

**MINUTES OF THE
CITY OF HOLLADAY
CITY COUNCIL MEETING**

Thursday, September 9, 2021

6:00 p.m.

City Council Chambers

ATTENDANCE:

Mayor Rob Dahle
Paul Fotheringham
Daniel Gibbons
Matt Durham
Sabrina Petersen
Drew Quinn - *excused*

City Staff:

Gina Chamness, City Manager
Stephanie Carlson, City Recorder
Todd Godfrey, City Attorney
Jared Bunch, Public Services Director
LaNiece Davenport, Community & Econ
Development Dir.

I. *Welcome* – Mayor Dahle.

Mayor Dahle called the meeting to order at approximately 6:00 p.m.

II. *Pledge of Allegiance.*

The Mayor led the Pledge of Allegiance.

III. *Public Comments.*

Paul Chamberlain - 4144 South Cumberland Rd. He stated that he also owns a home at 4222 Holladay Boulevard. On August 19, 2021, the property was significantly flooded due to a lack of sufficient storm drainage capacity along Holladay Boulevard. Flooding also impacts other properties in the area. Mr. Chamberlain wanted to make the City Council aware of the flooding and the fact that this type of flooding has been taking place for many years. He was at risk of property damage but also a loss of property value. Mr. Chamberlain was aware that the City has a \$1 million budget for storm drain activities, including activities to map and assess the storm drain system in the City. He requested that the area of Holladay Boulevard between Highland Drive and 4500 South be prioritized in the assessment. The City should complete a long-term plan and, in the meantime, an analysis should be done and protection measures put in place.

Kathy Oyler - 1770 East Holladay Boulevard. She reported that her home flooded. She was unable to sell or remodel her home or obtain flood insurance. There had been \$67,000 worth of damage. Ms. Oyler asked that the City do the right thing and prioritize this area. She understood there was a limited budget to work with but stated that she is unable to use her home.

Trudy Jorgensen-Price shared updates related to the Library. On Tuesday, the library was able to have an in-person Story Time event. The Library Administration, in conjunction with the Health Department, determined that the Library could hold programs for children ages 11 and under, as long as the events are held outdoors. Until the end of October, there would be Story Time outside on the east lawn, weather permitting. Ms. Jorgensen-Price also reported that the first Teen Thursday took

place and would continue through the month. For adults, there would be yoga classes, a program on saving seeds, and a blood drive on September 20, 2021.

IV. *Presentation of 2021 Helping Hands Awards.*

Mayor Dahle reported that the above item related to the 2021 Helping Hands Awards. He explained that this is an annual presentation where the City recognizes individuals in the community for acts of volunteerism, service, and leadership. In 2021, there were five individuals presented with awards. Mayor Dahle stated that each recipient would be awarded a crystal plaque.

Travis Jones was nominated by Dennis Roach, but both were unable to attend tonight's meeting due to travel commitments. Mayor Dahle reported that Mr. Jones was involved with the Tree Committee and worked with Rocky Mountain Power. He committed many hours to the Tree Committee and helped coordinate two separate Tree Giveaway events where over 1,000 trees were distributed to City of Holladay residents.

Becky Rock was nominated by Sheryl Gillilan. Ms. Gillilan reported that Ms. Rock has been a member of the Holladay Arts Council for four years. She has donated hundreds of hours to the community over that time. Ms. Rock is the webmaster for the Arts Council website and designed most of the flyers, postcards, banners, and other marketing materials. She also originated the Chalk Arts Festival and other activities. Ms. Rock thanked the City of Holladay for the opportunity to serve in the community. She noted that her father taught her to serve and to help others.

City Manager, Gina Chamness presented the Helping Hands Award to BJ Christenson. She reported that those at City Hall read a story about an act of service that took place in May 2020. Mr. Christenson single-handedly restored the Bonneville Junior High School track. It was an inspiring story of hope to see a citizen reach out, see what needed to be done, and dedicate time to an act of service. It inspired many throughout the City. Mr. Christenson stated that running is an important part of his life. During the initial phase of the pandemic, there was uncertainty and people were unable to visit gyms for exercise. While running, he noticed that the track needed attention and he did work to improve it. He challenged others in the community to look for opportunities to serve one another.

