

AMERICAN FORK CITY
WORK SESSION MINUTES
AUGUST 22, 2013

WORK SESSION

The purpose of City Work Sessions is to prepare the City council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council meeting.

The American Fork City Council met in a work session on Thursday, August 22, 2013, at the Fire/Rescue Station, 96 North Center Street, commencing at 3:30 p.m. Those present included Mayor James H. Hadfield, Councilman Brad Frost, Councilman Rob Shelton, Councilman Clark Taylor, Councilmember Heidi Rodeback* and Councilman Craig Nielsen**.

Staff present: Administrative Services Director/City Treasurer Melanie Marsh
Associate Planner Wendelin Knobloch
City Administrator Craig Whitehead
City Attorney (Civil) Kasey Wright
City Engineer Andy Spencer
City Forester Russ Fotheringham
Deputy Recorder Terilyn Lurker
Finance Officer Cathy Jensen
Fire Chief Kriss Garcia
Police Chief Lance Call
Public Works Director Dale Goodman
Senior Planner Adam Olsen
Sewer/Storm Water Superintendent Aaron Brems
Street Superintendent T.J. Warnick
Water Superintendent Jay Brems

Mayor Hadfield welcomed everyone.

PRESENTATION AND DISCUSSION ON THE STANDARD WIDTH OF PARKING STRIPS AND SIDEWALKS

Andy Spencer stated that this topic was brought before the City Council several weeks ago. In the past several years, staff has been hit up by those who want to eliminate the park strip and by those who want to increase the size of the park strip. At the Tuesday City Council meeting, they would be approving the Master Transportation Plan and this would be the perfect time to make changes to the park strip requirement. Mr. Spencer commented that the City Council needed to decide if they want to keep the current standard or change it. He understood that the Council wanted to keep the park strips, so elimination of park strips was taken off the table. They now need to decide what to do with the width.

*Councilmember Rodeback arrived at 3:34 p.m.

Mr. Spencer stated that they currently require each subdivision to provide one tree per lot.

**Councilman Nielsen arrived at 3:35 p.m.

Mr. Spencer stated that they do require that the bond include the price of the tree, as they wait until the homes are built before they plant the trees so they can be taken care of by the homeowners. The idea was that American Fork City was a Tree City and we wanted to have tree lined streets. This does create problems, such as raised sidewalks and short trees that hinder walking/parking next to those trees. They are now discovering that they will have to do severe tree pruning to some trees when they begin road construction. Mr. Spencer stated that they are looking for mid-sized trees with a canopy that will not hinder traffic nor would roots be too big for problems under the sidewalk.

Mr. Spencer continued that he was told the City Council wanted a solid recommendation from the Planning Commission with changes. When the Transportation Plan went before the Planning Commission, they also made a park strip recommendation. The Bike and Pedestrian Plan consultants recommended they could go to a 5-foot sidewalk, which would allow two adults to walk side by side; that was already our standard on collector roads but would need to be changed on the local roads. Mr. Spencer stated that the park strip recommended by the Planning Commission was 8 feet with the reduction of the asphalt width to 34 feet. As a point of reference, American Fork streets are 36-feet wide and Lehi City's streets are 34 feet. He would not recommend asphalt less than 34 feet; with two sided parking it would be congested with a narrower street. The Fire Department has also recommending nothing less than 34 feet. With the proposal, they would also eliminate the 1-foot gap between the sidewalk and the property line. Mr. Spencer explained that with the reduction in asphalt, the travel lane would be reduced to 10.5 feet each direction. This would be a bit more of a constraint, but it was doable for cars passing. This would leave 21 feet for the fire apparatus.

Mayor Hadfield asked if this received a unanimous recommendation from the Planning Commission. Adam Olsen answered that it did.

Mayor Hadfield commented that when the developer complains because they now have a 64-foot cross section instead of a 60-foot cross section, it can be explained that they will be paving two feet less than before.

Mr. Spencer stated that if they are to adopt the Transportation Plan as presented to them with the recommendation of the Planning Commission, they would be adopting the 8-foot planter strip. If the Council chooses to alter that and give different direction, then those requirements would be applied to the plan.

Councilman Shelton asked how this would affect the current builders. Mr. Spencer answered that if the developers have applied for Technical Review, they would move through with the current code. However, for developers/builders who apply after it has been approved, they would have to comply with newly adopted plan. Mr. Knobloch

noted that they did not have anything in the pipeline currently that would be affected by this.

