

**MINUTES OF LAYTON CITY  
COUNCIL MEETING**

**OCTOBER 3, 2013; 7:05 P.M.**

**MAYOR AND COUNCILMEMBERS  
PRESENT:**

**MAYOR J. STEPHEN CURTIS, MICHAEL  
BOUWHUIS, JOYCE BROWN, BARRY FLITTON,  
JORY FRANCIS AND SCOTT FREITAG**

**STAFF PRESENT:**

**ALEX JENSEN, GARY CRANE, BILL WRIGHT,  
PETER MATSON, TERRY COBURN AND THIEDA  
WELLMAN**

**The meeting was held in the Council Chambers of the Layton City Center.**

Mayor Curtis opened the meeting. Boy Scout Nathan Peterson with Troop 463 led the Pledge of Allegiance. Councilmember Francis gave the invocation. Scouts from Troops 463, 253, 539, 509 and 480 were welcomed.

**MINUTES:**

**MOTION:** Councilmember Brown moved to approve the minutes, noting a correction to the spelling of “Robins” Drive in the August 15, 2013, Work Meeting Minutes. Councilmember Bouwhuis seconded the motion to approve the minutes of:

**Layton City Council Work Meeting – August 15, 2013;  
Layton City Council Meeting – August 15, 2013;  
Layton City Special Council Meeting – Board of Canvass Meeting – August 22, 2013; and  
Layton City Council Meeting – September 5, 2013.**

The vote was unanimous to approve the minutes as corrected.

**MUNICIPAL EVENT ANNOUNCEMENTS:**

Councilmember Brown indicated that on October 25th, the annual Halloween Bash would be held from 5:30 p.m. to 8:00 p.m. at the Central Davis Jr. High gymnasium. She said this was a fun family activity.

Councilmember Brown said there would be a pumpkin dunk and trick or treat at Surf ‘n Swim on October 26th from 7:00 to 10:00 p.m.

Councilmember Brown said October 28th would be the first day to reserve lanes for the Turkey Bowl that would be held at Davis Lanes in November. She said the lanes filled up quickly.

Councilmember Brown said there had been some great things happening in the City this past week. She said on Monday there was a ribbon cutting ceremony for the new water tank; later that day there was a ceremony at the new Heritage Park near the Conference Center; and last night the Fire Department held their annual open house.

Councilmember Brown said last night UDOT held an open house to discuss the Antelope Drive connection to Highway 89. She said the Council understood that there might be residents here this evening that wanted to make comments on that. Councilmember Brown said the Council appreciated the residents for attending the UDOT open house. She said two City Staff members attended the open house and heard a lot of comments from citizens. Staff had talked to the Council in the earlier work meeting and reported on some of the main concerns people had. Councilmember Brown said even though most people were excited about Antelope Drive connecting to Highway 89, there were some concerns mentioned such as a light at the frontage road, large trucks using Antelope Drive, and the speed that might be on Antelope Drive. She said

Staff had talked with UDOT and UDOT would like to take the next couple of weeks to review the concerns that were raised, and they would like to come to the next Council Meeting, which would be held on October 17th, to discuss those concerns with the City Council and residents. Councilmember Brown said by then they hoped to have some constructive ways to address those concerns, and have a dialog with the citizens. She said if anyone was here this evening to make comment on that, please be aware that those concerns would be addressed in detail at the October 17th meeting.

Mayor Curtis indicated that there had been a public hearing scheduled this evening for property on Angel Street, but the applicant had requested that it be rescheduled to November 21st.

**CONSENT AGENDA:**

**FINAL PLAT APPROVAL – THE VILLAS AT HARMONY PLACE PRUD PHASE 1C – APPROXIMATELY 325 SOUTH 2500 WEST**

Bill Wright, Community and Economic Development Director, said this was a final plat approval for the Villas at Harmony Place PRUD, Phase 1C, located at approximately 325 South 2500 West. He said this phase was part of a preliminary plan that was approved in 2007 and amended and approved again in 2009. Bill said this phase contained just less than 6 acres of property and would contain 26 lots. He said it was part of a planned residential unit development and would contain common open space. Bill displayed the overall conceptual drawing of the project. He said the development would include an LDS Church that would front onto 2200 West. Bill said the project was consistent with the preliminary plan. He said the Planning Commission recommended approval and Staff supported that recommendation.

