HIGHLAND CITY COUNCIL
WORK SESSION MINUTES
Tuesday, October 27, 2020
Approved November 10, 2020

Highland City Council Chambers, 5400 West Civic Center Drive, Highland Utah 84003

Electronic viewing: YouTube live at http://bit.ly/HC-youtube

PRESIDING: Mayor Rod Mann

COUNCIL MEMBERS PRESENT: Timothy A. Ball, Brittney P. Bills, Kurt Ostler, Kim Rodela, Scott L. Smith

CITY STAFF PRESENT: City Administrator/Community Development Director Nathan Crane, Assistant City Administrator Erin Wells, City Engineer Todd Trane, City Planner & GIS Analyst Kellie Bronson, City Recorder Stephannie Cottle, Finance Director Tyler Bahr

OTHERS PRESENT:

PRESENT ONLINE: City Attorney Rob Patterson

7:00 PM WORK SESSION *(CITY COUNCIL CHAMBERS)*
Call to Order – Mayor Rod Mann
Invocation – Council member Brittney P. Bills

The meeting was called to order by Mayor Rod Mann as a work session at 7:04 p.m. The meeting agenda was posted on the *Utah State Public Meeting Website* at least 24 hours prior to the meeting. The prayer was offered by Council Member Brittney P. Bills.

1. OPEN SPACE, TRAILS, AND PARKS
The City Council will discuss the current maintenance and budgeting in the City as it relates to Open Space, Trails, and Parks. This item is for discussion and information only. No action will be made during the meeting.

Mayor Rod Mann communicated that the City Council would discuss the current maintenance and budgeting in the City as it related to Open Space, Trails, and Parks. He explained that this item was for discussion and information only. He stated that no action would be made in the meeting.

Mayor Rod Mann said that the staff had a presentation, and he recommended that they be allowed to completely finish their presentation before any dialogue was started. He further recommended they took notes, and he offered paper and pencil to present members if they wanted to write notes or questions throughout the meeting. He said

if there was something that was not clear, they should ask, but suggested they keep the bulk of the questions until the end.

City Engineer Todd Trane explained that he would quickly go through every parcel that the City owned. He said he would skip over the ones that were not an issue. He further said that the reason why they wanted to do this was because they felt that, as a staff, they did not want to exclude anything that the Council may have wanted to talk about. He explained that he would go through each property to discuss the issues that may have been associated with them. He asked that if there were any questions, that they be written down and asked at the end.

Council Member Timothy A. Ball arrived at 7:07 pm.

City Engineer Todd Trane presented a map that showed every open space property that the City owned. This included parks and trails. He asked Assistant City Administrator Erin Wells to pull up the PDF on the screen. He then began his overview of each property.

City Engineer Todd Trane discussed property #1, which was located at 10250. He said that it was a small piece of property south of Freedom Elementary. He further said that he did not know why they owned it, as there were no utilities on the property. He noted that they maintained it, and stated that he did not see why they could not sell it to the neighboring property owner. City Engineer Todd Trane communicated that they would talk later about the trail that was located to the west. He asked that the Council make a note if he skipped something. He restated that the City did not have any encumbrances with the manicured portion, and he did not see why they could not sell the property. It was stated that this was under the assumption that the neighboring property wanted it. City Engineer Todd Trane responded that a lot of these options were based on that.

City Engineer Todd Trane discussed property #2, which was located at 10400 North Parkway. He explained that they were the parkway details that the City owned and maintained. He stated that there was no way they could sell them off. He further stated that it was in their master plan to have and maintain the property.

City Engineer Todd Trane talked about property #3, which was located at 10400 North, and communicated it was the parcel they owned down in the dip across the street from Mitchell Hollow, and down by the water well on the south side of the road. He noted it was the parking area for the trail, and did not see any reason why they would sell the property.

City Engineer Todd Trane explained that property #4 was a manicured parcel along 10400 North. He said that it was a grass strip on the east side of the highway, and it was adjacent to the country club golf course. He did not see a reason why they could not sell the property, but also did not see why the golf course would want to maintain it. He explained that it was on the south side of their fence. He reiterated that he did not see why they could not sell it, but did not think anyone would be interested.

City Engineer Todd Trane said the native island up in 10830 was property #5. He further said that it was maintained, and he did not see why they could not remove it. He mentioned as they went through the presentation, all the center island medians in intersections could be removed with Council approval.

City Engineer Todd Trane stated that property #6, 11800 North, was a manicured parcel inside the UDOT right of way. He said there was no way they could sell it off. He further stated that parcel #7 was the same thing. He explained it was the manicured piece over by the Spruces, and was a parkway detail that they owned and maintained.

City Engineer Todd Trane said piece #8 was a native piece where well number two was located. He mentioned that there were water lines throughout the area, and that it was right next to the debris basin as well. He felt there

was no reason to sell. He said that piece #9 of property was another parkway detail along the highway on the south side.

#9 11000 North South side (Manicured) parkway detail

City Engineer Todd Trane communicated that property #10 was a little interesting. He explained that it was a manicured piece of property that was located on 11350 North. He said that they had a sewer line that went straight through, versus following the road. He assumed this sewer line was the reason they owned the land. He noted that there was no manhole in that location, and he did not see a reason why they could not sell it. City Engineer Todd Trane said that the sewer line continued to the west down a trail corridor. He reiterated that he did not see why they could not sell the property, as long as they had an easement. He stated that the property owner to the south might be interested.

City Engineer Todd Trane stated that piece #11 was also a parkway detail that they could not sell.

City Engineer Todd Trane discussed property #12, and explained that it was the soccer park located at 4800 West. He mentioned that they had sold a little bit of it on the south side for a parking area to the high school. He did not see why they would sell any more of the property. He said that as far as park space, this property was used as much as any other property they owned.

City Engineer Todd Trane said that they could sell off small portions of property #13 at 4800 West Parkway along North County Boulevard. However, he said that he did not see why they would need to. He explained it was another parkway detail. He mentioned it was bigger than most of the other ones, but they owned and maintained it. He reiterated that he did not see any reason why they would need to sell them. He said they were not areas where they received complaints.

City Engineer Todd Trane discussed property #14, located from 5600 West to 6500 West Native Trail. He explained that it was the Native Trail all the way through, and that it had the Lehi irrigation main ditch. He further explained that it was the main trail all the way through town, and it had the biggest Lehi irrigation ditch in the City. He stated there was no reason that they would or could sell it. City Engineer Todd Trane mentioned that piece #15 was the only portion of that property that was manicured and mowed, and explained that the rest was native. He mentioned it did have the pipe through it, and felt there was no reason to sell it off.

City Engineer Todd Trane admitted that he could not find the plan for property #16, but he believed it had an American Fork irrigation ditch through it. He explained that it was native, and that it went through 5600 West and cut through the back of some properties. He did not think that they could sell, but thought he could be wrong. He said he would get back to them with solidified details.

City Engineer Todd Trane said that piece #17 included the several parkway strips they had along 5600 West, which also included the backside of Toscana. He said that they were maintained and mowed. He thought they could sell off portions, but it communicated that it would not be to private owners. Instead it would be open space for development. He reiterated that he could not see a reason to sell.

City Engineer Todd Trane discussed piece #18, located at 5600 West. He explained that it was parkway open space, and that it was the parcel behind the well number one. He noted that they had been approached to sell it in the past, but they could not because it was what they used to detain water when it was discharged from the well.

City Engineer Todd Trane said parcel #19 was a small strip mowed on the other side of the fence at Mountain Ridge. He further said that the only other person that would maintain it would be the school. He explained that

it would not be sold off, and that it would still stay on the City's right of way. He noted that it was something they could work out with the school, but at that point in time it was maintained by the City.

City Engineer Todd Trane expressed that property #20 were the strips located at 6000 West and Canterbury Park, and that the piece was a little different. He explained that they had been approached to sell the property in years past, but it was encumbered by water and sewer lines that went down into the cul-de-sac. He said they could not sell it because of the utilities.

City Engineer Todd Trane explained that piece #21 was located along 6800 West was another manicured parkway detail maintained by the City. He noted that piece #22 was another parkway located east of them along Alpine Highway North. He further noted that piece #23 was the same. It was a parkway detail owned and maintained. City Engineer Todd Trane did not see a reason to sell off the parkway details.

City Engineer Todd Trane explained piece #24 was the Alpine Highway Island north and south. He stated that over the last couple years they had removed a couple of those due to intersections, but at the moment they were maintained by the City. He said that piece #25 was one of the landscaped areas. He mentioned that they had removed one of them in years past.

City Engineer Todd Trane explained that for property #27, they had a native portion of the Alpine Highway strip that was in the right of way in front of the Robinsons. He noted it was currently native, and that they would not do anything with it until the Robinsons developed it. He further noted that at that point they would maintain it.

City Engineer Todd Trane discussed #28 and #29, the Apple Blossom parcel, and explained that it was right near the south border along the Alpine Highway. He differentiated between the manicured and native areas of the property on the map. City Engineer Todd Trane explained that for the native area, instead of sidewalks they had done trails. He noted that there were utilities along the trail corridors. He stated that some of the property could be pieced off and sold. He expressed that their biggest concern was that if they sold off large portions it would almost double the landscaping area for some of those homes. He explained that this meant an increase in water usage. City Engineer Todd Trane suggested that if the Council decided to sell, they should do something more than landscaping, such as hardscape or xeriscape. He expressed the opinion that having nothing but grass would put more burden on the water system. He reiterated that some could be sold, and some could not due to utilities.

Council Member Timothy A. Ball inquired if it was possible to place restrictions or covenants on the sale of a property. He gave the example to require a buyer to only put in xeriscape.

City Engineer Todd Trane replied that if they sold it they could put some sort of restriction on it. He said that at the moment it was their property. He suggested that it was more of a question for the attorney. He said that he could not say what the legalities were, but recommended staff to do it if they could. He said that if they could not require, then he did not think they should sell. City Engineer Todd Trane recommended that if a subdivision wanted to purchase land as a whole they could do something like a pickleball court, or anything that was not landscaping.

City Attorney Rob Patterson said they could certainly have restrictions that would require the property owner to maintain the property in certain ways. He stated that the easiest way to do so was some form of easement or restrictive covenant that runs with the land. He suggested something that said that the sale was contingent with certain restrictions and that the property owners would have to maintain the property in a certain way. He said that they could definitely do something along those lines.

It was asked if a restriction like that was generational, if it stayed through the property for multiple owners. City Attorney Rob Patterson confirmed, and explained that it was referred to legally as "run with the land." He stated

that it continued through whoever took ownership in the future, and would be recorded so that future owners would have notice of it.

City Engineer Todd Trane stated that they would have to be willing to enforce it. He noted that Council Member Timothy A. Ball had asked a great question. City Engineer Todd Trane explained that there were several subdivisions that, if they sold, they would have to have restrictions on them.

City Engineer Todd Trane moved on to piece #31, the Aspen Hollow Parkway located on 6800 Parkway. He stated that it was a manicured piece that would actually disappear due to the street widening project. He explained that it was currently owned and maintained by the City, but it would disappear when the road widened, and it would just be xeriscaping.

City Engineer Todd Trane noted that property #32 was the trail mentioned earlier. He explained that it was the open space trail behind Freedom Elementary. He further explained that it was a native asphalt trail. He felt that there was no reason to remove it because it was well used by children at the school.

City Engineer Todd Trane stated that piece #33 was another native asphalt trail in Canterbury. He mentioned that they had already been approached by people who wanted to purchase it. He explained that staff's main issue with the land was that there was a Lehi City water line that ran northwest to southeast through the main section. He stated that because of that they could not sell it. City Engineer Todd Trane explained that piece #34 was the portion that had the same water line. He noted that they wanted to have a sewer tie-in on the piece to the north that held an asphalt trail with manicured grass. He strongly recommended that they not sell.

City Engineer Todd Trane discussed piece #35 with the native asphalt trail. He noted that the property had been brought up during the previous meeting. He explained that a lot of the land had been encroached and completely disappeared. He stated that the piece on the east that ran north-south had been completely landscaped. City Engineer Todd Trane did not see why they could not sell it. He said that they could not find any documentation of utilities or irrigation on the property. He also said that it was his understanding that the land was preserved for a connection that would go north from the Murdock Canal trail. He restated that the property was not encumbered with utilities, and felt that they could sell if desired. City Engineer Todd Trane clarified for the Council that it was the road north of Canterbury, split by Murdock Trail. He pointed out the pond on the south and Avery Drive on the north side of the trail.

City Engineer Todd Trane communicated that there were pieces throughout the location that they could sell off. He suggested that if they wanted to try and maintain the trail corridor and access points, that they probably wanted to hold onto the majority of the property. He noted that they would technically need to kick people off of the property that had fenced areas in.

Council Member Scott L. Smith inquired if there was an assumption that it would connect above to a trail on conservation property. City Engineer Todd Trane responded that the area above was the Workman property. He stated that if the Workman property was ever developed, then they anticipated a trail there. He said it would be a trail on the south side of the hollow because residents had already expressed that they did not want a bridge across the hollow. City Engineer Todd Trane further said that there was potential to have a trail that connected to 6400 West.

Council Member Kurt Ostler noted that this would also connect to the City Center Trail. He mentioned that there was no way to get over the Murdock Trail on the way down the City Center Trail without the use of roadways. His thought was that, when the Workman property was developed, the trail would come along the Workman property and connect.

City Engineer Todd Trane agreed with Council Member Kurt Ostler's statement, and said that was why they had kept it. City Engineer Todd Trane also noted that as they had waited for development to happen on the Workman property, property owners had come in and treated it as their own property.

City Engineer Todd Trane moved on to piece #36, which was located in the northwest part of the City. He explained that it was a drainage channel that had to be maintained. He said there would be more drainage areas that had the same stipulations, and mentioned that if they were denoted in purple it meant that they were supposed to remain natural, and had storm drains and everything else encumbered with it. City Engineer Todd Trane said that piece #37 was a portion of native area along Atlas Drive that they maintained. He said they could not sell it off because it was a part of their right of way.

City Engineer Todd Trane said that property #38 was the Beacon Hills Lower area. He noted it had detention basins and that they could not get rid of it. He further said that it was parkway details that they maintained, and manicured detention basins that they could not get rid of.

City Engineer Todd Trane explained that piece #39 was part of the Beacon Hills native area, and that it was encumbered by detention basins. He said that it also had the disc golf course in it.

City Engineer Todd Trane stated that piece #40 was the Beacon Hills Park. He further stated it was actively managed and maintained.

City Engineer Todd Trane discussed piece #41, and said that there was a drainage channel that went through the Country B Branch Subdivision. He said they could not sell because of the drainage channels.

City Engineer Todd Trane said that property #42 was a manicured piece located at Caddie Lane. He communicated that they had park strip medians that they maintained. He said that they also maintained the area that surrounds the sewer lift station. He did not see a reason to sell, unless the Council wanted to remove medians.

City Engineer Todd Trane stated that piece #43 was Canterbury Circle Park. He further stated that it was manicured, and was a well-used park. He did not see any reason to sell.

City Engineer Todd Trane discussed piece #44, located along Avery Avenue and Canterbury. He said that he did not know why they owned it. He explained that it was a manicured grass area located in Canterbury North. He pointed out the Murdock Canal Trail on the bottom left of the map. He felt that they could sell the property because it was not encumbered by utilities. He noted that they currently mowed and maintained it.

City Engineer Todd Trane said that piece #45 was Canterbury North Park. He further said that it was where they had their main pressurized irrigation system, and the pumps on the south of the park. He mentioned that they had explored a possible augmentation of the pond in future. He did not see a reason to sell.

City Engineer Todd Trane said that piece #46 was the Canterbury South Park. He did not see why they would sell off any park property.

City Engineer Todd Trane stated that piece #47 was a small strip in their right of way. He explained that it was a maintained area on the outside fence of the cemetery. He said there was no real way to sell off the piece in the right of way.

City Engineer Todd Trane explained that property #48 was called the Chamberry Grass Park area. He said that it had a storm drain in it, and that it was encumbered by sewer lines. He said that they could not sell it.

He explained that #49 was the natural area that surrounded the power station. He stated that they had power poles that went through the native area, and felt that there was no reason to sell off.

Council Member Scott L. Smith asked if they were granted maintenance agreements. City Engineer Todd Trane confirmed they did with two of the homes. He mentioned that he had met with some of the homes about a trail extension. They discussed the path the trail would take in reference to the map, and stated that they wanted to extend the trail through because there was an existing water line. Council Member Scott L. Smith asked if there was any maintenance that had been completed on the trail that comes up. City Engineer Todd Trane replied that they had done so much work that he was unsure. He said that he would look into it.

City Engineer Todd Trane discussed property #50. He explained that they were medians located on Parkway East near City Hall. He stated that because the medians were a bit of a hassle, that they would love to get rid of them. He cautioned that they may receive some opposition to removal. City Engineer Todd Trane reiterated that they wanted to get rid of them because people parked there, which was inconvenient and difficult, especially with deliveries that happened there.

City Engineer Todd Trane explained that piece #51 was a native area that would become the detention basin for the Perry Homes development that had been in the works for years. He noted that there was also a sewer line that went through, so they could not sell it.

City Engineer Todd Trane stated that property #52 was the manicured area around the Public Works building. He said that they needed to maintain the green area by the highway. It was mentioned that this piece was where they had begun a new grass treatment. City Engineer Todd Trane explained that half of the area was to undergo a treatment with Naturasolve and half was to be treated the same as always. He further explained that the test would go for a year to determine if the new treatment saved water.

City Engineer Todd Trane discussed piece #53. He said that it was a main City trail, and mentioned that they had discussed the trail in a previous meeting. He stated that on the west side, neighbors had rockscaped on to the trail. He further stated that the north side was completely natural, and noted that they had received compliments on that side of the trail. He said that the trail was very well used, and felt there was no reason to sell.

Council Member Kim Rodela asked if the neighbors who had rockscaped had encroached on the trail. City Engineer Todd Trane replied that they had looked at it, and it was very small. He said it was only four of five feet. Council Member Scott L. Smith stated that it was not rockscaped, and there should be grass that went further up the trail. He said there were trees right next to the trail. City Engineer Todd Trane responded that a lot of it had fences and grass. He stated that the majority on the west side was rockscaped due to the fact that the homes sat up a little higher. Council Member Scott L. Smith mentioned that on the west side of the trail, at least three quarters of the trail was landscaped with grass of groundcover right to the trail.

City Engineer Todd Trane moved on to piece #54. He explained that it was the area around the Community Center. He said there was no reason to sell. He said that piece #55 was the unmanicured area on the north side of the Community Center, and there was no need to sell it off. He noted that there was potential for expansion there in the future. He said that they had originally looked at that area for the Parks Maintenance building in the past.

City Engineer Todd Trane said that #56 was the natural area located in the Dry Creek Bench subdivision. He explained that it was encumbered by a large storm drain, or detention basin. He said it was unmanicured, however, it was frequently cleaned out. He mentioned that a developer had put a concrete waterway in earlier that year, so the area was now easier to maintain.

City Engineer Todd Trane explained that piece #57 was all of the open space in the Dry Creek Bench subdivision. He stated that it was currently mowed and maintained. He felt there was no reason to sell it off, unless the City Council wanted to. City Engineer Todd Trane denoted that the piece on the south side of the map was a trail. He explained that the reason they could sell that portion was because there was a storm drain line that went to the detention basin. He noted that the trail that went to the west was the trail that they had closed due to encroachments. He hoped that they could make that trail usable again.

City Engineer Todd Trane said that property #58 was located just below Dry Creek Lake. He stated that it was all natural, and that there were very scenic mountain bike trails there. He expressed the opinion that it was a great potential location for a park in the future. City Engineer Todd Trane adjusted the map to show a peninsula that they had acquired. He explained that the map in use had been made prior to that agreement. He said that since that acquisition, they now had access across that bridge. He noted that it was a great deal for them.

City Engineer Todd Trane discussed piece #59. He explained that it was the area that surrounded the Dry Creek lift station. He noted that they did not do much maintenance, but that it looked nice and was more xeriscaped. He stated that there was no reason to sell because it was encumbered by the lift station. He mentioned that no one would buy it anyway due to the lot development across the river.

City Engineer Todd Trane said that piece #60 was the right of way that they maintained located on Eagle View off of 9600 North. He said that it was at the back of some homes. He did not see any reason to do anything more.

City Engineer Todd Trane explained that property #61 was the electric park on 5600 West and SR92. He noted that it was encumbered by water and power lines. He mentioned that it had a main water line that went from well number five and through the property. He said there was no reason to sell.

City Engineer Todd Trane stated that piece #62 was another center median located on Evergreen. He said that there was no reason not to remove, but that it did not cause too many problems.

City Engineer Todd Trane stated that piece #63 was the property maintained around the fire station. He said they did not need to sell.

City Engineer Todd Trane explained that piece #64 was another center median called the Foothill Roundabout. He said it was located east of Dry Creek Bench subdivision, up near the top of 6000.

City Engineer Todd Trane stated that property #65 was Heritage Park, and there was no reason to sell.

City Engineer Todd Trane said that he would skip through the next few properties because pieces #66, #67, and #68 were a part of the Highland Boulevard parkway details. He said there was no reason to sell. There was discussion over the splash pad and area that surrounded a specific building that he referred to on the map.

City Engineer Todd Trane started at #69 and explained that the next spaces were all Highland Glen. He pointed out the green spaces on the map, and differentiated between what they maintained and mowed.

City Engineer Todd Trane then discussed #71, which was the Highland Glen islands along Knight Avenue. He admitted that this was the area that they did not know what to do with. He mentioned that they would like to redesign, as they did not feel like it was a good design. He requested that the Council mark it down so he could gather opinions on the redesign later on. City Engineer Todd Trane said that he did not know the history of the piece, and did not know why they did what they did. He expressed the opinion that it was a poor design, and he felt it could be problematic with the upcoming Ridgeview development.

City Engineer Todd Trane explained that piece #72 included the areas in Highland Glen on the west side of Knight Avenue. He noted that they maintained and mowed it down. He also noted that there was a very well used trail. He said there was no need to sell it off. He stated that it was the area that was prior to the Alpine School District, and noted that it was now xeriscaped and had a parking area. He stated that he would have to pull that one out of his packet.

City Engineer Todd Trane said that piece #73 were the Highland Glen native areas that they wanted to keep native. He said that property #74 was located on the north and contained a little mountain bike track. He further said that the one on the south was native open space west of the Highland Glen Pond.

City Engineer Todd Trane noted that some of piece #75 had been sold off. He explained that this was the one sale that they had approved north of 11800. He stated that they did not sell off the trail corridor and what was east of it. He mentioned that there was a storm drain along the trail, and that they could not sell.

City Engineer Todd Trane stated that piece #76 was a lot of parkway detail for 11800. He did not see why they could not sell it. However, he also did not see why they would sell off what they currently maintained. He said it was up to the Council. He noted that they had a park area up there that contained a lot of trails.

City Engineer Todd Trane explained that #77 was the trail corridor they had discussed earlier. He stated that it was the native trail that had the water line. He noted that this was the area they had discussed a possible trail extension through. City Engineer Todd Trane noted that along the area North of Chamberry, they had several maintenance agreements where people had gone in and landscaped. He mentioned that some property owners now kicked people off that land because they told them that the landscaped area was their property because they landscaped.

It was noted that there was not a trail in that location. City Engineer Todd Trane confirmed that there was not a trail, but stated that it was an area that the staff felt was worth an investment for trails. He expressed the opinion that it would be beneficial to trail users and to the City's ability to maintain the water line. He noted that it was the main water line that went to the water tanks and pumps. He further noted that it was a very large water line. He mentioned that they had put up a big, blue fiberglass stake that indicated the water line. City Engineer Todd Trane expressed the desire to clean up the area and make nice trails.

City Engineer Todd Trane stated that piece #78 located at the Highland Hollow was a detention basin with maintained and mowed grass.

City Engineer Todd Trane explained that property #79 was located around Argo Circle. He communicated that they had tried to sell it off, and stated that there was no reason why they could not sell it now. He noted that it did not have utilities. He explained that potential buyers wanted to purchase the trail and leave some landscaping along the trail. He stated that the primary concern was that the buyers were unwilling to put up the money to redo the sprinklers. He said they had been back and forth, and it had never worked out. He suggested that they might want to sell and then xeriscape the land.

Council Member Scott L. Smith asked for confirmation that the Council had already approved the right to sell. He stated that the contention had always been how much to charge for the sprinkling system. City Engineer Todd Trane responded that they had worked with several property owners up there and never came to an agreement with an exact price. He stated that they were never willing to come up with that money.

City Engineer Todd Trane stated that piece #80 was the native area behind homes on Lighthouse. He noted that it had their water lines through it. He said that they did not maintain it, but they could not sell it. He explained that piece #81 was where the water line ultimately went. He stated that this included the pump station which pumped to the highest water tank they had, which supplied water for the Twin Bridges area. He said they could not sell it.

City Engineer Todd Trane explained that piece #82 was an area where they had received landscaping bids. They wanted to landscape along Adonis. He noted that the piece on the north side of the road was the Mercer Hollow Conservation Easement, and that they could not sell. He mentioned that could sell some of this property, but it was encumbered by power lines. He stated that was why it was not developed.

City Engineer Todd Trane said that there was no reason to sell the Merlin Larson Park on piece #83, the Mitchell Hollow Park on piece #84, or the future Mountain Ridge Park on piece #85. He stated that piece #86 were the landscaped areas maintained along the side of Mountain Ridge Park.

City Engineer Todd Trane explained that property #87 was another landscape median along Mystic Cove, called Mystic Earl Circle. He said that they could remove it, but it was something that they would need to maintain and xeriscape, which would cost money.

City Engineer Todd Trane noted that located on piece #88 was their pressurized irrigation pond and natural open space. He said that the City owned this piece, but did not own the property in the north where the water tank was. He said there was no reason to sell this piece. He mentioned that there was a portion on the south of the pond that they did not do anything with.

City Engineer Todd Trane explained that piece #89 was the property they had talked about many times with regards to the Rhinehart property. He stated that there was a dead end trail which would extend through with the Rhinehart development. He further stated that there was no reason to sell. He expressed the opinion that it would be very well used in the future.

City Engineer Todd Trane said that #90 was a small piece of property on the back of the subdivision above Murdock Canal Trail. He said there was no reason to sell. There was a brief discussion about whether it had been encroached on. It was said that it may be an easement because it was not City owned.

City Administrator/Community Development Director Nathan Crane said that they may be able to get rid of it. He further said that it existed before the parking lot.

City Engineer Todd Trane responded that he was not sure they would be able to get rid of it because it would remove access to the Murdock Canal Trail. There was a brief discussion about how the trails connected. City Engineer Todd Trane said that it would be very similar to the work they had planned for the Canal Boulevard Trail, where they would have trails that connected at grade from the road. He said they could not eliminate it because anyone who traveled west on 10400 would have to use that trail.

Council Member Kim Rodela added that it was very much used. She informed them that it was not paved, and was just gravel. She stated that people still used it to run and walk on. City Engineer Todd Trane asked if that included the north side. Council Member Kim Rodela responded that there was not any pavement, and that it just connected into the neighborhood.

City Engineer Todd Trane said that there was no reason to remove that property, and further said that they could not remove access. He apologized that he had overlooked it before.

City Engineer Todd Trane said that piece #91 was the north side of Alpine Highway. He said that some newer developments had provided parkway detail and the City maintained it.

City Engineer Todd Trane explained that the #92 property contained the country French detention basin. He stated that the detention basin had recently had problems, but that they had rockscaped and mulched. He said that eliminated most of the complaints they had received.

City Engineer Todd Trane discussed the property at #93. He stated that it was the natural open space areas above Twin Bridges. He informed them that they had to maintain them, and that there was no reason to sell. He mentioned that there were also water lines, and pointed out the water tank on the map. He stated that water lines went through a portion of the land and back over to Lighthouse.

City Engineer Todd Trane said that piece #94 was called Highland Hollow. He said it was located at Red Hawk and 1200 He explained that they maintained the parkway detail out there. He pointed out the Lehi well located on the corner. He explained that they mowed the parkway detail, but Lehi maintained their side.

Council Member Kurt Ostler asked if Lehi intended to have a parkway detail on their piece.

City Engineer Todd Trane- responded that Lehi did not have a parkway detail on their piece. He said he did not know, but they may do xeriscape for a parkstrip. He mentioned that their collector roads just had xeriscaped parkstrips.

City Engineer Todd Trane stated that piece #95 was called Silo Park. He mentioned that it had an American Fork well that they maintained, but Highland City mowed. He said that there was a natural area that they did not maintain, and stated that there was no reason to sell.

City Engineer Todd Trane explained that piece #96 was behind the Skye Estates. He stated that they maintained parkstrips along Highland Boulevard behind their fences. He said that the #98 property had a trail connection that had been a dead end for years. He noted that it would finally be connected to Ridgeline Elementary. He mentioned that it had been in really bad shape, and that they would have to repave and xeriscape to match what went to the north.

City Engineer Todd Trane said that piece #99 was the sought Normandy piece that had a drainage channel that they could not remove.

He discussed piece #100, and explained that it was one of the most problematic areas for encroachment. He stated that it was a natural open space area with a lot of scrub oak. He noted that there was a drainage channel that ran through, and that there had been very large encroachment issues. He explained that people had doubled and tripled the sizes of their yards up by Beacon Hills and Wildflower. It was noted that there was a dirt trail that ran through there, but property owners would kick people off the land because they had claimed it as their landscaped property. It was asked if they could sell the land. City Engineer Todd Trane informed them that it was labeled as a conservation area, and stated that it was one area where they would prefer not to sell. He expressed further concern with people who had encroached on the land, and inquired about what they should do to those who had significantly increased the sizes of their yards. City Engineer Todd Trane mentioned that it was the hardest area to maintain pressure and water, and that was especially problematic when people were overwatering and triple watering what was intended. He said that they could sell, but they would have to remove the landscape in exchange for hardscape.

Council Member Kurt Ostler asked City Attorney Rob Patterson if the conservation area label deemed the property as one that should be saved. City Attorney Rob Patterson replied that it was more of an issue with perception than legality. He explained that the subdivision was approved with certain concepts and plans given the City code and compliance at the time. He stated that after, the City had options to sell. He stated that conservation easement was just a dedication to the City that the land would not be developed or used in a way that would damage that conservation concept. He said that may be a consideration for why it should not be disposed of.

City Engineer Todd Trane expressed that it was difficult for him as the City engineer because there was one home in particular that had completely changed the channel. The home had planted trees and changed the channel, where the intent was to keep it natural. He stated that his two biggest concerns were with changes to the channel and the extreme increase in water costs. He further stated that when the channel was messed with, it changed the way it would erode. He also said that the City cannot afford for them to water triple what was intended. City Engineer Todd Trane mentioned that once the meters were in place the homeowners may realize what they use and change, but he doubted it because of how much money some of those people had. He said they may not care about their water bill, and questioned again what the City should do with the areas.

City Engineer Todd Trane moved on to piece #101, called Spring Creek Park. He noted that the map was made prior to when they sold off a portion of the property, and that the area now included a park and homes.

City Engineer Todd Trane discussed piece #102, and stated that it included islands that ran throughout the Town Center south. He explained that #103 were the parkstrips that they maintained in the area. He stated that they would eventually be taken over by the development in that area.

City Engineer Todd Trane stated that there was no reason to sell the Town Center Park on #104 or the Twin Bridges Park on #105. He informed them that both parks were well used, and the park on #105 had a trail corridor and some amenities.

City Engineer Todd Trane stated that there were two house on piece #106. He said that along the canal corridor, they had started the walls. He further said he had talked to the HOA president, and that once the walls were up they would work to combine both properties into one lot and sell off. He stated that they had committed to that all along. He clarified that the money would not go back to Highland City, and would instead go to the Utah County Corridor Preservation funds. He said that it was the right thing to do.

Council Member Kurt Ostler asked what would happen to the HOA fees. City Engineer Todd Trane responded that in his last conversation with the HOA president that he had planned to determine what they would have to do. City Engineer Todd Trane mentioned that they would have to go through some bylaws and figure out what to do. He reiterated that it was the right thing to do to make one nice, buildable lot. City Engineer Todd Trane noted that they would have to retain some of the lot because they had water and sewer lines, and they had a detention basin on the far west side. He stated that the majority would go to a single lot.

City Engineer Todd Trane discussed #107. He stated that it was the View Point subdivision, and that portions of it could be removed. He noted that there were no current utilities through the area. He expressed the opinion that they had park amenities that should remain. He also felt there were some trail connections that should remain. He mentioned that the one on the northeast side was used a lot to get up the mountain.

City Engineer Todd Trane said that piece #108 was the unmanicured areas of View Point. He stated in order to remove it, the biggest problem was the water usage issue. He explained that View Point was the one area in the City that had been improved to use culinary water in their pressurized irrigation system because there was no other way to provide pressurized irrigation to them. He noted that the creation of bigger lots would cause more of a water burden. He stated that if they were to sell some off, the staff recommended hardscape and xeriscape, such as courts.

City Engineer Todd Trane stated that piece #109 was the northwest corner of the cemetery. He further stated that there were future plans for expansion there, and that they would not want to sell. City Administrator/Community Development Director Nathan Crane asked if the expansion had been the plan all along. City Engineer Todd Trane explained that there was a plan that showed that it was intended for extension, but there had not been any discussions about layout or design. City Administrator/Community Development Director Nathan Crane said that was something they needed to address before they had too many graves.

Council Member Kurt Ostler stated that something they should address was the creation of a second access point that came off SR92 before too many graves were in the area. City Engineer Todd Trane said that a second access point would need to be coordinated with UDOT. He said that he anticipated that in the coming years when the issue became more vital, that more specific design plans would be created and brought to the City Council for approval.

City Engineer Todd Trane stated that piece #110 was located at Wild Rose, and was a very well used open space park area. He noted that they maintained around it. He said that piece #111 was the sewer line and could not be sold off.