Robert Falck from the Holladay Historical Commission presented the Helping Hands Award to Sandy Meadows, who served on the Commission for nearly 10 years. During that time, she met with hundreds of residents to identify an inventory of important local historic artifacts, including the Historic Meadows Cabin. Ms. Meadows also organized Holladay History Nights to educate Holladay residents about community history and assisted with the videos and written programming that celebrated the important figures who settled in the City of Holladay. She exemplified community spirit and was a delight to work with. Ms. Meadows thanked Mr. Falck for the nomination and those she had worked with over the years. She was grateful for the opportunity to serve on the Commission.

Mr. Falck presented the award to Dr. Tom Nelson. He reported that Dr. Nelson has a zeal for Holladay-Cottonwood history. Kathy Murphy nominated Dr. Nelson who is dedicated to preserving Holladay-Cottonwood heritage and educating the community about preservation. He had been generous with his time and researched historical facts, gathered stories, photos of the Holladay-Cottonwood area, and helped put together DVDs illustrating the history of the area. He was an

integral part of the presentations during Holladay History Nights. Dr. Nelson stated that it was rewarding to serve the community and share information about the history of the area.

V. *Public Hearing on Proposed Rezone of Property Located at 4409 South 2300 East from R-1-10 to R-2-10.*

Mayor Dahle reported that the above item relates to a proposed rezone for property located at 4409 South 2300 East. The Planning Commission unanimously approved the rezone application. He felt it was a straightforward item and essentially an addition to a rezone that was previously approved. It would be the seventh parcel as part of that accumulation of property. Community and Economic Development Director, LaNiece Davenport explained that one duplex could be added to the lot through approval of the rezone.

Mayor Dahle opened the public hearing.

Jake Christensen - 13416 Banbury Park Lane. He stated that he owns all seven contiguous lots. He noted that there is a corner parcel owned by Salt Lake City Public Utilities and there had been previous City Council Meeting discussions about it. Ms. Chamness explained that she and City Attorney, Shane Topham had an earlier conversation scheduled with Salt Lake City that was canceled at the last minute. The meeting was rescheduled for the following Wednesday. She noted that Salt Lake City Public Utilities expressed concern about the water rights issues associated with the parcel. Mr. Christensen believed that incorporating the parcel into the development would improve the corner and be beneficial to the community. Mayor Dahle noted that the City Council would love to see the corner cleaned up. He hoped they would receive definitive information from Salt Lake City Public Utilities soon.

There were no further comments. The public hearing was closed.

VI. *Continued Public Hearing on Proposed Amendments to Title 13 Regarding Accessory Dwelling Units.*

Mayor Dahle noted that there were two recommendations listed in the Staff Report that were not part of the previous discussions. He asked that they be reviewed. Ms. Davenport stated that lien language was added to the ordinance along with design standards for External Accessory Dwelling Units (“EADU”). The design standards were based on standards the Planning Commission would typically see. Council Member Durham clarified that the design standards had not gone through the Planning Commission. Ms. Davenport confirmed that was the case.

Ms. Davenport noted that Staff had a suggestion related to the setback, which was on page 6 of the ordinance. They felt it made sense for an EADU to increase the setback to a minimum of 25%. That would provide more depth between neighboring properties. Council Members agreed with the suggestion related to setbacks for EADUs.

Mayor Dahle opened the public hearing. There were no comments. The public hearing was closed.

VII. *Consideration of Ordinance 2021-24 Amendments to Title 13 Regarding Accessory Dwelling Units.*

Council Member Fotheringham moved to approve Ordinance 2021-24 Amendments to Title 13 Regarding Accessory Dwelling Units. Council Member Petersen seconded the motion. Vote on motion: Council Member Fotheringham-Aye; Council Member Durham-Aye; Council Member Gibbons-Aye; Council Member Petersen-Aye; Mayor Rob Dahle-Aye. The motion passed unanimously.

VIII. *Consideration of Resolution 2021-31 Granting the Advice and Consent of Appointments to the Holladay Arts Council.*

Mayor Dahle reported that the above item relates to appointments to the Holladay Arts Council for JC Conrad, Jon Jensen, Liz Deane, Ilene Stowe, Susan Stacey, Sandra Fullmer Williams, and Bonnie Nell. All of the appointments began on September 30, 2021, and ended on September 30, 2024.

