

PUBLIC NOTICE

TOWN OF LEEDS TOWN COUNCIL MEETING

The Town Council of Leeds will hold a Meeting on
Wednesday, July 11, 2012, 7:00 p.m.
And a work meeting at **6:00 p.m.**

At Leeds Town Hall, 218 North Main Street
Public is encouraged to attend

AGENDA

Work Meeting: 6:00 p.m.

1. Call to Order
2. Roll Call
3. Discussion of Final Development Plan for Grapevine, Exhibit J, Road Portion.

BUSINESS SESSION:

Regular Meeting 7:00 p.m.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Declaration of abstentions and conflicts by council members, if any
5. Consent Agenda:
 - a. Tonight's Agenda
 - b. Minutes of Meetings from June 27, 2012 Town Council Meetings
6. Announcements: Presentation on New Burial Technology by Dale Ure
7. Citizen Comment: No action may be taken on a matter raised under this agenda item. This item is reserved for items not listed on this agenda. (Three minutes per person. Five minutes per spokesperson per group.)

REGULAR MEETING:

WORK SESSION:

DISCUSSION ITEMS:

1. Discussion of a public accessible computer for Town Hall
2. Discussion of Final Development Plan for Grapevine, Exhibit J, Road Portion.
3. Discussion on Grapevine Draft Development Agreement.

UPDATES BY STAFF:

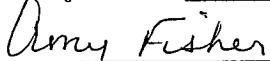
4.

CLOSED MEETING – A Closed Meeting may be held for the discussion of the character, professional competence, or physical or mental health of an individual as allowed by Utah State Law 52-4-205(1)(a); or for the discussion pending or reasonably imminent litigation; as allowed by Utah State Law (52-4-205) (1) (c); or for the discussion of the purchase, exchange, or lease of real property, including any form of a water right or water shares; as allowed by Utah Code 52-4-205(1) (d).

5. Adjournment

In compliance with the Americans with Disabilities Act, the Town of Leeds will make reasonable accommodations for persons needing assistance to participate in this public meeting. Persons requesting assistance are asked to call the Town Hall at 879-2447 at least 24 hours prior to the meeting.

Certificate of Posting: The undersigned Clerk/Recorder does hereby certify that the above notice was posted July 9, 2012. These public places being at Leeds Town Hall, Leeds Post Office, the Utah Public Meeting Notice website <http://pmn.utah.gov>, the Town of Leeds Website www.leedstown.org, and Spectrum Newspaper



Amy Fisher, Clerk / Recorder

TOWN OF LEEDS TOWN COUNCIL MEETING

July 11, 2012, 7:00 p.m.
And a work meeting at 6:00 p.m.

MINUTES

Work Meeting: 6:00 p.m.