City Engineer Todd Trane explained that pieces #112, #113, and #114 are all part of Wimbleton Park. Pieces #112 and #113 were the north and south side respectively. He noted that there were trails all the way through the south side. Piece #114 was the native area around the park. City Engineer Todd Trane communicated that there were two detention basins on the south trail, and a sewer line through the cul-de-sac on the west. He said there was another sewer line on the north part. He mentioned that there was a Lehi irrigation ditch that they wanted to remove, but that they could not because it was active. He informed them that Lehi would have to remove the irrigation ditch that ran along the east and a portion of the south edge.

City Engineer Todd Trane stated that piece #115 was located at Windsor Meadows. He informed them that it was one of the subdivisions that had been approved without sidewalks. He mentioned that the City had utilities that ran all throughout the piece. He noted that there were culinary, pressurized irrigation, and sewer utilities. City Engineer Todd Trane said that it could be pieced off and sold, especially out on the highway. He was concerned with doubling and tripling of landscaped areas. He thought that the piece would be an ideal location for a subdivision to pool together and do something nice. City Engineer Todd Trane said that otherwise he did not know what to do because it would be too expensive to landscape and water.

Council Member Scott L. Smith brought up the fact that they had always had always had excuses to not sell in open spaces in the past because of utilities. He felt that the new reason not to sell was because of water usage. He felt that maybe they had been a bit hypocritical. Council Member Scott L. Smith suggested that they get rid of some of the smaller pieces that were maintained by the City but did not have any encumbrances. He felt like they should look for a happy medium.

City Engineer Todd Trane agreed with Council Member Scott L. Smith's point. City Engineer Todd Trane stated that the City had a lot of places that they would like to eliminate and xeriscape. He explained that everything he discussed had come to them already landscapes. He clarified that the City did not put in landscaping, that the developer did. He said the only hurdle was money, and that they needed to attempt to tackle some of those properties. Council Member Scott L. Smith said that if they could not maintain them, that they needed to look at other alternatives.

City Engineer Todd Trane's biggest concern was how large the area was. He explained that if he were to draw in all the utilities in that property, it would look like a spider web because they were all so intertwined. He expressed the opinion that to try and sell it off would be impossible to maintain. City Engineer Todd Trane agreed that they should attempt to sell in the places where it made sense to do so.

Council Member Kurt Ostler suggested that they first looked at where they had maintained properties that provided a potential opportunity to cut back water usage and maintenance. He noted that no one would buy property that was the middle of the road, and thought they should look for viable buyers for some of the smaller green spaces that had no encumbrances.

Council Member Scott L. Smith inquired whether or not there were pieces that did not need to be manicured. He suggested instead that they find the money to xeriscape because that offered decreased maintenance and water usage. City Engineer Todd Trane agreed with the statement about decreased water usage. He noted that xeriscape would require weed spray and occasional maintenance. He said that it may not take as much maintenance, but it would still take some to make it look nice.

City Engineer Todd Trane recommended they look at the addition of xeriscape down Alpine Highway between the trail, curb, and gutter. He said they should determine whether or not that was viable, because it would make it look much nicer than the current state. He stated that they did not have the correct water pressure to make the current property look nice. He felt xeriscape was a good idea, but that it would just be expensive.

Council Member Scott L. Smith suggested that they prioritize conversion to xeriscape. He compared it to eating an elephant, and said that it could happen one little piece at a time. He asked for confirmation that xeriscape would require less maintenance. City Engineer Todd Trane confirmed, and stated that it would require them to spray a few times, and an annual clean up. Council Member Scott L. Smith referred to what they had done with the median strips on Alpine Highway and expressed the opinion that those looked great.

City Engineer Todd Trane moved on to piece #116. He explained that it was called Windsor Meadows, and said that the piece included what they currently mowed and maintained in Windsor. It included amenities and the piece along North Alpine Highway open space. He felt there was no reason to sell. City Engineer Todd Trane wrapped up his presentation and communicated that #116 was the final property. He opened the floor to questions and comments.

Mayor Rod Mann inquired about piece #88. He asked if they needed to expand the irrigation pond on the property. City Engineer Todd Trane said that they did not have plans to augment that pond because they did not see a reason to.

Mayor Rod Mann asked City Engineer Todd Trane if he had any personal thoughts on the redesign for piece #71. City Engineer Todd Trane expressed the opinion that the best option was to have the roundabout replaced with a T-intersection. He expressed that the roundabout did not do anything because it was on a through road already. He also mentioned that they needed to widen the area. He felt the Ridgeview development was beneficial because they were required to widen the south side of the road anyway. City Engineer Todd Trane stated that he would rather that they create a T-intersection where the roundabout was. He felt that this option eliminated the multiple conflicting points. He said that with the Ridgeview development, this would be done in the very last phase.

City Engineer Todd Trane mentioned that they had attempted to have two restrooms delivered, and the truck could not make the turns in that area. He said that they would now have to go up the northbound lane and drive against traffic in order to make that turn.

Mayor Rod Mann asked if there was something other than xeriscape that could be done at Apple Blossom on #29. City Engineer Todd Trane informed Mayor Rod Mann that there was a presentation the following day about natural plants and vegetation that grew well in Utah. City Engineer Todd Trane stated that it would look at gardens that had been planted by water conservancy districts. He suggested to Mayor Rod Mann that they could potentially do something similar. He noted that it would use less water but still required maintenance to make it look nice.

Council Member Scott L. Smith asked about the mowed area at piece #29. City Engineer Todd Trane corrected him that it was piece #28. Council Member Scott L. Smith said that #28 had a landscaped area that went right up to the trees. He clarified that he had meant the area to the east of the landscaped piece. He pointed out that there

seemed to be trees up to the trail and that the rest was xeriscaped. City Engineer Todd Trane explained that it was actually neighboring properties that had encroached.

Council Member Scott L. Smith clarified that he had meant the strip out along Alpine highway where the landscape was. City Engineer Todd Trane stated that they covered it with parkway details. That side was maintained by the City, but the other side of the trails was not. Council Member Scott L. Smith asked about the strip between the sidewalk, trail, and the fence on the other side of the property. Mayor Rod Mann asked if somebody planned to go there the following day. City Engineer Todd Trane stated that the presentation was virtual, and City Administrator/Community Development Director Nathan Crane sent the link to the Council. It was stated that they should explore alternatives for areas such as that one, because of how public it was. City Engineer Todd Trane stated that he would have Mike look to see if there was anything beneficial they could do in Highland City.

Council Member Scott L. Smith referred to the southwest corner where the large homes had been built along the fence. He inquired why they would not want to sell the piece further west. He pointed it out on the map and asked if it had any utilities.

City Engineer Todd Trane responded that the utilities with that piece went through the cul-de-sac to the west. He explained that there was a sewer line that came out of the cul-de-sac, continued east and out into the road, and traveled down to the intersection in Alpine Highway. He stated that it was the sewer line that carried sewer from Pheasant Hollow, and that it was pumped up and dumped into the gravity line. He informed them that it was the main sewer line.

Council Member Scott L. Smith asked about the little piece on the corner of the map. City Engineer Todd Trane responded that they did not have any encumbrances down there, and he did not see why they could not see it. Council Member Scott L. Smith agreed because there were homes down there. He expressed the opinion that it made no sense to have an open triangle of weeds in that location. He recommended they see if someone wanted to purchase it.

City Engineer Todd Trane stated there was an American Fork irrigation ditch that ran from the back of it. He thought it would be abandoned in the near future due to developments in the area. He agreed with Council Member Scott L. Smith that they could sell some of it off. City Engineer Todd Trane's main concern was with the very large parcels and that they would be a burden on water usage.

Council Member Scott L. Smith brought up piece #49 on the north side of the substation. He said he supported the discussion to have a trail connect there. He mentioned that they had recently rewarded some maintenance agreements there. He asked if it would make sense if they offered to sell down to the trail corridor in that area. He suggested that they could then use that money to further improve the trail. He said that the reason the trail was incomplete was because they did not have the money to build it further. He thought the option to sell off provided funds to put back into the trail.

City Engineer Todd Trane stated that one of the homes had already landscaped in that area, but the other two residents had been great to work with. He said they were ready to put in the trail and that the residents were on board. He agreed with Council Member Scott L. Smith if it made sense to choose that option.

Council Member Kim Rodela inquired about the ability to sell property up to a trail. She noted that they had had discussions on that type of sale. She stated that there was a lot of discrepancy in Highland City in regards to trail space, and asked how much property was needed on either side of a trail. Council Member Scott L. Smith mentioned landscaped areas up to the trail such as with Caddy Lane. He said that would be a beautiful option. Council Member Kim Rodela restated her question, and asked if they would sell right up to the trail and

then create maintenance agreements for the rest of it. She questioned if there was a reason why they had a certain amount of footage on either side of a trail.

City Engineer Todd Trane explained that the space requirements varied greatly. He stated that if they had utilities, they had to do a minimum of a 20' corridor, broken down as a 10' trail with 5' on each side. He further stated that if they had more than one utility that a 10' separation was required between the lines. He said that on average a 20' parcel was fine.

Mayor Rod Mann made an observation that, as well intended as they might be, there were two main issues that the City faced when they sold property. First was contention and jealousy in a neighborhood. He noted that was especially true with discounted prices. He said that stated or unstated there was always friction, and that oftentimes the unstated was worse. He also mentioned that there were issues when there was contention with neighbors who were unwilling to discuss it with board members. Mayor Rod Mann said the second issue was with price. He expressed that it was very difficult to price. He further said that when he visualized the sale of property, he saw contention heat maps across the City. He stated that contention lingered. He noted that it was a price they had to pay as a City that did not have a cost associated, but had an impact on the community.

City Engineer Todd Trane agreed with Mayor Rod Mann. City Engineer Todd Trane pointed out that when he went through the 116 properties, there were only a few that he had suggested they get rid of. He said there were issues with most, if not all of the properties. He further said it was difficult, but that they should sell where it made sense to sell. He felt it was ultimately better for residents and was less of a burden on Highland City.

Mayor Rod Mann was surprised that south of Freedom Elementary looked like it was a part of someone's yard. He said that if the property owners appreciated that the City maintained it, why would they want to purchase it.

Council Member Brittney P. Bills asked if the water problem was with the quantity of water or the delivery of water. City Engineer Todd Trane responded that it was both. Council Member Brittney P. Bills mentioned that the week prior they had approved water shares for the Perry Development homes. She asked if it was possible for homeowners to purchase partial shares of water. City Engineer Todd Trane stated that if a homeowner in a subdivision was in the City, they could not purchase more water.

City Engineer Todd Trane explained that their current water system was designed to transmit water. He said, however, that when people overwatered, specifically in the northwest part of the City, that they came across issues. He stated that they had a large transmission line from the mouth of the canyon to the water lines. When people overused water, the City exceeded its capacity on the transmission lines. City Engineer Todd Trane stated that it was not just about water being available, but rather the system was not designed to put the quantity of water in the places where it was not built out. He mentioned that they received a lot of complaints about water pressure, but that the pipes were too small to overcome it. He communicated that the solution was to spend a significant amount of money to rebuild the system. It was said that the only other option was metering, which was also under the assumption that people cared about their water consumption.

Council Member Kurt Ostler relayed that his home was one of the very first ones that had been on the pressurized systems. He stated that they had originally had seven sprinkler heads per zone because they had enough pressure. He said that after 25 years, they had had to change to six heads to get the same pressure. He noted that the system was designed one way but was used another way by citizens.

City Engineer Todd Trane noted that they would still have issues, however, there were places in the City where changes would be an improvement. He said that it was in the master plan to make small changes and connections. He expressed that if everyone followed the schedule, then the water pressure and delivery would work.

Council Member Kurt Ostler hoped that the meters would help. He referred back to Council Member Kim Rodela's questions about the traditional trail size. He then asked what the traditional size was. City Administrator/Community Development Director Nathan Crane responded that it varied. He said that if a trail went under power lines, then a lot of time the minimum was 50' wide. He mentioned that Windsor Meadows had properties that had trails through the middle of them, and that 100' was required there. He said that it may be 20' for most trail corridors between homes, but that it varied greatly as a whole.

Council Member Kurt Ostler referred to a trail that went down to the park at Canterbury North. He asked what the width of that was. City Engineer Todd Trane believed it was a 20' corridor. Council Member Kurt Ostler asked about the width of the T-intersection. City Engineer Todd Trane stated that Lehi City had a water line there, and assumed it was wider because they had requested more room when it had been developed. He said that it was probably a 30' or 40' corridor. Council Member Kurt Ostler asked about the width of the City Center Trail. City Engineer Todd Trane replied that it was probably a 25' corridor. He noted that it was a little different because there was a very large irrigation channel on the south side and they needed more width.

Council Member Kurt Ostler asked what the recommendation was when they looked at the sale of trails. He stated either they did not sell and created maintenance agreements, or they sold up to the trail and gave stipulations to the buyer. He expressed concern that over the years, and that with change in ownership, the agreements may be difficult to maintain and enforce.

City Engineer Todd Trane said that they had rockscaped any new trails that went in. He further said that when it came to trails that had backyards without fences, he did not have a problem with xeriscape or landscape up to 5' to the trail. His main concern was in areas where people have 50' between them and the trail. He echoed Mayor Rod Mann's concern about what was fair and what was not. City Engineer Todd Trane felt that they needed to look at alternatives than to sell people large portions of land.

Council Member Kurt Ostler expressed the opinion that people were more emotional when it came to the removal of open space or the relocation of trails. He stated that it was a very divisive aspect. He said that he understood that it was different with developments because everyone was kind of on board for the same quest.

Council Member Scott L. Smith brought up the parcel that was discussed behind the Apple Blossom homes. Council Member Kurt Ostler mentioned that there had been questions from the Council about the requirements that they needed to approve. He believed that they had to get 70% on the plat to approve it. He said that his understanding of why was because, sometimes individuals who bought properties would look at open space owned by the City and they assumed it should stay as open space. Council Member Kurt Ostler stated that some of those areas sat behind homes and were not publicly visible. He expressed the opinion that the Council needed to look at the value of those parcels. He said that they could not just give the parcels away because that would be unfair to other residents. He also mentioned that it became a water issue with the change in property size. He explained that the addition of land changed the value of the home, but that they had bought that land from the City for pennies. He felt that if they planned to sell open space, they should look at how it benefited the public as a whole. He said they should question if it affected the open space feeling in Highland. He did not feel like the one piece in Apple Blossom would affect other residents or the neighbors and their plat map. He said he thought it came down to the irrigation. He pondered if they could buy more water shares to accommodate the larger lot and make it more equal. Council Member Kurt Ostler asked for clarification that if they had more water come in that they still could not provide more water.

City Engineer Todd Trane stated that they could in some circumstances, but reminded them that all the water is allocated, and most of what was out there was allocated for agricultural purposes. He said that when a development happened, they used the water that had historically watered that agricultural property. He noted that the issue with the northwest area was that it had traditionally been dry farmed. They had used water that had historically been somewhere else, and that was why they had difficulty to track down the water. City Engineer

Todd Trane explained that they could not just buy water because it was already allocated somewhere, somehow. He stated that there was a finite amount of water out there. He reiterated that water was really complicated. He said that for them to tell people that they could buy property and that they just had to go find water, it did not make sense because it was very difficult.

Council Member Kurt Ostler referred back to Council Member Brittney P. Bills' question. He stated that right now they owned roughly 26% of Lehi Irrigation. He said that if they assumed someone brought in Lehi irrigation shares, why they could not just obtain more water at the mouth of the canyon if they owned more shares.

City Engineer Todd Trane responded that they could, but the point was that the water that came into Highland City came from people who owned Lehi irrigation shares and that were currently at use somewhere. He explained that when a development came in, it was because they had bought irrigation shares off of a farmer that had sold their property. He stated that it was fine to receive a share from the farmer if he felt he had too much.

Council Member Kurt Ostler asked about the shares that had recently been done with Perry. City Engineer Todd Trane responded that the Perry homes were completely different because it was water acquired when the Murdock Canal was piped. He explained that they had owned 1900 shares in Highland City conservation that was all worth one-acre foot per share. He stated that when the canal was piped, the shares were reduced to nine tenths of an acre foot. He clarified they had 1900 tenths of acre feet that they had to then pay for, and that was what paid for the Murdock Canal. He stated that they paid for that roughly the last thirteen years.

Council Member Scott L. Smith explained that what they had purchased were the water shares, because they had felt that they could save more water that way when the canal was piped. City Engineer Todd Trane said that it was water saving, but they had paid for it as all their shares became whole. He explained that what it did was it gave them all the tenths of shares that were not assigned anywhere. They then took that water and assigned it to the Perry property. He clarified that they did not sell water, but they took water already in Highland City's name and assigned it to a property.

Council Member Kurt Ostler asked if City Engineer Todd Trane could walk through a few sales that had happened in Highland. The first one he discussed was a fence that had been moved because it was too close to the back of yards. He said that he would love to walk through that and discuss what happened with the irrigation lines. He wanted to see what decisions had been made, and now that time had passed, how the decisions had affected the City.

City Engineer Todd Trane replied that the one they had sold off in Highland Hills had eliminated several families' complaints about maintenance. He had not seen anyone landscape or develop it, and stated that it remained natural open space. He said that they did not receive complaints anymore because the City was not required to maintain it now.

Council Member Kurt Ostler recapped that they had sold it, and stated that they had not irrigated it yet. He asked for confirmation that the City had paid to move the fence. City Engineer Todd Trane replied that they had put up a three rail split fence. He noted that there was one property that had brought in fill and destroyed the trail. He stated that they fought back and forth to get that issues fixed. Council Member Kurt Ostler stated again that they had not started irrigation, and that they had gotten rid of complaints. He mentioned that there had been concern with potential flood areas, and asked if the area had seen any issues. City Engineer Todd Trane replied that they had not.

City Engineer Todd Trane communicated that one other issue they should look at is in regards to impact fees. He explained that the City collected impact fees when a property was bought and developed. He said that the buyers paid impact fees based on the square footage. He expressed concern that buyers did not pay impact fees on

increased square footage via encroachment. Council Member Scott L. Smith stated that the property owners paid for the property, but not for the extra square footage they had claimed.

Council Member Kurt Ostler stepped through the issue. He discussed the scenario where a property owner had a quarter acre, and then they expanded to a half acre. He stated that in that scenario, the land was developed for a quarter acre, and there were certain limits set, yet the property owners did not have to pay for all the extra space they used. Council Member Kurt Ostler questioned how that was fair to other residents. He stated that people had bought the ground, but not the impact fees. They also had not paid increased irrigation costs. He cautioned that if they requested things be done a certain way with certain residents, they needed to be fair and consistent. He expressed that otherwise a lot of issues would be created.

Council Member Scott L. Smith mentioned that a big issue they had tried to fix with the sales was the number of complaints they had received from citizens about maintenance. The City had limited resources available to maintain it, and therefore had sold off some of the problematic areas. He noted that Highland Hills was one of the most complained about areas, and that although it did not look different after it was sold, the City did not receive any more complaints.

Council Member Kurt Ostler inquired about previous sales that had been made, and asked how the City had benefited. He mentioned a section of trail corridor that had been sold in Beacon Hill.

City Engineer Todd Trane stated that he had not been there when those specific sales were made in the past, however he knew what areas Council Member Kurt Ostler had mentioned. City Engineer Todd Trane mentioned another sale that had been made in the Twin Bridges area. He stated that a lot of it had been landscaped, yet the piece was only ten feet in total, so it did not have a huge impact. He further stated that impact fees had not been paid for that piece, and that slightly more water was used. He communicated that each piece of property was a case by case basis, and that the Council could not make a blanket statement about them. He admitted there were several open space areas in Highland City that were a constant battle.

Council Member Kurt Ostler asked Council Member Scott L. Smith if he was on the Council when they did the option open spaces trails that could be purchased. Council Member Scott L. Smith replied that he was, and that they had gone through and looked at the entire trails systems and designated a handful of neighborhood option trails. Council Member Scott L. Smith said that the only ones that had ever come to vote were the trail corridors in Wimbleton and North Canterbury. He thought there was another trail in View Point as well.

Council Member Kurt Ostler expressed the opinion that they should look if there were more neighborhood open trails. He noted that a part of their Moratorium was to look at the trail system and at open space fees and prices. City Administrator/Community Development Director Nathan Crane confirmed that was correct.

Council Member Kurt Ostler recommended that as a Council there were items that they needed to look at. He said he understood the Wimbleton situation would go to a vote. He noted that the Canterbury area had some water lines that they had hoped to remove off the trail. Council Member Kurt Ostler stated that there were a lot of other areas where on option trail was available, and asked if residents had shown interest.

City Administrator/Community Development Director Nathan Crane responded that they had not had a lot of individuals come forward with requests to purchase property. He gave piece #49 as an example of a property no one had asked to buy. He stated that there was a maintenance agreement on one corner of that piece.

Council Member Kurt Ostler stated that as a Council that was where a lot of the contention started. He expressed the opinion that some of the parcels made sense and he did not see a lot of concern.

Council Member Kim Rodela asked if the Council agreed with City Engineer Todd Trane's assessment, and if they wanted to move forward with the ones that the City Engineer Todd Trane had brought up as sellable. She said she did not see any controversy around those properties.

Mayor Rod Mann asked City Engineer Todd Trane if he had a spreadsheet that outlined his personal opinion for each property. City Engineer Todd Trane replied that he did have a spreadsheet that contained the information for each property. This included the name, schedule, what treatment and maintenance had been done, City Engineer Todd Trane's notes, whether it was sellable, and whether it was encumbered.

Mayor Rod Mann asked City Engineer Todd Trane to share that with the Council. Mayor Rod Mann mentioned that City Engineer Todd Trane had said properties could be sold, but did not necessarily state that they should.

City Engineer Todd Trane said the document was too large to email.

Mayor Rod Mann suggested that City Engineer Todd Trane put the document in Dropbox. Mayor Rod Mann said that they would add a column for each Council member adjacent to City Engineer Todd Trane's notes. Mayor Rod Mann stated that if all of the Council was willing to do that, then someone, maybe City Planner and GIS Analyst Kellie Bronson, could then consolidate where there was across the board agreement. Mayor Rod Mann thought that seemed like a reasonable and quicker way to look through, and receive input on, the properties.

Council Member Scott L. Smith agreed with Mayor Rod Mann.

Council Member Kim Rodela asked if there was a deadline for them to complete the task. She asked if two weeks was sufficient. City Engineer Todd Trane stated that he would send out a PDF, and try to get it on Dropbox the following day.

Mayor Rod Mann asked City Engineer Todd Trane to add a column for everyone before it was sent out. He confirmed that the next council meeting was two weeks away.

Council Member Kim Rodela asked for an action item on the next agenda. Mayor Rod Mann gave the Council two weeks.

Council Member Scott L. Smith recalled that City Engineer Todd Trane had only said yes to around a dozen of the 116 properties. He said that when they went through the properties, that there were less than dozen that City Engineer Todd Trane had recommended they sold.

City Engineer Todd Trane confirmed that there were ten yes's and two maybe's. He requested that the Council keep in mind that they may personally have more yes's. City Engineer Todd Trane stated that, as the City engineer, he did not want to sell any properties with utilities. He thought that they could piece some of them off, but stated that he had looked at subdivisions as a whole and said no. Council Member Kim Rodela felt the yes's were a starting point.

Council Member Scott L. Smith said that if there were good reasons why not to sell, then they should listen to staff. However, he felt they should still take a look at them.

Council Member Kim Rodela communicated that they still needed to set a policy in place for price. She did not want there to be inconsistencies and differences for each one.

Council Member Kurt Ostler brought up an action item the Council had passed in the past that declared 25% of Utah County value on a parcel. He asked if it was still in effect. City Administrator/Community Development Director Nathan Crane replied that was up to the Council, but they needed to set the pierce in a closed session.

Mayor Rod Mann mentioned that he and City Administrator/Community Development Director Nathan Crane had discussed how, when they got to pricing, it was in a sense a preamble to negotiation. They felt it should be discussed in a closed session.

Council Member Kurt Ostler expressed confusion about what the Council had passed two years prior. He asked what the policy was currently. He frankly stated that it appeared as if either the Council had changed something or that staff had, because he had not heard of a vote to change the difference.

City Administrator/Community Development Director Nathan Crane said that as far as he knew, nothing had changed. He said he would go back and look at the documentation. He reminded them that the last time they had discussed it, there was a question on the trail and how things had happened. He reiterated that they needed to revisit the topic.

Mayor Rod Mann said that, in his opinion, it would still be in effect. He communicated that if someone wanted to change that they could discuss it in a closed session.

Council Member Kurt Ostler stated that when they had passed it, they could bring in an appraisal to have evaluated. Council Member Kim Rodela said they already had it and could proceed forward if they wanted.

City Administrator/Community Development Director Nathan Crane mentioned that one item discussed back in January was the need to determine prices and to move forward.

Council Member Kurt Ostler noted that Wimbleton wanted to have an appraisal brought forward. He asked if the City had received the appraisal. They had not.

Council Member Kim Rodela expressed the opinion that the Council needed to do something with regards to the Wimbleton property. She noted that there was quite a bit of controversy with it. She mentioned that they had put a moratorium on it, and stated that if they planned to sell and do maintenance on the trails, then that should start. She said that they owed it to them because the City had told them it would solve the issue.

Council Member Scott L. Smith addressed the Wimbleton issue, and stated that there had been a successful petition, and that the petition decided that they needed to put the issue to the vote of the public. Council Member Scott L. Smith was of the opinion that when a petition determined they should put it to public vote, then it should go to public vote. He noted that he probably knew how it would be voted. However, he suggested they be careful about impaired petitions that may have to come back to the Council to change it. He stated that if it was supposed to be put to a public vote, then they should vote. He further stated that they would then have the authority of the people. He mentioned that the people of Highland City had all said they wanted to keep the trail. He said they then needed to come up with maintenance agreements.

Council Member Kurt Ostler cautioned them specifically with regards to Wimbleton. He said that they had to go through the process, and that they should do whatever the attorney suggested in order to move forward. Council Member Kurt Ostler expressed that at the same time the next year, it would be very divisive because it would go to vote. He speculated that some would want to get rid of it and, and some would want to keep it. He felt that it could hurt if they allowed purchase up to 8’ on either side of the trail.

Council Member Scott L. Smith clarified that Council Member Kim Rodela had spoken in reference to the maintenance agreement, and not with regards to purchases. Council Member Scott L. Smith expressed his support of the maintenance agreement idea.

Council Member Kurt Ostler asked what they needed in order to move forward as a Council. He reiterated that they had put a moratorium on open spaces and the disposal of trails, restated his question.

City Administrator/Community Development Director Nathan Crane replied that they needed to decide if they wanted to allow the disposal of property, disposal of neighborhood option trails, and at what cost they would do so. He said they would also need to decide what process they would have to follow.

Mayor Rod Mann said that if the Council decided that all trails were to be funded by the City because they were widely used, then it made no sense to fund it with open space money. He stated that, therefore, as they moved forward they would not sell off any trails unless the Council determined some reason for sale. He further stated that this would eliminate the trail removal process, and then that would require an amendment to the general plan. He noted that would take time because they would have to go to the Planning Commission and to public hearings.

Mayor Rod Mann said that if they started the process the very next day, they may be able to complete it in December, but it would be rushed. He expressed the opinion that this would upset people because they would feel like the City had rushed it through when they were busy with the holidays. Mayor Rod Mann noted that if they started the amendment process in January, they may need to extend the moratorium three months past January so they did not make rushed decisions. He concluded that whatever decisions the Council made, they would need more time. He said he hated when decisions were rushed, and thought they would possibly need an extension beyond January.

Council Member Kurt Ostler summarized that tonight they had gone through the properties, and that when City Engineer Todd Trane sent out the document they could determine what property could be sold. They would then look at the process required to sell the property. He also suggested that they look at what past Councils had done, and see what parts of the process had worked or not.

Council Member Scott L. Smith agreed with Mayor Rod Mann and Council Member Kurt Ostler. Council Member Scott L. Smith thought they needed to have a good discussion about how they would fund trail maintenance. He mentioned they had some money allocated, but asked if they were willing to appropriate more money out of the general fund or PARC tax. He stated that if they planned to put all the trails under the City, they needed to have a way to maintain them. He joked that the Federal Government issued mandates but nobody had any money to complete them.

Council Member Kurt Ostler addressed Council Member Scott L. Smith and said that on trails specifically, they had allocated money during the year. Council Member Kurt Ostler informed them that they had a funding source from the quarter percent sales tax that had been allocated to go to trails. He said that they would not use the open space fees for the trails. He informed them that they had City Engineer Todd Trane go forth with 64% of trails. Council Member Kurt Ostler thought there was a funding source for trails. Council Member Scott L. Smith noted that they had not seen prioritization of the trails, and that there were a lot of trails that needed some rebuild.

City Engineer Todd Trane informed the Council that they planned to have the trail plan ready by January or February, and that it would be something similar to that with the roads. He said it would be a five to seven year plan. Within 5 years from now Highland residents will be very happy with their trails.

Mayor Rod Mann felt that Council Member Scott L. Smith had brought forward a fair point. Mayor Rod Mann said that they did not know if what funds they had were sufficient, and that there were portions of the trail that they wanted to improve. City Engineer Todd Trane said that they would bring those back to the Council to review and get feedback. He explained that usage and trail prioritization was still underway on their end. Mayor Rod Mann noted that was another reason to extend the moratorium

Council Member Kurt Ostler said that if they planned to have a trail plan in place, then they needed to have a plan in place on how to sell the property, and that would cover what the process and cost were. He mentioned that residents were probably frustrated about the price since something was set in 2015 and it was now 2020. He suggested that maybe they went through as a Council on what was discussed two years prior, and to decide if the Council wanted to reconfirm that or if there was a different process.

Council Member Scott L. Smith likened it to the roads, and stated that the road had been prioritized. He mentioned that citizens had come to him and expressed appreciation. Council Member Scott L. Smith said that if they had a plan and actively worked to go through with it each year, such as with the trails, then it would make people happy. He explained that it had always been a maintenance expectation. He reiterated that if they had a plan and showed that they worked towards it with the funds they do have, then it created good public rapport.

Council Member Kurt Ostler affirmed that they could tackle the trails and get a plan. He said that they knew that they could earmark properties to get prices and come back to. He asked how they would put a plan in place for maintenance in regards to open space parks maintenance. He asked what type of plan they could put in place to give confidence to the residents that the project was not static and would improve. He asked how they could make the same type of five to seven year plan for open spaces.

City Engineer Todd Trane stated that the amount of work they had completed that year was significantly more than they had ever done. He explained that the reason that the trail had improved was because they had received additional funding. He stated that they had received an extra 100K to spend on trails, when they normally spent a maximum of 20K per year. City Engineer Todd Trane declared that they had to have a funding source to do better with maintenance on parks and open space. He informed them that they had less employees today in public works than they did 20 years ago. He asked how they could be expected to do a good job given that information.

Council Member Brittney P. Bills requested a clear plan on how to answer the four questions that City Administrator/Community Development Director Nathan Crane had asked. She requested they had a timeline so they could be held accountable. She felt they needed a clear plan of the questions they needed answered, in what order, and how they expected to end the moratorium as soon as they could. She asked City Administrator/Community Development Director Nathan Crane what his four questions were.

City Administrator/Community Development Director Nathan Crane responded that they were property, trails, cost, and process. Council Member Brittney P. Bills asked if they could briefly walk through each question and get a yes or no from council members.

City Administrator/Community Development Director Nathan Crane asked if there was property that they wanted to sell. They responded yes. He asked if there were trails that they wanted to sell. Council Member Brittney P. Bills said no. Council Member Kurt Ostler clarified that their answers were discussion points and not a vote. He responded no to the question. Council Member Kim Rodela responded no.

Council Member Kurt Ostler stated that he would like to keep all of the trails, but wanted to make sure they had a way to maintain them. He expressed that it had always been a sore spot for him as he was on the trails often.

Council Member Kim Rodela asked Council Member Scott L. Smith that if they said no to trail sales, would it be backed up by his plan. Council Member Brittney P. Bills said that if they decided not to sell trails, then that would help them out together a better plan to fund. City Administrator/Community Development Director Nathan Crane commented that by saying that it gave them marching orders. He explained it gave them a municipal code to change and a general plan to begin work on. He stated that they had City Engineer Todd Trane's plan to finish, and that they had maintenance and costs to identify. He said that the City Council had to decide how to fund it.

Council Member Brittney P. Bills said that she felt they needed a deadline and process to answer questions.

Council Member Kurt Ostler asked City Engineer Todd Trane if he could have the plan workable by the first meeting in January. City Engineer Todd Trane responded that he could not. He explained that they were close, but that the final details were time-consuming. He further explained that they needed to look at each section of trail and determine the PCI value, the pavement condition, and then they needed to assign a treatment and cost estimate to that. He reminded them how much time and effort went into the road plan, and noted that was with a consultant. City Engineer Todd Trane said that trails were just worked on by himself and Mike, and that if they wanted a plan by the first meeting in January they would have to hire a consultant. He did say he could commit to a completed plan by February.

Council Member Brittney P. Bills asked if it was helpful for them to know that they wanted to keep all the trails. She asked if it eliminated some of the time he would have to spend on it.

City Engineer Todd Trane responded that it was helpful. He said that at the moment, they already planned to have every trail in Highland City on the plan. He said they had looked into the usage, the pavement condition index, and the cost. He said the next step was to throw it all into a spreadsheet that would calculate priorities.

Council Member Scott L. Smith asked to clarify definitions. He asked if the trails referred to all developed asphalt trails, or if it included optional trails and potential trail corridors. He inquired if they wanted to keep all of the potential trail corridors. He noted that they had already sold off bits and pieces of some of them. He said there were places that there was a design trial that was never developed as well.

City Engineer Todd Trane said that the maintenance plan was strictly maintenance. It would include what currently existed and what they planned to keep.

Council Member Scott L. Smith asked if gravel trails would be included alongside the asphalt trails. City Engineer Todd Trane replied that they did not have many in the City, but that they would maintain the gravel trails. He said they may look at a transition to asphalt in the future. Council Member Scott L. Smith asked how they planned to make that definition. He noted that there were some trail corridors around Beacon Hills and View Point. City Engineer Todd Trane replied that all the trails in View Point were asphalt.