Council Member Fotheringham moved to approve Resolution 2021-31 granting the Advice and Consent of Appointments to the Holladay Arts Council. Council Member Durham seconded the motion. Vote on motion: Council Member Fotheringham-Aye; Council Member Durham-Aye; Council Member Petersen-Aye; Council Member Gibbons-Aye; Mayor Rob Dahle-Aye. Resolution 2021-31 was approved by a unanimous vote.

IX. *Consideration of Resolution 2021-33 Approving an Interlocal Sustainability Action Plan.*

Mayor Dahle reported that the above item relates to an Interlocal Sustainability Action Plan. He noted that it was presented to the City Council previously and changes were proposed. Sustainability Analyst, Samantha DeSeelhorst reported that the feedback was reviewed and the feedback incorporated into a final draft. The Interlocal Sustainability Action Plan was adopted by Cottonwood Heights and scheduled for action with Millcreek on September 13, 2021. Mayor Dahle felt it would be an important guiding document for leadership in the City. Ms. DeSeelhorst appreciated the support from the Council.

Council Member Fotheringham wondered how the City could prevent the plan from going unused. Ms. DeSeelhorst believed the opportunity to implement the plan would come during the budget process. It would be a natural opportunity to review the Interlocal Sustainability Action Plan and present an opportunity for Ms. DeSeelhorst to share recommendations for items for which the City could consider funding. City projects could also be looked at through the lens of the document.

Council Member Petersen moved to approve Resolution 2021-33 approving an Interlocal Sustainability Action Plan. Council Member Gibbons seconded the motion. Vote on motion: Council Member Fotheringham-Aye; Council Member Durham-Aye; Council Member Petersen-Aye; Council Member Gibbons-Aye; Mayor Rob Dahle-Aye. Resolution 2021-33 was approved by a unanimous vote.

X. *City Manager Report – Gina Chamness.*

Ms. Chamness shared updates with the Council and reported that 1 ½ years ago the City included funding in the budget for public art to be used as a match with funding from the County. Due to the COVID-19 pandemic, the project was defunded. However, the County was starting its budget process for the next fiscal year and recommended that the project be funded again. Ms. Chamness reported that the County will adopt its budget in December and the City should know about the public art

funding by the end of the year. She noted that at the time of the award, there was \$50,000 set aside in the Capital Budget for public art, which had since been returned to the Fund Balance in the Capital Projects Fund. She wondered if the Council would be interested in reappropriating that match. Council Members expressed their support.

Ms. Chamness reported that Council Member Quinn had experienced a number of water main breaks in her district over the summer. She reached out to Salt Lake City Public Utilities and asked them to facilitate a Town Hall meeting with residents. The meeting was scheduled to take place on September 27, 2021, and would address the scope of the issues and the potential timeline related to replacements. Mailers would be focused on the District 4 area. Ms. Chamness reported that Staff was asked to return to wearing masks internally. This decision was based on a number of exposures with Staff Members as well as case counts in the community. The City was unable to require members of the public to wear masks in the building but it was strongly encouraged. For members of Staff, wearing masks would be a requirement for the time being.

XI. District Issues and Board Reports.

Council Member Fotheringham shared updates related to the Holladay Arts Council. He noted that on September 11, 2021, two events would take place. Chalk Our Walk would have artists chalking squares out front with judging taking place around noon and awards presented afterward. Later that evening, the last Summer Concert Series event would take place. Council Member Fotheringham stated that it was previously postponed due to weather. The event was to begin at 7:00 p.m.

Council Member Petersen reported that she had received emails from constituents related to the Skate Park. Ms. Chamness explained that the timeline was adjusted to October 15, 2021. Council Member Durham noticed that some street work was being done in his neighborhood.

Council Member Gibbons expressed gratitude to the Unified Police Department (“UPD”) and the City Engineer. He was grateful for the prompt response of UPD. Additionally, the City Engineer had gone above and beyond in his response to flooding in the City.

