts 1 and 2. He said the main difference was the expense of a retaining wall. He mentioned that some additional design work would be necessary to take the plan from a concept level to construction.

Ken Leetham shared that this item had been placed on the agenda as a bid award to JLR as the project was below the $250,000 that the Council had authorized for approval without a formal bidding process. He presented the City's purchasing code for review to show the exemptions to the competitive bidding process and noted this bid could be awarded to the contractor, JLR, for up to $250,000. He added that bidding projects was expensive and required a lot of staff oversight and additional costs. For that reason, the City adopted an exception for smaller projects under $250,000. He said this award would include consulting fees for G Brown Design as well as the construction costs for JLR.

Mayor Horrocks mentioned that the City owned Main Street and UDOT controlled Highway 89. He asked about performing the work from Main Street to avoid the $7,500 permit fee for UDOT. Karyn Baxter replied that the City would have to obtain a permit with UDOT as the right of way extended a significant distance into the proposed parcel as well as any type of shoulder closure. She confirmed that if the loading was done from the downhill side then the City would not need a permit from UDOT but she was unsure that this could be done with the existing slope. She said staff would try to accomplish this without needing the UDOT permit.

Councilmember Knowlton asked if concept plan 1 showed landscaping comprised of predominantly native grasses. He asked about the user difference between concepts 1 and 2. Ken Leetham replied affirmatively. He explained that the difference between the plans was that concept 2 contained a retaining wall and would leave the property at the existing grade and noted there was a 12 foot grade difference between the sidewalk on Main Street and the surface level of the property.

Mayor Horrocks asked if either design could incorporate the train element. Ken Leetham said both plans allowed for future improvements including the potential for a train element. He confirmed that the center area of the park showed greatly reduced treatment compared to previously presented plans.

Councilmember Van Langeveld asked if additional grasses would be added to the middle of the park area. Karyn Baxter said the intent would be to add a native seed wildflower mix to the area.

Councilmember Van Langeveld was in favor of the native wildflower mix and suggested regular seeding of wildflower mixes in several spaces throughout the City.

Councilmember Van Langeveld mentioned that wood mulch and rock were included in the cost estimate and asked where they would be located. She noted that as this was the same contractor that was used to redo the roundabout that the glass rocks there were donated for that project. Ken Leetham confirmed the location of the wood mulch and rock on the two ends of the property.

Councilmember Jackson clarified that there was a company located in the industrial area of the City who offered approximately $50,000 worth of glass for free to the City for the Eagleridge Drive roundabout project. She noted that the contractor did not have anything to do with the glass rocks and said the company provided the glass rocks for free.

Councilmember Van Langeveld asked if the blue glass rocks should remain in the Eagleridge Drive roundabout. She spoke favorably on the design and said it felt like a river feel and asked if they could be replaced with wood mulch.

Mayor Horrocks said that he had not heard any negative comments. Councilmember Smoot commented that in the beginning the blue was shocking but she had since grown to like it. She continued that there were several negative comments in the beginning but the majority of the comments were in favor of the glass rocks. She was not in favor of spending time or money to replace the rocks if people liked the design or had no opinion.

Councilmember Jackson spoke on recognizing what the City would be projecting if the rocks, that had been a $50,000 gift, were replaced. She asked if the City would be willing to pay the company $50,000 if their donation was removed and they would no longer receive the recognition benefit. She suggested giving time for the shrubs and trees to grow as it would change the overall look of the roundabout.

Councilmember Knowlton was not in favor of the blue rock but felt that waiting a season for vegetation to grow was prudent.

Councilmember Smoot commented that if the blue rock was removed for some reason that she did not feel the City would need to pay the company $50,000. She commented that it was their choice to gift the rock to the City with no strings attached.

Councilmember Clayton said that she had received a comment from a resident that they had expected an eagle as the roundabout was located on Eagleridge Drive. She noted that she liked the blue rocks and was in favor of seeing what the plants looked like in a year.

Councilmember Knowlton added that it appeared that some of the grasses may be struggling. Ken Leetham replied that staff would follow up with the contractor on the landscaping at the roundabout.