Councilmen Nielsen asked if there would be a neighborhood or street with different widths. Mr. Spencer explained that they would make a transition to the new widths or match what was already there if it was a small section between older developments, or for “fill-in” projects.

Mayor Hadfield stated that Councilman Shelton brought up a good point. He stated that for years, the City has worked with Patterson Construction on a project near the Temple. Because of their discussions and prior approvals, Patterson had an expectation for a certain number of lots. Mayor Hadfield thought that they may have to allow that because Patterson was lead to believe that the city would allow for their project. Mr. Spencer commented that he would have to talk with legal counsel about vesting, but Patterson Construction did have preliminary approval and that may give them vesting rights. Mr. Spencer stated that vesting was something they would have to address.

Mayor Hadfield asked if the 2001 Tree Selection Guide had been adopted by Ordinance. Mr. Spencer thought it was approved in 2001 but was not sure. Russ Fotheringham stated that the Beautification Committee presented this to the council years ago, but he felt there could be some changes made. Mayor Hadfield stated that several flowering fruit trees are nice but have short life spans with shorter canopies.

Councilman Frost understood it was an action item, but he thought the Beautification Committee should take the tree selection guide and come back to them with changes in one month. Mr. Spencer thought that would be a good idea, no matter what decision they make with the Transportation Plan.

Councilmember Rodeback asked what the mechanism would be for allowing exceptions for “fill-in” projects. Mr. Spencer stated that was where common sense came in; he would have to work with Kasey Wright on verbiage that will allow for that type of exception, which would most likely be changed in the Construction Standards. Councilman Frost thought that the Planning Commission could be the appeal body to allow for any exceptions.

Councilman Shelton asked how they handle the Pemberton Lane project in the northeast section of town. Mr. Spencer stated that if Bob Carlisle came to them with a development, they would transition from one width to another. Mayor Hadfield stated it would be decided on a case by case basis, but transitioning at intersections would be a good location.

Mayor Hadfield stated he did not have strong feelings one way or another on the width of the park strip. He commented that there were good things with the wider width. He noted that the Post Office is now requiring gang mailboxes in new subdivisions, and the wider park strips would be beneficial for that.

Councilman Shelton asked what the increased width would do to easements. Mr. Spencer answered that easements would remain unchanged.

Councilman Shelton asked if fire apparatus would be able to navigate cul-de-sacs with the smaller asphalt width. Fire Chief Garcia stated that as long as the travel lanes were not affected, they would not have a problem. Mayor Hadfield pointed out that the problem was residents parking in the cul-de-sac that hindered movement.

DISCUSSION OF STREETS COVERED BY THE BOND

Dale Goodman stated the council members have had the opportunity to tour the streets that were proposed to be worked on if the bond was approved. At the end of the last tour, he was asked if it was possible to change some of the streets on the list. In talking to the Public Relations consultants, he was told they would have to do it quickly so they can publish a final street list. The goal was to publish the list of streets that they would be working on.

Mr. Goodman stated that he had asked his Department Supervisors to look at the roads and what would need to be done to the streets if the Council wanted to change streets. He noted that it was not as simple as switching one block for another; they would have to look at the infrastructure and evaluate what it would take to correct the street. Another concern with making changes to the list was that the engineering firm has started working on Phase I; so some of the streets have already begun the evaluation process and estimation process. If they do make changes, he would like to stay away from Phase I projects. Mr. Goodman noted that when the roads are worked on, they will last for twenty years.

Mayor Hadfield asked if the other utilities have been told what will be happening. Mr. Spencer commented that the engineering services contract included the requirement to talk to each of the other utilities. Mayor Hadfield commented that they did not want to repair these roads and then have the roads cut by other utilities.

Councilman Shelton asked about the road cut ordinance and if it would have some teeth in it to stop the road cuts. Mr. Spencer stated they were told to bring to the City Council a compromise ordinance; he strongly suggested they read the ordinance in the packets. Mr. Spencer stated it would give the City some protection, but also some concessions for the developer.

With the regards to the roads on the list, each road had a list of what would need to be done to fix the road.

A round-a-bout at 200 South and approximately 300 West was brought up. Mayor Hadfield asked if there were other means to complete that project without using the road funds. That particular road was not built properly to begin with. He pointed out that 900 West was constructed with funds from the federal government because it was a road of regional significance. He felt that 200 South could qualify as a regionally significant road because of the Park and Ride and the FrontRunner station.

Mr. Spencer commented that each of the council members could list several roads that were in need of attention. They needed to decide on the criteria for which roads would be corrected.