Mayor Dahle reported that first responders would be honored at an event on September 13, 2021, at 6:00 p.m. The event was focused on service and would allow citizens to express gratitude to police officers and firefighters for the work they do in the community. Mayor Dahle noted that during the Tourism, Recreation, Cultural, and Convention (“TRCC”) Meeting, there was a lot of support for accessible playgrounds. He asked about the new surface for the playground that was previously discussed. Ms. Chamness stated that the matter would be discussed during the American Rescue Plan Act (“ARPA”) funds portion of the meeting.

XII. Recess City Council into a Work Meeting.

Council Member Fotheringham moved to Recess the City Council Meeting and Reconvene in a Work Meeting. Council Member Petersen seconded the motion. The motion passed with the unanimous consent of the Council.

a. Discussion on Rain Barrell Program – Samantha DeSeelhorst.

Ms. DeSeelhorst shared information regarding the Rain Barrell Program. She reported that rain barrels assisted residents in conserving water by capturing rainwater from roof downspouts during storms. The captured rainwater could be used for a variety of outdoor functions including irrigation, washing cars, and watering plants. Some of the benefits included conservation and associated cost savings for residents. There were also water quality improvements to consider as the rain barrels prevent storm runoff from picking up pollutants on roadways and entering stormwater systems.

The Utah Rivers Council, a local nonprofit organization, reached out to Ms. DeSeelhorst and some Council Members to gauge the City of Holladay's interest in participating in the Rain Barrel Program. The program was a way for Utah residents to purchase a discounted rain barrel. The barrels typically retail for \$129, but the bulk purchases through Utah Rivers Council allowed the barrels to be sold for \$83 each. Some cities opted to further support the program by providing an additional subsidy to bring the cost down to \$50 for a limited number of barrels. Ms. DeSeelhorst recommended that the Council consider providing some budget funds for the effort.

Council Member Fotheringham wondered how citizens would order the rain barrel. Ms. DeSeelhorst explained that the program was already running and would not require the City to do anything. Once the Utah Rivers Council knows who wants to participate they will build a trigger into their purchasing website where the first barrels that are subsidized would be sold at a lower rate. It would all be done through an online order. The barrels would be picked up during a local pickup event. She did not know when the pickup event would take place but it typically happens in May. There was discussion regarding how to attach the rain barrel to the downspout. Ms. DeSeelhorst noted that the rain barrel came with setup instructions and the barrels were made from 100% recycled plastic. The barrels were also mosquito-proof due to the type of lid they had. However, it would be possible to speak with the Utah Rivers Council to receive more information on that.

Council Member Durham asked for data related to water use impacts. Ms. DeSeelhorst believed that the Utah Rivers Council would have that data and she would reach out to them. She noted that the rain barrels may make residents more aware of their water usage. Ms. Chamness stated that while the Rain Barrel Program may not make a significant dent as it relates to water conservation, it would heighten awareness and that may have some value beyond the water that is conserved.

Mayor Dahle asked about next steps. Ms. DeSeelhorst explained that she could obtain more information and additional data from the Utah Rivers Council. She would then report back to the City Council. It was anticipated that Cottonwood Heights and Millcreek would both participate in the River Barrel Program in some capacity. Mayor Dahle suggested that the item be added to the agenda for a future Work Meeting discussion and the Council could decide how to proceed.

b. Midvalley ATP Presentation – Thomas McMurtry.

Ms. Davenport reported that the above item relates to the Midvalley Active Transportation Plan, which is a study that was funded by the Wasatch Front Regional Council Transportation and Land Use Connection Program in 2017. The City partnered with five other cities and hired consultants to develop the plan. One of the main goals of the Midvalley Active Transportation Plan was to develop an active transportation backbone and help identify where bicycle and pedestrian routes should be through the City. Thomas McMurtry was present to discuss the plan.

Mr. McMurtry stated that the vision for the Midvalley Active Transportation Plan was to work together on a connected active transportation system for all ages and abilities. The following goals were shared:

- Prioritize safe routes for all users;
- Complete a connected backbone network;
- Collaborate for public and multi-city commitment; and
- Improve access to key origins and destinations.