Councilmember Jackson noted that the contractor shared that they would hydroseed and replace any trees and shrubbery as necessary in the fall and would come back again next fall as part of the agreement.

3. ADJOURN

Mayor Horrocks adjourned the meeting at 7:11 p.m. to begin the regular session.

CITY OF NORTH SALT LAKE
CITY COUNCIL MEETING-REGULAR SESSION
CITY HALL-10 EAST CENTER STREET, NORTH SALT LAKE
AUGUST 18, 2026

FINAL

Mayor Horrocks welcomed those present at 7:21 p.m. Ted Knowlton provided a thought and led those present in the Pledge of Allegiance.

PRESENT: Mayor Brian Horrocks
Councilmember Tammy Clayton
Councilmember Suzette Jackson
Councilmember Ted Knowlton
Councilmember Heidi Smoot
Councilmember Alisa Van Langeveld

STAFF PRESENT: Ken Leetham, City Manager; David Frandsen, Assistant City Manager; Jon Rueckert, Public Works Director; Sherrie Pace, Community Development Director; Craig Black, Police Chief; Karyn Baxter, City Engineer; Tyler Abegglen, Golf Course Director; Todd Godfrey, City Attorney; Wendy Page, City Recorder.

Heidi Voordeckers, Finance Director, was not present at this meeting.

OTHERS PRESENT: Dee Lalliss, Peter Wirthlin, Conrad Jacobson, Caroyln Jacobson, Karen Mills, Marilyn Thorne, Hunter Ensign, residents; Russ Fox, Rocky Mountain Power.

1. CITIZEN COMMENT

Dee Lalliss, resident, thanked Mayor Horrocks, Chief Black, and Christine Seamons with the Health and Wellness Committee for their kind actions related to his wife when she was unwell during the Night Out Against Crime event.

Hunter Ensign, resident, spoke on positive interactions with the Council and Chief Black. He shared a concern related to the City's use of the Flock Safety automated license plate readers (ALPRs). He said these cameras were placed around the City and photographed every passing vehicle logging the plate and other details which was then shared into a searchable network. He continued that the City paid $51,000 for a two year contract with Flock Safety. Mr. Ensign mentioned that while Chief Black monitored the usage of the cameras in the City that he had four concerns with mass surveillance including capturing data on everyone (not just criminals) and creating a detailed location history, data sharing with outside access including State and Federal agencies, potential for misuse nationally, and the cost versus benefit. He asked the City Council to consider whether the public safety benefit outweighed the privacy cost and ongoing expense of the contract.

Mayor Horrocks commented that the City Council was contemplating a future discussion on the Flock cameras and said it would be publicly noticed.

2. CONSENT AGENDA ITEMS

   a. APPROVAL OF RESOLUTION 2026-36R: A RESOLUTION APPROVING A FRANCHISE AGREEMENT (2026-31A) WITH EMERY TELECOM

Mayor Horrocks asked if it was known where this company planned to work within the City. Karyn Baxter replied that this particular telecommunications company provided several different services included residential phone, television, and internet. She added that the work the company had applied for in the City was highspeed internet for large businesses which meant limited areas and locations.

Councilmember Van Langeveld clarified that the likely installation would be localized to the industrial area. She also asked if the franchise agreement had stipulations about above ground utility boxes. Karyn Baxter replied that this was common and gave the example of a permit for an elementary school in Foxboro. She said the agreement did address the utility boxes and said fiber could be installed completely underground while older cable had metallic parts that could not be installed underground. She noted the caveat that all utilities must be underground when possible or tied to a junction location for a utility box which was unlikely to be in a residential area.

A resolution for a franchise agreement with Emery Telecom was approved.

   b. APPROVAL OF RESOLUTION 2026-37R: A RESOLUTION APPROVING A REAL ESTATE PURCHASE AGREEMENT (2026-28A) FOR A TRAIL EASEMENT LOCATED AT APPROXIMATELY 55 WEST CENTER STREET, NORTH SALT LAKE

A resolution for a real estate purchase agreement for a trail easement located at approximately 55 West Center Street was approved.

c. APPROVAL OF RESOLUTION 2026-38R: A RESOLUTION APPROVING A REAL ESTATE PURCHASE AGREEMENT (2026-29A) FOR A TRAIL EASEMENT LOCATED AT APPROXIMATELY 110 SOUTH MAIN STREET, NORTH SALT LAKE