Councilmember Bouwhuis said this was approved several years ago and it fit into the Master Plan for the area.

Bill said that was correct. He explained the development to the north would included an elementary school and a 6-acre park site.

**FINAL PLAT APPROVAL – CRIMSON CORNERS SUBDIVISION PHASES 3 AND 4 – APPROXIMATELY 3300 WEST 275 NORTH**

Bill Wright said this was final plat approval for Crimson Corners Subdivision, Phases 3 and 4, located at approximately 3300 West 275 North. He said the original preliminary plat approval had expired and was resubmitted on June 25th, and was approved by the Planning Commission. Bill said Phase 3 contained 6 acres with 14 lots, and Phase 4 had a little over 5 acres with 11 lots. He displayed a conceptual drawing of the layout of the subdivision and how it would tie into Rockwell Estates with the removal of a temporary turnaround. Bill said the Planning Commission recommended approval and Staff supported that recommendation.

**FINAL PLAT APPROVAL – THE COTTAGES AT FAIRFIELD SUBDIVISION - NORTHEAST CORNER OF CHURCH STREET AND FAIRFIELD ROAD**

Bill Wright said this was final plat approval for the Cottages at Fairfield Subdivision, located on the northeast corner of Church Street and Fairfield Road. He said the property was zoned R-1-6 and the proposal was to develop 30 single family lots on a little less than 9 acres. Bill said the homes would be marketed for an adult living community, similar to the Cottages at Chapel Park, which had been very successful. He said the homes would be slab on grade with many of the designs baby boomers were looking for. Bill said there would be covenants that would take care of the private lane that would be a part of the subdivision, and there would be open space with a detention basin. He said the APZ (accidental potential zone) was located on the northern portion of the property and there could be no residential structures in that area. Bill said there was required fencing and landscaping along the back sides of the homes adjacent to Church Street and Fairfield Road. He said the Planning Commission recommended approval and Staff supported that recommendation.

Councilmember Bouwhuis asked if this was the same builder as the Cottages at Chapel Park.

Bill said that it was; Ovation Homes, owned by Norm and Brad Frost. He said it would be the same style of homes; they had found the right design for this type of home.

Councilmember Bouwhuis said it was a great development for infill.

**FINAL APPROVAL EXTENSION REQUEST – HOWARD'S FARMS SUBDIVISION – APPROXIMATELY 2597 EAST GENTILE STREET**

Bill Wright said this was a final plat approval extension request for a small subdivision that was approved several years ago, Howard's Farms Subdivision, which was located at approximately 2597 East Gentile Street. He said the property was located near the curve on Gentile Street. Bill said the applicant was trying to market this and needed to sell one or two lots in order to be able to install the infrastructure required along Gentile Street. He said Staff didn't think there was any need for the approval to expire and recommended a 2 year extension because of the nature and smallness of the subdivision.

**PROPOSAL AWARD – BOWEN, COLLINS AND ASSOCIATES, INC. – PROFESSIONAL ENGINEERING SERVICES FOR THE LAYTON CITY WATER MASTER PLAN UPDATE 2013 – RESOLUTION 13-54**

Terry Coburn, Public Works Director, said Resolution 13-54 authorized the execution of an agreement between the City and Bowen, Collins and Associates for consulting services for the Water Master Plan Update 2013. He said the project would provide the City with an updated Water Master Plan, Impact Fee Facility Plan and impact fee analysis and rate study. Terry said RFPs were sent to 6 consulting firms; 4 companies submitted proposals. The proposals were ranked, and Bowen, Collins and Associates was selected to perform the work for the City for \$81,990; the engineer's estimate was \$100,000. He said Staff recommended approval.

**LICENSE AGREEMENT BETWEEN LAYTON CITY AND UTAH TRANSIT AUTHORITY (UTA) – STORM DRAIN PIPE INSTALLATION– D&RGW RAIL TRAIL – APPROXIMATELY 700 SOUTH AND 400 WEST – RESOLUTION 13-55**

Terry Coburn said Resolution 13-55 authorized the execution of a license agreement with UTA for the installation of a 30-inch storm pipe in a 36-inch steel pipe casing under the D&RGW rail trail. He said the new connection to Kays Creek would facilitate great flows, reduce potential flooding and resolve drainage concerns with Davis County Flood Control. Terry said Staff recommended approval.