Council Member Kurt Ostler agreed with Council Member Scott L. Smith. Council Member Kurt Ostler said it was important to know what would be prioritized. He speculated that the first thing would be the currently maintained asphalt trails. He said there was probably some wisdom in looking at some of the trail corridors that had been brought up. He further said some of them may be good to finish, and referred to two different corridors that he personally knew of. Council Member Kurt Ostler stated that as a Council they would need to discuss it. Council Member Scott L. Smith agreed that those options could be defined with subcategories such as asphalt trails and highly desirable potential trails. Council Member Kurt Ostler suggested that it could be an augment to the plan because they would have to locate funds.

City Administrator/Community Development Director Nathan Crane interjected, and explained that the moratorium was about sales. He stated that they had a trail master plan already, and said that if they wanted to get further into trail connections and what to build it would be a different topic. He reminded them that they could not address everything at that time. Council Member Kurt Ostler responded that was a good point, and thought that they needed to focus on that the moratorium was for existing trails. Council Member Scott L. Smith asked if the existing trails were only asphalt trails, or if that definition included gravel trails.

City Administrator/Community Development Director Nathan Crane said specifically to address the moratorium. He said that if somebody came in and requested to purchase a trail corridor that it was on the master plan. He explained that there was a process to amend the general plan that they could god through. The process would allow them to put in a request through the Planning Commission and public hearings. He stated that it

could come to the Council. He further stated that he did not think they could tackle connections and future plans right now.

Council Member Scott L. Smith clarified that he only wanted to know what defined the trails in his priorities. City Administrator/Community Development Director Nathan Crane replied that it was defined as improved or developed existing asphalt trails.

Council Member Kurt Ostler asked City Engineer Todd Trane to confirm that the plan could be workable by the first meeting in February. He informed them that it was 90 days away.

Council Member Brittney P. Bills remarked that hopefully COVID would be done. She also asked what other information they needed from the Council, so that they could work towards completion of the moratorium. City Administrator/Community Development Director Nathan Crane responded that the next thing he needed was for the Council to decide what property was available for purchase. It was mentioned that they had a plan to work towards that. City Administrator/Community Development Director Nathan Crane stated that the next thing they needed to decide was what process they needed to go through in order to make purchases.

Council Member Kurt Ostler stated that at the moment there was a code, and he asked if that could be sent out to the Council to review and determine if they wanted to make changes. City Administrator/Community Development Director Nathan Crane said that they could stay with the code. He stated that the last thing to decide was the purchase price.

Council Member Kurt Ostler asked if there was any concern from staff with what they had come up with two years before. He asked if it would work as they moved forward, and if it would help with ambiguity. City Administrator/Community Development Director Nathan Crane said that he believed that there was ambiguity amongst the Council about what the cost was. He wanted direction from the Council about what the cost should be. He also noted that there were three new members since that time

City Engineer Todd Trane told them to keep in mind that the County assessed price was not always accurate, and that was why there was a lot of back and forth. Council Member Kurt Ostler said that the best thing about the County process was that every year they had an opportunity to dispute the value. He said that they could discuss it further in a closed session, and only wanted to bring it up.

City Engineer Todd Trane stated that Assistant City Administrator Erin Wells had done a great job when she reached out to a number of cities and asked them first if they sold properties, and if so how. He informed them that every single one said to get an appraisal every time. Council Member Kurt Ostler mentioned that was what their development code stated.

Council Member Kurt Ostler explained that the development code stated that if a parcel was sold, that City Administrator/Community Development Director Nathan Crane should order an appraisal as part of the process. Council Member Kurt Ostler said that one of problems with the orphan pieces was that they might be paying 2K, but the appraisal was 3.5K. City Administrator/Community Development Director Nathan Crane responded that was why he had said that the Council needed to let him know so that he had a direction to go in.

Council Member Kim Rodela asked City Engineer Todd Trane if the trail maintenance plan would include the sides of the trails. City Engineer Todd Trane responded they wanted to try and do a better job at the trail edge maintenance. He said that it had been pointed out to him that the biggest problem was overgrown weeds on trails. He stated that they needed to do a better job at that maintenance. He thought that if the weeds were cut back and gravel was laid on the sides that it would eliminate a lot of the complaints they received. City Engineer Todd Trane said that trails needed to be maintained as natural. He relayed that a lot of people loved it, but had concerns with the lack of maintenance at the trail edges. He confirmed that it was part of the plan.

Council Member Kurt Ostler said that he had recently walked some trails in St. George, and had noticed that they either had gravel or mowed 18" along the trail edges. He suggested that it may be a good solution.

City Engineer Todd Trane said he wanted to complete it as part of the trail maintenance plan. He wanted to go in and make the trail edges look better, and he felt that people would appreciate the natural look if it was maintained.

Council Member Kurt Ostler transitioned back to the issue of timing. He restated that the plan would be presented in February, that they would receive a property list, and that they could discuss what to dispose of in November.

Mayor Rod Mann stated that the property list should be done by November so that staff could compile the report of what Council members agreed and disagreed with. He said then they would be able to make a decision for each piece and make a plan to move forward.

Council Member Kurt Ostler asked if the review process for disposal would take place in another work session. City Administrator/Community Development Director Nathan Crane replied that they should provide them with their thoughts between then and the end of the year.

Council Member Kurt Ostler clarified that they would move forward with the cost discussion in an executive session. He wanted to see if there was a Council meeting with a lighter agenda that they could discuss it at. City Administrator/Community Development Director Nathan Crane said they could either discuss it on November 10th or December 1st.

Council Member Brittney P. Bills segued into the Halloween discussion.

Assistant City Administrator Erin Wells stated that the Halloween Trick or Treat Street would take place on Friday from 5pm to 7pm.

Council Member Kurt Ostler referred to an email that dictated that they wanted the booth to be set up at 3pm, and that it be completely finished by 4:45pm. He noted that it was a Candyland Game theme, and there were supposed to be 20 different booth locations set up. He did not know if they had any decorations and asked if anyone else had decorations. He also asked if they needed a canopy to stand underneath.

Council Member Kurt Ostler offered his candy chute that he had built to keep social distance. He said that it was 10' long. He further said that if candy got stuck, they would blow the chute with fog and then compressed air to blow the candy out. There was a brief discussion about the location. It was stated that it would take place in the Splash Pad Park to control exits and entrances. There was a brief discussion about Candyland themed Halloween costumes.

Council Member Kurt Ostler mentioned that he had bought candy from personal funds for 300, but that there may be closer to 350. He asked if the Council planned to attend. He stated he would be there at 3:30 pm.

Council Member Scott L. Smith stated that would not come until 5:00 pm because of work, and that he would come dressed as a doctor.

There was more discussion about Halloween costumes.

Council Member Kurt Ostler noted that it would get dark around 6pm. He said that he would put lights around the candy chute, and asked if they needed more. It was stated that the park lights would probably be on. It was asked if anyone had Candyland decoration.

Assistant City Administrator Erin Wells said that kids would have fun as long as they just showed up and handed out candy.

Council Member Brittney P. Bills mentioned that she had a giant Frankenstein. Council Member Kurt Ostler stated that he had a couple little light up pumpkins.

Assistant City Administrator Erin Wells said that masks would be required by everyone in attendance. She said they would have extras.

Council Member Kurt Ostler asked if they needed gloves also. Assistant City Administrator Erin Wells confirmed that it was a requirement for them to wear gloves in order to pass out candy. Council Member Scott L. Smith said he could bring a box of gloves.

Council Member Kurt Ostler mentioned that they might have to have the youth council do multiple booths so they could have a total of 20 booths set up.

Assistant City Administrator Erin Wells said that they had received some generous monetary donations from businesses. There was a little bit more conversation about decorations and costumes.

ADJOURNMENT

Council Member Scott L. Smith MOVED to adjourn the work session and Council Member Kurt Ostler SECONDED the motion. All voted in favor and the motion passed unanimously.

The meeting adjourned at 9:39 pm.

I, Stephannie Cottle, City Recorder of Highland City, hereby certify that the foregoing minutes represent a true, accurate and complete record of the meeting held on October 27, 2020. This document constitutes the official minutes for the Highland City Work Session.

Stephannie Cottle
City Recorder

Welcome to the Highland City Council Work Session

October 27, 2020

HIGHLAND CITY

HIGHLAND CITY

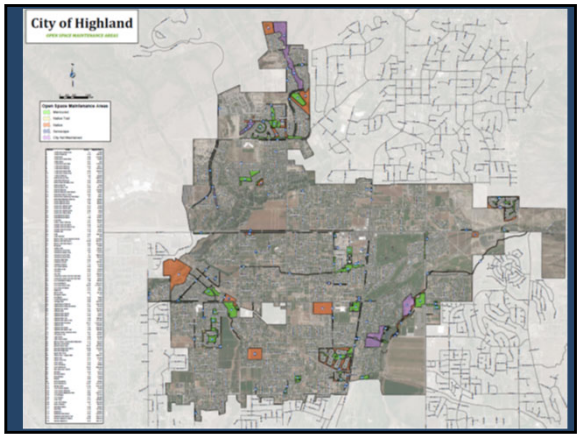
7:00 PM WORK SESSION

Call to Order – Mayor Rod Mann
Invocation – Mayor Rod Mann

HIGHLAND CITY

OPEN SPACE, TRAILS, AND PARKS

Item 1 - Discussion
Presented by – Todd Trane, PE
City Engineer





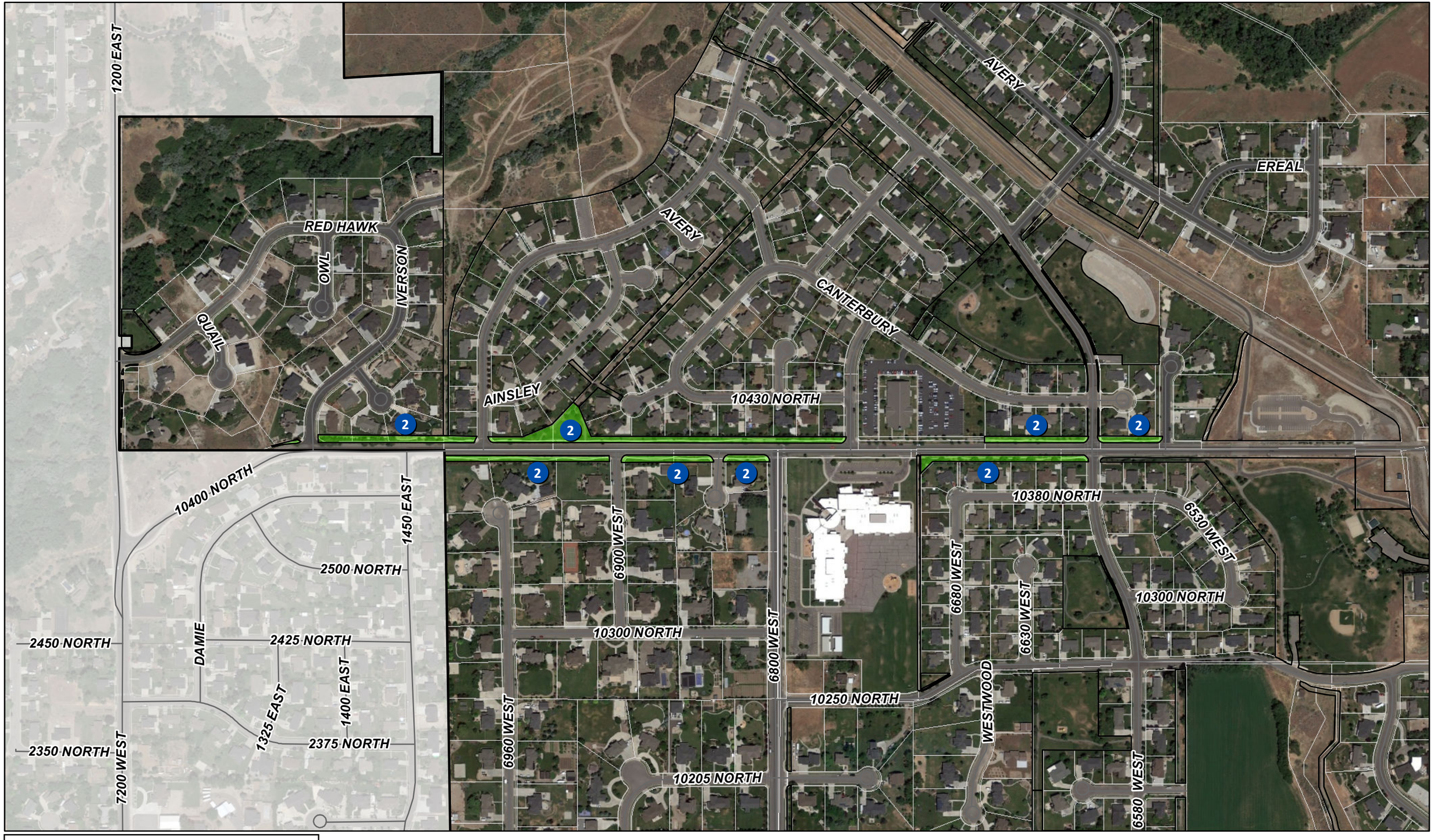
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 1 - 10250 North Grass Area (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 2 - 10400 N Parkway (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 3 - 10400 North (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 4 - 10400 North Grass Strip (Manicured)



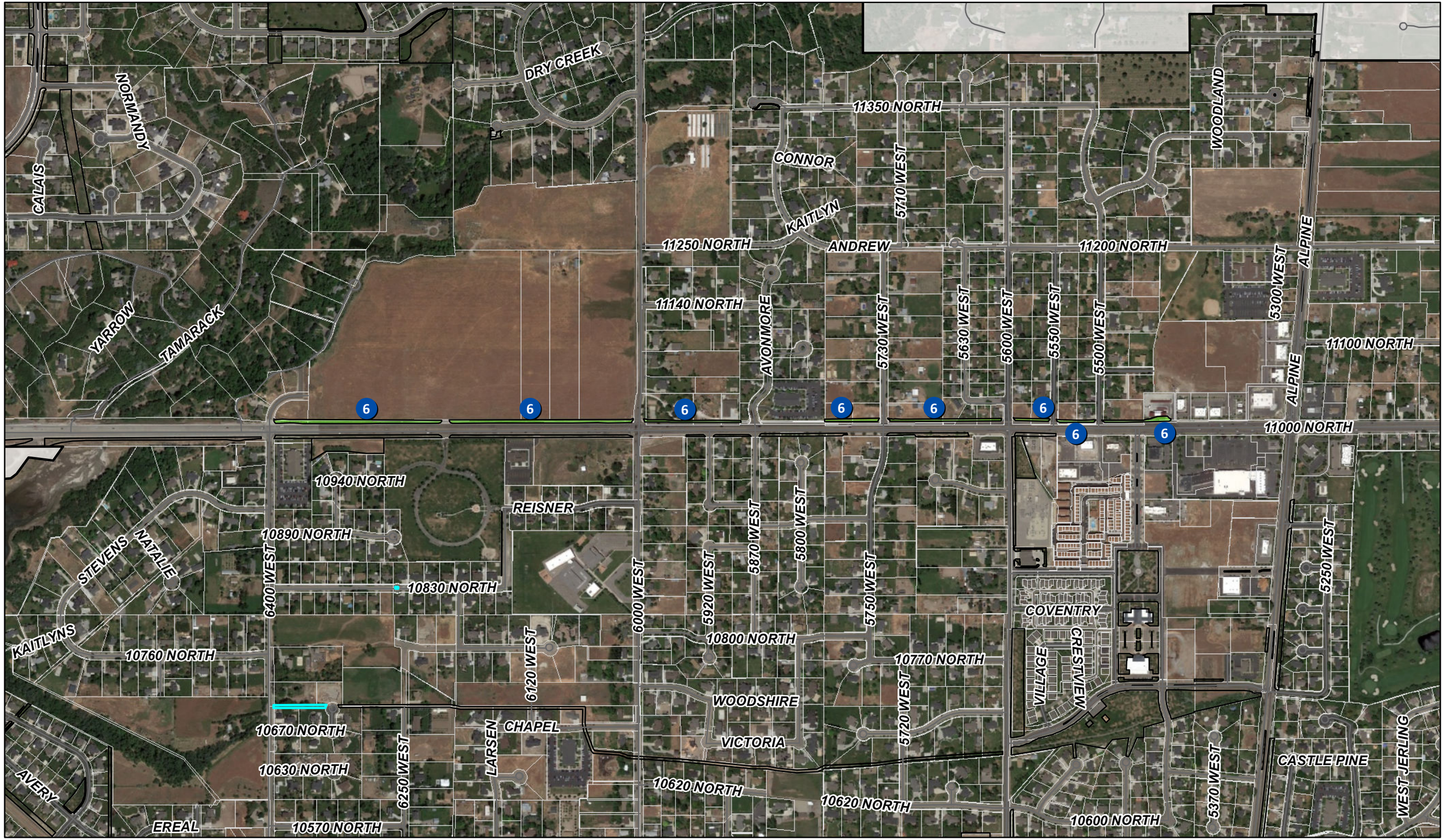
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 5 - 10830 Island (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 6 - 11000 North North Side (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 7 - 11000 North Parkway (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 8 - 11000 North Parkway (Native)

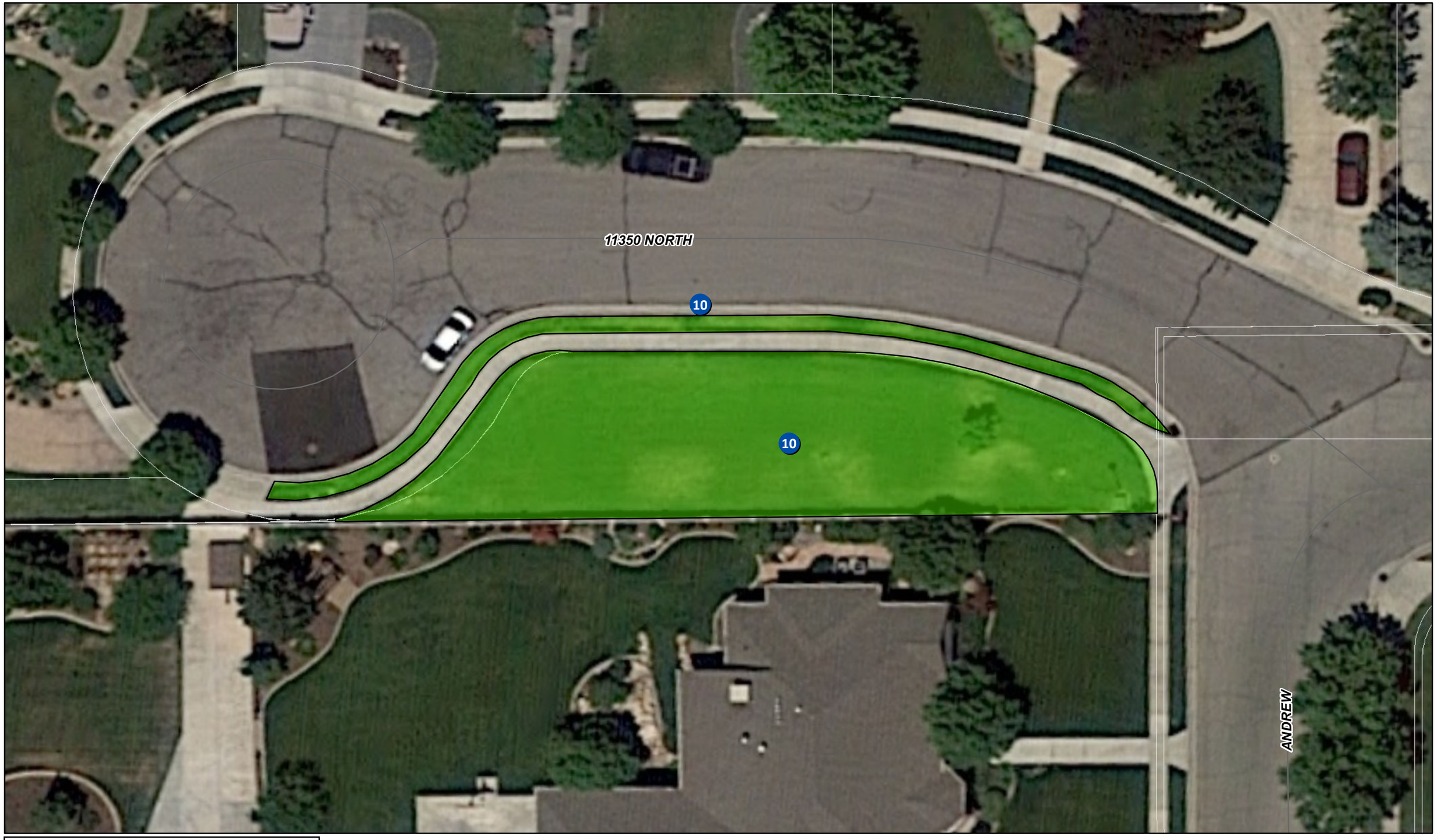
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 9 - 11000 North South Side (Manicured)



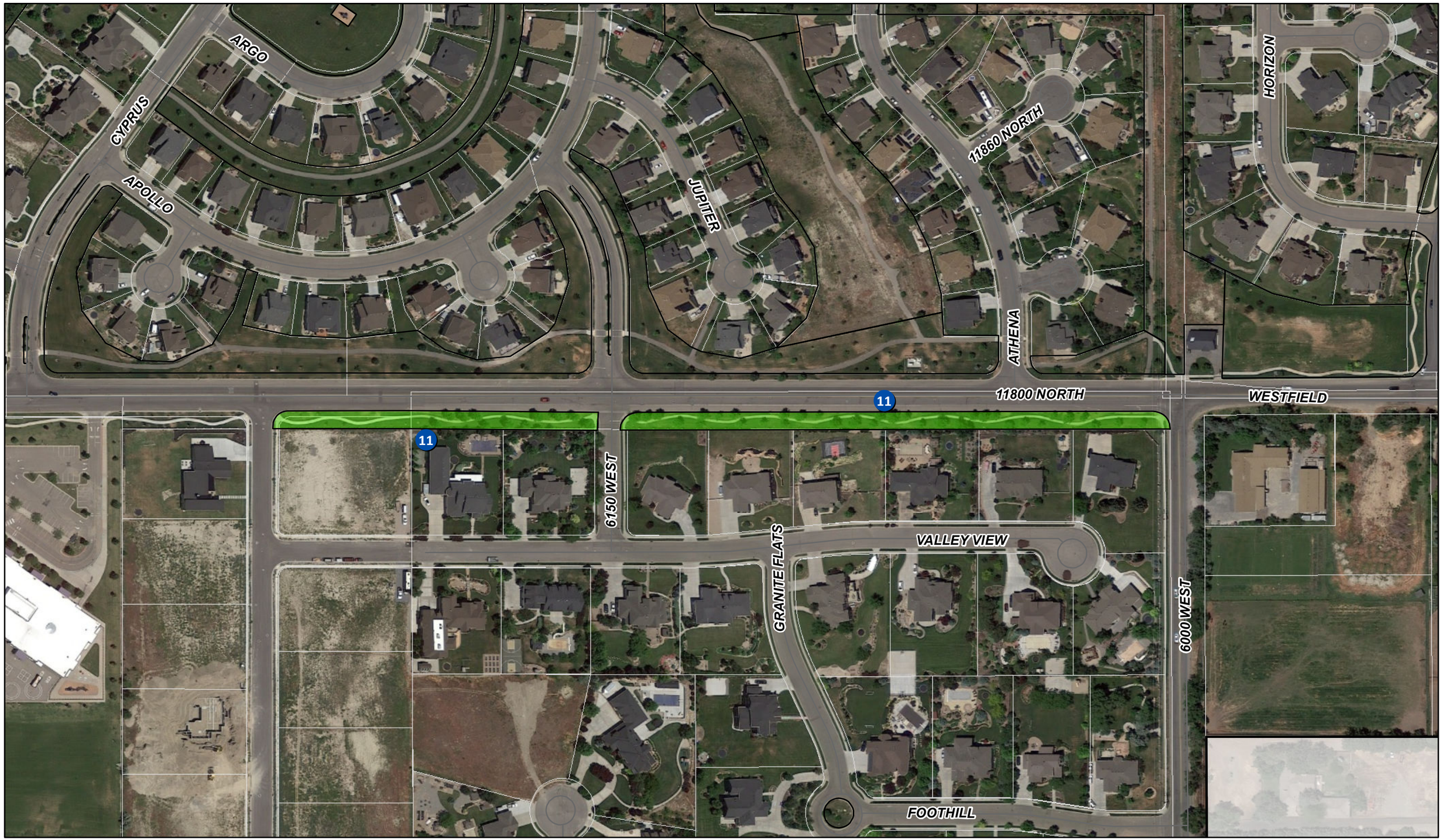
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 10 - 11350 North Grass Area (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 11 - 11800 N Parkway (Manicured)



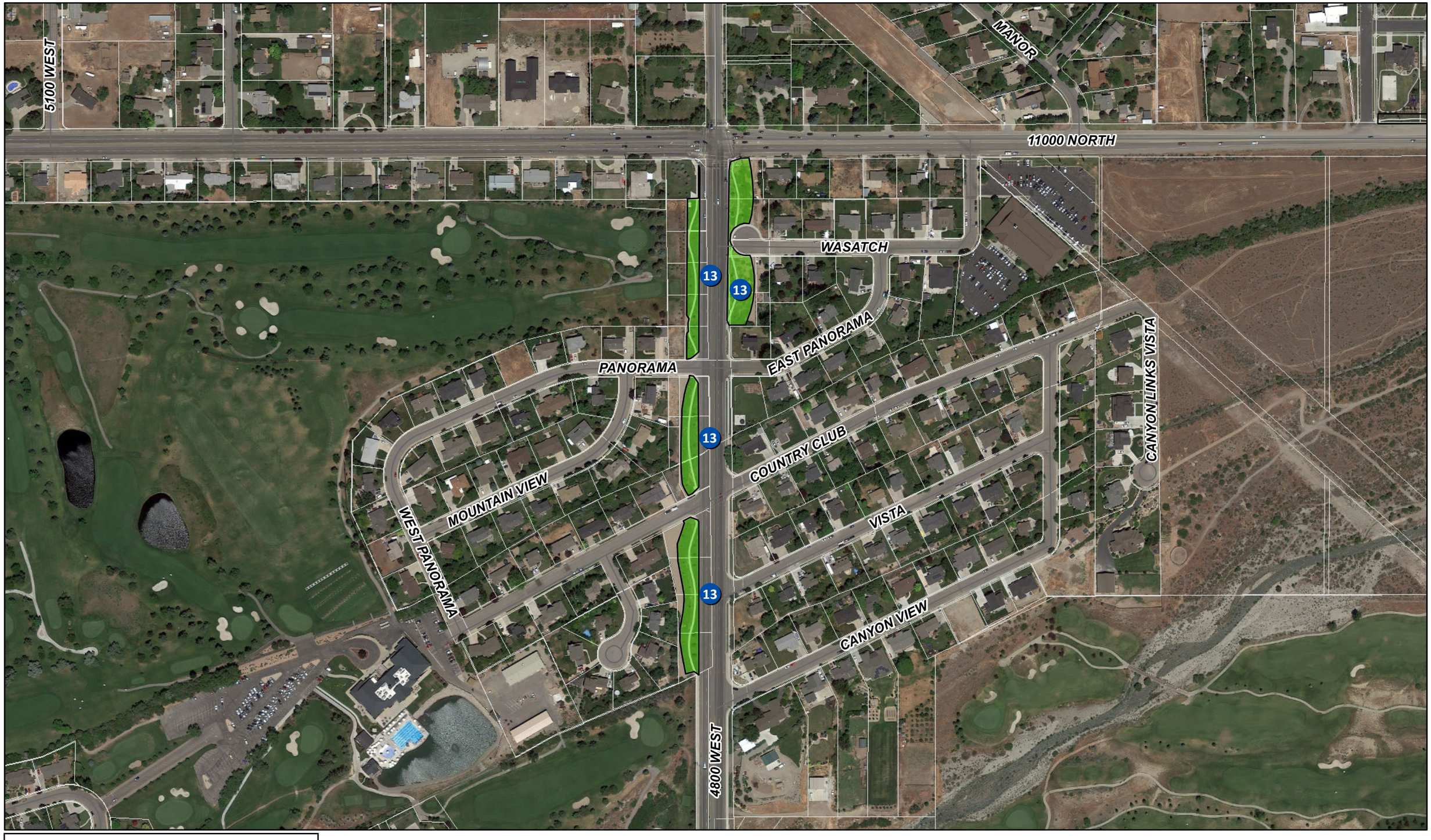
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 12 - 4800 W Soccer Park (Manicured)



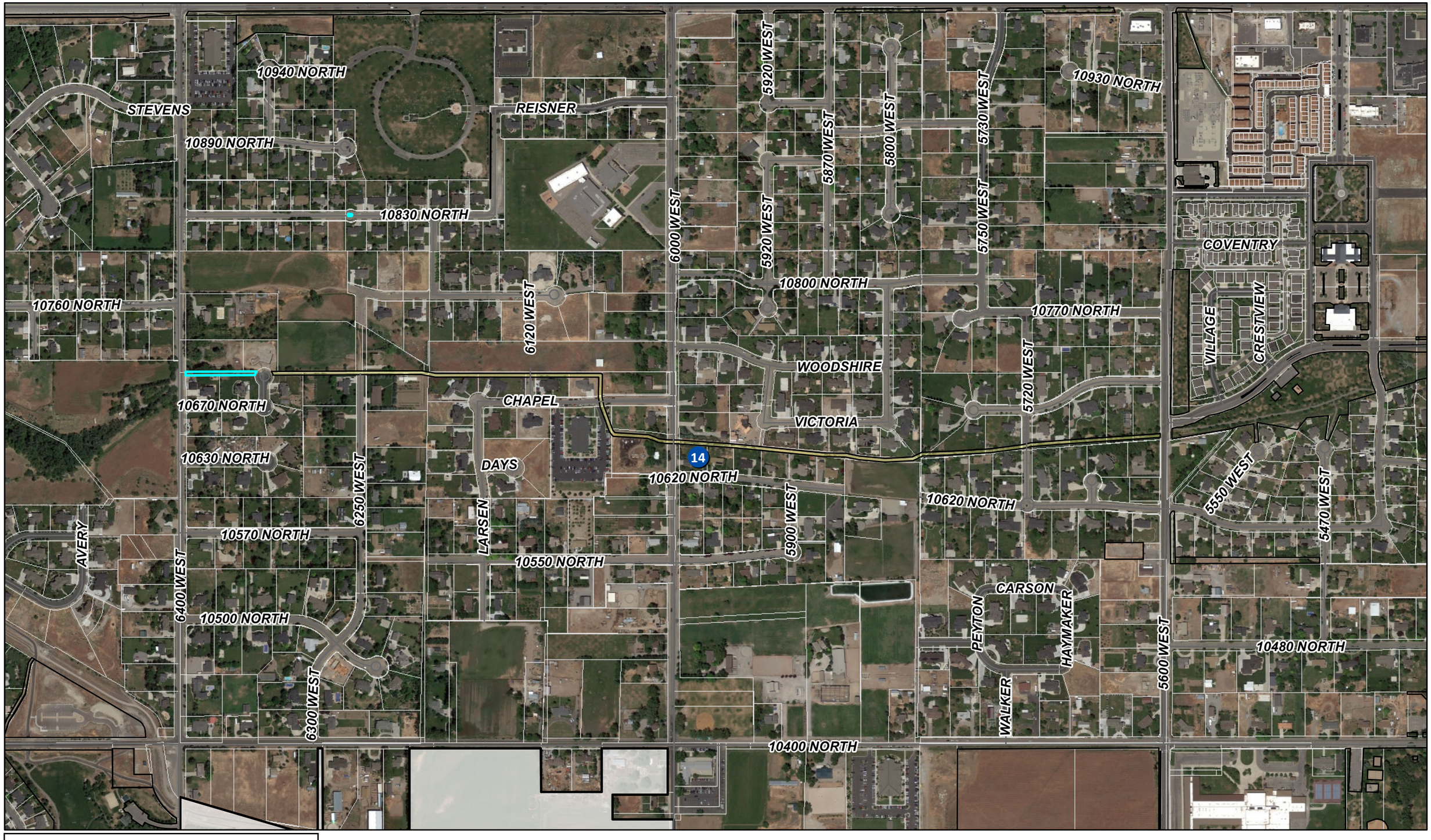
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 13 - 4800 West Parkways (Manicured)