A resolution for a real estate purchase agreement for a trail easement located at approximately 110 South Main Street was approved.

d. APPROVAL OF RESOLUTION 2026-39R: A RESOLUTION APPROVING A FRANCHISE AGREEMENT AND GENERAL UTILITY EASEMENT (2026-32A) WITH ROCKY MOUNTAIN POWER

A resolution for a franchise agreement and general utility easement with Rocky Mountain Power was approved.

e. BID AWARD TO JLR AND SONS, INC. FOR IMPROVEMENTS ON CITY OWNED PROPERTY LOCATED SOUTH OF CITY HALL BETWEEN MAIN STREET AND US-89 IN AN AMOUNT NOT TO EXCEED $250,000

Mayor Horrocks mentioned that there were two options and how to clarify this to staff during a motion. He was in favor of Concept 1. Councilmember Jackson was in agreement.

A bid award to JLR and Sons, Inc. for improvements to City property between Main Street and US-89 was approved for the Concept 1 option.

f. APPROVAL OF CITY COUNCIL MINUTES

The City Council minutes of August 4, 2026 were reviewed and approved as written.

Councilmember Smoot moved that the City Council approve the consent agenda as presented with option 1 for the bid award to JLR and Sons, Inc. Councilmember Jackson seconded the motion. The motion was approved by Councilmembers Clayton, Jackson, Knowlton, Smoot, and Van Langeveld.

3. CONSIDERATION OF RESOLUTION 2026-35R: A RESOLUTION AUTHORIZING THE ISSUANCE OF SALES TAX REVENUE REFUNDING BONDS

Ken Leetham introduced Mark Anderson with Zions Public Finance. He noted the discussion at the prior City Council meeting related to refunding the Hatch Park bonds. He mentioned that Mr. Anderson had been tasked with compiling a parameters resolution to allow the City to move forward with refunding. He said that the market was in flux and recommended the City refund these bonds as it would save significant funds annually. Mr. Leetham noted that the Council could direct staff to check in again if the market went below a certain number. He explained that City would have to expend around $30,000 to have a bond rating established and that the bond rating was only good for a 90 day period.

Mark Anderson added that the minimum threshold was 3% savings to refund the bond. He said this was the final authorization. He noted the parameters resolution was prepared by Brandon Johnson who was bond counsel for the City. He said the resolution identified the maximum borrowing amount of $15 million, the maximum term of 21 years, and the maximum interest rate of 5.5%. He anticipated 5% coupons with premium with a maximum discount of 2%.

Mr. Anderson continued that the resolution also identified the Mayor, City Manager, and Finance Director as designated officers that would ultimately make the final decision on whether the terms of refunding were acceptable and when to proceed. He clarified that this item would not return to the Council and did not require a public hearing as the bonds had already gone through the process and were now being refunded for the sake of generating savings. He mentioned that based on yesterday's interest rates the annual net average savings would be $79,000.

Mark Anderson said the next step was to finalize the preliminary official statement that would be reviewed by Zions and City staff to ensure an accurate representation of the City's financial abilities and economic conditions. He continued that this would also include a bond rating with S&P, followed by finalizing the final statement, and publishing notice for interested underwriters to purchase or compete for the bonds. He concluded that after the bonds were sold then Zions would finalize the transaction and all appropriate documents would be prepared and signed.

Councilmember Jackson asked about the timeline after S&P provided their decision. Mark Anderson replied that it would take three or four days to finalize the official statement once the rating was obtained.

Mark Anderson said the numbers would then be refreshed based on maturity amounts and then posted on the market for 10-14 days. He added that it would take two weeks between now and when S&P provided their decision, followed by seeking a bond rating in September, and an additional two weeks for the rating. He continued that the notice would be posted at the end of September with a closing around October 22nd. He shared that this was aggressive and the Council could abandon this schedule if necessary.

Councilmember Jackson asked if the 30 day timeline was from tonight or when S&P provided their decision. Mark Anderson replied that the rating from the agency was good for three months after the ratings were published.