**ADAMSWOOD ROAD SANITARY SEWER PAYBACK – 450 NORTH TO 400 NORTH ADAMSWOOD ROAD; RUNNING WEST TO FAIRFIELD ROAD ALONG THE NORTH BOUNDARY OF THE FAIRFIELD ROAD STORM WATER DETENTION FACILITY AND CONNECTING TO THE EXISTING NORTH DAVIS SEWER DISTRICT SANITARY SEWER MAIN AT 350 NORTH FAIRFIELD ROAD – RESOLUTION 13-53**

Terry Coburn said Resolution 13-53 was a sanitary sewer payback. He said the City had installed a sanitary sewer main in Adamswood Road, from 450 North to 400 North, then west along the north boundary of the Fairfield Road storm water detention facility and connecting to the existing North Davis Sewer District sanitary sewer main at 350 North Fairfield Road. Terry said the pipe was installed as part of Project 11-40, and was completed in September 2011. He said the installation of the sanitary sewer main provided sanitary sewer service to approximately 12.07 acres of developable property located along Adamswood Road from 575 North to 400 North. Terry said the purpose of Resolution 13-53 was to require new development within the sanitary sewer service area to pay for the sanitary sewer project improvements installed previously by the City, in advance of development. He said Staff recommended approval.

**MOTION:** Councilmember Bouwhuis moved to approve the Consent Agenda as presented. Councilmember Francis seconded the motion, which passed unanimously.

**PUBLIC HEARINGS:**

**ON-PREMISE RESTAURANT LIQUOR LICENSE – CHINA HILL – 2704 NORTH HILL FIELD ROAD, SUITE 1**

Bill Wright said this was a public hearing for an on-premise restaurant liquor license request. He said these were generally on the Consent Agenda but this was a public hearing because of a distance separation issue between the restaurant and the Alpine Church, which was located within 600 feet of the restaurant. Bill said the owner of China Hill, which was located at 2704 North Hill Field Road, had requested an on-premise liquor license. He said the location did not meet the 600-foot distance requirement from a church. He said it measured 520 feet from the property line of the church.

Bill said under the Code, the Council had the authority to hold a public hearing, and take comment. He said if the Council found that compliance with the distance requirement presented a hardship for the application of a liquor license, they could approve a variance to the distance. Bill said some of the criteria for approval included site distance, land use issues, compatibility, and physical features. He said the restaurant was oriented to Hill Field Road and the church was oriented to 2675 North. Bill said Staff had also contacted the pastor of the church who indicated that they did not have an issue with the license. Bill said background checks had been completed by the Police Department and Staff recommended approval of the on-premise restaurant liquor license by granting the variance.

Councilmember Freitag said the Council had approved something similar for a business in this area. He said the church was in a commercially zoned area; was that allowed.

Bill said churches were allowed to be located in commercial areas.

Councilmember Freitag asked if this was a different applicant than the previous one.

Bill said yes.

Councilmember Flitton said the documentation indicated that the pastor had no objection.

Bill said that was correct.

Councilmember Francis asked if China Hill had been in business for a while. He asked if the restaurant was at this location before the church.

Bill said there had been a restaurant at this location before the church, but it was a different restaurant.

Councilmember Bouwhuis said this was done often when ownership changed, which required a new license be approved.

Bill said that was correct.

Council and Staff discussed other businesses in the area.

**Mayor Curtis opened the meeting for public input.** None was given.

**MOTION:** Councilmember Freitag moved to close the public hearing and approve the variance for the on-premise restaurant liquor license for China Hill. Councilmember Flitton seconded the motion, which passed unanimously.

## **CITIZEN COMMENTS:**

Tim Brennan, 2264 North 2650 East, said he spoke with UDOT last evening and his impression was that there were a bunch of dissatisfied people in the room. He said UDOT was unable to answer a number of the questions concerning safety; they kept citing that they had all kinds of safety studies and traffic studies done, but when these same questions were addressed they had no answers. Mr. Brennan asked what Layton City and the City Council had been informed of. He said he and a bunch of his neighbors felt that this was done under cover of darkness and nobody was aware that it was going to happen. Mr. Brennan said these items would be addressed in a more formal matter on October 17, 2013. He said also, no one could answer who owned the property in the area. There were a number of conflicting stories on that.