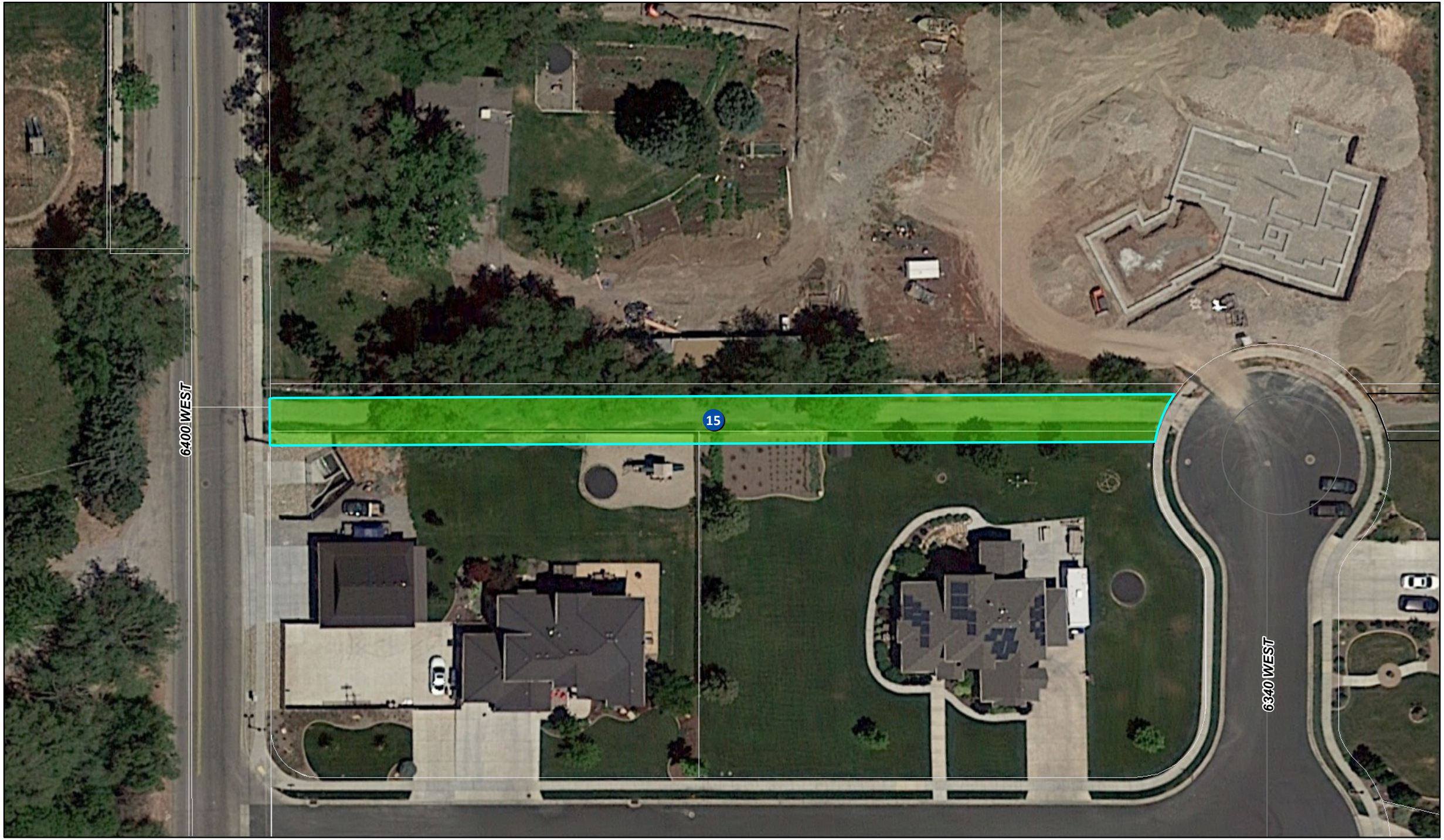
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
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- City Not Maintained

 # 14 - 5600 to 6400 W Native Trail (Native Trail)



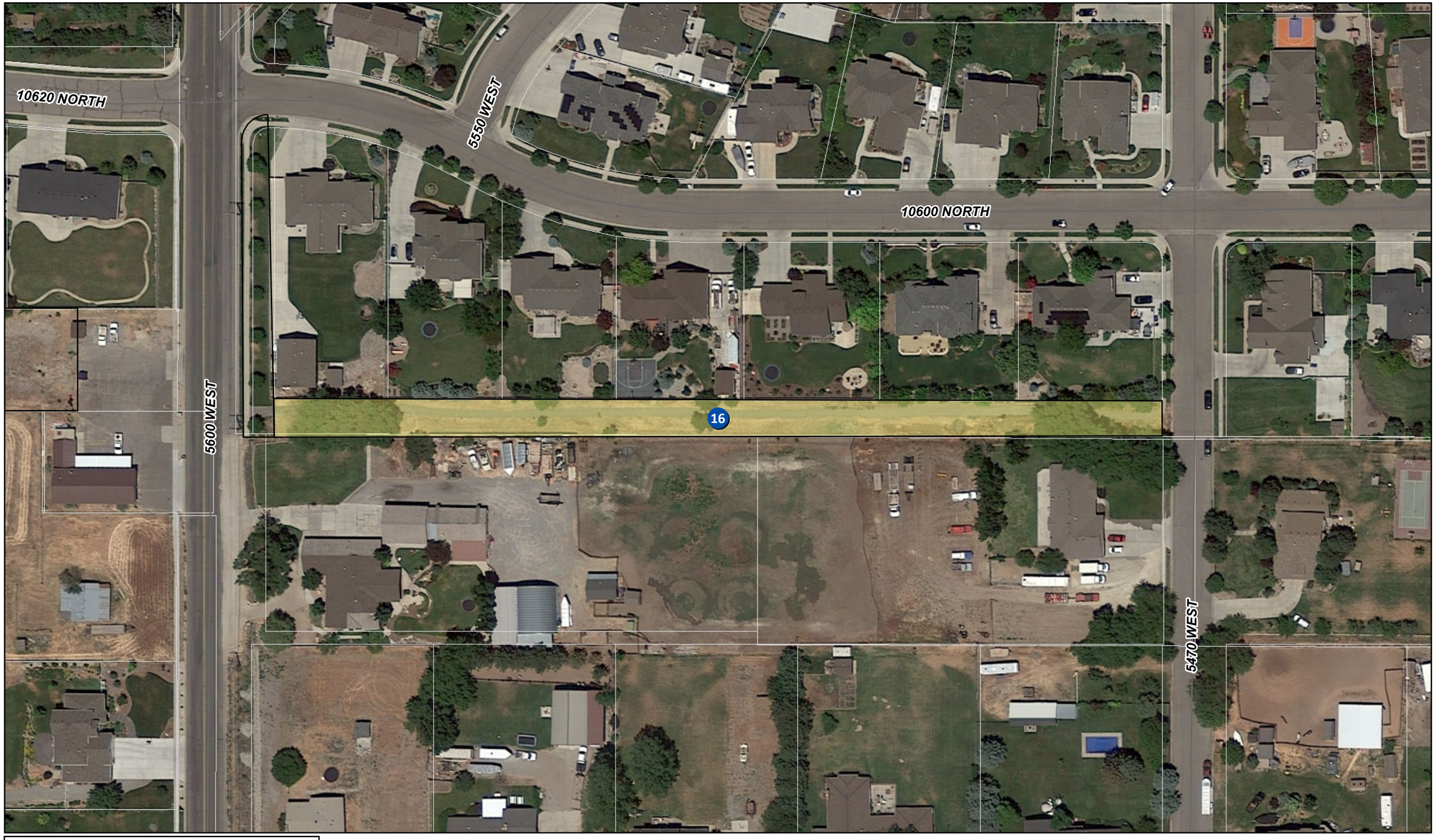
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 15 - 5600 to 6400 W (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 16 - 5600 W Native Trail (Native Trail)

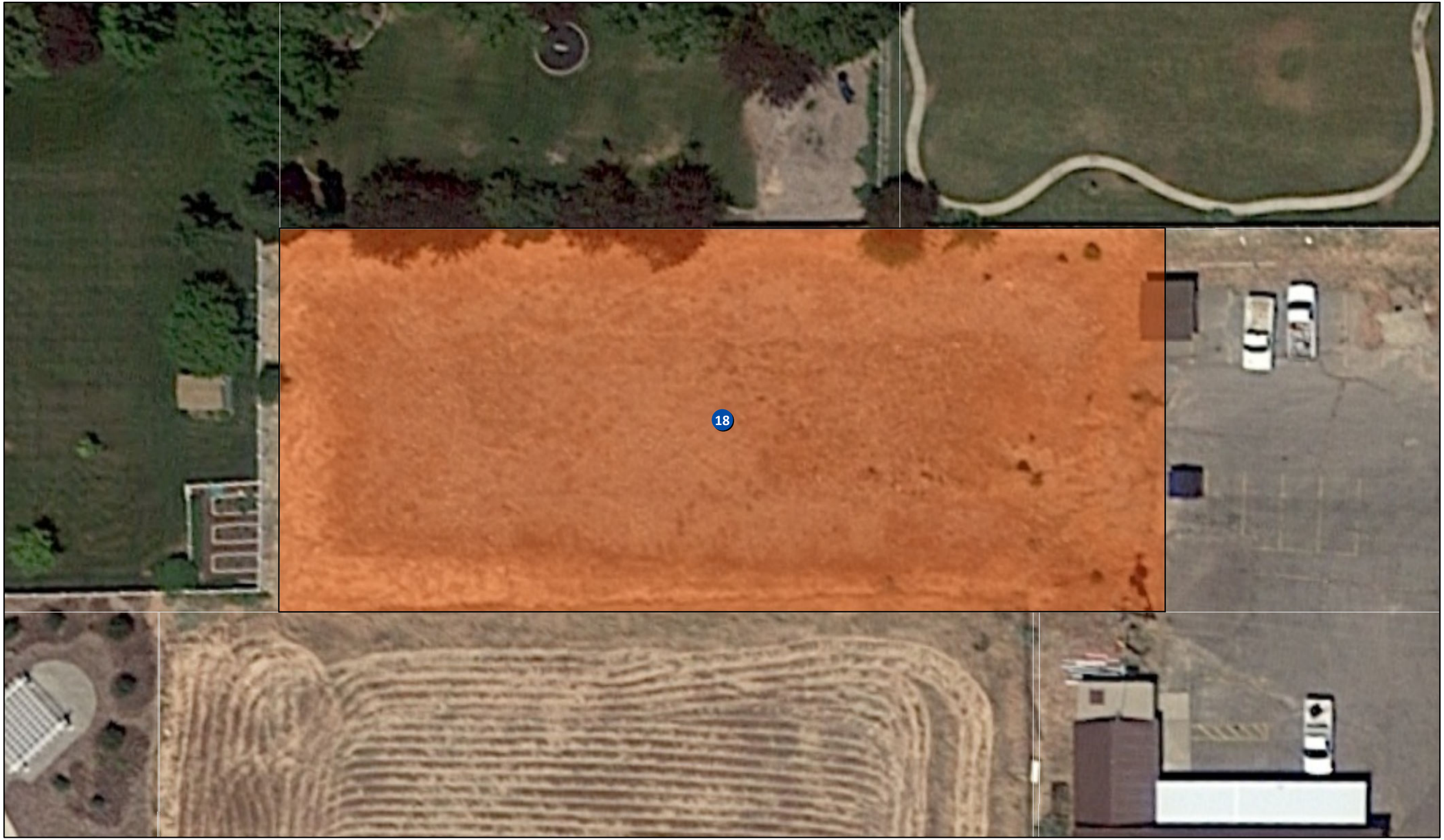
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 17 - 5600 W Parkway (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 18 - 5600 W Parkway Open Space (Native)



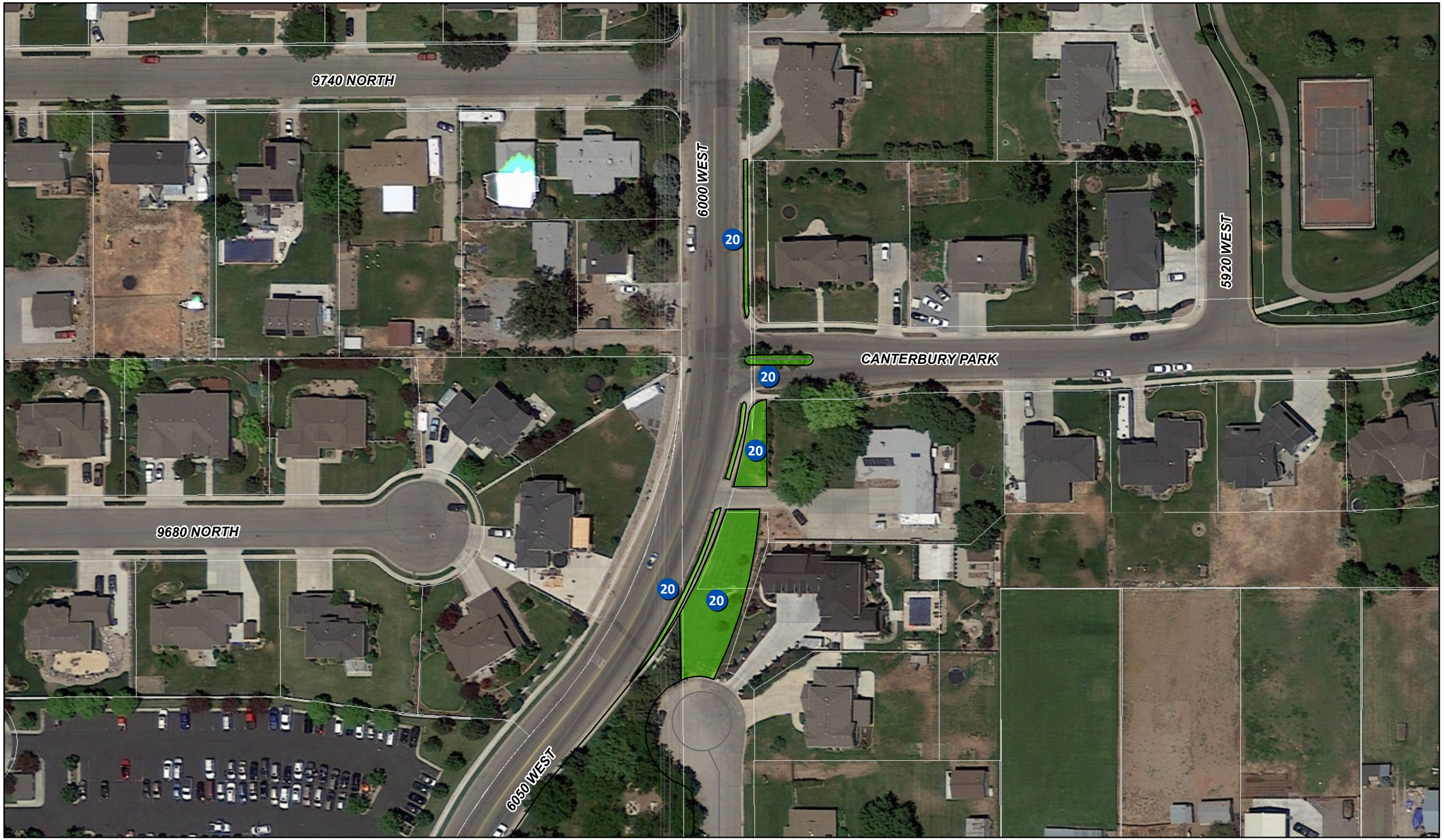
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 19 - 5600 West Strip at Track (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 20 - 6000 W and Canterbury Park Strips (Manicured)

City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 21 - 6800 West Eastside Parkway (Manicured)

City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 22 - Alpine Highway North (Manicured)

City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 23 - Alpine Highway South (Manicured)

STONE CREEK
WOODLAND
ALPINE
24
11200 NORTH
5500 WEST
5300 WEST
11130 NORTH
11100 NORTH
5100 WEST

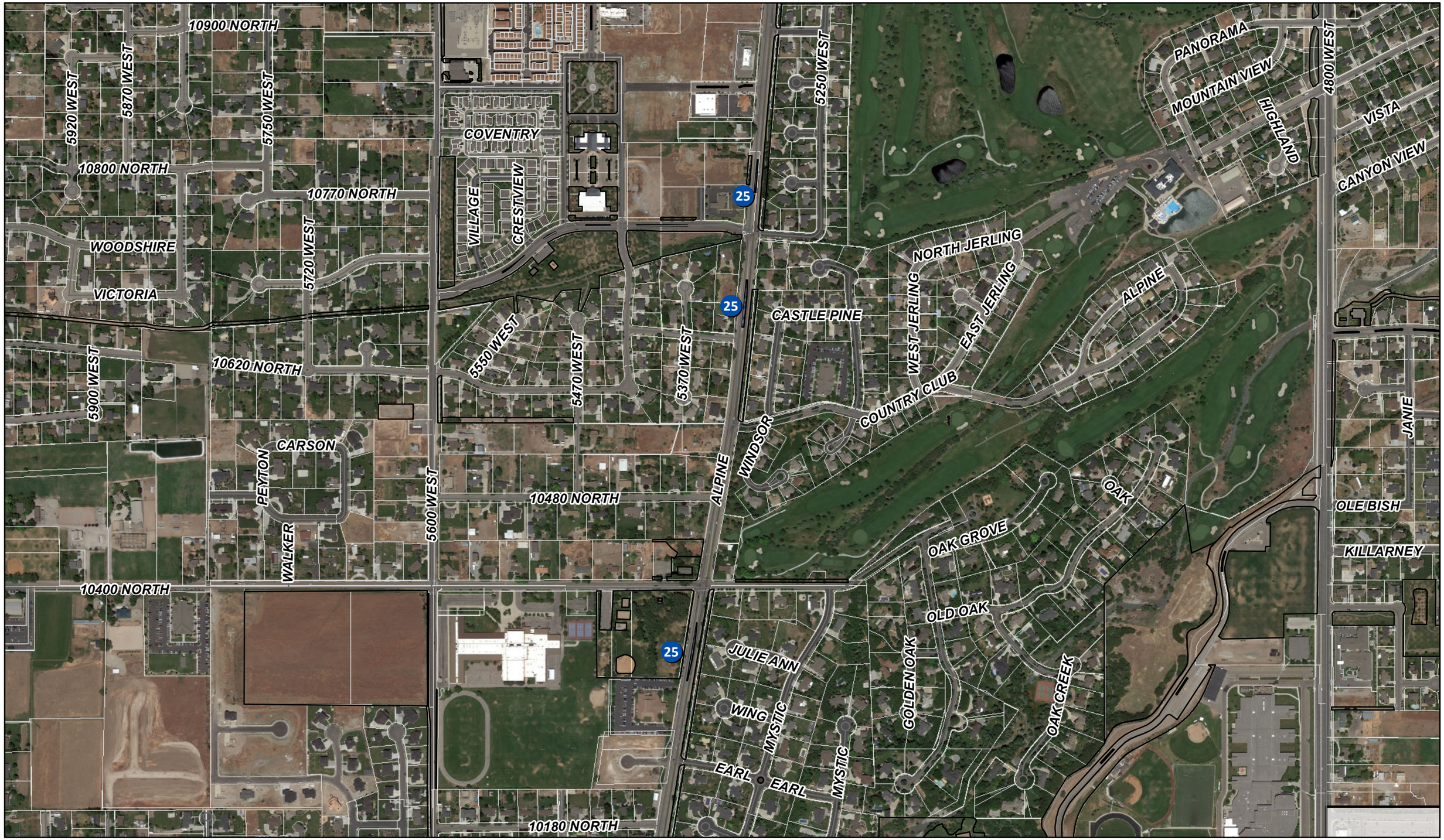
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 24 - Alpine Hwy Islands North (Landscaped - No Mow)



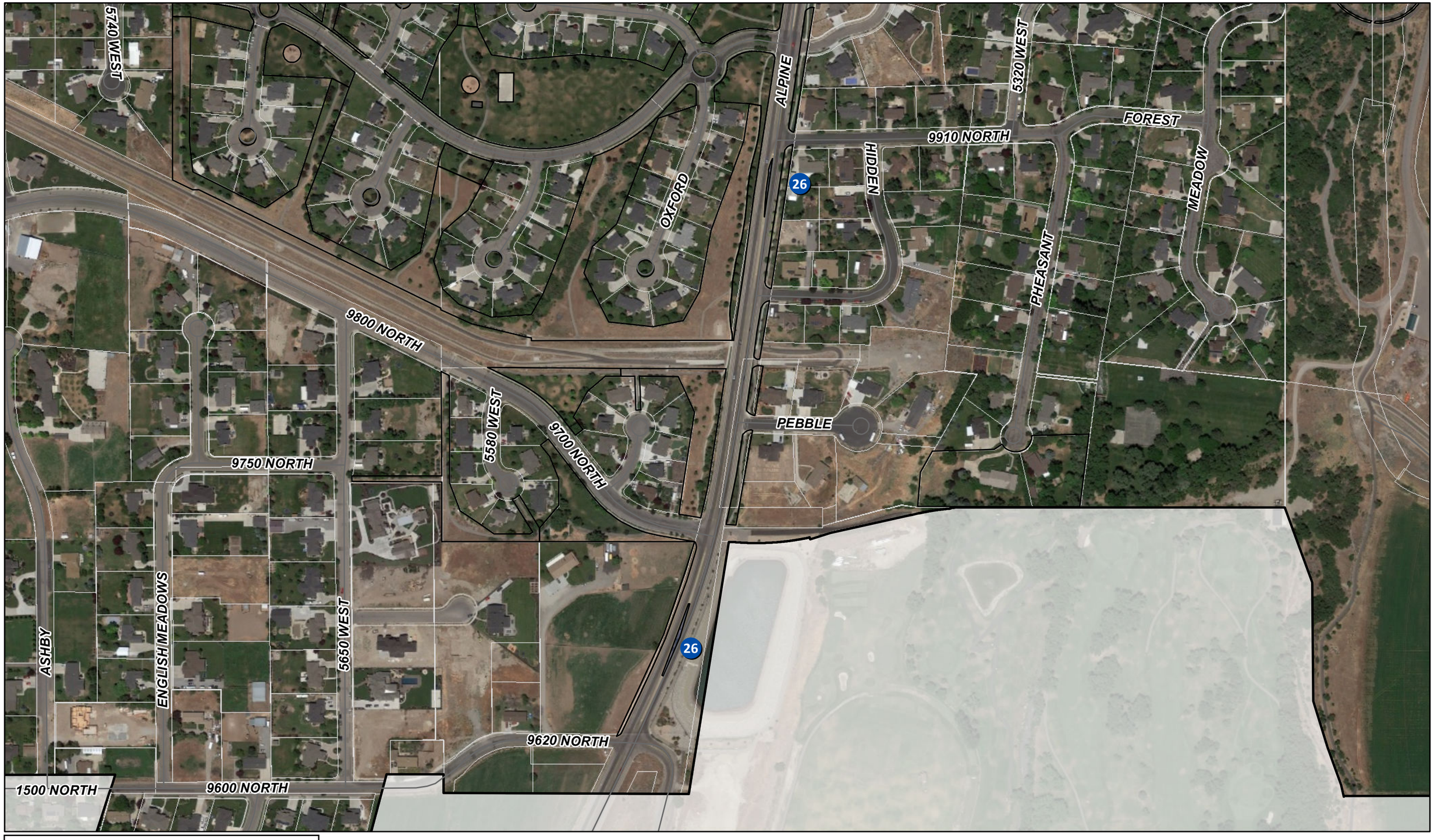
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 25 - Alpine Hwy Islands Mid (Landscaped - No Mow)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 26 - Alpine Hwy Islands South (Landscaped - No Mow)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 27 - Alpine Hwy Native Strip (Native)



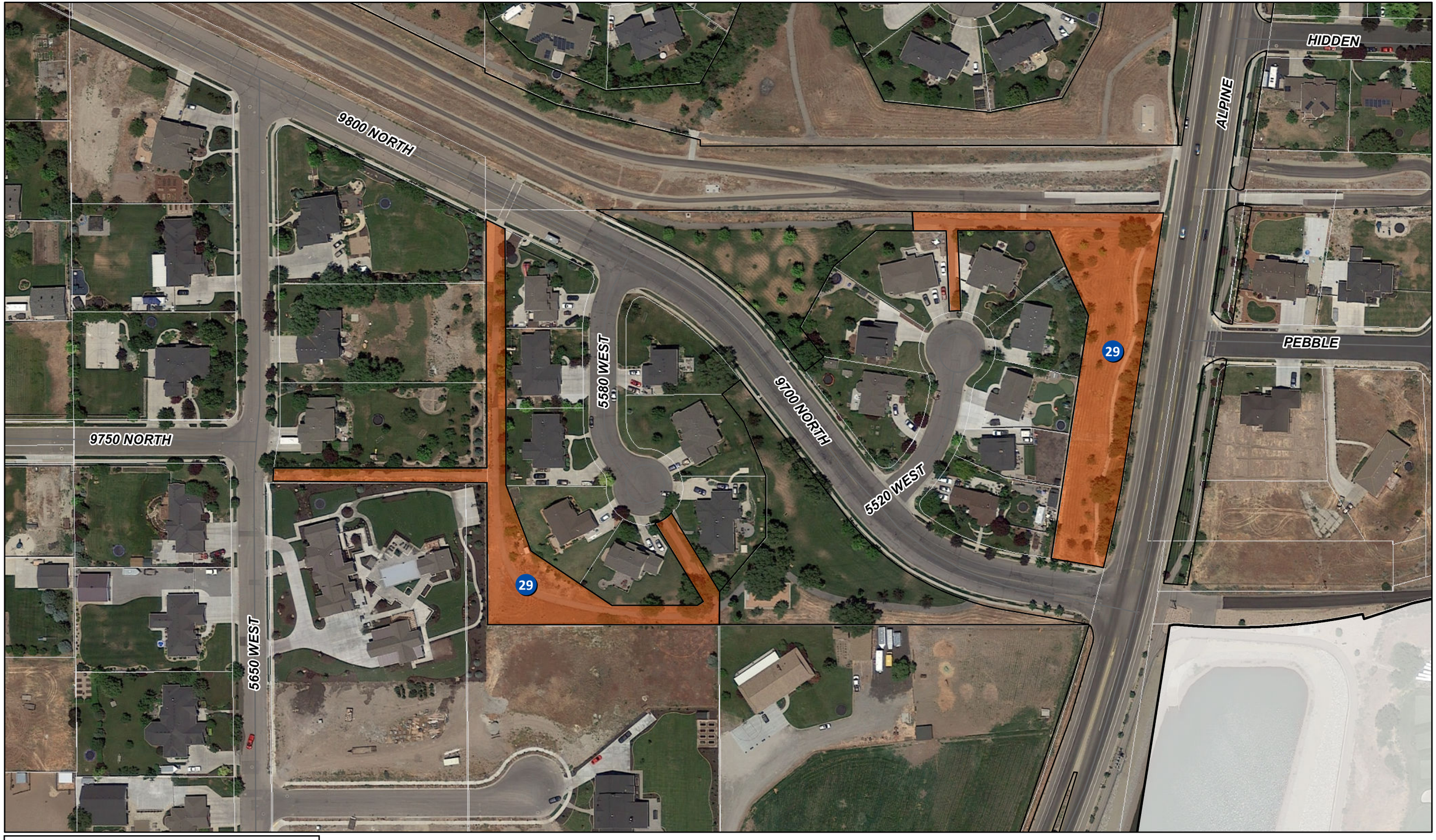
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 28 - Apple Blossom Grass (Manicured)



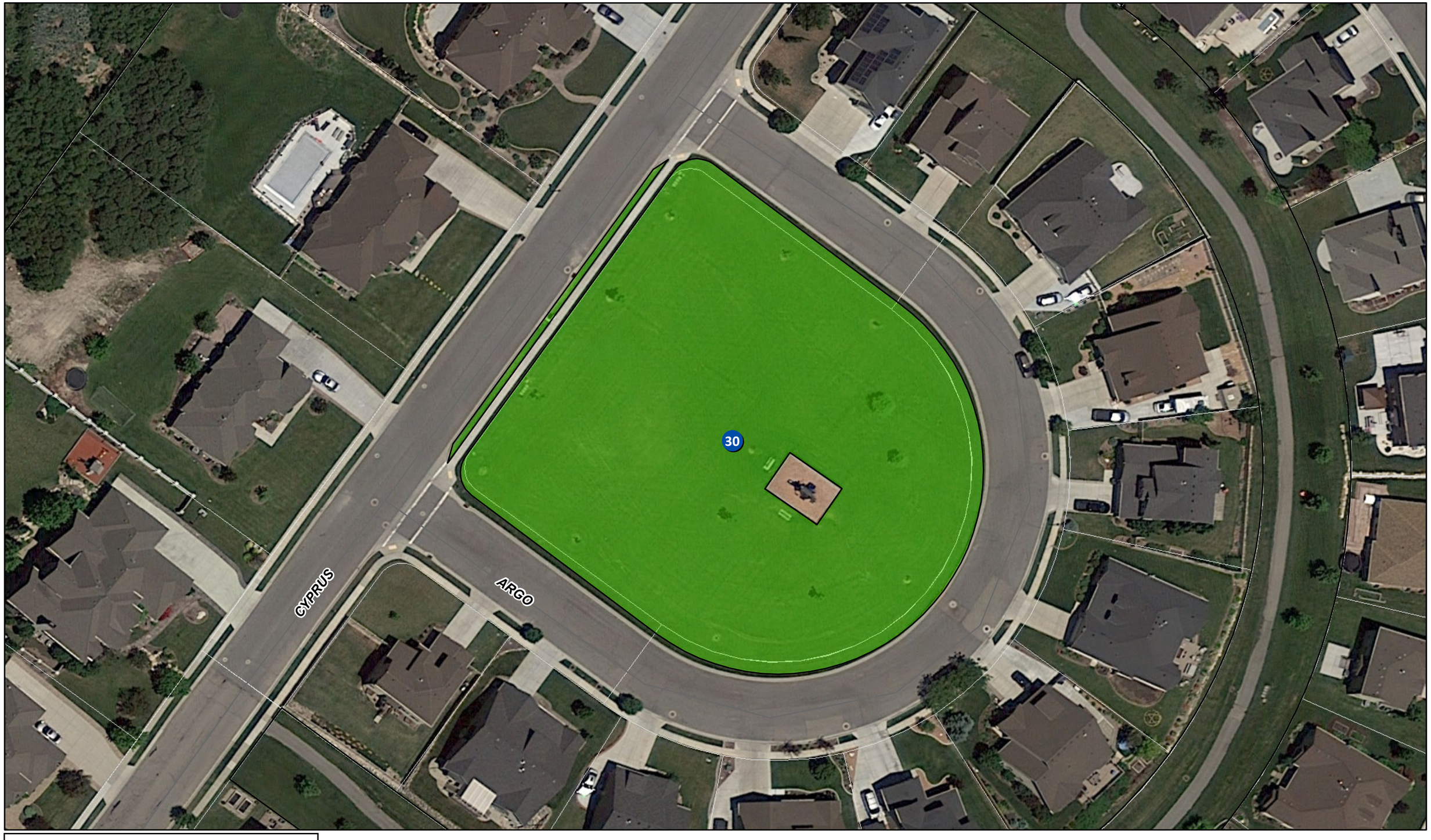
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 29 - Apple Blossom Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 30 - Argo Park (Manicured)



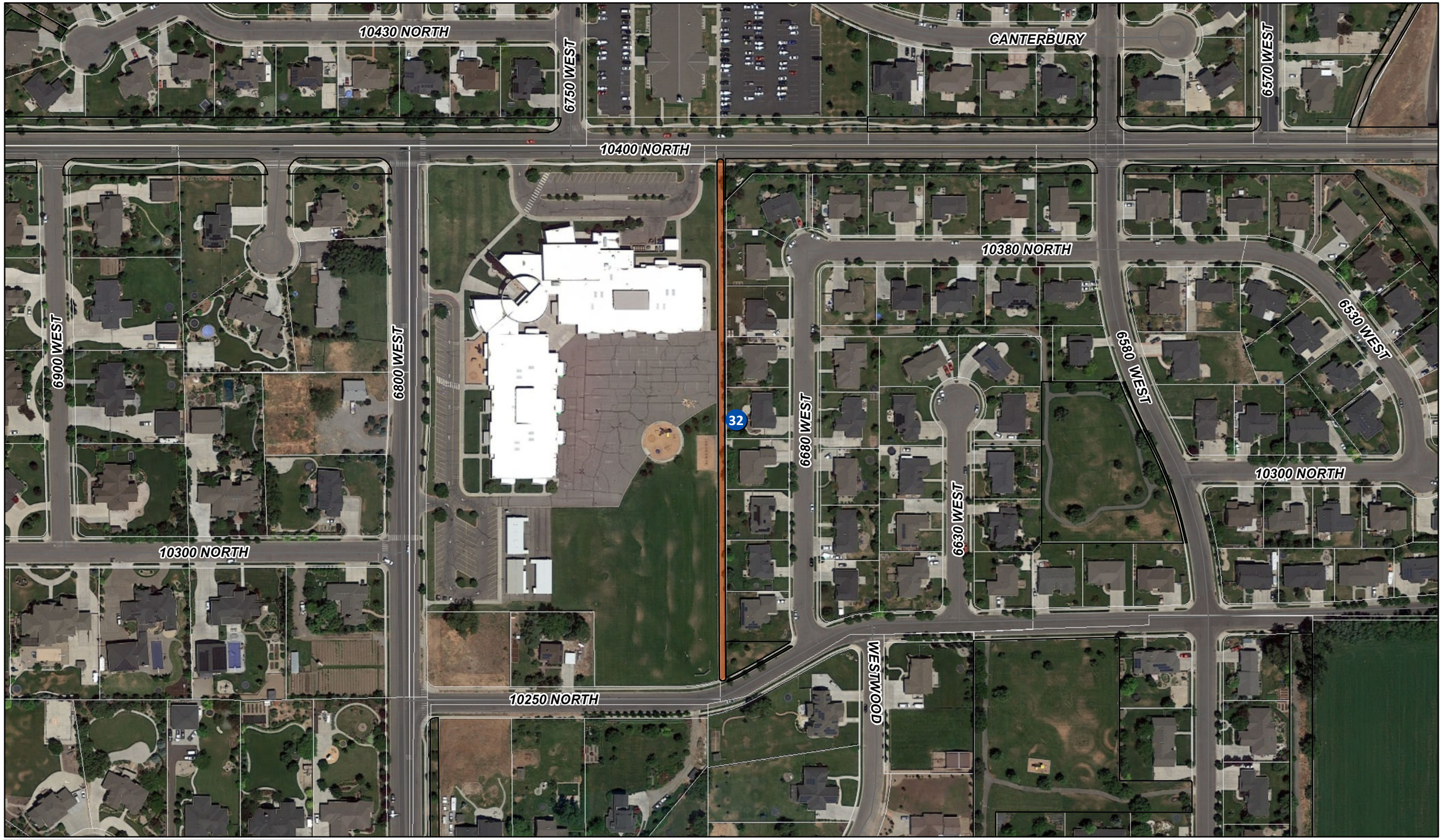
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 31 - Aspen Hollow Parkway (Manicured)