Councilmember Jackson requested that once the rating was received if the Council could be advised of the rating, the current bond rates, and a seven day history of rates. Ken Leetham replied that staff could provide this information to the Council.

Ken Leetham reminded the Council that this meant a trade in the ability to call the bonds and refund in the future. He said now was the right time to make that trade and would occur in any refunding. He did not feel like the market would significantly improve in the near future and this would allow the City to trade the current bonds, which were more flexible, to a refunding that would save approximately $70,000 per year on a bond payment.

Councilmember Knowlton moved that the City Council approve Resolution 2026-35R: a resolution authorizing the issuance of sales tax revenue refunding bonds. Councilmember Clayton seconded the motion. The motion was approved by Councilmembers Clayton, Jackson, Knowlton, Smoot, and Van Langeveld.

4. CONSIDERATION OF GOLF CART EQUIPMENT PURCHASE FOR EAGLEWOOD GOLF COURSE

Tyler Abegglen reported that this fiscal year budget included the replacement of the current golf cart fleet. He reviewed the golf cart purchase proposal including golf carts, GPS units, and electrical infrastructure at the clubhouse to accommodate electric golf carts. He spoke on the benefits and savings of electric lithium golf carts including a nicer/quieter ride, more features, lighter, lower operating costs, and easier to maintain. He said the current golf carts were four and a half years old with over 400,000 nine hole rounds versus the prior carts which were five and a half years old with 300,000 nine hole rounds.

Councilmember Knowlton asked about the lifespan of a golf cart. Tyler Abegglen replied that the typical lifespan was five years but said due to use at the golf course that a four year life cycle was more feasible. He added that there was always the option to keep carts for five years if there were fewer rounds and the lithium carts held up better.

Tyler Abegglen spoke on current issues and customer complaints related to the gas powered golf carts including power to go up the hills, braking, and overall condition. He anticipated the fleet purchase would be in January or February 2027.

Councilmember Jackson spoke on switching from gas powered to lithium carts and any potential issues for maintenance staff. She also asked about reviews from golf courses that had used lithium for at least five years. Tyler Abegglen replied that the lithium carts had a four year warranty on the battery so the manufacturer/distributor would handle all repairs. He added that lithium had almost zero maintenance which would result in cost savings for parts (oil, brakes, etc.). He said the golf course mechanic could then focus on other areas of the golf course like mowers and other equipment.

Tyler Abegglen stated he called every golf course in a 20 mile radius and almost every private course or those with mountainous terrain were operating electric golf carts.

Mayor Horrocks mentioned the electric golf carts at the Salt Lake Country Club and how they could not make it up the hill. Tyler Abegglen commented that the lithium batteries could go at least 54 holes and had tested three carts from different manufacturers. He added that the GPS units would also show how much charge each cart had remaining.

Mayor Horrocks asked about the cost of the charging system and if the State or Federal government would pay for the switch to electric stations. Tyler Abegglen replied that he had reviewed several sources including the Utah Department of Air Quality and found that the golf carts did not qualify for the grant program due to the class of vehicle. He determined after obtaining electrical bids that there were worthwhile savings compared to gas carts.

Tyler Abegglen commented that he requested bids from three top golf cart manufacturer/distributors in the State including Highland Golf/Yamaha, Intermountain Cars/Club Cars, and Mountain West/EZ Go. He compared pricing including the estimated cost with trade in for 80 gas ($318,000) and electric ($484,000) golf carts. He noted that this was with premium features including tinted windshields, sand and seed bottles, club cleaners, coolers, nicer seats, etc. He recommended Club Car with the lithium battery for a total estimated cost of $484,410 and noted that these were used in Park City with glowing recommendations.

Mr. Abegglen then reviewed the Club Car Visage GPS system features including safety features such as cart speed control which would eliminate some concerns including cart repairs, cart path remodels, and injuries. He said the upfront cost was $85,500 with a monthly subscription of $1,890 compared to the current GPS cost of $2,601 per month. He mentioned these units could last long enough to be added to the next carts in four years at no cost.

Tyler Abegglen reported on infrastructure requirements for the lithium Club Car fleet with an estimated cost of $48,960 for two panels, breakers, 90 lithium fast chargers, electrical work, and miscellaneous costs.