Councilmember Brown said as far as this being done under the cover of darkness; she knew that the local paper, the Standard Examiner, had a couple of articles about the extension of Antelope Drive. She said this had been in the works for as long as she had been on the Council. Councilmember Brown said this connection had been planned for a very long time. She said there was a group of citizens that talked with UDOT, and UDOT had moved forward and put it more on the front burner as far as a project that would be done sooner rather than later.

Alex Jensen, City Manager, said for 20 to 25 years there had been discussions about the eventual connection of Antelope Drive to Highway 89. He said that ebbed and flowed in terms of its prioritization given State funding and other priorities they had. Alex said when UDOT made the improvement to Highway 89 and put the signals in several years ago, that lessened the need to make some of those secondary improvements. He said this had been something that had been talked about over the years.

Alex said with regard to what Councilmember Brown stated; about 6 to 8 months ago UDOT began in earnest to evaluate this connection. They came to the City Council and talked about this being one of the projects that they may consider doing; they thought they had legislative funding for the project. He said the Standard Examiner did run a number of stories on that. Alex said there were a number of citizens from that area that expressed concern, and some voicing support, that formally approached the City. He said the City recognized that there was a mixture of emotions, based on where someone lived. Alex said punching this connection through solved a lot of safety issues for other areas, and would terminate a lot of the small, unregulated connections to Highway 89, and make those much safer. He said the other side of that, which the City understood, was that it enhanced concerns on Antelope Drive because it would bring more traffic. Alex said there were no illusions on the part of the City that there wouldn't be impacts. That was why the City was anxious to have this discussion with UDOT on the 17th to try and make sure the City understood exactly what they were proposing, and make sure the Council felt good about what was being proposed to address some of the direct as well as indirect impacts.

Alex said there would be a series of tradeoffs as this moved forward. He said the City was committed to trying to make sure this was a very positive situation, but it would be a change. Alex said it would be different, but it had been anticipated for 20 to 25 years.

Michele Smith 2252 North 2550 East, said she had 12 issues to address.

1. This had been on the 20 year plan for many years; how did it move from the 20 year plan to the 1 year plan in a 6 month period. Why did it not go through the process of moving up to a 15, 10, or 5 year plan?
2. The frontage road was very logical, but they were concerned about it being a 25 to 30 mph road paralleling a 55 mph road. When cars were paralleling they often mimicked the speed. They wanted to make sure the frontage road stayed at 25 to 30 mph.
3. Big trucks on Antelope Drive was a great concern. They wanted large, intense signage at Church Street directing big trucks to Highway 193, and they wanted trucks ticketed if they ignored the signage.
4. They wanted to know what lights were being considered and they wanted to know if roundabouts would be considered.
5. There would be stacking issues at the frontage road intersection; it was only 213 feet from Highway

- 89 in the current design, or 15 car lengths.
6. What would the speed limit be on Antelope Drive from the Oak Forest intersection to Highway 89? With two large dips in the road there were always accidents when it snowed. UDOT indicated that they would not consider the Oak Forest intersection because that was not a State road, it was a City road. This was something the City Council needed to consider. There was discussion that the 4-way stop at Oak Forest and Antelope Drive would be removed and a 2-way stop installed. This was a great concern because of the grade of the road in that area.
  7. More homes were going in on Antelope Drive. Were those numbers taken into account with the traffic studies?
  8. They were taking 7 outlets down to 1; why not leave the Sunset Drive access onto Highway 89. If there was an accident on Antelope Drive there would be no alternative route other than Highway 193.
  9. They would like to see traffic flow numbers and numbers from the safety counts.
  10. They were concerned with the grade and steepness of the road. They would like to know the angle of the road.
  11. She said it was mentioned that there had been articles in the Standard Examiner; there had been two articles in the last 6 months. It wasn't until the last few weeks that the neighborhood was contacted.
  12. The Barker home that would be on the frontage road was not slated for purchase. It would be difficult to access that home relative to safety.