The existing conditions in the City of Holladay were overviewed. Mr. McMurtry stated that the City of Holladay has a lot of miles of bicycle facilities but they are almost all shared roadways. The cities involved in the Midvalley Active Transportation Plan (Holladay, Cottonwood Heights, Midvale, Millcreek, Murray, and Taylorsville) have a total of 88 miles of existing active transportation facilities. He shared Strava data, which includes data from an app focused on running and bicycling tracking. The City of Holladay has a lot of pedestrians and bicyclists already out in the community. Mr. McMurtry reported that during the Midvalley Active Transportation Plan process there was a bicycle tour that went through various areas to learn more about what the conditions were.

Mr. McMurtry explained that there had been a brainstorming session both in-person and via an online survey. The online map generated approximately 1,000 comments and a lot of ideas were shared. That led to the identification of 300 potential routes and projects across all six cities. The routes were evaluated based on the vision statement. After the evaluation process, there was a whittled-down list of projects, which was shared with the community to receive feedback. The final list of recommended projects was shared, which included 240 total projects. Mr. McMurtry then shared the final list of recommended projects that were specific to the City of Holladay.

The concept design for 3900 South was shared. The initial idea was to try to create bicycle lanes throughout the entire corridor. As they looked at it more closely, the design engineers suggested doing a trail on the south side. That was ultimately what had been laid out. In most cases, the multi-use trail was in place of a sidewalk, was 12-feet-wide, was behind the curb, and would not impact any residential yards or homes. It worked within the right-of-way but would take some shoulders away. In some intersections, the south side multi-use trail would remove the right turn pocket. A more detailed design was available for Council Members to review.

Council Member Gibbons noted that this had been a major source of controversy in his district. Two projects received a lot of pushback and almost 100 residents contacted him about the proposed multi-use paths #111 and #115. Some residents believed these recommendations were already solidified as City of Holladay plans. He clarified that this plan was simply a recommendation to the City Council. The City had taken no Legislative action to approve any part of the plan. He appreciated the work that had been done on the plan. However, he opposed multi-use paths #111 and #115 as they were close to residences, and those in his district were overwhelmingly opposed. Mr. McMurtry explained that this was a long-term plan and there was no expectation that the routes would be constructed in a short timeframe. Additionally, the routes could always be amended.

Mayor Dahle asked how the Midvalley Active Transportation Plan would be used in the future. Public Services Director, Jared Bunch stated that the plan had not been presented to the Planning Department or the Engineering Department. As a result, it was not something that they were implementing or

referring to currently. In the General Plan, there was a bicycle network plan that was referred to. Ms. Chamness noted that this is a new plan and there was an opportunity for Staff to determine how it would work within the Capital Improvement Program. She believed the plan would be referred to as the City moves forward. There was further discussion regarding the 3900 South Project and funding.

c. Discussion on Highland Drive Corridor Study – Horrocks Engineers.

Ms. Davenport reported that the item was related to the Highland Drive Corridor Study. She introduced Alexis Verson and Katie Kourianos from Horrocks Engineers who were present to discuss the redesign of Highland Drive. Ms. Davenport explained that Highland Drive was currently under construction to fix drainage, intersections, and safety issues. This was a completely separate future project for the area.

Ms. Kourianos reported that they had been working with Staff to look at Highland Drive and come up with some ideas to improve transportation through the corridor for a variety of users. All of the existing information and data was compiled to clearly define the City's goals. She explained that the public input process would begin the following week. There would be a 30-day public comment period with online and in-person engagement to obtain feedback and understand the priorities of the public. She also hoped to receive feedback from the City Council.

It was noted that the study area was between Arbor Lane and Van Winkle. Ms. Kourianos discussed the estimated timeline. Work would be done on the study through early 2022. There had already been in-depth interviews conducted with key stakeholders to understand the needs and uses. There were now four potential concepts for that section of Highland Drive. The four concepts would be whittled down to three and sent out to the public for review and feedback. Once feedback is received, the concepts would be refined until there was one preferred concept. Detailed cost estimates would then be prepared along with preliminary designs. The Horrocks Engineers team would identify opportunities for funding at that time.

Ms. Verson noted that there was a 10-year timeframe for the project. The Wasatch Front Regional Council Regional Transportation Plan identified the Highland Drive corridor for reconstruction in Phase II, which would begin in 2030 or 2031. That was where the 10-year timeframe had come from. The funding timeline would likely be available in 2029. She shared the corridor vision and noted that Highland Drive is a vital part of the City. There was a desire to accommodate multi-modal travel on and across Highland Drive as well as a desire to create a walkable community.