Councilmember Knowlton mentioned the speed limit on golf carts and eliminating the need to change some golf cart paths and if this was an indefinite or long term solution. Tyler Abegglen replied affirmatively and said that one cart path project for hole 13 was part of last year's fiscal year budget which was delayed and noted how this system would alleviate the safety issues there. He also added that the speed uphill could also be increased and said this would be a good tool to utilize for both needs.

Tyler Abegglen said that this budget request could be spread across several years or as a lump sum payment for the golf carts and GPS units dependent on what made the most fiscal sense. He said the electrical infrastructure would offset what was already budgeted for the gas golf carts. He clarified that there was approximately $70,000-$80,000 in the budget over a four year golf cart lease. He continued that the fees from the golf course would cover the remaining cost.

Mr. Abegglen spoke on Eaglewood being the best public golf course in the State of Utah and said that this meant a higher level of experience. He felt that having electric golf carts helped to provide that private golf club experience. He noted that the switch to electric carts would also result in an estimated $160,000-$173,000 in savings over four years.

Councilmember Jackson asked about electricity costs and the estimated $500 a month to charge electric carts. She asked what the clubhouse spent currently on electricity in a month. Tyler Abegglen replied that peak season was $3,000-$4,500 per month in electrical costs. He added that the golf course was charged off peak charging rates on their commercial bill which was when most of the carts would be charging. He also noted that golf was seasonal and said the bills would be lower in March-May and October-December.

Councilmember Jackson asked if the cart charge diminished in extreme heat and cold. Tyler Abegglen replied that it would be similar to an electric car and would be influenced by colder weather and degradation over time.

Tyler Abegglen reviewed funding the golf cart replacements and explained that there was a built-in fee option in the golf fund to charge customers to help offset some of the cost. He recommended a fee schedule change to increase overall rates including $2 per the nine hole cart fee and $1 per nine hole green fee. He said this was in line with other golf courses that had purchased new vehicles. He recommended this schedule moving forward as the new carts justified a fee increase. Mr. Abegglen shared that the $2 increase per nine hole cart fee would provide an estimated additional $160,000 to $180,000 per year and the $1 increase per nine hole green fee would be an estimated additional $80,000 to $85,000 in revenues for 2027.

Councilmember Clayton asked about software updates for the GPS units and if these were included in the cost. Tyler Abegglen replied that they had over the air updates which were included in the monthly fee.

Councilmember Clayton also asked about charging and battery maintenance. Tyler Abegglen noted that once the battery was fully charged it would shut off and maintain that level. He noted that the manufacturer recommended they remain plugged in all winter as they did not draw a charge.

Councilmember Clayton asked if the carts could be set at different speeds. She mentioned other golf courses in the area and whether they had electric carts. Tyler Abegglen replied that the carts could be individually controlled or set at the same base speed. He said Mountain Dell Golf Course in Salt Lake purchased electric carts while Bountiful Ridge just purchased new gas Club Car carts. He mentioned that the Golf Course Committee was in support of the electric golf carts.

Ken Leetham recognized Karen Mills was in attendance from the Golf Course Committee.

Councilmember Van Langeveld asked about the proposal for the increased green fee and if that would cover the cost of what was being proposed within the golf fund. Tyler Abegglen replied affirmatively and said that the Finance Director would determine the best route to purchase the requested items. He noted that the golf carts and GPS unit payments would not occur until January or February 2027.

Councilmember Van Langeveld spoke on the fee increases and continuing to see a noticeable difference on the event center rental fee for residents and non-residents. She said this was a way to makeup the difference for customers that were not residents and to highlight the cost based savings for residents to utilize a fantastic venue option. She recommended increasing the resident discount for the Event Center from 20% to 30%.

Councilmember Van Langeveld asked about the GPS and how the unit could control cart speeds. She asked if the system could be hacked into and requested that he ask the vendor if this was possible. Tyler Abegglen replied that they had a computer module that connected to each cart. He said they could not be hacked as it required a specialized tool. He added that the golf course had a geolocation around the golf course that would also turn off carts that crossed the barrier.