Ms. Smith said she would like to have these issues addressed at the October 17th meeting. She said her greatest concern was the Oak Forest intersection during the winter, and maintaining a 4-way stop at that intersection.

Tim McKinney, 2586 East Antelope Drive, said he purchased his home at the end of May and had no idea that the road would be put through. He asked if there would be future business expansion on Antelope Drive. Mr. McKinney asked if there was an environment impact study of the area because of all the animals in the area. He said a park and ride was being discussed for the area; was that part of the 20 year plan. Mr. McKinney said there was a school bus stop right off of Antelope Drive; the bus stop would need to be moved.

Rich Charca, 2556 East 2250 North, said in speaking with UDOT yesterday, he felt that it was futile to object to the project. He said the project was sound and necessary for growth and safety, but the speeds and access of trucks was the big overwhelming concern of everyone, and there was a very frustrating feeling that between UDOT and Layton City they were being bounced around. UDOT didn't want to take responsibility; it was the City's responsibility. Mr. Charca said he felt that the City wasn't well represented at the meeting yesterday and by the time a decision was made about allowing or not allowing trucks, the project would be so far along that their voices would not be heard. He said there was so much momentum that things were going to happen so quickly that problems would be happening faster than they could be addressed. Mr. Charca said UDOT had no idea of the Master Plan of the City and all of the extra homes that were being planned in the community. He expressed concerns with all of the townhomes that were being planned for the area and the additional traffic, which UDOT was not aware of. Mr. Charca said he was concerned with the Oak Forest connection and all of the left turns onto the frontage road. He said UDOT admitted that they made several compromises in the plan before taking the additional homes into consideration; their preference would be to have the frontage road 1,000 feet from Highway 89, and it was only about 200 feet from Highway 89. This was a subpar design because of the topography of Antelope Drive; he would hate to move forward with a poor plan.

Councilmember Francis said he was in favor of this being done right, and the Council was interested in making sure it was done right. He said he appreciated Mr. Charca's acceptance that the project was needed and his spirit of making sure it was right; that was everyone's interest.

Councilmember Bouwhuis said he appreciated the way Mr. Charca articulated his message and points. It was very helpful to the Council; they were learning as well. The City had had a very basic briefing from UDOT and it was good for the Council to hear the citizens' concerns.

Gary Barker, 2890 East 2900 North, said he had lived here since 1968. He expressed concerns with safety; how would emergency vehicles access them with only 1 connection and a frontage road. He said people could not get out of their driveways now because of backups from stop signs and the steep grade in the area. Mr. Barker asked if there would be any stop signs on Antelope Drive to slow the traffic so that people could access Antelope Drive from side streets. He indicated that there would be issues with all the traffic from subdivisions funneling onto Antelope Drive from the frontage road.

Robert Newton, 949 West Gordon Avenue, said he would like to again address the Red Dot Firing Range. He said when it was approved in the Planning Commission meeting, the Commission was told that they would not be able to hear a sound outside the building. Mr. Newton said he could hear sounds again today; he had been hearing sounds since May. For a period of time when Red Dot did not allow high caliber rifles, they had to go outside to hear the gun shots, they couldn't hear them inside the house. Mr. Newton said today he was in his home with the windows closed, and he could hear the big thumps. He said he could tell when someone had a 10-round magazine, and he could tell when they had more than 10 rounds in their magazine because he could hear it sitting in his chair, in his room, in his house with the windows closed. Mr. Newton said he would like to know if the City was going to make Red Dot Firing Range live up to their words that they would not hear sounds outside the building; what they had done had not attenuated the sound.

Councilmember Bouwhuis said the Council had received a letter indicating that there had been some work done by the builder and the owner; was there more work going on.

Alex said there was not additional attenuation planned. He said the City approached the owner and they complied with what they were asked to do. From the City Staff's perspective the requirements had been met. Alex said numerous Staff at different times went onto the property, and sometimes on Mr. and Mrs. Newton's property, and they were not hearing these same issues. He said Staff understood that in good faith the Newton's continued to bring the issue to the Council, but Staff was not certain what else could be done.

Alex said there was a lot of ambient noise in the area, but from the Staff's perspective they were satisfied that all of the conditions had been met.