The Horrocks Engineering team focused heavily on data. For instance, they looked at traffic volumes (both existing and projected future volumes), pulled bicycle and pedestrian counts, crash data for all modes, looked at transit stations and ridership numbers, maps that illustrated safe routes to school, and studied previous planning efforts. Ms. Verson further discussed the data. In-depth interviews were conducted with key stakeholders along the corridor to ensure that what was recommended was appropriate. She shared a list of the stakeholders they had spoken to. Some of the key themes from the stakeholder interviews included:

- Highland Drive feels unsafe for bicyclists;
- Many people use Highland Drive as an east-west connection;
- Better walkability is needed;

- Having a center turn lane is a priority; and
- Questions about whether five lanes are needed in the future.

The following four concepts were designed by Horrocks Engineers:

- Alternative #1: The Complete Street
 - The alternative included a robust buffered bicycle lane, which was appropriate for the traffic volumes and speeds on Highland Drive. There was also a wide buffered park strip and wide sidewalks to accommodate users. However, there would not be a five-lane cross-section. There would be one lane of travel in each direction and a center turn lane. The alternative met some of the goals, but did not accommodate traffic volumes at the intersections and was not what was identified in the Wasatch Front Regional Council Regional Transportation Plan.
- Alternative #2: The Five Lane Cross Section
 - The alternative included two travel lanes in either direction, a center turn lane, 6-foot sidewalks on either side, a 4-foot park strip, and a three-foot park strip on the other side. The alternative may not meet all of the multi-modal goals.
- Alternative #3: The Buffered Bicycle Lanes
 - The alternative included four travel lanes, no center turn lane, robust bicycle lanes, a five-foot sidewalk, and a six-foot sidewalk on either side.
- Alternative #4: The Five Lane Cross Section with a Multi-Use Pathway on One Side
 - The alternative included four travel lanes and a center turn lane as well as a multi-use path on one side and a five-foot sidewalk on the other side. The nine-foot multi-use pathway was a bit narrower than the recommended standard, which was 10-feet.

Council Member Gibbons noted that he would choose Alternatives #1 and #4. Council Member Petersen stated that she would remove Alternative #1 from the list and shared traffic concerns. She felt that Alternative #4 was the strongest. Council Member Fotheringham felt there needed to be a center turn lane. He believed that Traffic Engineer, Dr. Joe Perrin should look at the traffic volumes to determine which alternative would make the most sense. Mayor Dahle wondered if strategic locations for center turn lanes would allow there to be bicycle lanes on either side. He also wanted to know if there was any visioning for transit. Discussions were had about transit frequency.

Mayor Dahle expressed concerns related to Alternative #1 because of the buffered bicycle lane and sidewalks on both sides. He felt that was too much right-of-way to give up on both sides of the road. However, he was interested to see what traffic experts had to say about the alternative. He also felt that Alternative #2 was concerning as there were no bicycle lanes. Alternative #4 made more sense. Council Member Gibbons agreed that there needed to be a bicycle lane and he liked the idea of it being separated from the street. Ms. Verson stated that the City Council could take all four alternatives to the public or could remove one before the public process began.

Council Member Durham suggested removing Alternative #2. Council Member Petersen and Mayor Dahle agreed. Council Member Petersen also believed Alternative #3 should be removed. Mayor Dahle believed that Alternatives #1 and #4 should be shared with the public. Further discussions were had about Alternative #1 and the future vehicle trip numbers. Ms. Verson noted that the fact that Alternative #1 was not what was identified in the Wasatch Front Regional Council Regional Transportation Plan was not necessarily a negative. It was simply identified as a four-to-five lane

cross-section. She believed the Wasatch Front Regional Council would likely be willing to change that language if it was a community goal to do so.

Ms. Verson noted that Alternative #1 could look at the buffered bicycle lanes and wide sidewalks as well as transit-only lanes if that was the goal for Highland Drive. The alternative could be repurposed to become more transit-focused than active transportation-focused. Mayor Dahle believed that Highland Drive should be a transit corridor for the City.