Councilmember Smoot commented on Tyler's goal to make Eaglewood the best public golf course in the State. She commended him on the appearance of the golf course, the reputation, and what he had accomplished in five years. She was in favor of the electric golf carts and congratulated Tyler, the employees, and the Golf Course Committee.

Councilmember Jackson was in agreement on the golf course. She commented that she was originally unsure of the electric carts for budgetary reasons until Tyler provided cost benefits and savings which made sense.

Councilmember Knowlton moved that the City Council approve the purchase of new electric golf carts and instruct staff to prepare a budget amendment for consideration on September 1, 2026 in order to formally approve these expenditures. Councilmember Jackson seconded the motion. The motion was approved by Councilmembers Clayton, Jackson, Knowlton, Smoot, and Van Langeveld.

5. CONSIDERATION OF GOLF CART INFRASTRUCTURE INSTALLATION AT EAGLEWOOD GOLF COURSE

Councilmember Clayton moved that the City Council authorize the installation of electrical charging infrastructure in an amount not to exceed $50,000 and instruct City staff to prepare a budget amendment including this expenditure. Councilmember Van Langeveld seconded the motion. The motion was approved by Councilmembers Clayton, Jackson, Knowlton, Smoot, and Van Langeveld.

6. CONSIDERATION OF GOLF CART GPS PURCHASE FOR EAGLEWOOD GOLF COURSE

Councilmember Van Langeveld moved that the City Council authorize the purchase of GPS units and instruct staff to prepare a budget amendment for consideration on September 1, 2026 in order to formally approve these expenditures. Councilmember Smoot seconded the motion. The motion was approved by Councilmembers Clayton, Jackson, Knowlton, Smoot, and Van Langeveld.

7. DISCUSSION OF ACTION ITEMS

The action items list was reviewed. Completed items were removed from the list.

Councilmember Van Langeveld mentioned the pending action item 25-35 related to investigating solar panels at City Hall. She suggested that it may be worthwhile to include solar panels at the golf course.

Councilmember Jackson commented that solar was expensive and would take decades to pay off the solar investment to equal the power savings. She said it only made sense if there was a large tax rebate which would offset some of the solar panel cost.

Councilmember Smoot noted that once the federal incentives went away that solar panels no longer made sense. She added that it could take decades to pay off solar panels.

Councilmember Knowlton said the idea was to review with detailed analysis of the costs and savings. He noted that when he requested the action item list the federal rebates were still in effect and it had been a time sensitive item. He requested that the action item include City owned properties such as the Public Works building as well.

Councilmember Van Langeveld noted in some areas with data centers that the cost for electricity was astronomical which meant solar panels there were still cost effective. She was in favor of adding solar panels at the golf course to the action item as well as buying batteries.

8. COUNCIL REPORTS

Councilmember Van Langeveld thanked Ken Leetham for responding to the email about safety and speeding on Eagleridge Drive. She requested an update on any decisions that were made after the Police Department monitored this area. She reviewed the Night Out Against Crime/Back to School Night event and the great support from local schools. She noted that representatives from both high schools, both junior highs, and two elementary schools were in attendance at the event.

Councilmember Van Langeveld mentioned that this was the third year the City had participated in a health and wellness survey. She shared some highlights from the survey including the top rated areas of wellbeing were safety and security, family life, and living standards. She noted that the score for safety and security increased each year and was a testament to the public safety officers and how this was the biggest budget item.

Councilmember Van Langeveld continued that the lowest rated items were cultural opportunities, environmental quality, education, connections with nature, and social connections. She spoke on the programs the City was engaged in to address these concerns including through the Health and Wellness, Arts, Events, and Trails Committees. She added that people had noted the number one way they were recreating in the City was walking/biking which was justification for trails and the Greenway.

Councilmember Van Langeveld also noted survey results related to economic development and putting effort and money into further supporting development. She said this included more local businesses, restaurants, and family activities. She mentioned that when residents were asked about cost of living that responses showed that child care was rated as the most difficult item to afford above housing, food, etc. She added that the City could look at ways to support child care centered businesses when reviewing economic development.