Pamela Barker, 2890 East Sunset Drive, said relative to the Antelope Drive connection, UDOT had not planned any sound barriers along that corridor for the frontage road. She said she lived right next to the highway and even with a natural sound barrier of Oak Brush, they got ambient noise from the highway. Ms. Barker said if the Oak Brush was removed to allow for the frontage road, there would be more sound coming through. She said there was not a good access point going north on Highway 89 from either end of the frontage road. Ms. Barker said to feel safe, you would have to go out to Church Street to Highway 193 for connection, or go all the way down to Antelope Drive via Oak Forest Drive where there was a 4-way stop. She said 7 access points were being condensed to 1 access point, which would not funnel very well onto Highway 89.

Steve Carver, 1814 Beachwood Drive, said he represented a couple dozen neighbors from the Oak Forest area that were very active adults interested in Pickle Ball. He said they were very interested in having access to Pickle Ball courts in Layton. Mr. Carver said there were two tennis courts in the Oak Forest area and the courts were not used very much. He said those courts would accommodate about 4 Pickle Ball courts. Mr. Carver said this was a very low impact game that provided good exercise. He suggested that indoor courts could be accommodated at the Armory building, which would be a great use of the building.

Councilmember Flitton said he understood that Layton City was the only city in Davis County that didn't have Pickle Ball courts.

Mr. Carver said he wasn't sure of that, but Kaysville City had several courts that were just opened, and Farmington City and Clearfield City had courts.

Councilmember Bouwhuis said he had recently taken Pickle Ball lessons and would like to see this happen. He said it was a great sport for people over 60.

Mr. Carver expressed appreciation to the Mayor and Council for the time they spend in behalf of the residents of the City. He said they did a great job.

Councilmember Brown said she and Councilmember Flitton recently met with the Parks and Recreation Director, and Pickle Ball was one of the items discussed. She said this last year Staff tried to see if there was some interest in learning Pickle Ball and found that people didn't want to learn, they already knew how to play. Councilmember Brown said they did discuss converting tennis courts into Pickle Ball courts, and they discussed the Armory. She said Staff was already looking at it and thinking about it.

Jamie Prather-Newton, 949 West Gordon Avenue, said she was here for her noise complaint against Red Dot Fire Arms, which was located at 990 West Hill Field Road, her back door neighbor. She said no one from the Community and Economic Development Department or the Planning and Zoning Department had been back to her home since May; to be inside her home to hear what she was hearing. Ms. Prather-Newton said they might have been on her property, but they hadn't come into her home. She said they were still having noise complaints with Red Dot Fire Arms; they heard and felt the booms. Ms. Prather-Newton said if this body did not do anything to stop that, they would take legal action against the City, and they were willing to go all the way to make it stop.

Mike McCool said he was a Staff Sergeant at Hill Air Force Base and worked in the audio visual department. He said relative to the Newton's concerns, there was a real thing called a standing base wave that could emanate from a sound source. Mr. McCool said it couldn't be heard, but if it got in between two structures, such as a wall in their home, it could bounce back and forth and build up to where it could actually be heard. He said it could be that the noise couldn't be heard outside, but it could be heard inside the house and be pretty bad. Mr. McCool said an acoustical engineer could possibly build base traps that could solve the problem.

Alex Jensen said relative to the Antelope Drive issue, with a few exceptions all of the concerns raised by the residents were issues the City had talked about internally, either with the City Council or with Staff. He said to the extent that the City and residents were thinking alike, it was a very positive thing. Alex said with regard to the way projects moved up or down a list; it was not a process by which something on UDOT's calendar moved from a 20 year to a 15 year to a 10 year to a 5 year plan; it was generally driven by funding. He said often projects that were very expensive, unless they were absolutely critical, would be further out on the schedule simply because of the dollar volume that was involved. Alex said projects that may not be the highest priority statewide that had a lower price tag, and this might be one example, as limited funding became available UDOT would try to look ahead and determine what might be accomplished with the limited amount of money that was available. He said a project that might be in the 5 year plan, that had a \$100,000,000 price tag couldn't be done, but with \$10,000,000 available, they would look at what could be accomplished that would help address some problems. Alex said they would try to react and make that money available to address problems in communities, and in this case in Layton. He said it was a very typical process and with the City's discussions with UDOT it was an effort to solve problems not create problems.