Councilman Taylor stated he was one who raised the question on how the streets were chosen. He did not doubt the process that City Staff had gone through to come up with the list of roads to be repaired. He would like to know the background so he could talk to his neighbors about it, as he was sure he would be questioned why roads in his neighborhood were not on the list. In his area between 900 East and 1100 East at approximately 30 North, the roads were in terrible condition. Councilman Taylor noted that he had no complaints with what they have done, but he would like to know what the criteria were to develop the list. He stressed that he did not want to have his area given preference because he was a councilmember. He did not need special priorities, he just needed to know the criteria.

Mr. Goodman stated that as far as criteria went, they looked at several things. He explained that their initial plan was to chase the water renewal project with repairing roads. However, only a small section of town would get the repaired roads. They could not do worst roads first because, again, only one part of town would get road work done. They have tried to spread the work around the city, trying to get as many miles of road done. Mr. Goodman stated that they have a limited amount of money with a lot of need. He stated they were not objecting to changing some streets, but they were trying to spread the work around the city. Many roads would fit the criteria, but they cannot do them all. Mr. Goodman stated that the criteria would be (1) as many miles as possible, (2) different areas in the city, and (3) staying within the budget constraints.

Mr. Spencer stated that to build upon what Mr. Goodman has said, he explained that another part of the criteria was how many people use the streets. For example, on 1120 North there were sections that were not too bad but other sections that were terrible. However, if they repair that road they benefit a lot of people. When they started to look at neighborhood streets, the primary criteria was how they spread it around the city.

Councilman Taylor stated he now understood the criteria and he could tell the constituents that the traffic in the neighborhood didn't warrant the road work to be done, they needed spread the work throughout the city, and there were other roads worse than theirs that needed to be fixed. Once again, he stressed that he was not asking for his neighborhood roads to be fixed.

Councilman Shelton asked what road work would need to be done on the roads in Councilman Taylor's neighborhood. TJ Warnick stated it would be a full reconstructive road project. Aaron Brems stated the sewer mains were in great shape, but the laterals would need to be fixed. Jay Brems stated that as a general rule, they replace the water valves; they looked at the valves in that area and have found that 50% are leaking. The water lines seem to be in decent shape. Councilman Taylor stated that 220 North was a perfect model of what would need to be done to the roads in his neighborhood.

Councilman Shelton stated that another explanation for the choice of the roads on the list was the age and condition of infrastructure.

Councilman Shelton asked about the condition of 1340 North. Mr. Warnick stated that the problem with that road was a lack of road base; they have complete road failure in those areas.

Councilman Shelton asked what they were doing to address the issue of road failure and how to avoid that. Mr. Spencer explained that Mr. Bybee was the reason they have the pavement ordinance. Mr. Spencer stated that development was very healthy for a community, but they cannot be afraid to hold developers to a high standard. He mentioned that things were not perfect and they could probably do better, but they were far better than they were 20 years ago.

Mayor Hadfield stated that when Howard Denney was made City Engineer, there were no standards to follow. Contractors did what they wanted to do and the City was now paying the price. Mr. Denney started the standards that contractors were held to.

Councilman Shelton asked what kind of assurances they can give the residents that they won't have the same problems. Mr. Spencer explained that with Mr. Bybee, short of requiring full-time inspections on site, they have to depend on the warranty. The ultimate extreme was to require subdivisions to have full-time inspectors, the same as with federal projects. However, the city has only one full-time inspector who was checking on several projects. Mr. Goodman stated we could require the developers to pay extra for an inspector who would answer to us, not the developer.

Councilman Shelton asked if they would have inspectors on site for this project. Mr. Spencer answered that a full-time inspector has been included in the contract. Mayor Hadfield commented that they learned their lesson with the installation of the pressurized irrigation system and requiring a full-time inspector on site.

Councilman Frost commented that the first thing people will do as they look at the proposed projects was to look where they live in comparison to the projects. He felt this would help them be prepared. He hoped that people would be pleased with the proposal and vote yes on the bond. He also hoped the residents look beyond their street to see the wisdom in the City's planning.

Mayor Hadfield stated they had to pick and choose what projects they were doing. They could work on 600 East, which was one of the busiest streets in American Fork, but it was not on the list. That project could take up to \$10 million in itself. Staff has done a wonderful job identifying the condition of the asphalt and what needed to be done for the streets.

Councilmember Rodeback commented that they knew they could not pay for all the roads through debt. They have chosen only a small fraction of the roads and would still need to plan for the future and find funds for additional road work.