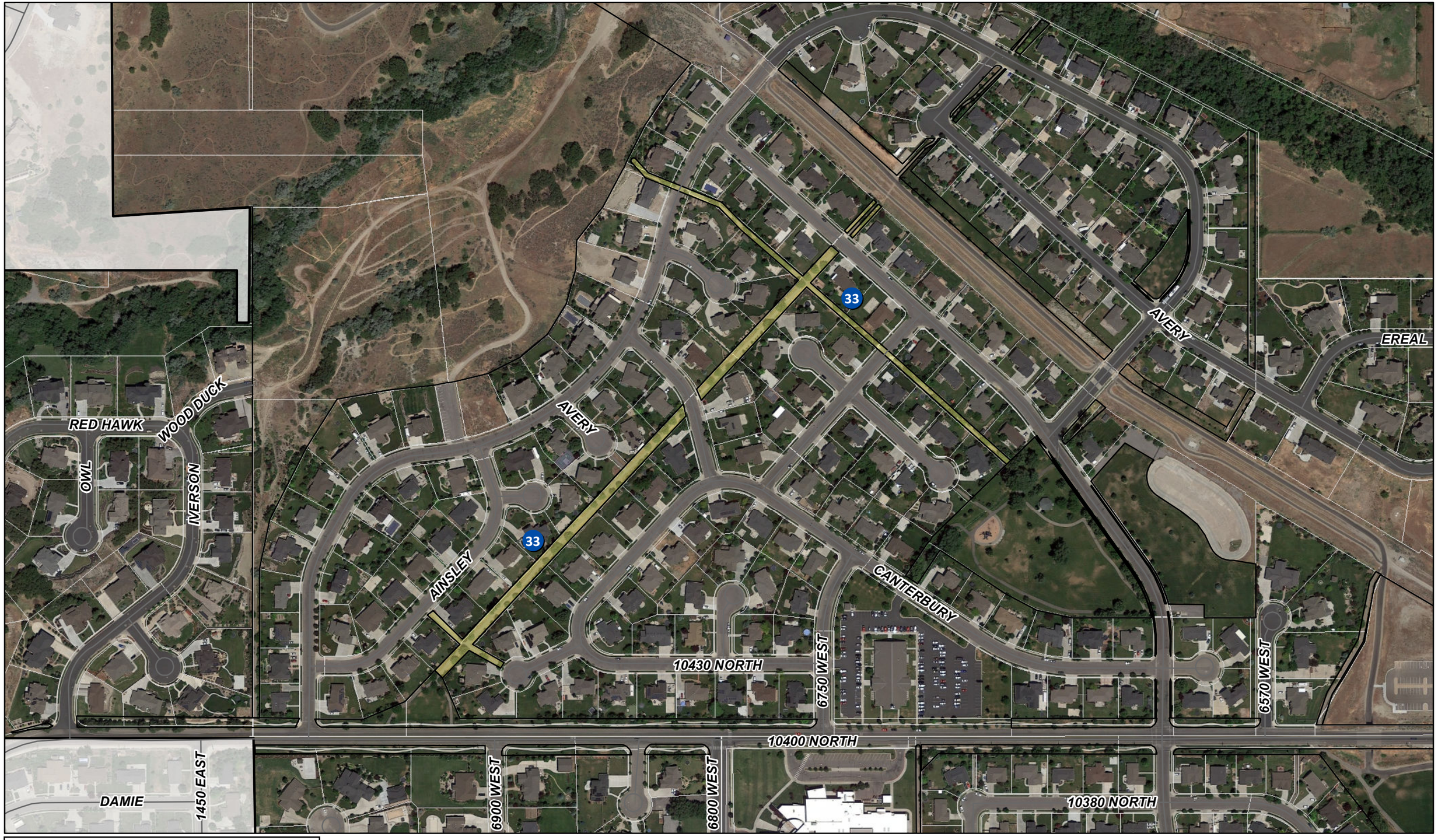
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 32 - Asphalt Trail with Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 33 - Asphalt Trail with Native Trail (Native Trail)



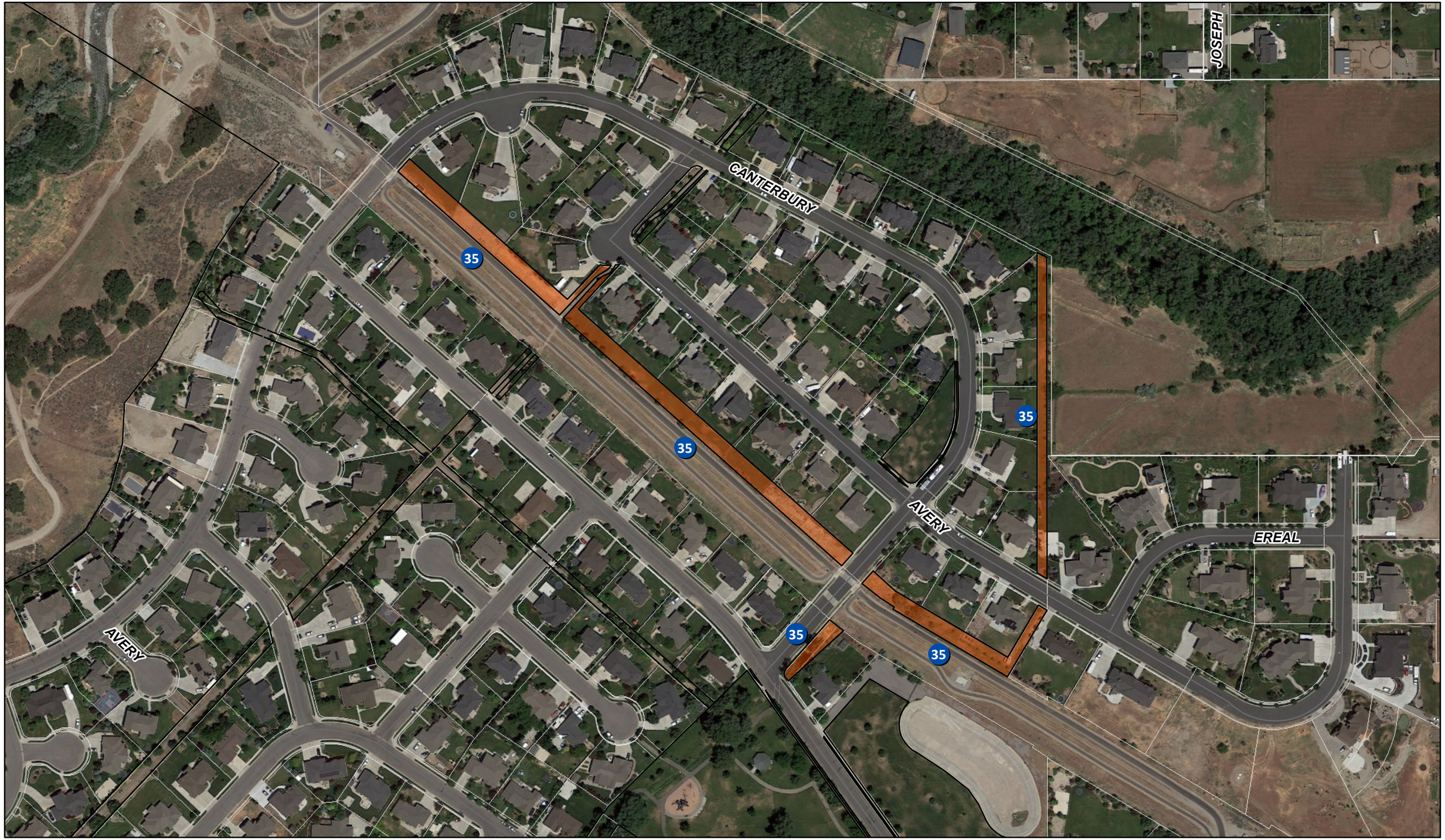
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 34 - Asphalt Trail with Grass (Manicured)



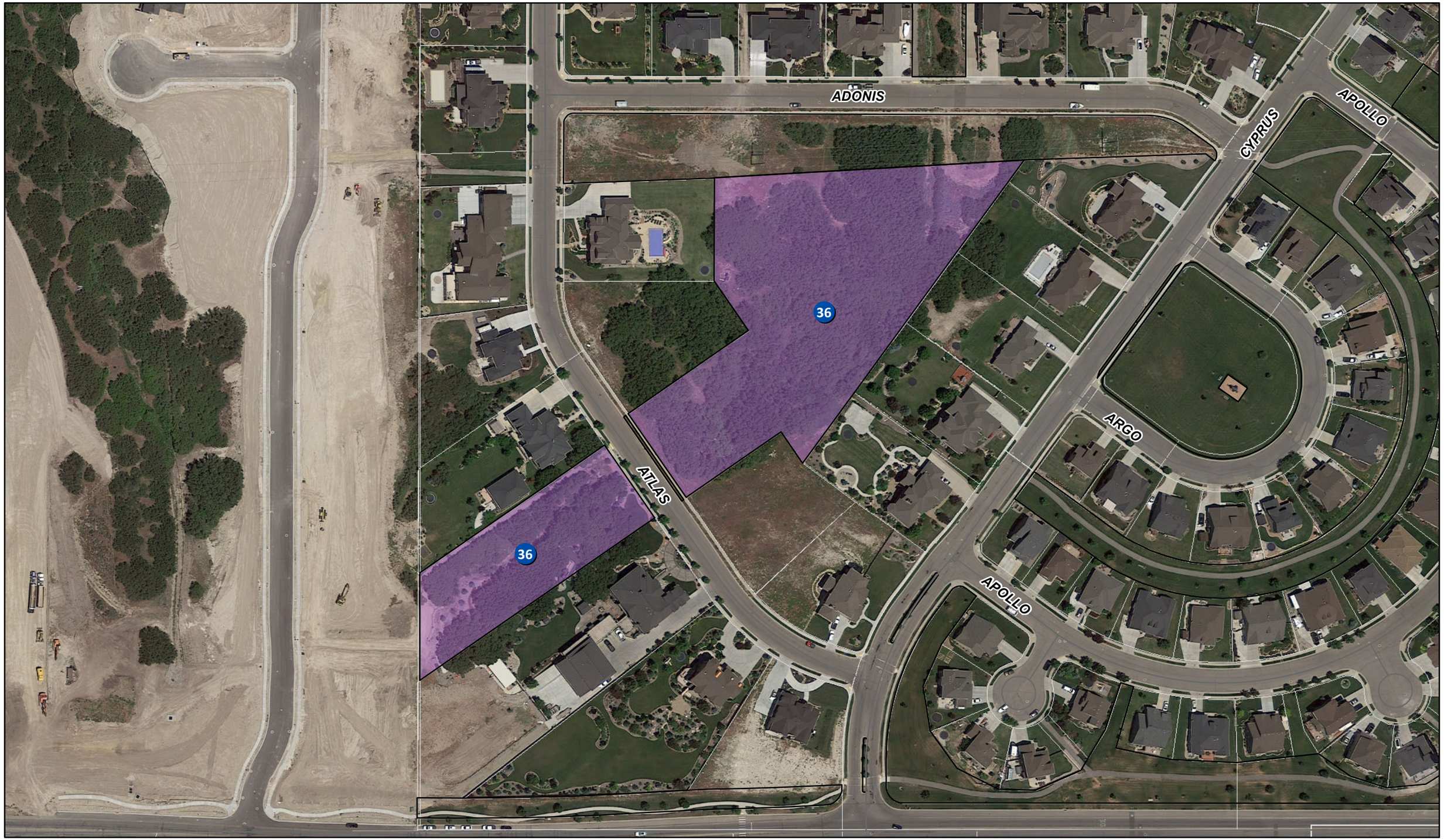
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 35 - Asphalt Trail (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 36 - Atlas
(City Not Maintained)



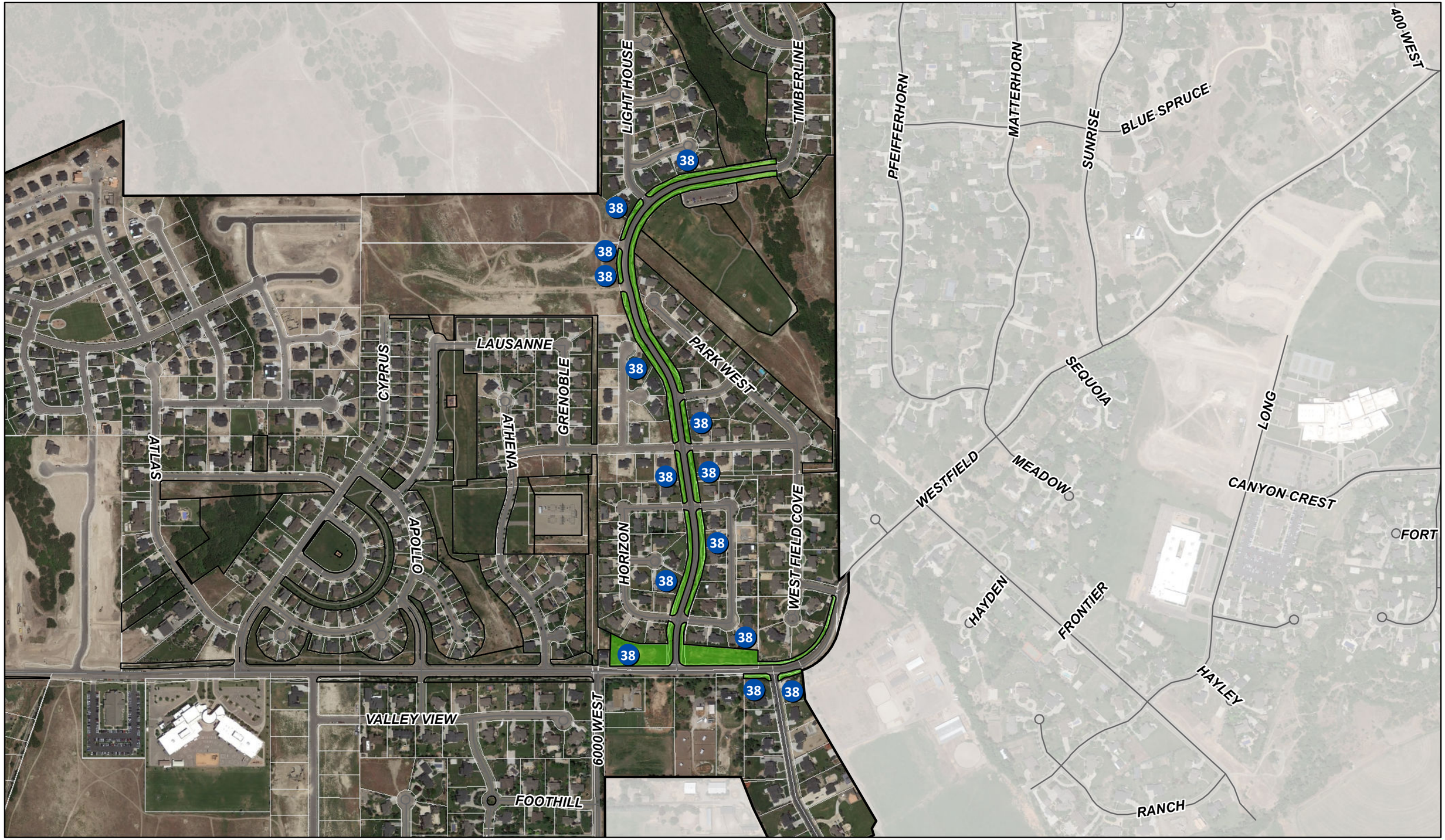
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 37 - Atlas Parkstrip (Manicured)



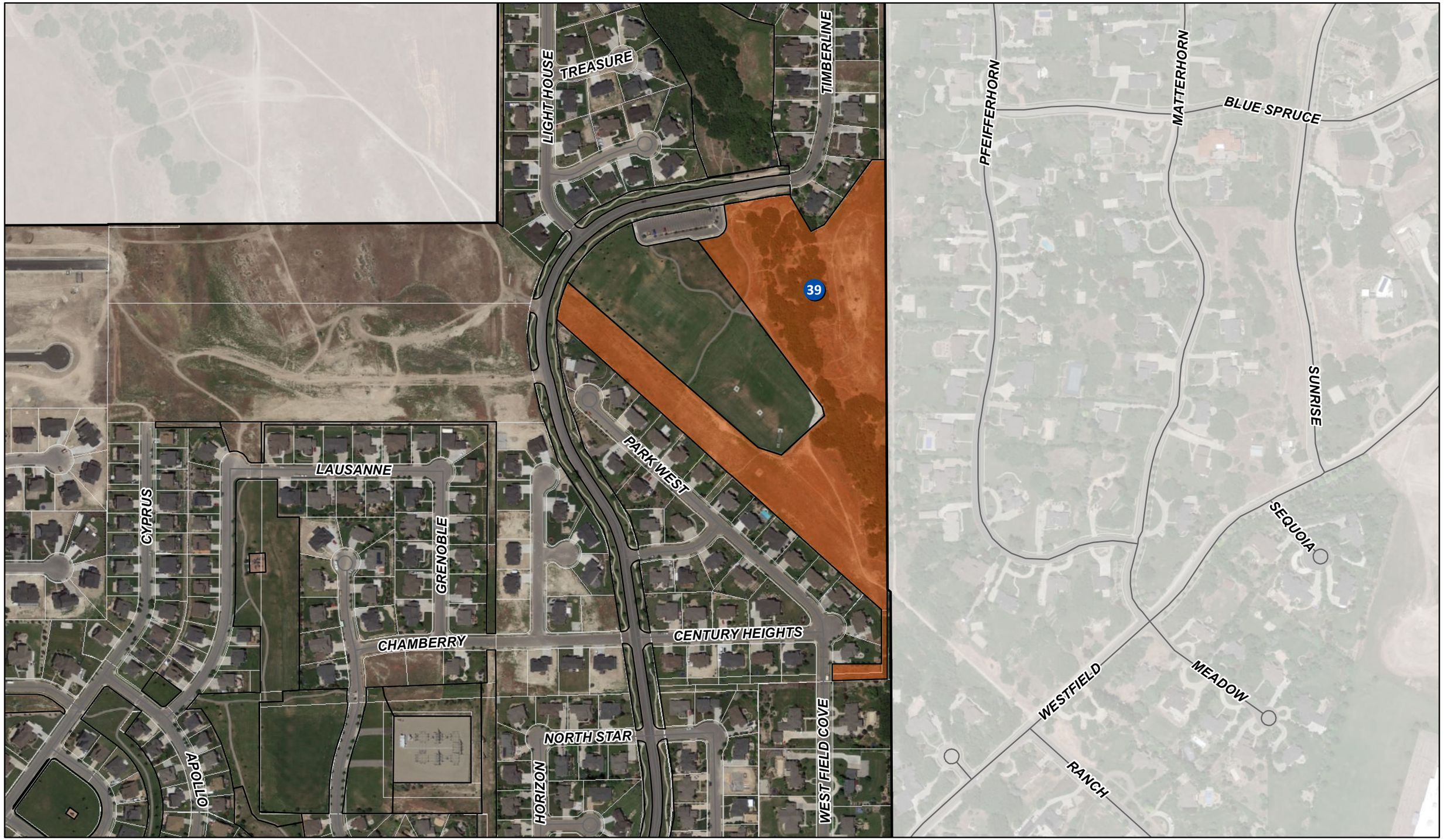
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 38 - Beacon Hills Lower Detention Ponds (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 39 - Beacon Hills Park Future (Native)



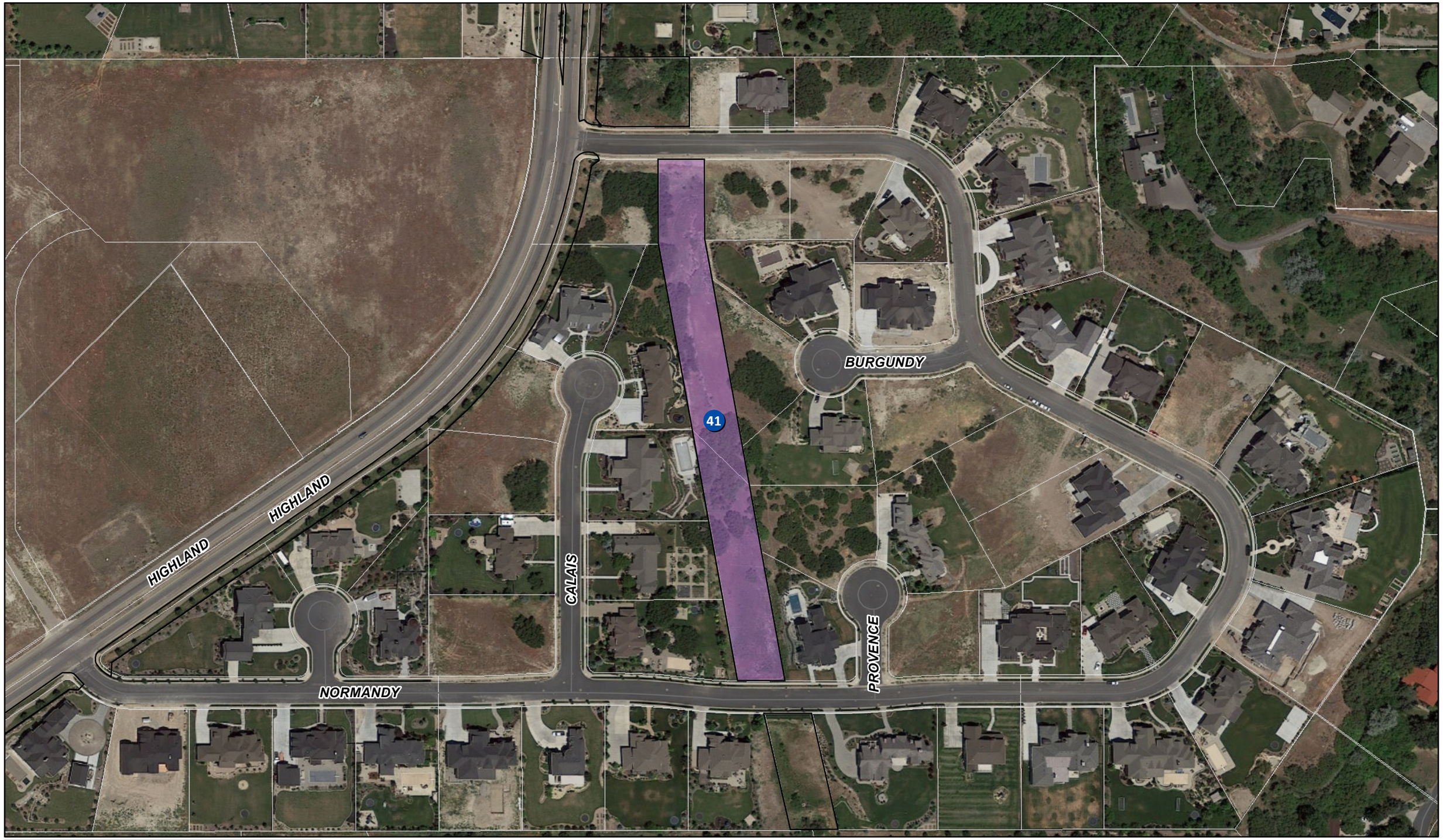
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 40 - Beacon Hills Park Phase 1 (Manicured)



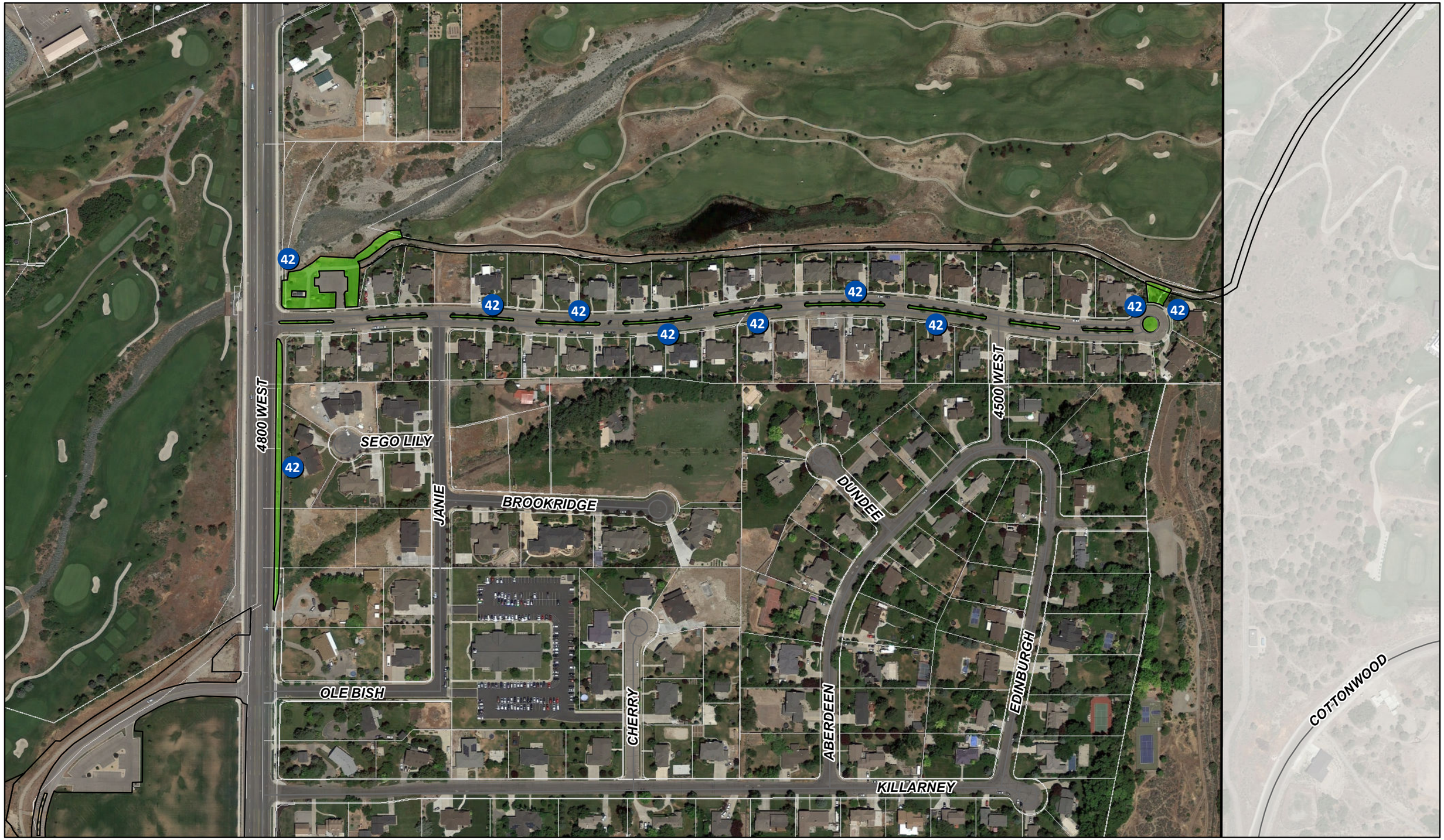
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 41 - Burgundy
(City Not Maintained)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 42 - Caddie Lane (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 43 - Canterbury Circle Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 44 - Canterbury Grass Area (Manicured)



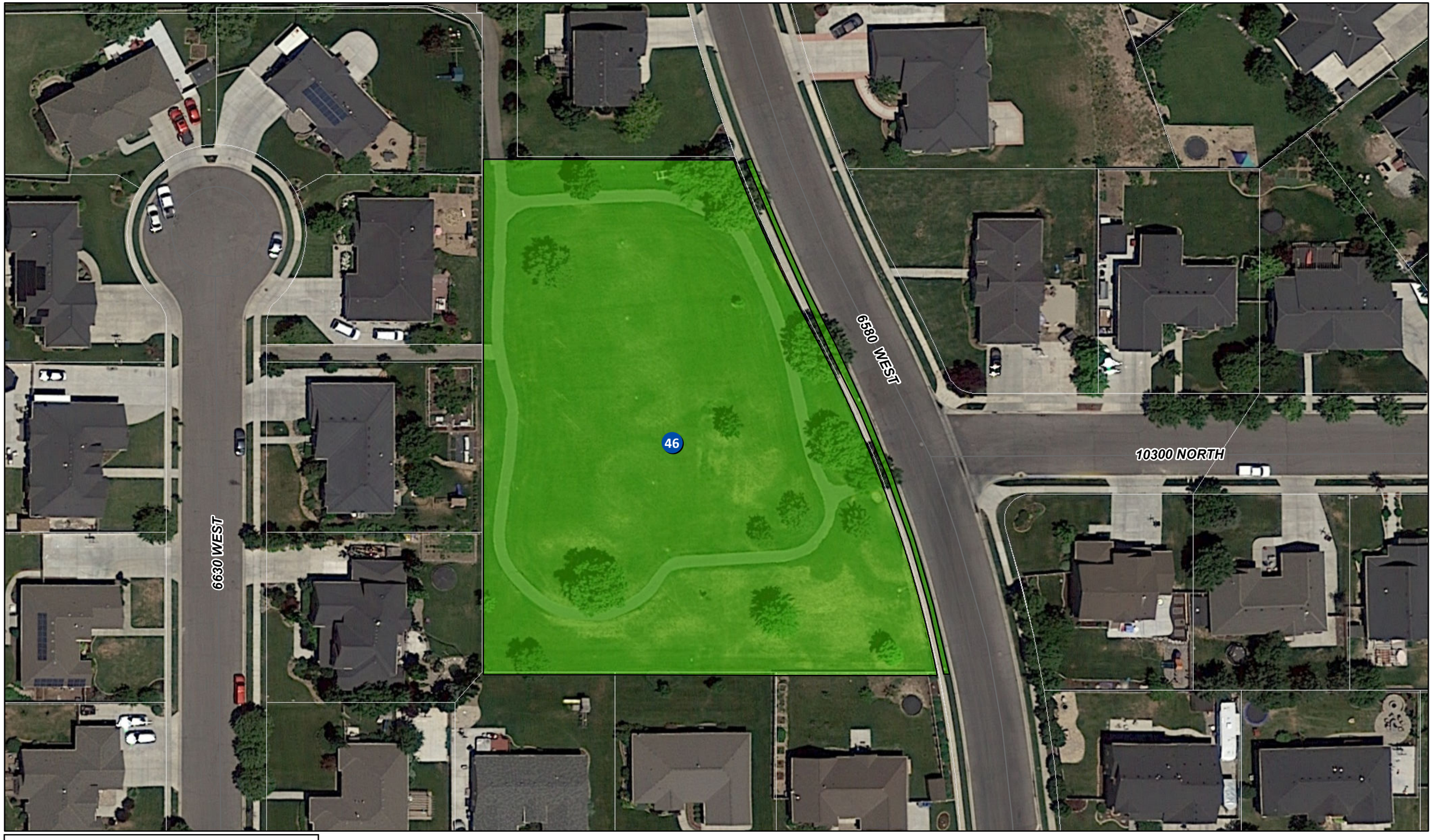
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 45 - Canterbury North Park (Manicured)



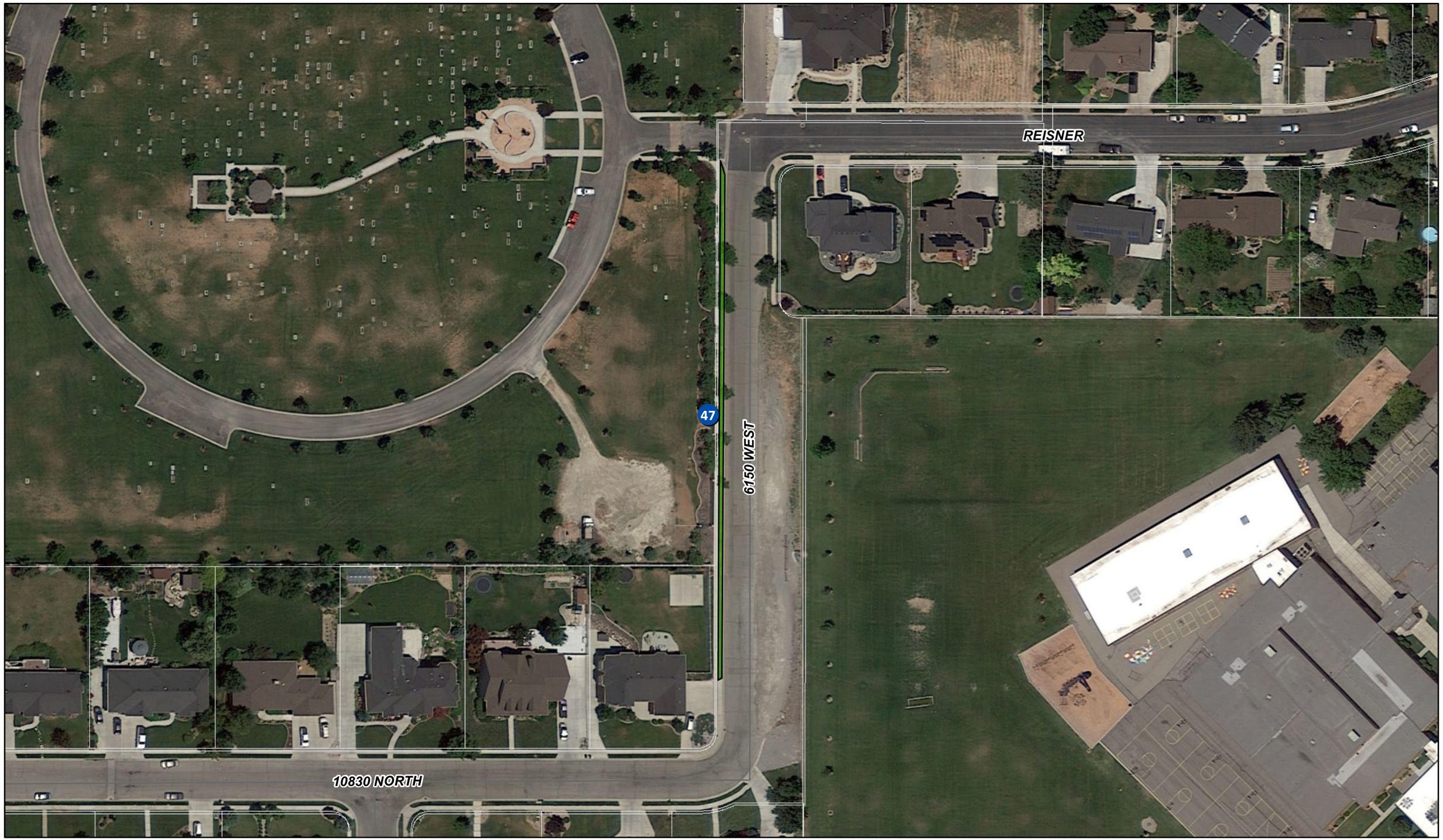
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 46 - Canterbury South Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 47 - Cemetery East Strip (Manicured)