Ms. Chamness noted that Horrocks Engineers interviewed Utah Transit Authority (“UTA”) as part of the stakeholder discussions and wondered about the results of that discussion. Ms. Verson explained that UTA stated that Highland Drive would have core bus service in the future. They were applying for funding to fund robust services, with two routes that each had 15-minute service. Mayor Dahle noted that there needed to be more information about the S-Line. He felt it was important to become more active in those conversations.

Council Member Fotheringham wondered what enhanced bus service or the S-Line on Highland Drive would suggest with regard to the alternatives. Ms. Verson did not have an answer for that yet. She assumed that the S-Line streetcar on Highland would run with mixed traffic, but the Council would need to consider where boarding would take place. Council Member continued to discuss future transit and the S-Line. Ms. Chamness noted that Mr. Perrin’s involvement may be more useful as the Council was about to select an alternative rather than at the early stages. Mayor Dahle reiterated the fact that the City Council wanted Alternative #1 and Alternative #4 to be shared with the public.

d. Discussion on ARPA Funds – Gina Chamness.

Ms. Chamness shared information related to ARPA funds. She explained that the governing rules surrounding the funds had not been finalized. There would likely be final guidance in place toward the end of the year. ARPA was passed by Congress in March and directed \$195 billion directly to the States and \$130 billion to cities. Ms. Chamness explained that the City expected to receive \$3.6 million of ARPA funds and had already received \$1.8 million. The additional funds would be received in July 2022. The City needed to decide how to spend the money and commit to projects by December 2024. It was noted that the funds need to be spent by December 2026 on eligible uses.

The overall goal of the ARPA funding was to provide tools to help cities recover from the COVID-19 pandemic. Multiple agencies, including the State Legislature, expressed their support for projects with a generational impact. There was also a request that the City involve the public in setting ARPA priorities. The City of Holladay had a direct allocation of \$3.6 million of the ARPA funds. Additionally, the State set aside some of the funds they received. \$50 million was appropriated as part of House Bill (“H.B.”) 1004. There was a grant program that would allow cities to use their own ARPA dollars and leverage those with State dollars to receive additional funding. The program had already set evaluation criteria and had a group that would select projects with the initial \$50 million. Additional funding may become available at a later date.

\$35 million was appropriated as part of Senate Bill (“S.B.”) 1001, but the program was less developed. Ms. Chamness believed it would work in a similar way. However, the program stated that in order to receive a grant, the City must have rezoned or planned to rezone commercial, industrial, or retail to allow for at least eight units per acre. She believed the Holladay Crossroads Zone would allow the City to meet the criteria. The program was administered through the

Governor's Office of Economic Development. Ms. Chamness hoped that there would be guidance by the end of the year.

Staff brainstormed projects in four identified areas. Discussions were had about some of the highlighted projects, such as accessibility improvements. Ms. Chamness noted that she would continue to update the Council as additional information was received about the APRA funding, the H.B. 1004 grant program, and the S.B. 1001 grant program.

e. Calendar.

- *Council Meetings – September 23, October 7, and 14, 2021.*
- *September 11 – National Day of Service.*
- *September 13 – Unity in Our Community Event – 6:00 p.m. to 9:00 p.m.*
- *October 25 – Trick or Treat – 5:30 p.m. to 7:00 p.m.*
- *November 21 – Interfaith Thanksgiving Service.*
- *November 29 – Tree Lighting.*

The calendar items were reviewed and discussed. Mayor Dahle reported that Council Member Durham would cover the City Council Meeting on October 14, 2021.

XIII. *Closed Session Pursuant to Utah Code Section 52-4-204 and 205 to Discuss Personnel Issues, Potential Litigation, and Property Acquisition and Disposition (if needed).*

There was no Closed Session.

XIV. *Adjourn.*

Council Member Fotheringham moved to adjourn. Council Member Petersen seconded the motion. The motion passed with the unanimous consent of the Council.

The City Council Meeting adjourned at approximately 9:06 p.m.

I hereby certify that the foregoing represents a true, accurate, and complete record of the Holladay City Council Meeting held Thursday, September 9, 2021.

Stephanie N. Carlson, MMC
Holladay City Recorder

Robert Dahle, Mayor

Minutes approved: **Nov. 4, 2021**