Mayor Hadfield stated that he sat on the council when a gentleman came before the council saying it was not fair that he had to install curb and gutter and they waived those requirements. If they have a major project to a home, they do need to require curb and gutter. The roads are important, and just like any other utility, roads allow people to get to the school, store, theater, etc. Roads are a form of utility and they need to address that. Every municipality has a problem with the roads because of our environment; freezing and thawing has a short cycle on roads and if roads aren't properly built the life of those roads are shortened. He thinks staff has done a great job with this. They have a plan and they need to stay focused on the 20-year plan. They need to focus on the funding. Because of the utility rate increases, in the future they may be able to fund projects out of those rates and not be robbing road money. They need to focus on increasing road funds so they can show some progress each year.

Councilman Taylor stated they have to sell the big picture: why they are doing this now, why it was going to help them get ahead in the future, why it was prudent to bond and spend that money now. They also need to let them know what will happen if they do not approve this bond and how that will affect road maintenance and how it will affect getting work done on other streets.

Mayor Hadfield stated none of these road improvements are in RDA money areas; this was strictly residential roads.

Councilmember Rodeback did not see politics in these decisions as much as priorities in each area.

Councilman Shelton appreciated staff and the work they put into this. He thought very little input was from elected officials and he felt confident in going out and say this was the reason these roads were being repaired.

Mayor Hadfield stated that an engineering group from USU spent a summer going through the roads. They mapped each road in town and entered in data which included asphalt depth, density, and age of roads. Computer programs were run with the data. It was based off of an engineering project based upon the use and condition of the road, and not who has friends in this location or that location.

Councilmember Rodeback reminded them that they "sell" this on an individual capacity and not as a council person.

Mayor Hadfield asked Deputy Recorder Terilyn Lurker about comments she had heard during the elections concerning the road bond.

Ms. Lurker explained that at Early Voting, we would let citizens know of a possible road bond. The people who were early voting were more negative toward the bond. However, at Barratt Elementary the poll workers were very supportive of the bond and that they would vote for the bond and strongly suggest to people that they drive on certain roads to see the conditions of the roads.

Councilman Shelton stated he was approached by citizens who were also supportive of the bond.

Mayor Hadfield thanked TJ Warnick and the street department. During the Garden Tour at Steel Days, he had a person complain about a pot hole on 1340 North. He let the street department know about the pot hole and gave them no other instructions. The street department then went out and fixed the problem right away. The citizen called the Mayor to thank him for the quick repair.

Councilman Taylor asked if the Council could call Mr. Warnick directly if they noticed a problem. Mayor Hadfield told him they could do that.

Mr. Goodman stated there were many streets that needed to be repaired and he wished they had more money.

Mayor Hadfield stated that during the pressurized irrigation project, they found many areas that need to be corrected. On the east of the American Fork Junior High, the subdivision was built according to construction standards. However, the continual watering of alfalfa has caused many problems. That subdivision is an alternate project that would be completed if they had the funds.

Councilman Frost asked for an explanation on the alternate projects. Mr. Goodman stated that the two areas listed as alternates are included on the list and in the \$20 million. However, if they find that costs run higher than anticipated, those locations would be bumped first. If they have additional funds, there was a list of other roads they can work on; they could add to that list if they would like.

Councilman Shelton asked what the plan was for 100 North as it was a road that was traveled frequently. Mayor Hadfield stated that road was on the radar; the phone company wanted to do road cuts and so it was taken off the radar until the project was done. Mr. Spencer stated they would like to get some attention to that road, but he thought that there was a different fate for 100 North with the Main Street Vision plan. There was also a lot of money that would need to be put into that project and they did not know if they wanted to bog down the funds. Mayor Hadfield stated that the future of Trax was also in that area with major changes to street crossings; Pacific Drive could receive federal funding.

Councilman Shelton was okay with the streets on the list.

Mayor Hadfield asked for a report from the committee/consultant. Mr. Whitehead stated that the In-house Action Committee for the Bond has been working with the public relations firm to develop the educational program. They have been meeting and next week there will be a campaign strategy schedule, which would include town hall meetings to get facts out about the vote. Mr. Whitehead stated that they do have to show both the pros and the cons of the bond. He stated that part of the PR firm responsibility was to research data, and they will do a survey of the residents; they will then present the information to the Council.

ADJOURNMENT

The work session adjourned at 4:55 p.m.

A handwritten signature in cursive script, appearing to read "Terilyn Lurker".

Terilyn Lurker
Deputy Recorder