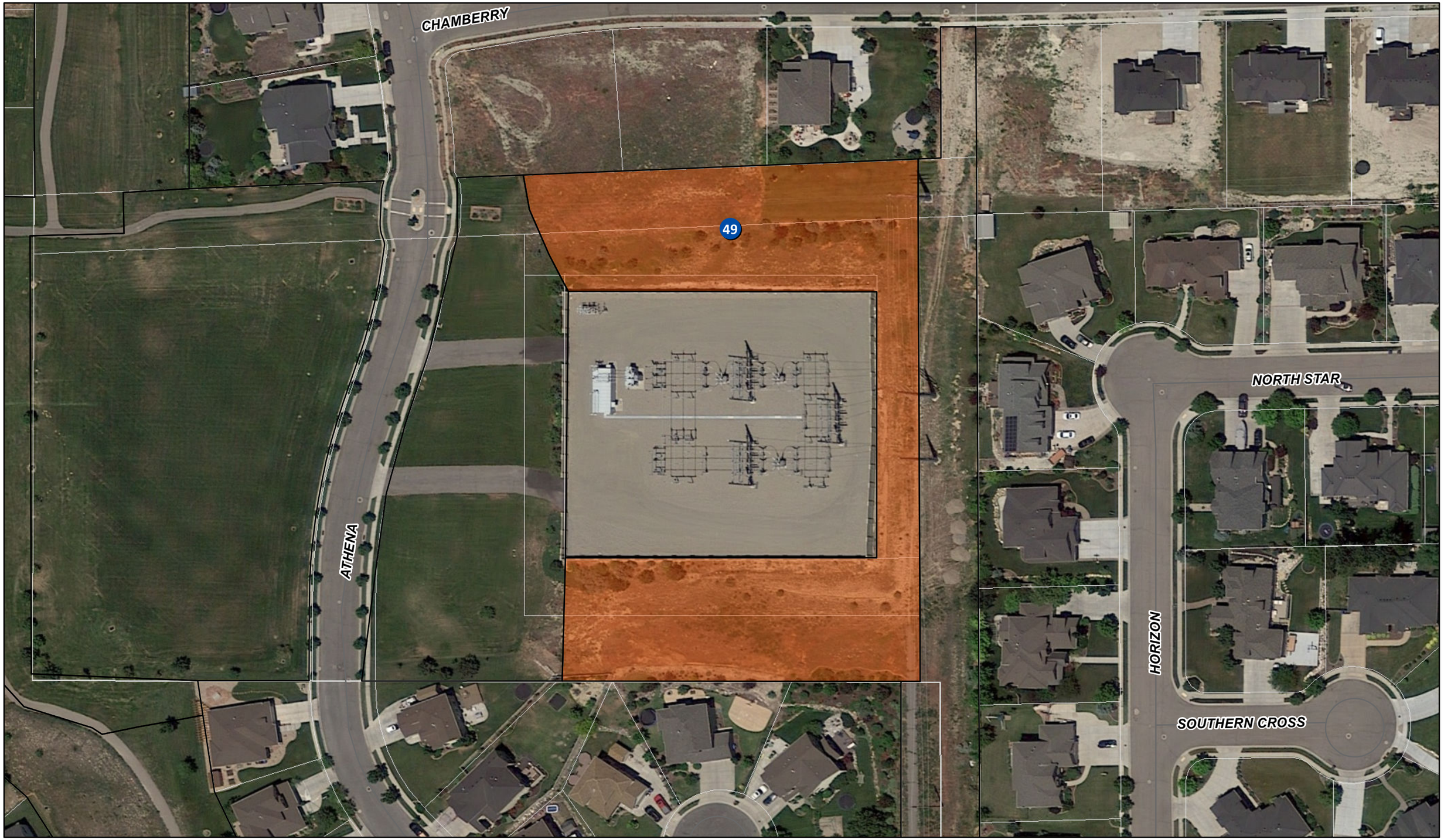
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 48 - Chamberry Grass (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 49 - Chamberry Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 50 - City Center Islands
(Landscaped - No Mow)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 51 - City Native Area (Manicured)



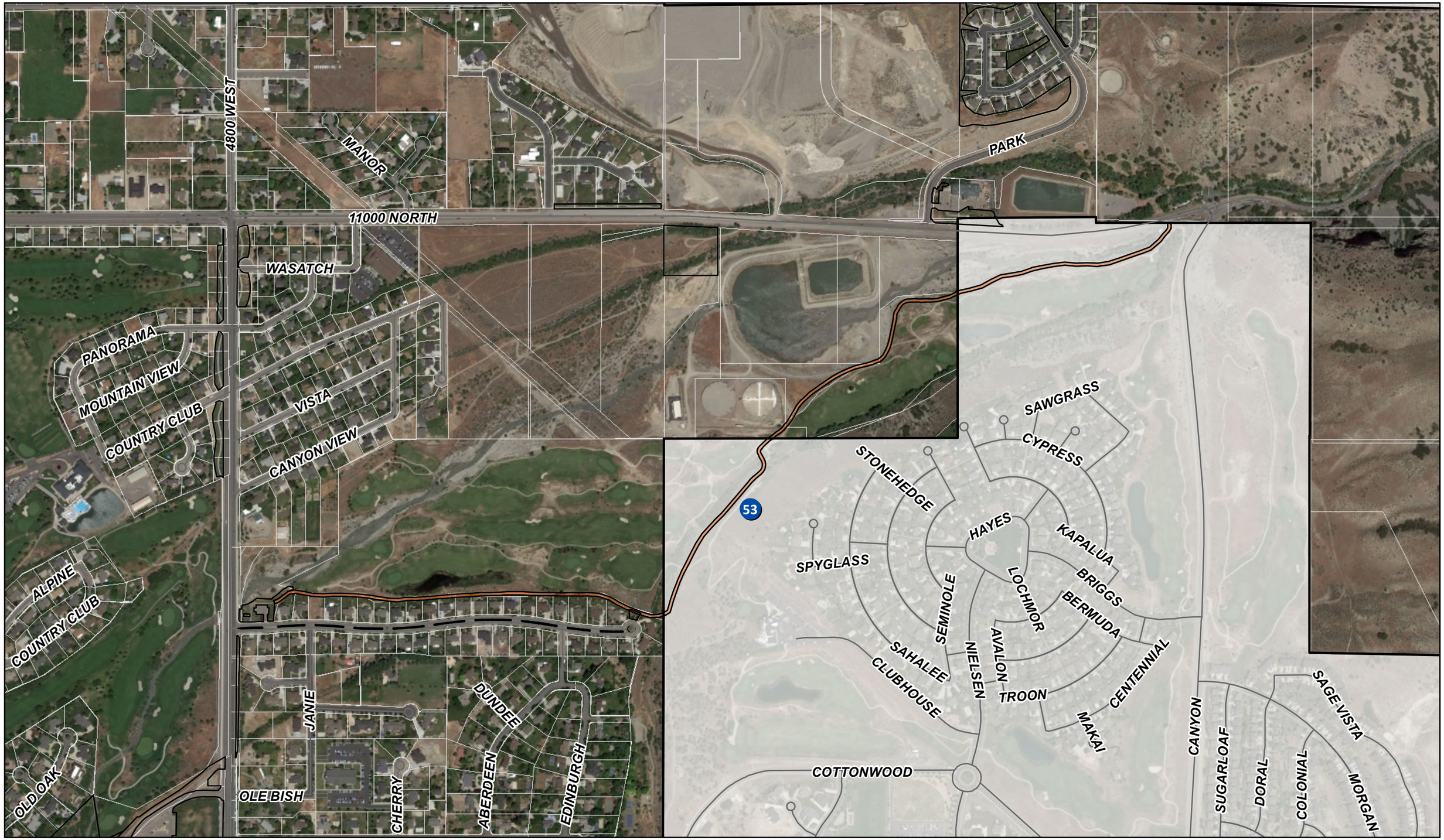
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 52 - City Shop (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 53 - City Trail (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 54 - Community Center (Old City Hall) Grass (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 55 - Community Center (Old City Hall) Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 56 - Dry Creek Bench Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 57 - Dry Creek Bench (Manicured)

RUNNING CREEK
1300 EAST
ALPINE VISTA
CENTER POINTE
STEVENS
NATALIE
3200 NORTH
3150 NORTH
KAITLYNS
10760 NORTH
1200 EAST
58
AVERY
EREAL
RED HAWK
OWL
IVERSON
QUAIL
AVERY
CANTERBURY
AINSLEY
10430 NORTH
10400 NORTH
DAMIE
2500 NORTH
1450 EAST
6900 WEST
6900 WEST
6800 WEST
10380 NORTH
6530 WEST
6680 WEST
10300 NORTH

City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 58 - Dry Creek Hollow Park (Native)



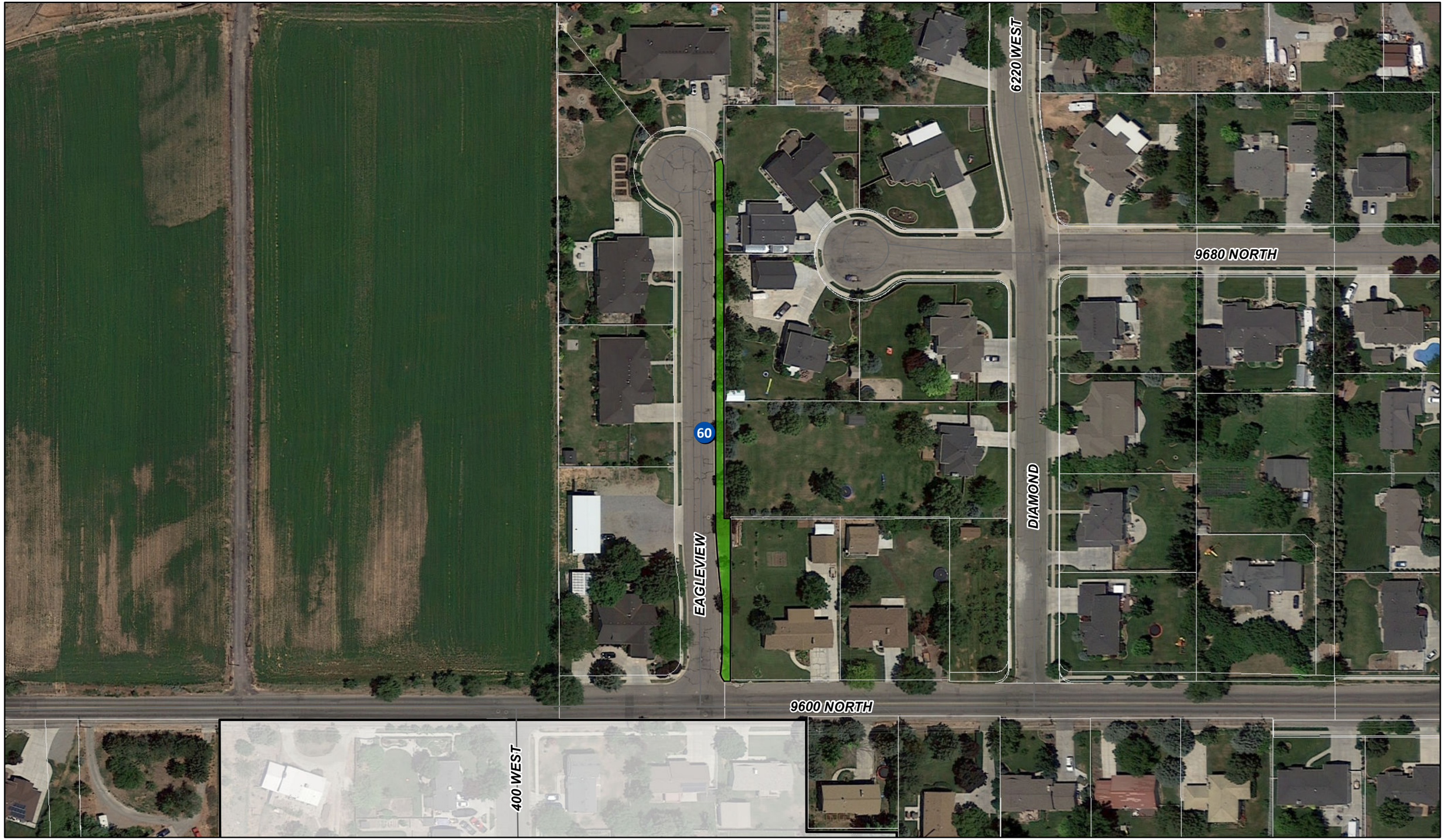
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 59 - Dry Creek Lift Station (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 60 - Eagleview (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 61 - Electric Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 62 - Evergreen Island (Landscaped - No Mow)



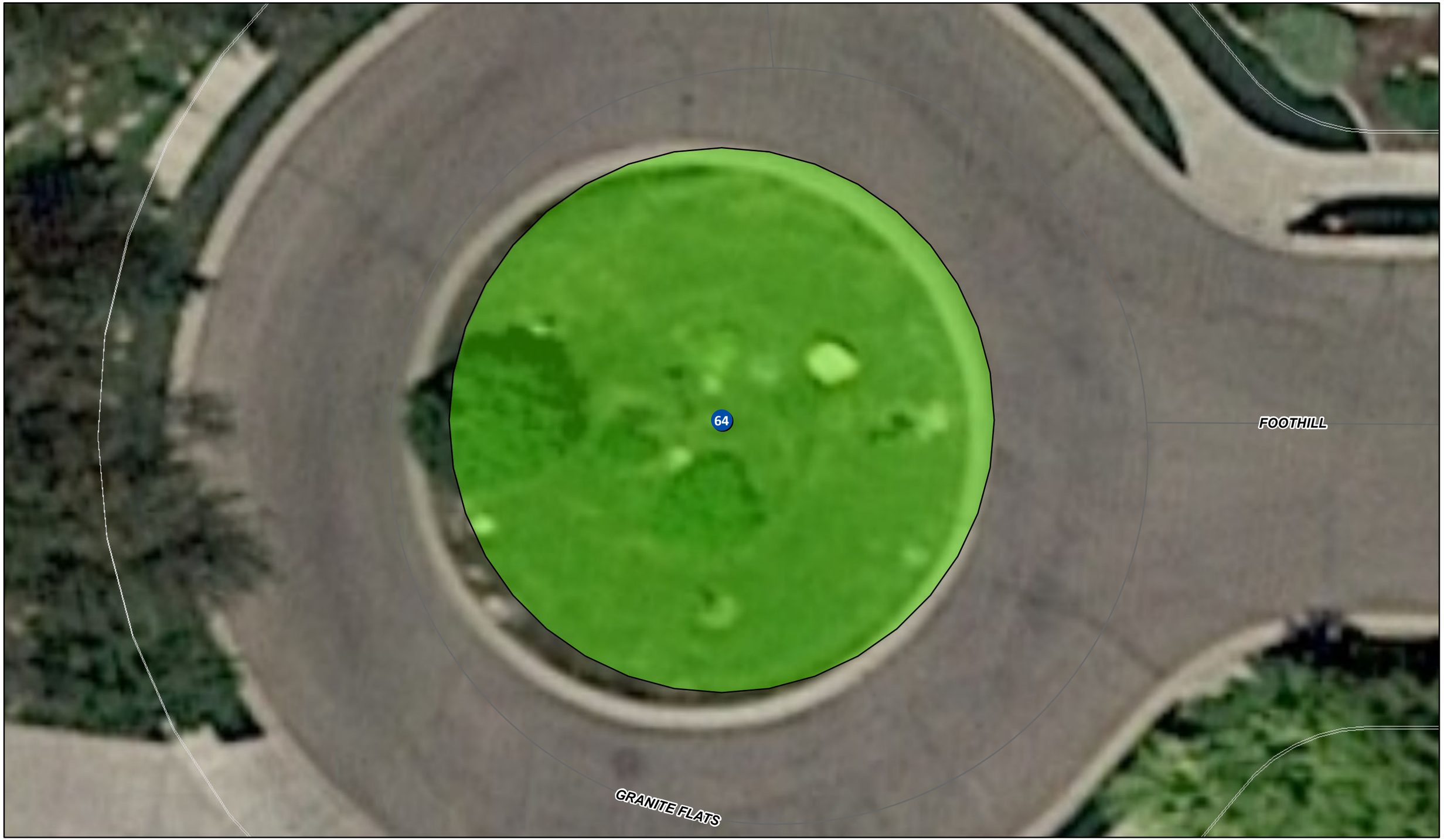
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 63 - Fire Station (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 64 - Foothill Roundabout (Manicured)



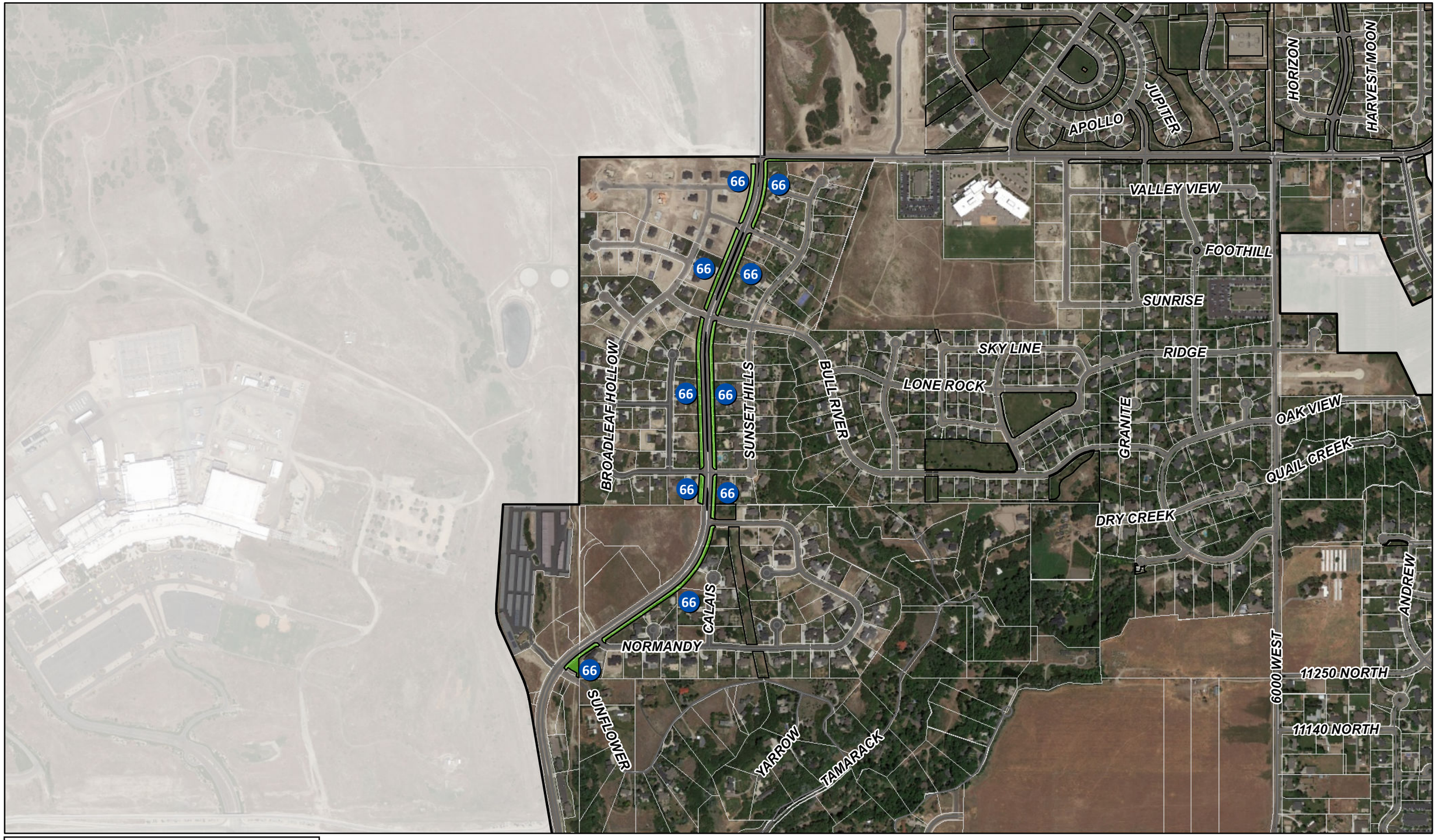
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 65 - Heritage Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 66 - Highland Blvd Parkway (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 67 - Highland Blvd Parkway Islands (Landscaped - No Mow)



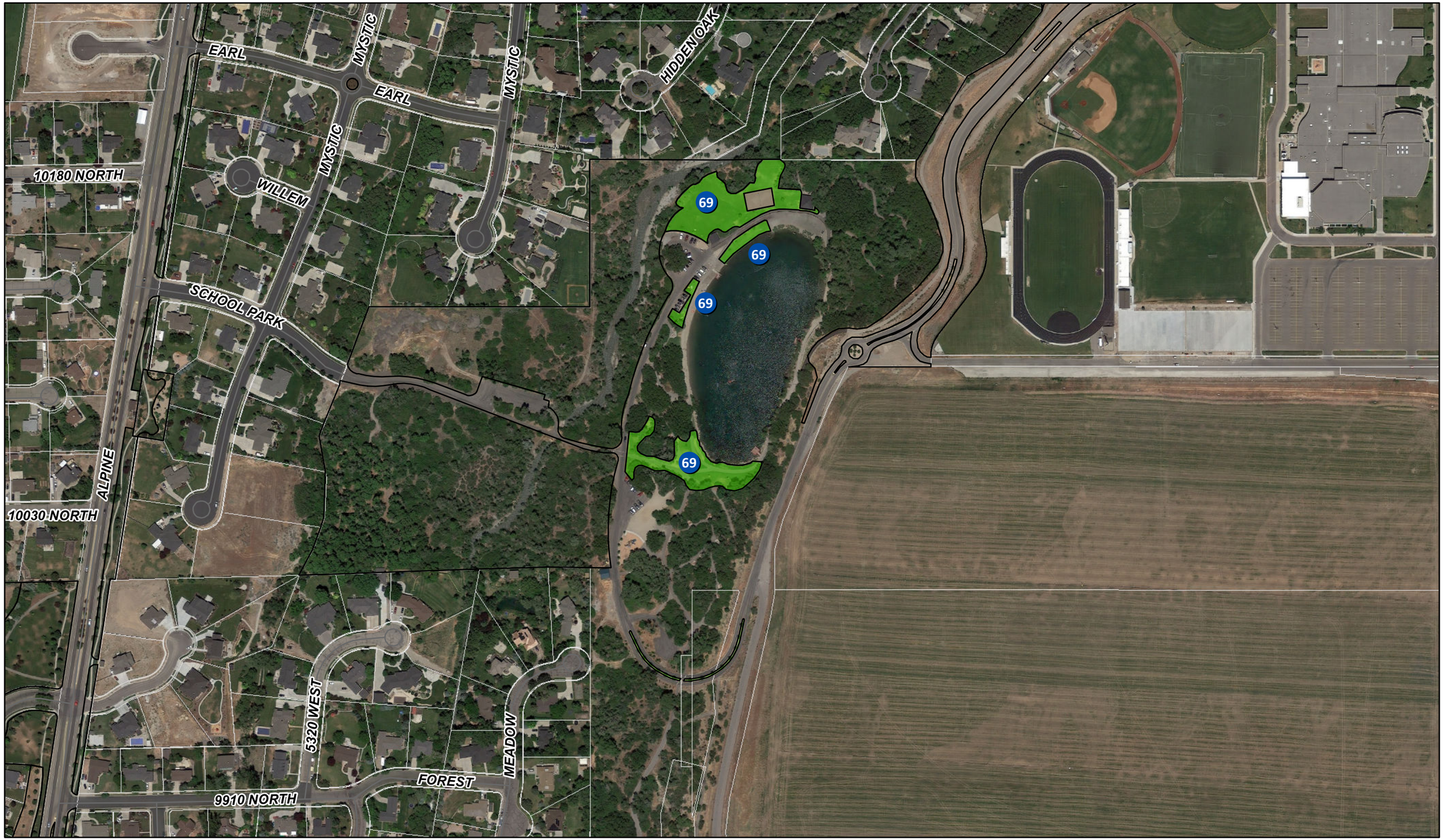
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 68 - Highland City Center (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 69 - Highland Glen (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 70 - Highland Glen Islands (Landscaped - No Mow)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 71 - Highland Glen Island (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 72 - Highland Glen Trail (Native)



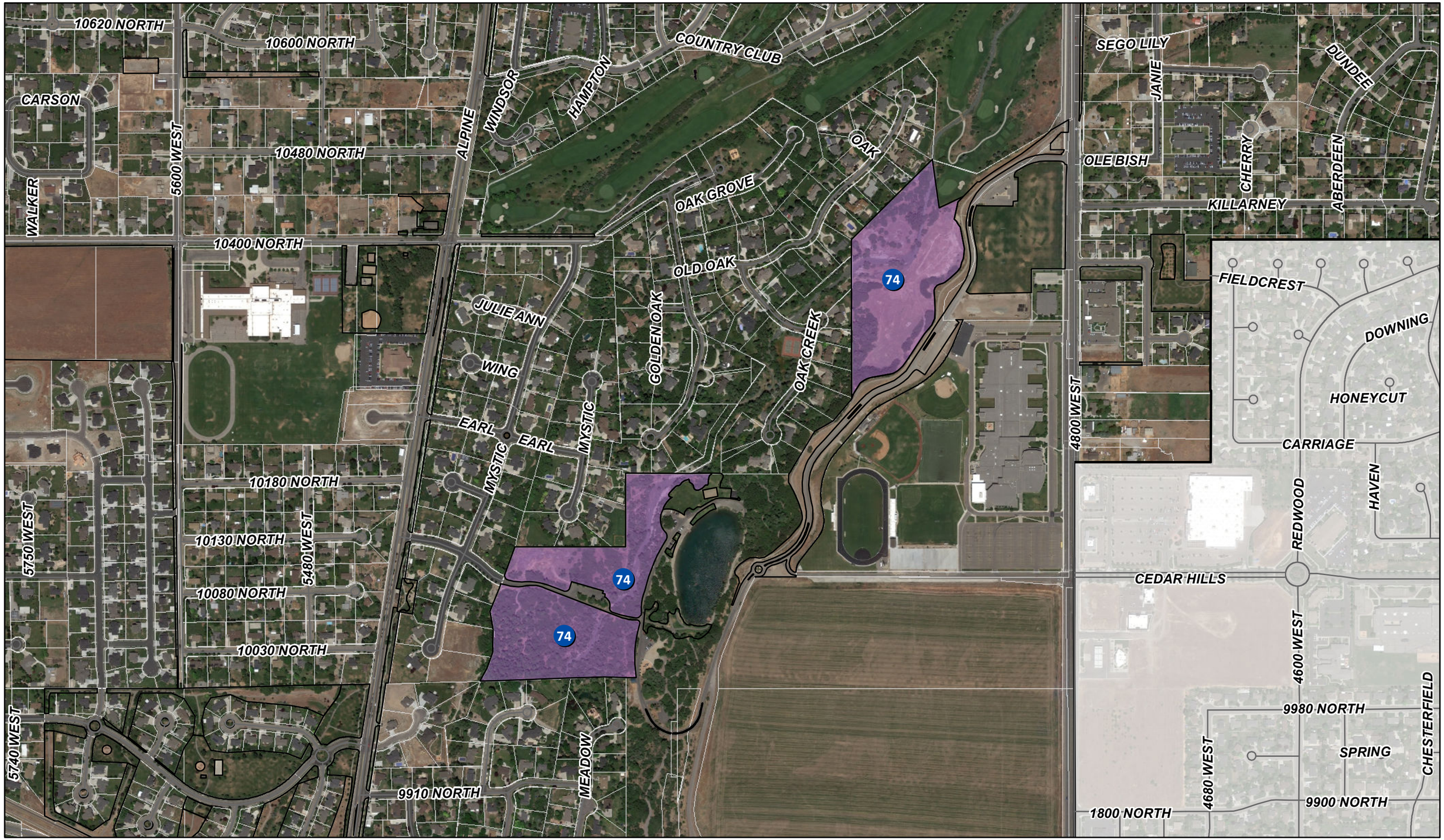
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 73 - Highland Glen Native Trail (Native Trail)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 74 - Highland Glen Forested (City Not Maintained)



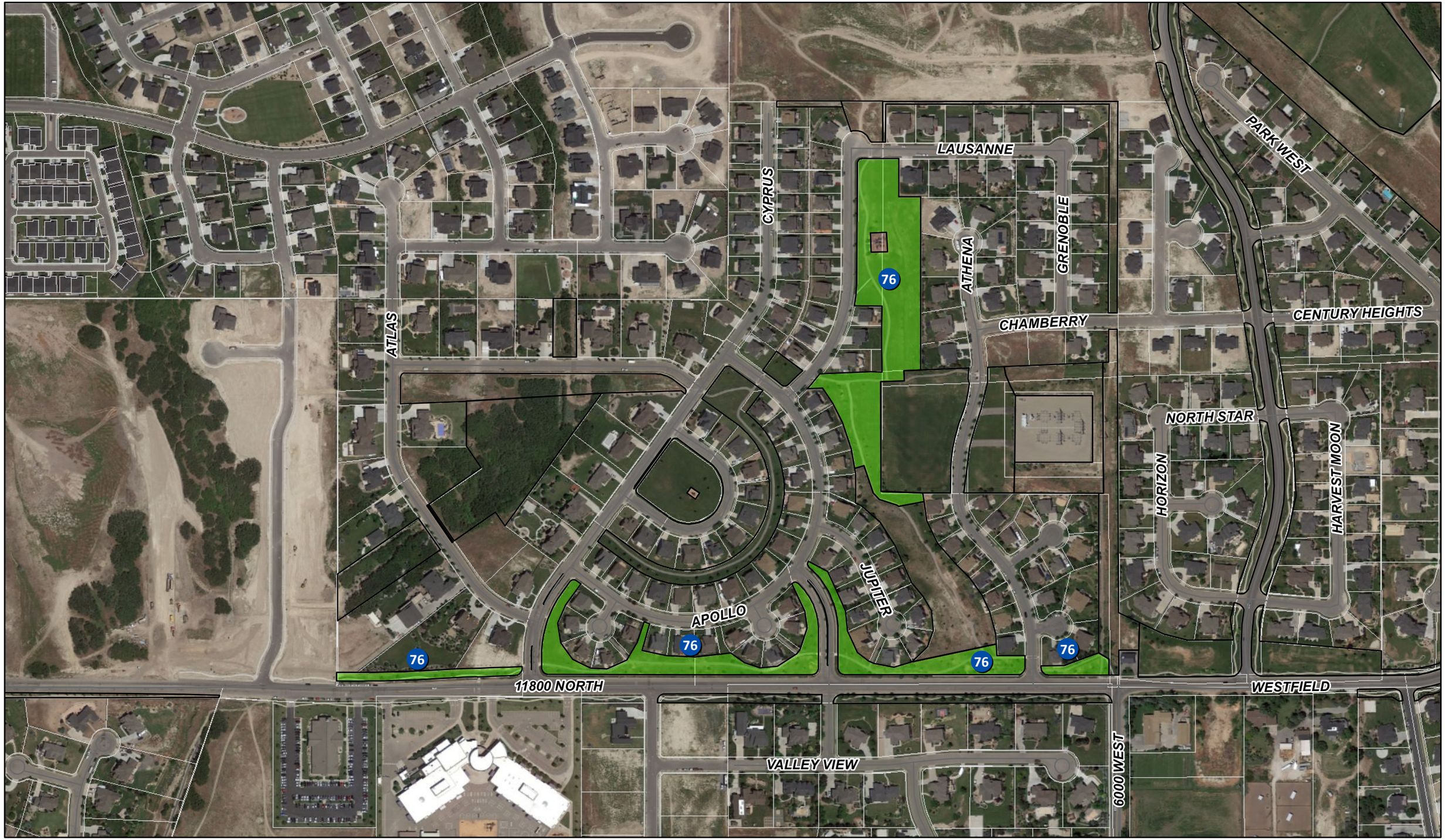
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 75 - Highland Hills (Native)