Councilmember Van Langeveld shared that when respondents were asked their number three concerns about living in the City, and had been consistent for all three years of the survey, were: air quality, water supply, and the Great Salt Lake. She said while this was a regional issue that there were ways the City could raise awareness and potentially make some changes such as the Purple air monitors. She concluded that the last question was ways to improve wellbeing with residents responding with community building, green spaces, economic development, and walkability.

Councilmember Smoot asked how many residents had participated in the survey. Councilmember Van Langeveld responded that 333 residents took the survey this year compared to 605 in the first year. She noted that there may be some fatigue from residents as the survey had been performed three times in the last four years. She added that the researchers had determined that the 333 was still a good representation of the City based on demographics of the responders.

Councilmember Jackson thanked the Mayor for attending the Senior Lunch Bunch and noted the recent 100th birthday of a resident who attended the Senior Lunch Bunch. She commented that this was a worthwhile event to support that part of the community. She also reported on attending the America 250 event at the State Capitol.

Councilmember Jackson reported on sister cities and determining a more thoughtful approach including what kind of programs to institute. She commented that she would bring this item back for review. She also thanked the City for filling in gaps in the sidewalk in the City including near Matthis Park. She said this was a main priority for the City.

Councilmember Jackson reported on the South Davis Recreation District's meeting and said approximately 100 residents attended the free City day at the Rec Center. She mentioned a report on the percentage of participation for every program from each city and said North Salt Lake was between 8-13% in almost every program. She attributed this to the distance from the City to the Rec Center and the possibility of a satellite location (ice rink, pool) in the City.

Councilmember Knowlton reflected on several items including wellness and longevity. He noted the resident who recently turned 100 and said she had lived in the City for decades. He said her longevity was a function of the quality of life in the City.

Councilmember Clayton reported on the Night Out Against Crime joint event which was well attended. She spoke on the citizen chairs including the Back to School representative Gentry Holbrook who had worked to supply free school kits and books at the event.

9. CITY ATTORNEY'S REPORT

Todd Godfrey had nothing to report.

10. MAYOR'S REPORT

Mayor Horrocks commented that July 4th falls on a Sunday in 2027 and said it would be interesting to see what attendance was like at City events as other cities shifted their events to July 3rd. He noted that he would be out of town for a week.

11. CITY MANAGER'S REPORT

Ken Leetham reported on a hard closure on Center Street that would occur on Friday, August 21st at 5 a.m. until Monday August 24th at 9 p.m. Councilmember Van Langeveld asked if the City could send out text notices to residents.

Ken Leetham then said Chief Black had been asked to prepare a presentation on license plate reader technology. He mentioned postponing this presentation as the September 1st Council meeting included a public comment meeting related to addressing changes in the City. He said the Council would be at the Foxboro North Clubhouse for their September 15th meeting. He suggested the license plate reader presentation could occur at a special meeting on September 29th.

Councilmember Jackson commented that the discussion could either be held September 1st or October 6th rather than holding a special meeting.

Councilmember Van Langeveld suggested that if the notices for the public comment for the addressing changes had not yet been sent that this item could be postponed until October 6th and the Flock camera discussion could occur on September 1st.

Sherrie Pace commented that the Town Center Urban Design Standards may also be on one of the next three upcoming Council meeting agendas. Ken Leetham said the addressing item and the Flock camera discussion could be switched.

Mayor Horrocks suggested moving forward with the Flock camera discussion on September 1st.

Ken Leetham spoke on two Night Out events in September including a Bolder Way Forward on the 14th and Latino Heritage on the 21st. He expressed concern that citizen chairs had not communicated with staff and may not be actively working on these two events. Councilmember Van Langeveld commented that she had recently spoken with the citizen chairs for both of those events.

Mayor Horrocks asked if City staff needed to attend as these events were chaired by citizens and food trucks. Councilmember Van Langeveld responded that Public Works provided the sound system, trash cans, and setting up flags/blow ups. She noted that a Civic Events Committee member was assigned to each of these events as well.

12. ADJOURN

Mayor Horrocks adjourned the meeting at 9:04 p.m.

The foregoing was approved by the City Council of the City of North Salt Lake on Tuesday September 1, 2026 by unanimous vote of all members present.

Brian J. Horrocks, Mayor

Wendy Page, City Recorder

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