Alex said there was a process that was followed and the City and UDOT was following the process, which was a very positive thing. He said when UDOT or the City first decided to do something, they began with ideas about how to do it, and then they went through a public process where they received feedback. Alex said they started to talk about all the practical issues, not just engineering issues. He said what people would

find in many cases was that as they worked through the process, a lot of those practical issues would get addressed; they weren't addressed before because there wasn't the demand, but when there was the demand it forced you to think about them. Alex said he could assure the residents, from the City's perspective, the Council had made it clear for many years that safety was preeminent to them. He said what the residents would find, as the project got closer, everything along that corridor would be looked at; speed, access, stop signs, signals, grades, elevations, emergency services, etc. Alex said all the things the residents pointed out would be looked at. He said he had been with the City for 21 years, and these were issues the City knew would be coming, and had discussed internally many, many times. Alex said the City was very much on the same page, and looked forward to coming up with solutions or ideas that would be vetted by the residents as they worked together. He said the Council took very seriously, and made it clear how they wanted Staff to handle, any safety issue that came before the City. Alex said this would be a partnership going forward.

Gary Barker said this had been going on for 50 years. He said about 9 years ago the State started buying homes along the corridor; 7 years ago they had 38 houses purchased and they now had 68 homes purchased. Mr. Barker said the State had stated that they owned most of the properties; that was true, they owned all of them but two. One of those was his home; he was having a delay because they wanted to redesign his property.

Alex said he understood Mr. Barker's point. He said he thought that stemmed from the fact that UDOT originally thought they needed to make Highway 89 an expressway to solve the traffic volume that would be using Highway 89. Alex said he thought they found, as they began to put in the stoplights, and do some other traffic control measures along that corridor, that in their view it solved many of the issues they thought they were going to have to spend hundreds and hundreds of millions of dollars to solve. He said from the City's experience, UDOT's intentions were good and their intentions were to do something positive there, but they believed that they had come up with practical solutions that were a lot less expensive thus less impactful on the taxpayers.

Alex said the City had a good relationship with UDOT. This was not a one sided proposition where UDOT would come in and say this is what we are going to do, take it or leave. He said the City knew how to push back pretty well; UDOT would listen to what the City had to say and the City would listen to what UDOT would say. Alex said the residents had a good advocate in the Council and City Staff and had a strong voice that would be able to represent the City's interests and the residents' interests.

Alex said the issues that were the City's, the City would take full responsibility for. He said the Council had made that clear and this was what Layton City did; listen to the citizens' concerns and take care of the issues. Alex said he thought that it would be a positive approach as the City worked through it cooperatively. He thanked the citizens for their input.

Rich Charca said he thought for everyone it was the inevitability of the project and having to force compromises through the City. He said the project was going to happen, but the citizens wanted to have some accountability from the Council that there wouldn't be compromises that had to be made as a result of the road going through. Mr. Charca said there would be residents on Oak Lane and Sunset Drive that would be for the project, and both sides would drown each other out. If the project was going forward, how did the City prevent the compromises with things such as speed and safety?

Alex said from his experience, engineering was not an exact science; in many cases it was the art of compromise. He said any time you moved off of a perfectly flat piece of property, that had no geotechnical issues or geography issues, then you were essentially making compromises and balancing the good versus the bad. Alex said certainly with this project, because of the topography and slopes, those tradeoffs came into view, but UDOT had to meet generally accepted engineering standards. He said it had to be built according to sound engineering standards, and those could vary based on topography. Alex said the important thing was for the City to be vigilant to make sure the proper balance was being met, and in the efforts to solve a problem it was not exacerbating existing problems or causing more problems; it had to be positive.

Dean Allen, 2110 North 2600 East, said he understood that a lot of City Staff and UDOT Staff had indicated that this money could be better spent elsewhere, but this was being forced on them. He said he wondered what the City really wanted; did the City want Antelope Drive put through or was it something UDOT, or maybe a State Senator was pushing. Could the money be better used somewhere else? Mr. Allen said Antelope Drive was not fit to be an arterial street with driveways accessing it directly. It was different than Highway 193 or Oak Hills Drive.

**The meeting adjourned at 8:40 p.m.**

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Thieda Wellman, City Recorder