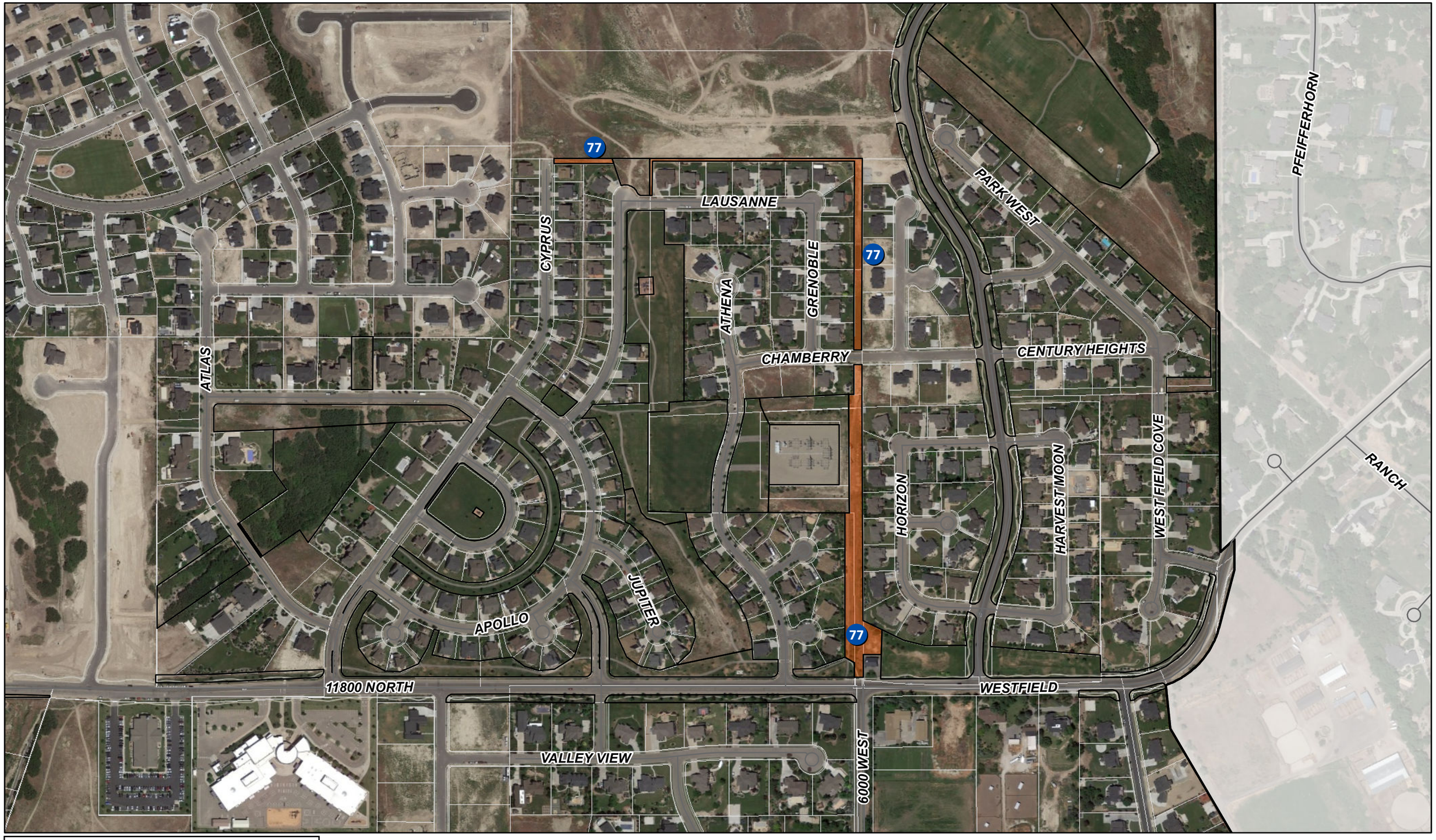
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 76 - Highland Hills Grass (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 77 - Highland Hills Native Trail (Native)



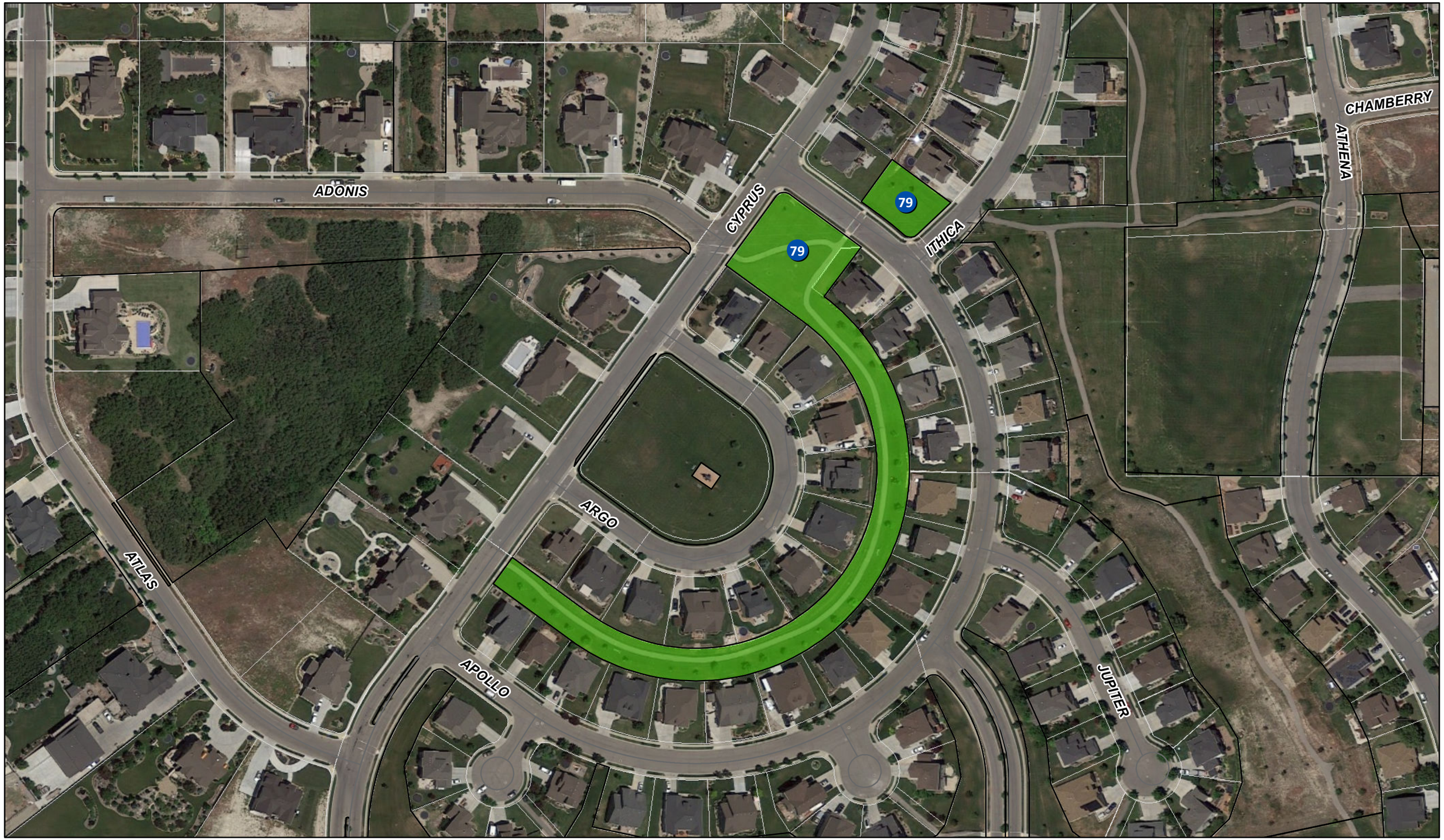
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 78 - Highland Hollow Detention Pond (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 79 - Horseshoe Trail (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 80 - Light House (Native)



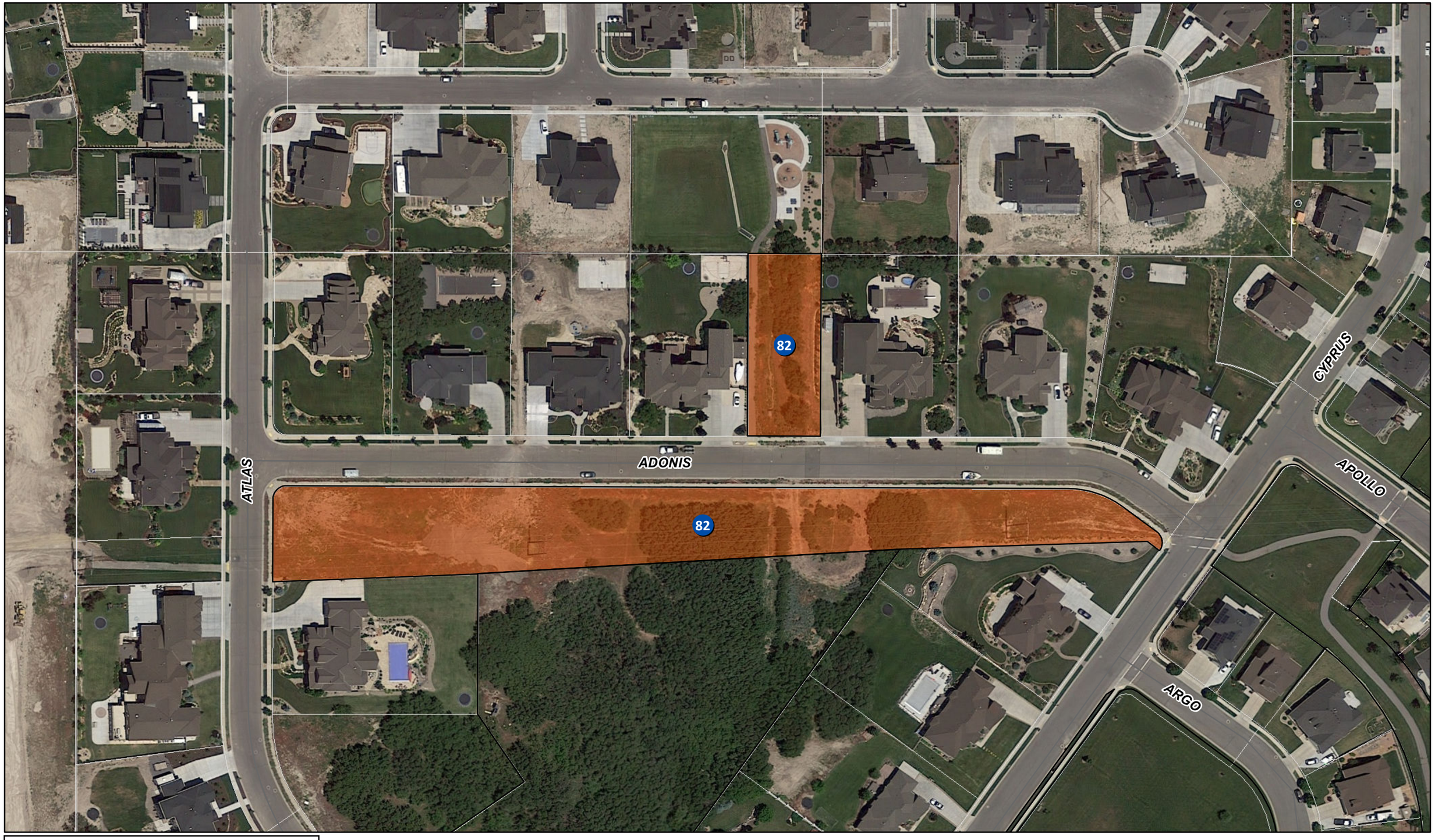
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 81 - Light House Grass (Manicured)



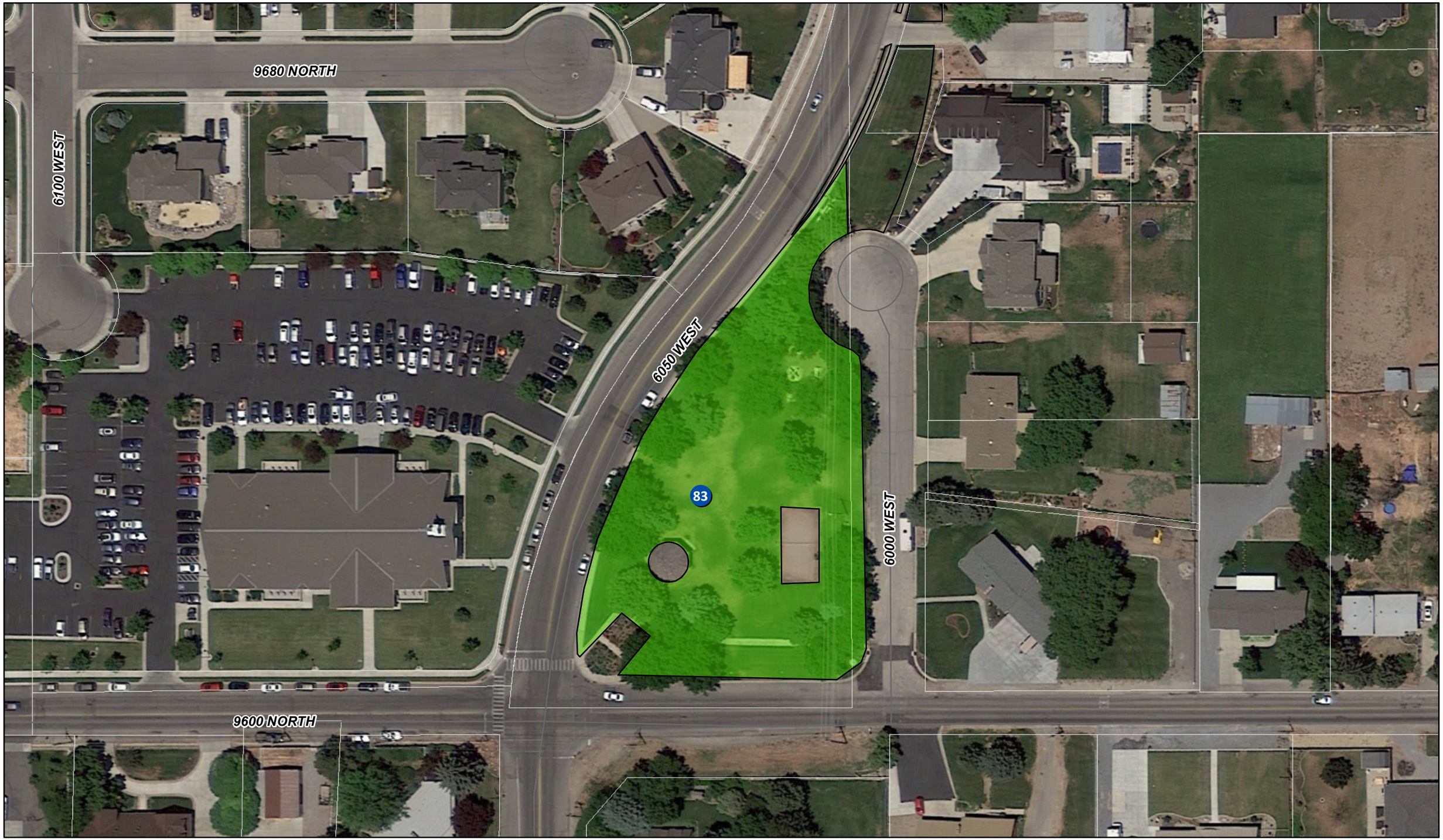
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 82 - Mercer Hollow Conservation Easement (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 83 - Merlin B. Larson Park (Manicured)



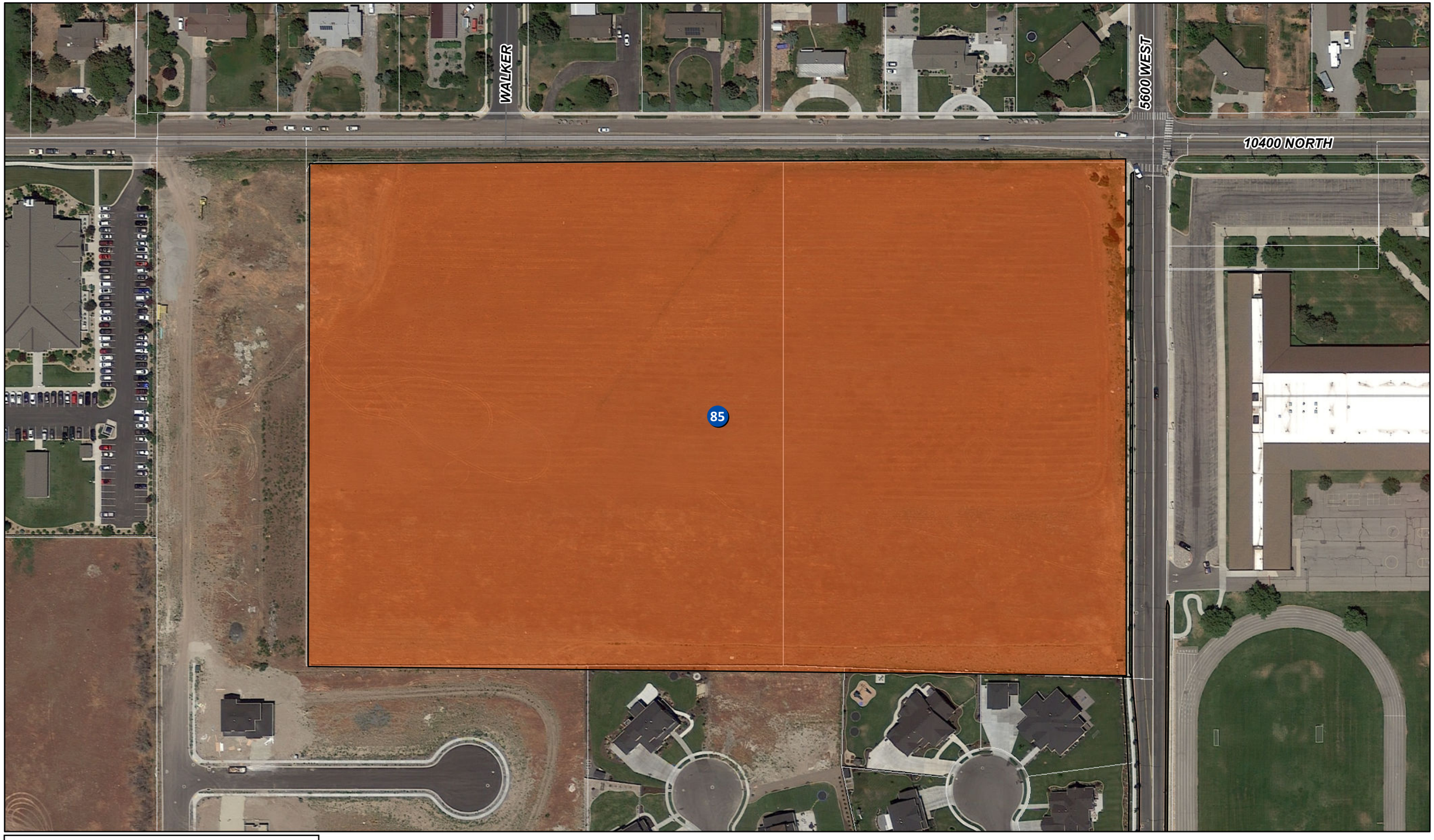
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 84 - Mitchell Hollow Park (Manicured)



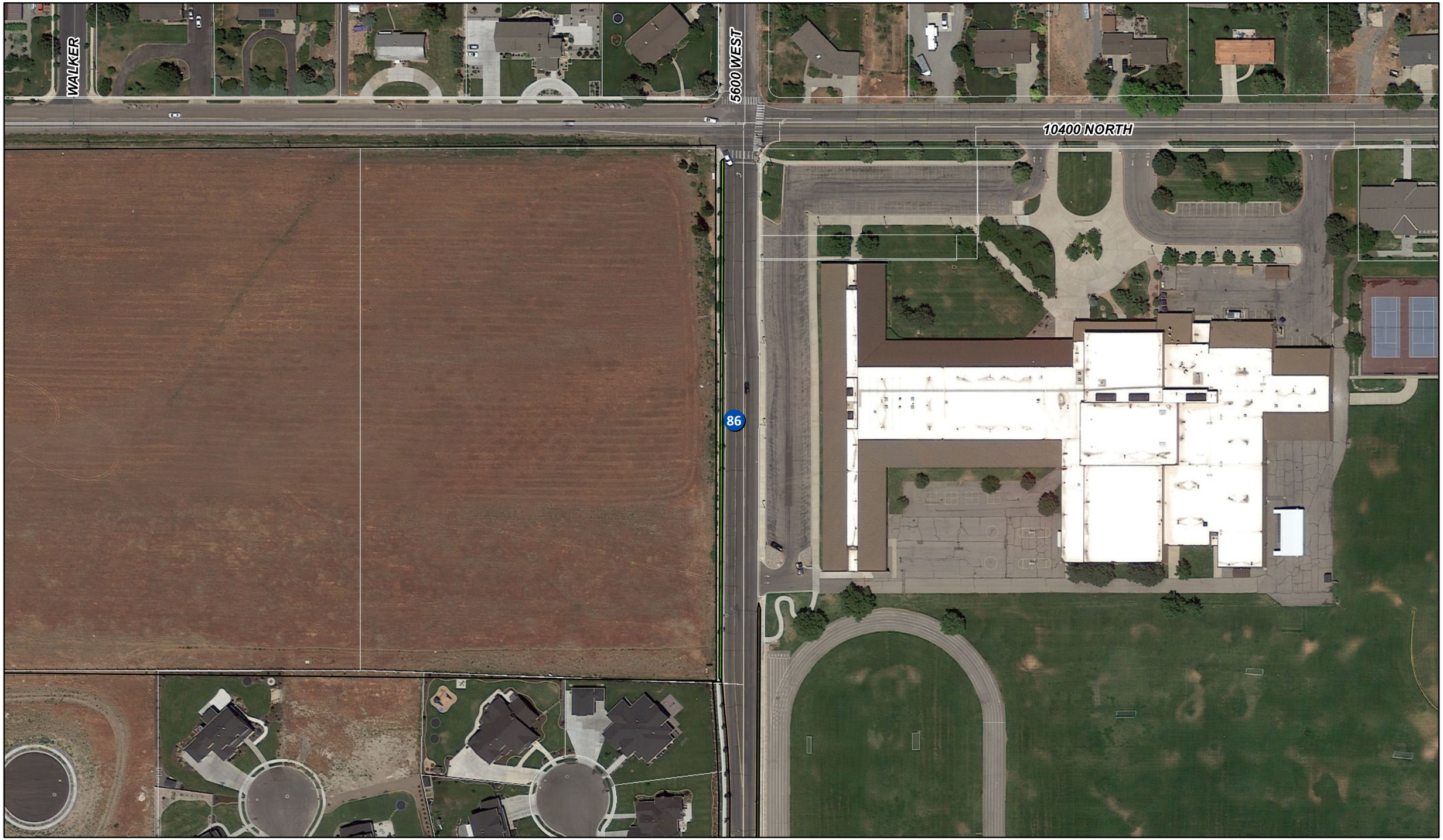
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 85 - Mountain Ridge Park Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 86 - Mountain Ridge Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 87 - Mystic Earl Circle (Landscaped - No Mow)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 88 - Native Area - Angels Gate (Native)



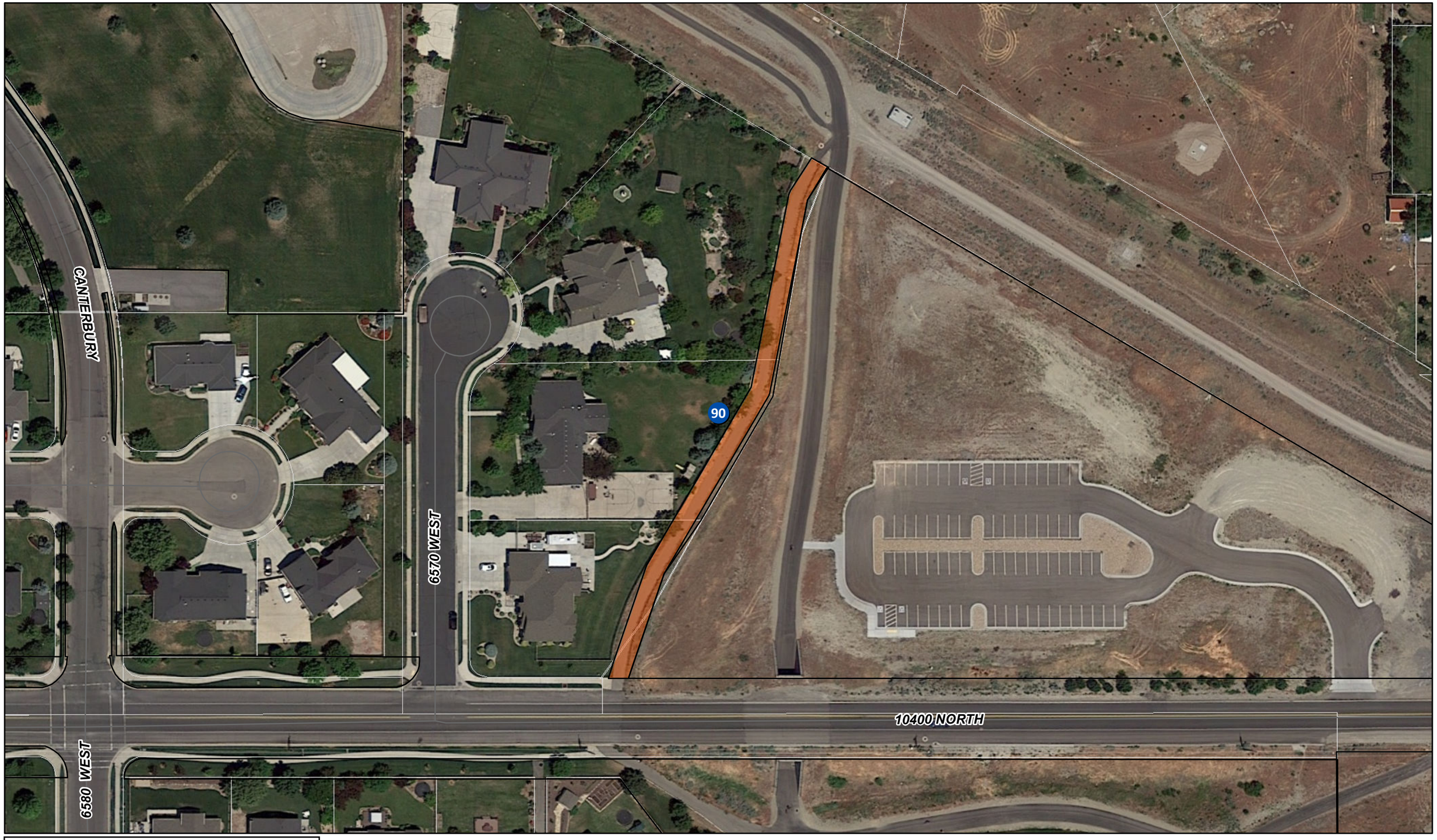
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 89 - Native Trail (Native Trail)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 90 - Native Trail Area (Native)



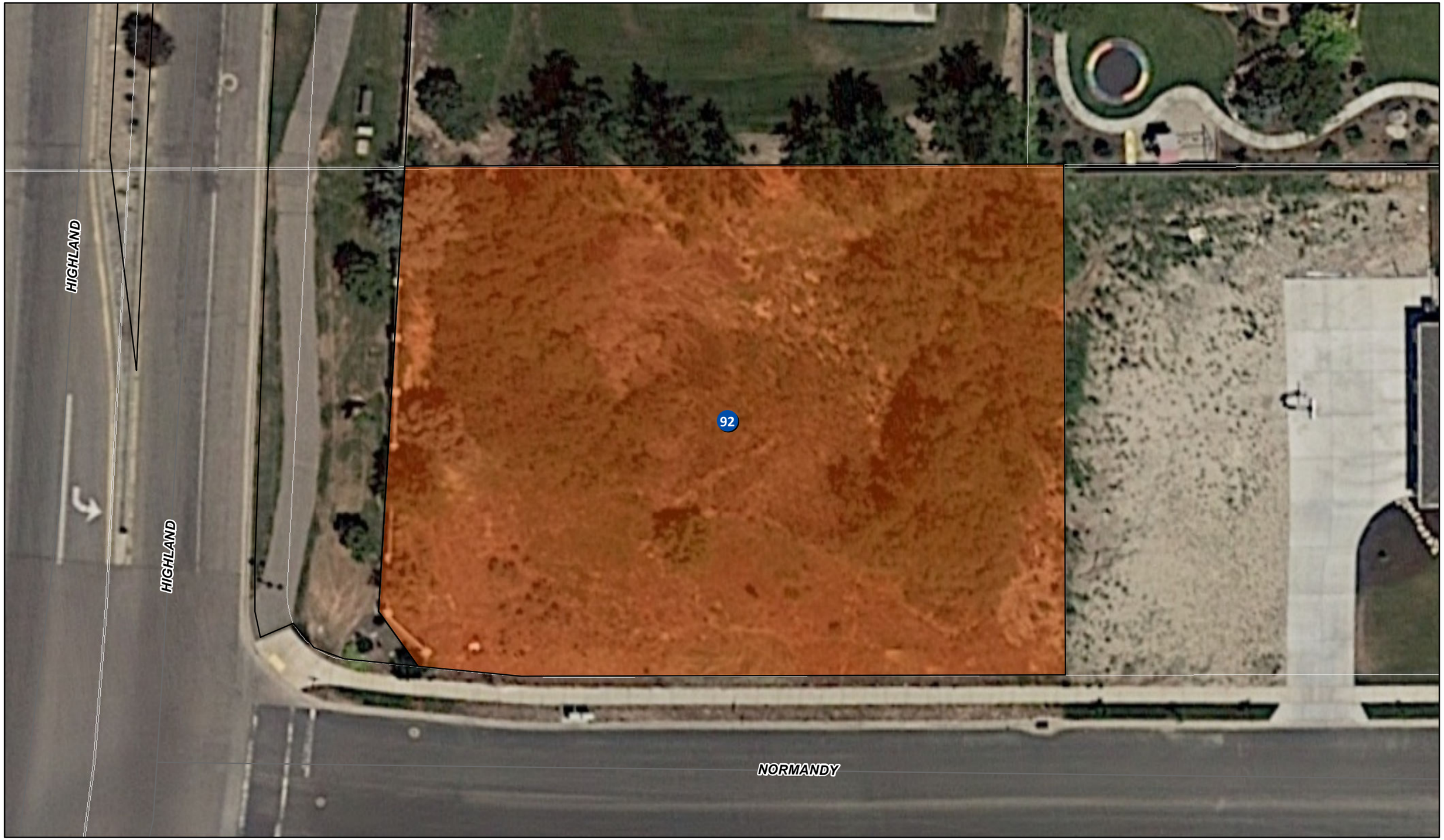
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 91 - North Alpine (Manicured)



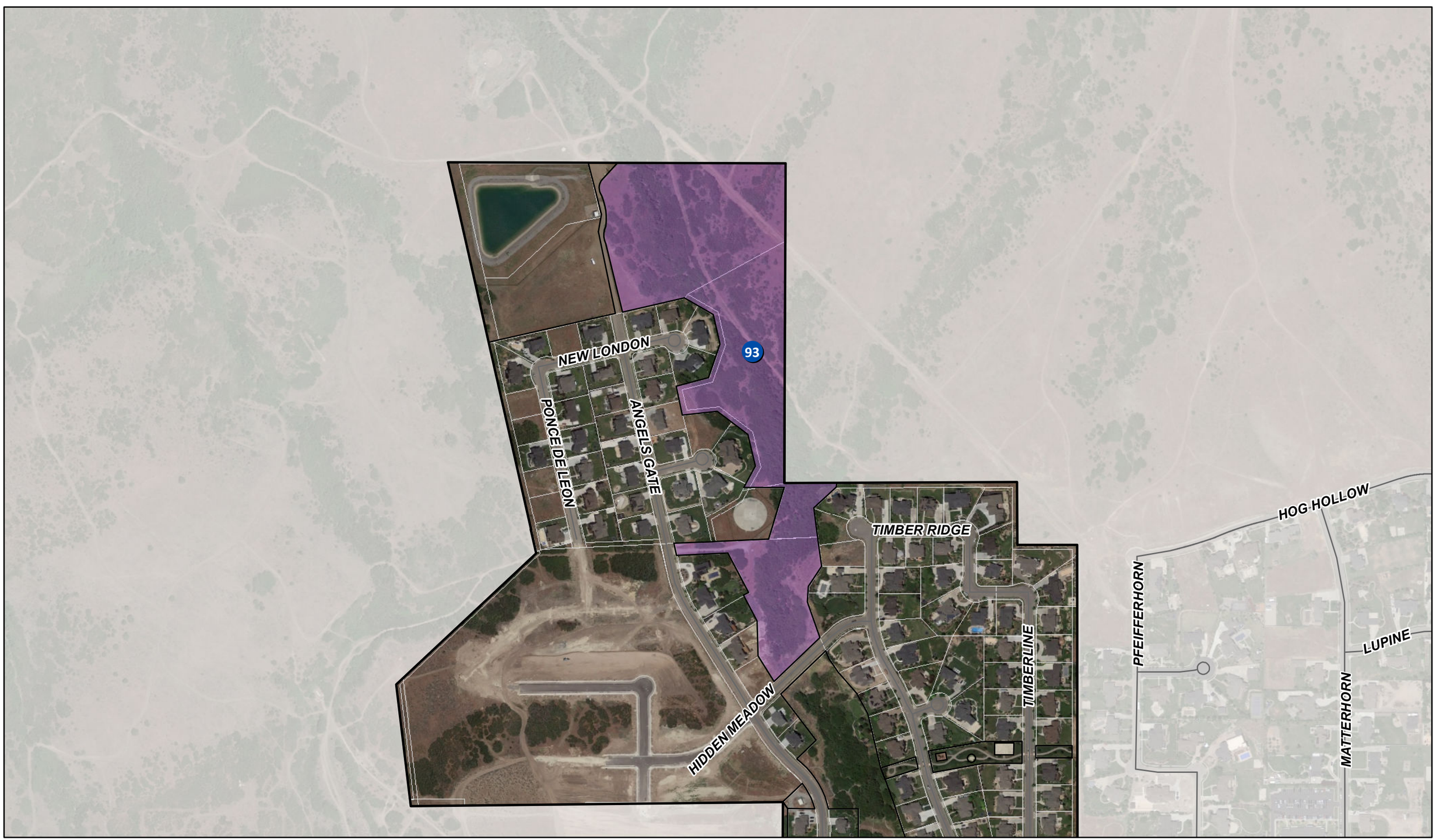
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 92 - North Normandy (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 93 - North Wildflower (City Not Maintained)



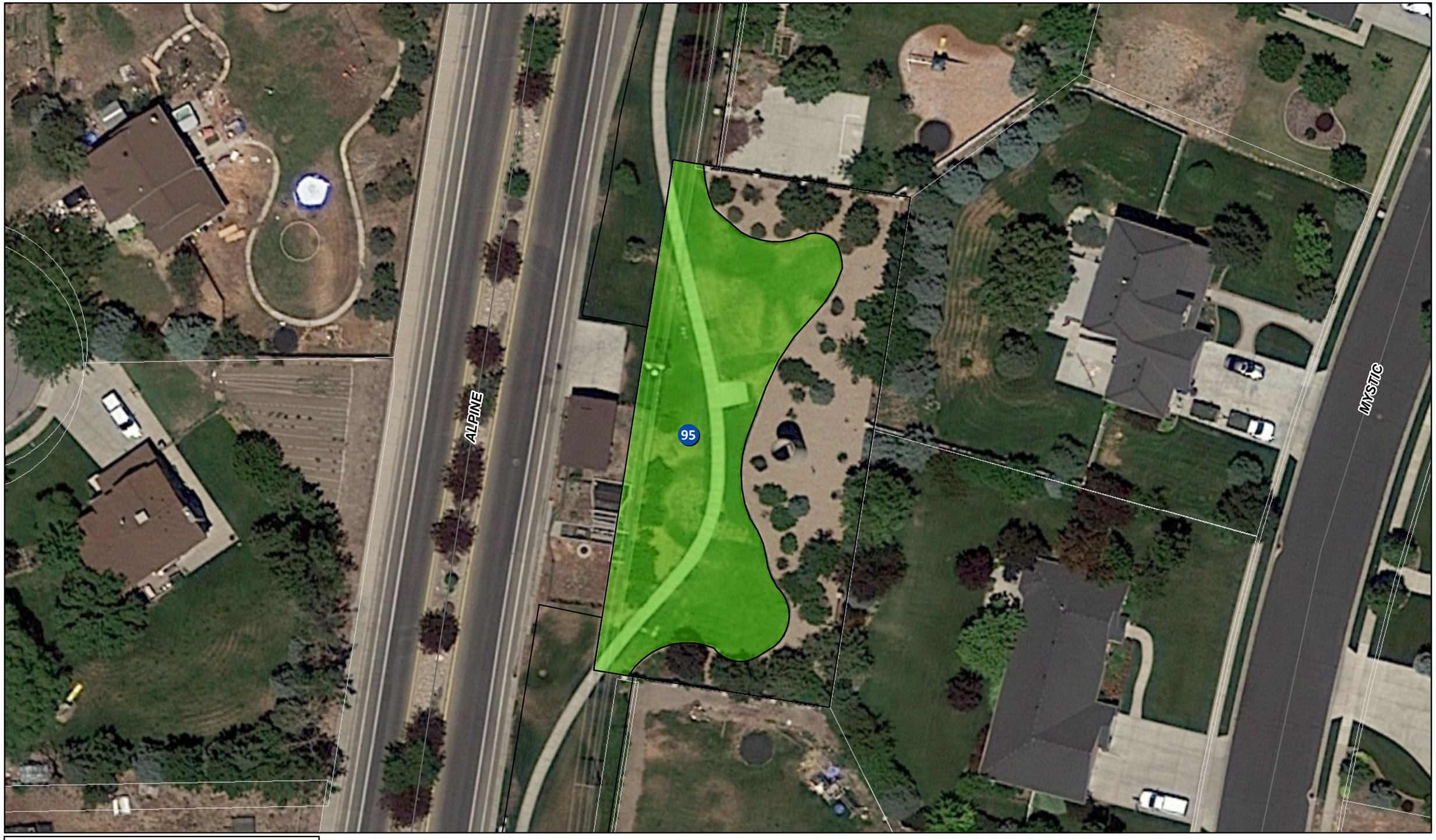
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 94 - Red Hawk and 1200 E (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 95 - Silo Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 96 - Silo Park Native (Native)



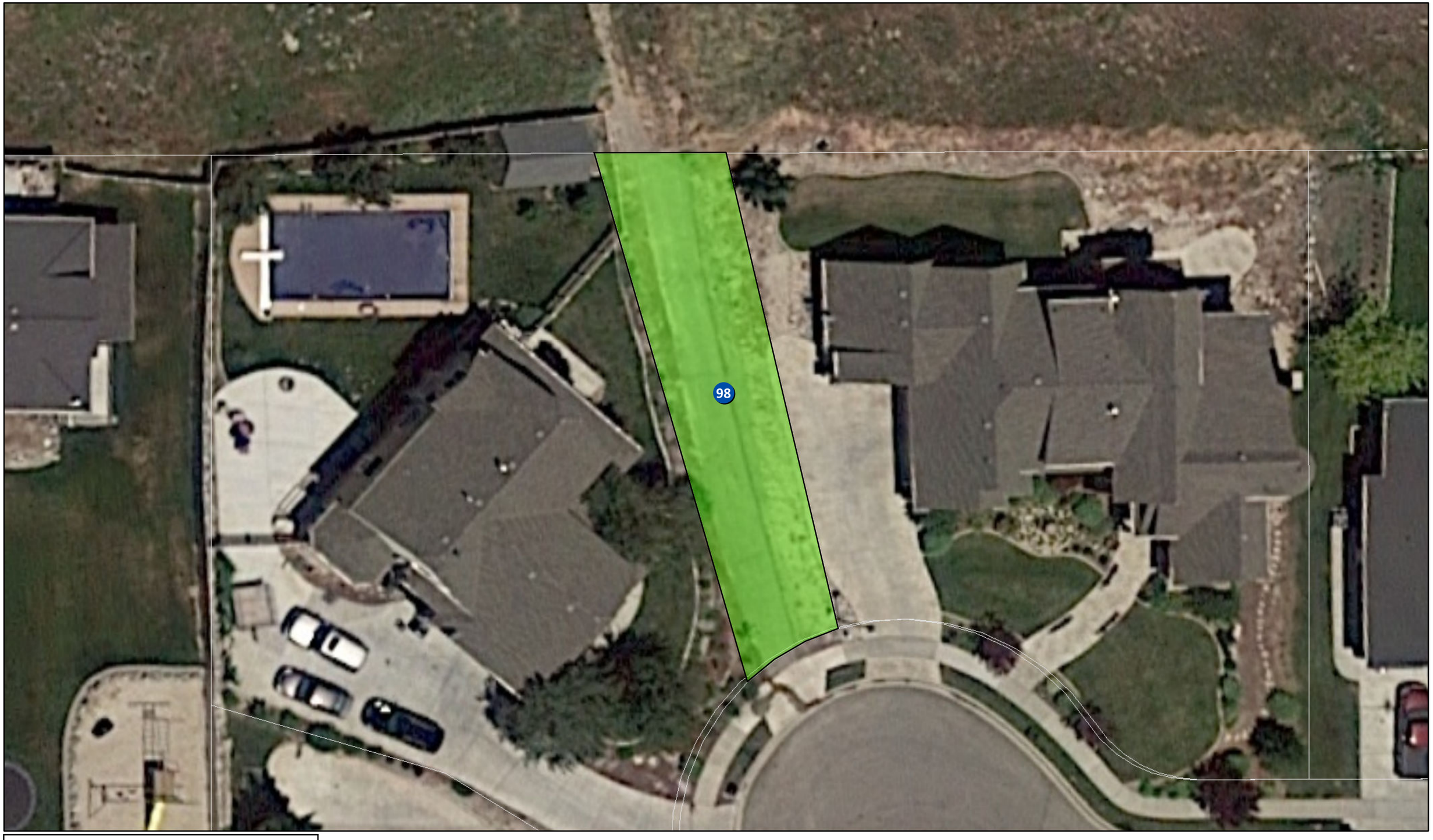
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 97 - Skye Estates (Manicured)



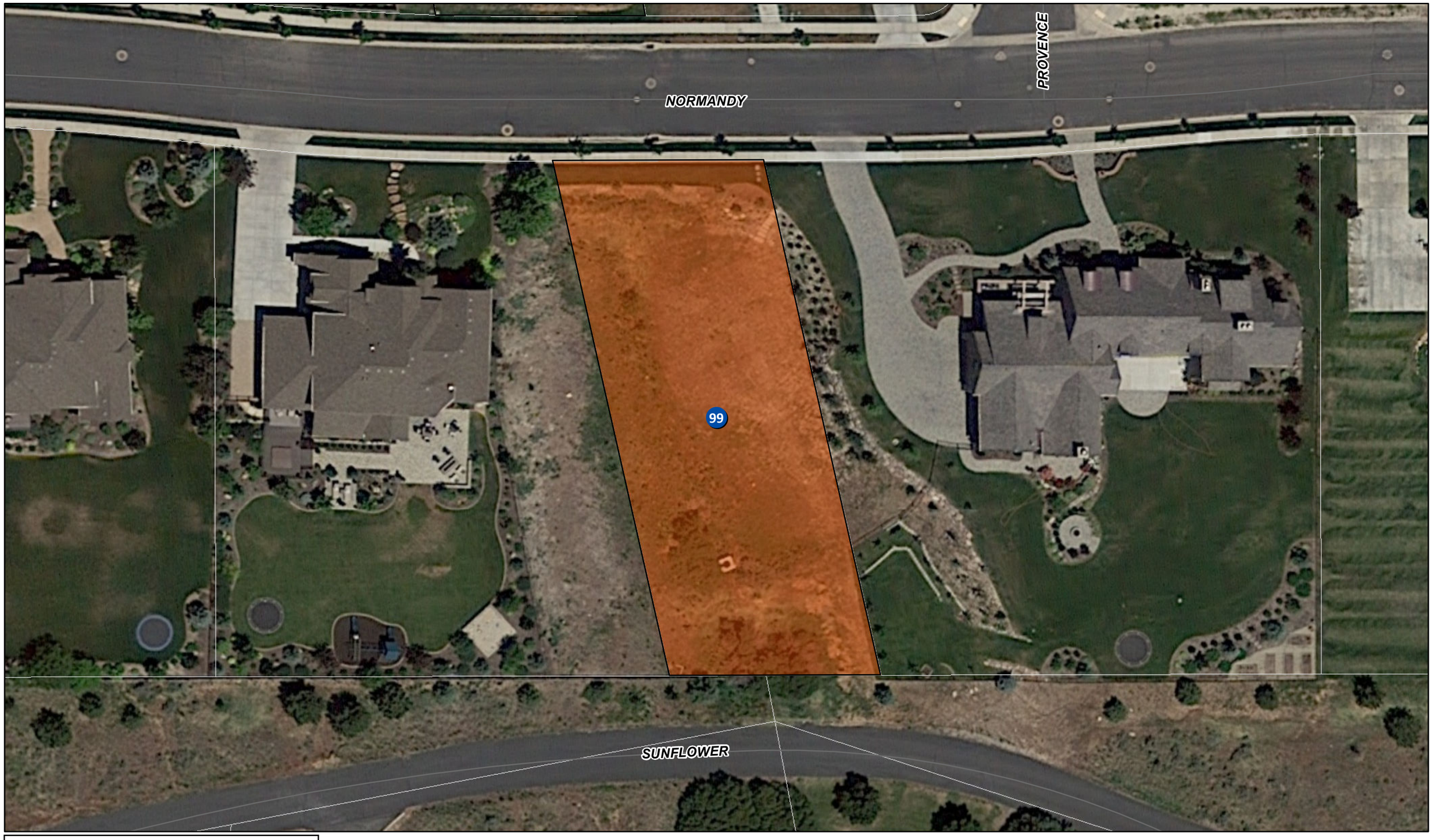
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 98 - Skyline (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 99 - South Normandy (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 100 - South Wildflower
(City Not Maintained)



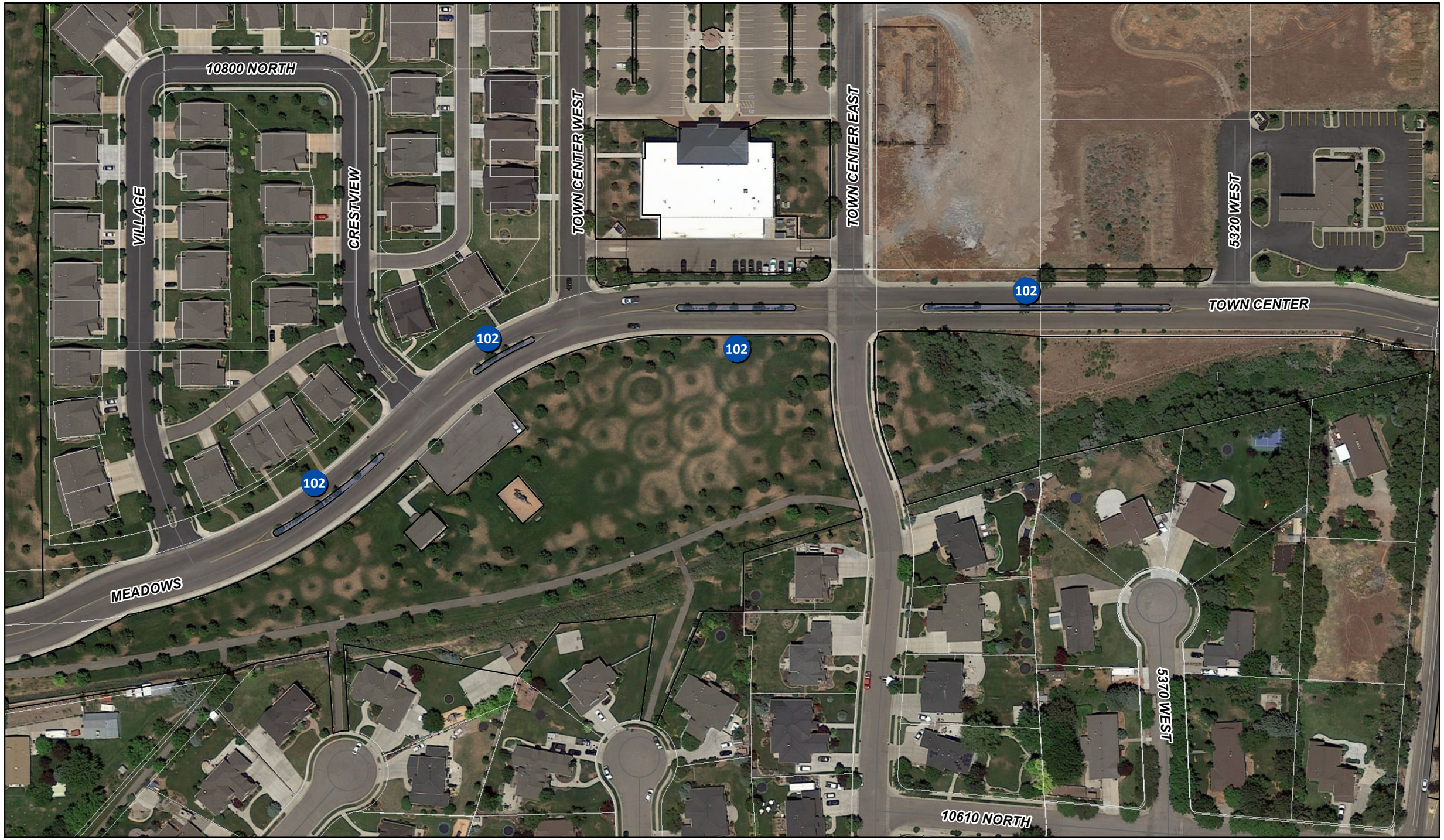
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 101 - Spring Creek (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 102 - Town Center Islands (Landscaped - No Mow)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 103 - Town Center Parkstrip (Manicured)

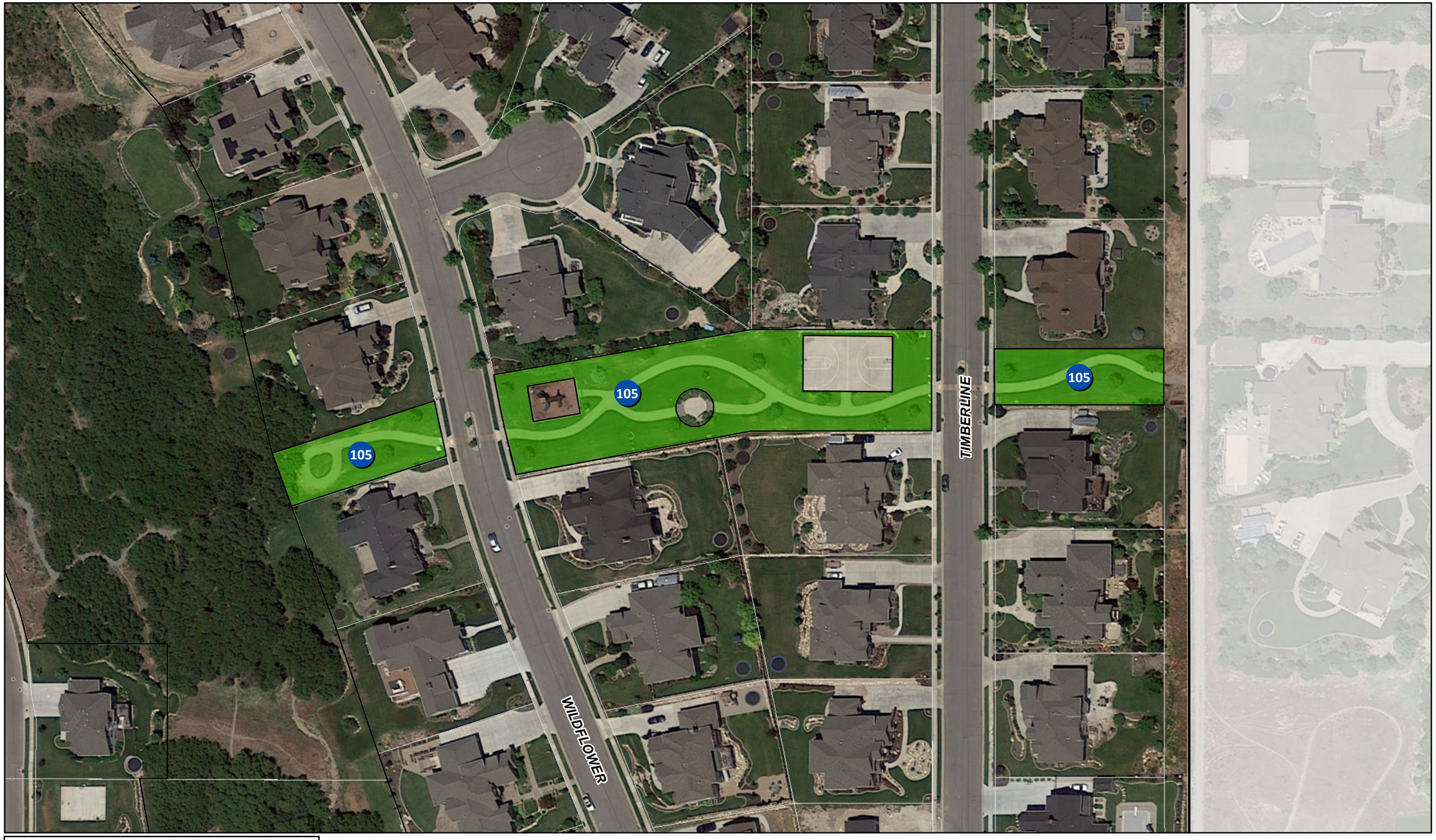
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 104 - Town Center Meadows Park (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 105 - Twin Bridges (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 106 - Two Houses (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 107 - View Point (Manicured)



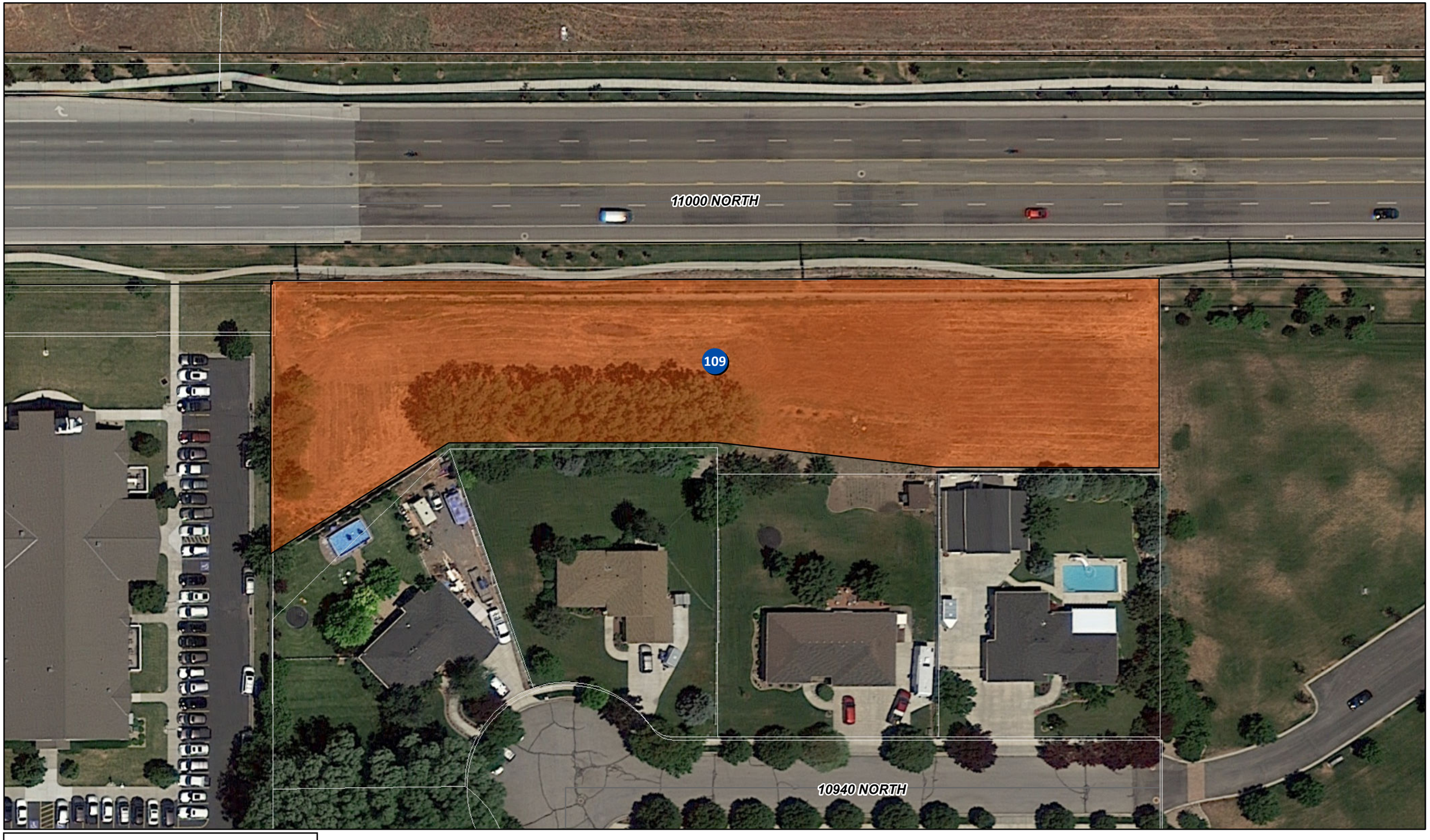
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 108 - View Point Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 109 - West Cemetery (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 110 - Wild Rose Native (Native)



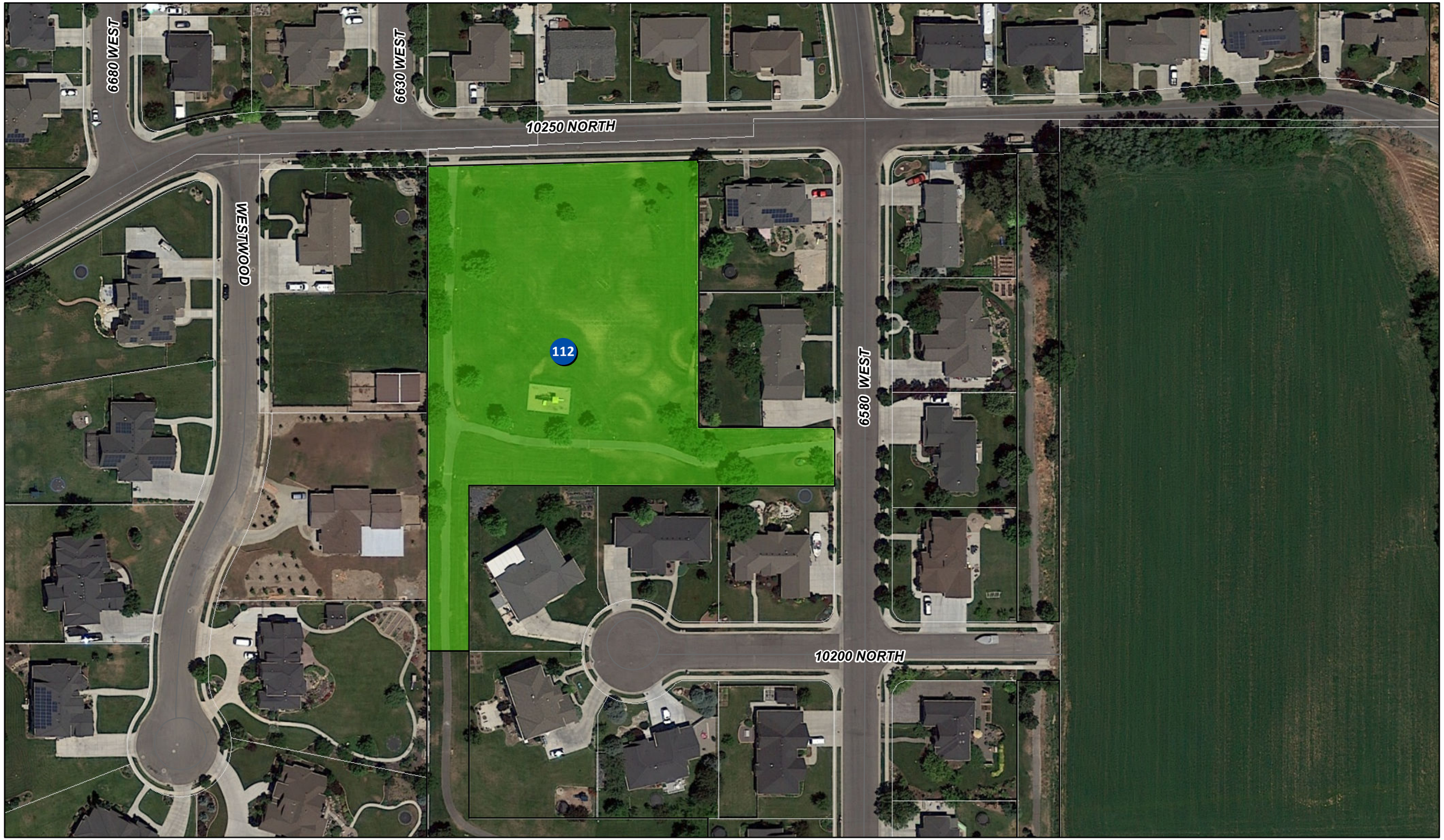
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 111 - Wild Rose (Manicured)



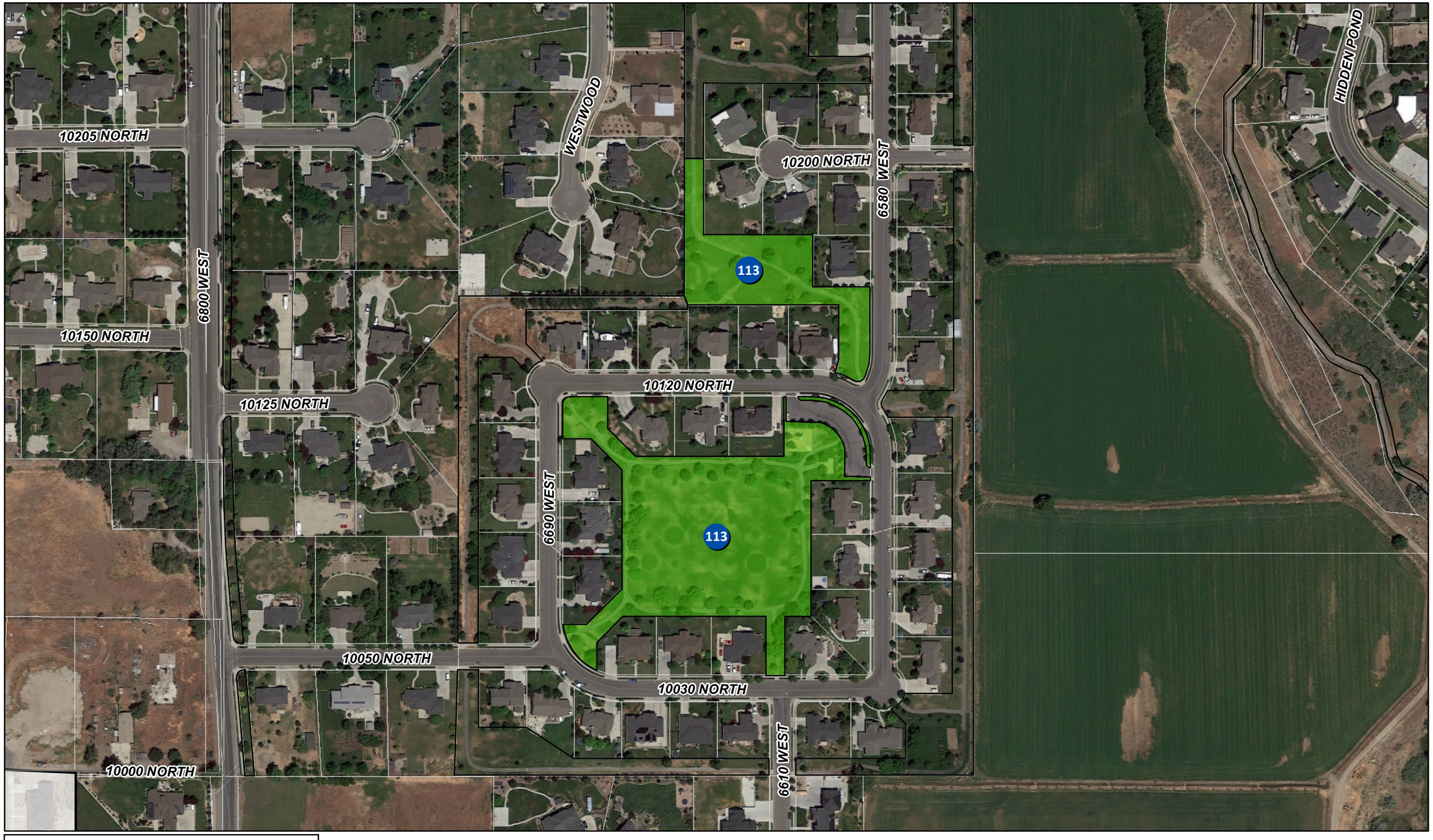
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 112 - Wimbleton (Manicured)



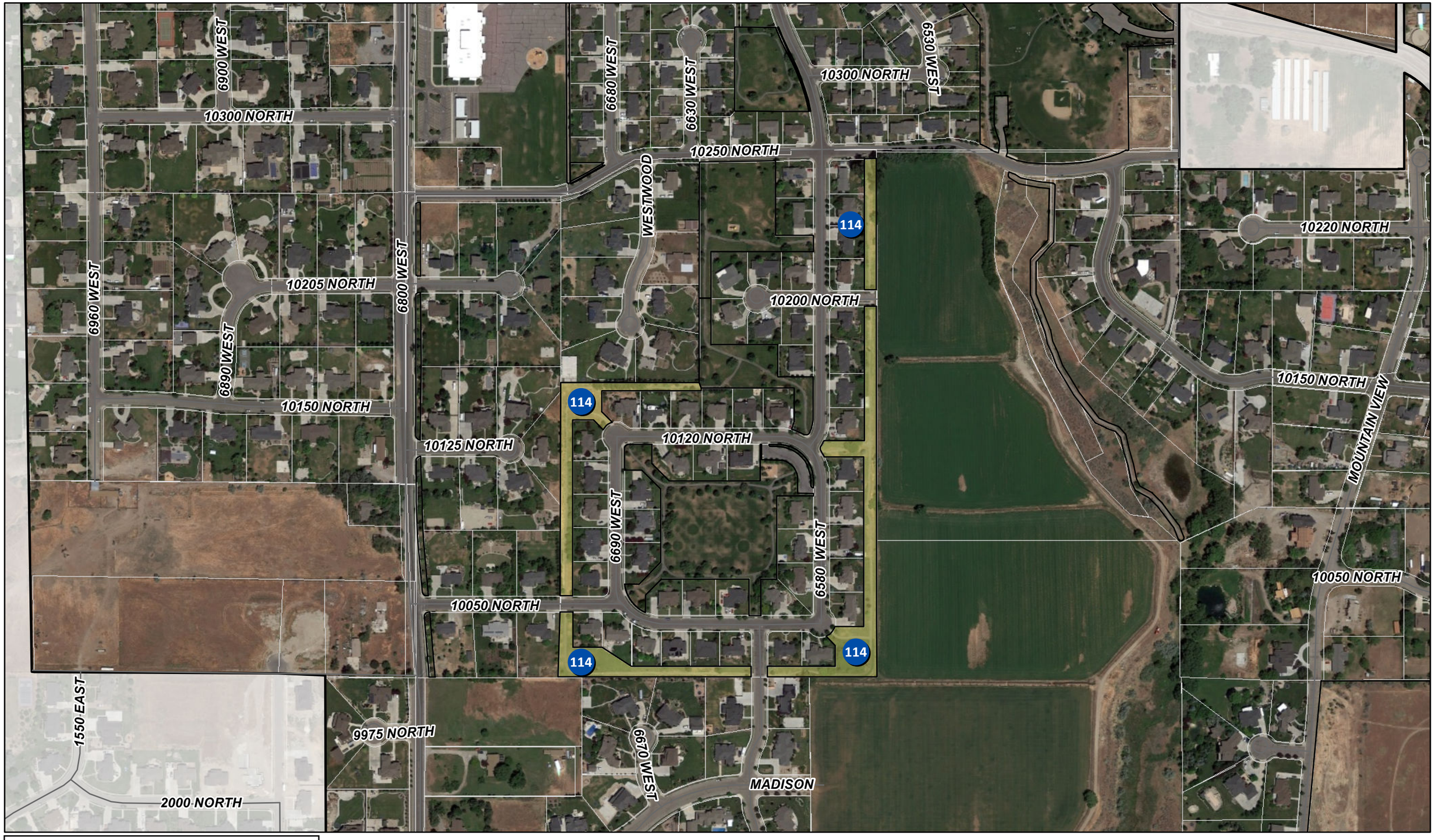
City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 113 - Wimbleton Park South (Manicured)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 114 - Wimbleton Park South Trail (Native Trail)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 115 - Windsor Meadows Native (Native)



City of Highland

OPEN SPACE MAINTENANCE AREAS

Open Space Maintenance Areas

- Manicured
- Native
- Native Trail
- Landscaped - No Mow
- City Not Maintained

 # 116 - Windsor Meadows (Manicured)