1. **Call to Order** – At 6:18 p.m. by Mayor Alan Roberts.
2. **Roll Call** - Present were Mayor Alan Roberts and Council Members, Angela Rohr and Joe Allen, with Frank Lojko arriving at 7:09 p.m. Also in attendance were Leeds Contract Planner Bob Nicholson, Town Attorney Heath Snow, and Town Engineer Rick Snyder of Sunrise Engineering, Grapevine Wash Representative Drake Howell, Grapevine Wash Engineer John Dorny, P.E. of Horrock's Engineering, and Deputy Clerk/Recorder Fran Rex. Also present were Town residents that filled the room.
3. **Discussion of Final Development Plan for Grapevine, Exhibit J, Road Portion** – Mayor Alan Roberts said in keeping with the Grapevine Wash (GVW) Annexation/Development Agreement, the GVW Development Plan review from the Town Council was a time sensitive issue after receiving recommendation from the Planning Commission. However, he noted that the applicant desired to waive the time deadline and to continue repeated discussions at the Town Council level even though it will take longer than the agreement stated. Mayor Roberts gave time to Town Contract Planner Bob Nicholson for a review. Nicholson referred to the conditions list sent forth from the Planning Commission, and the Ordinance 2011-03 passed by the Town Council on December 14, 2011, to allow mixed use developments to pursue and present different street designs that met National Street Standards for Leeds Town approval. He said that after much discussion, and the mitigation of Sunrise Engineering and Leeds Fire Departments concerns, ultimately the Planning Commission recommended approval with conditions. He reviewed the Planning Commission list of conditions and noted the Town Council had reviewed some of the conditions and concerns regarding traffic issues during the March 14, 2012 Town Council Meeting. He reminded that these topics were Design Speed and a "Y" Intersection. Sunrise Engineer Rick Snyder said he would prefer the angles of the "Y" intersection not be less than 90 degrees, to which GVW Representative Drake Howell they were willing to be flexible with the angles if they needed to be greater than 90 degrees, and the present design was one (1) 90 degree angle and two (2) 120 degree angles which were even safer than 90 degrees. Discussion was then had regarding the current feasibility study being conducted by the Washington County Rural Planning Organization (RPO) regarding the possibility of putting a road between Leeds and Toquerville. Attorney Snow suggested that language be added to the final development plan agreement to address the possibility of a road running through the GVW development from Leeds to Toquerville. He said the agreement should require a re-alignment of the "Y" Intersection to best handle any added traffic if an RPO road goes through GVW. Howell answered that GVW would be flexible with that idea. He then read from a staff report from the March 14, 2012 Town Council meeting which included the following recommendation from the Planning Commission. He read, *"Keep the prominent "Y" intersection at Grapevine's town core. Grapevine agrees to work collaboratively with the RPO in its feasibility study of a new transportation corridor between Leeds and Toquerville. If it is determined through the study that sufficient traffic may be generated along this corridor to exceed the capacity of the roadway, then GW will work with the RPO and Town in mitigating this intersection, if needed."* Howell then reiterated GVW would work to mitigate concerns and were comfortable with the attorney adding language to the draft final development plan. Council Member Joe Allen asked if the "Y" intersection was projected to handle all the traffic to build out, to which Howell stated the current "Y" intersection design would work for the projected number of GVW residences, and that the "flexibility" mentioned before only referenced that they were willing to be flexible and change it if a possible RPO road from Leeds to Toquerville went through GVW. Howell added that the current RPO feasibility study would help determine the number of projected trips. Horrock's Engineer John Dorny agreed and noted this was only if the expected growth in Toquerville warranted such a road. Mayor Roberts advised that land use applications would be made at every step of the planning. Council Member Angela Rohr noted

the recent fire in Leeds and the needed evacuation, and stated small roads would make evacuation harder. Howell stated the GVW roads were designed to be safe and noted there were no cul-de-sacs in the development, which was a safety design feature. Engineer John Dorny added that basic engineering does not design for "Christmas Time," "Fireworks", "Special Events" or "Mass Exodus's." He reiterated that the lack of cul-de-sacs does help with safety. Joe Allen asked if the roads would handle traffic such as 14 wheeler trucks and delivery trucks, to which Sunrise Engineer Snyder stated Sunrise originally had concern with these issues, but have hashed through the issues and worked them out. Horrock's Engineer Dorny noted that when he delivered in San Francisco there were designated routes for delivery trucks and reiterated that previous discussions have solved these concerns with Sunrise Engineering. Discussion was then had regarding the drivability of the smaller streets with different types of vehicles parked on the sides. Mr. Howell displayed pictures of these types of situations in a similar development in Northern Utah called Daybreak. It was noted that approximately 20% of the current real estate sales in northern Utah were in Daybreak. He displayed pictures exhibiting the following: a delivery truck on one side and small car on the other; a big truck with a travel trailer and a forerunner vehicle on the other; a jeep driving on the street with vehicles parked on both sides; and a Big Mac truck driving on the street; and different types of alley ways. He noted that narrow street designs calm traffic to drive slower, and when two vehicles were driving down a street with two big vehicles parked alongside, he would wait for one vehicle to pass through before entering the area of two big parked vehicles. Howell then displayed pictures of different styles of alley ways, apartments, three plexus, and single family homes. He noted the "double access" of alleys and front roads for fire safety. Planner Bob Nicholson asked what the narrowest streets in Daybreak were, to which Howell answered 27' feet and 32' feet which allows parking on both sides. Joe Allen asked what the narrowest streets in GVW were, to which Howell responded 22' feet plus curb and gutter. He noted the Fire Code was a 20 foot travel lane, and GVW was greater than 20 feet. Engineer Dorny. Mayor Roberts asked Engineer Snyder to tell what he was most concerned about, to which Snyder responded he was concerned regarding traffic enforcement and parking on both sides and noted GVW's mitigation plan would be that GVW Home Owners Association (HOA) would enforce the parking and place instructional signs. Howell concurred the HOA would place signs and enforce in places where parking needed to be enforced. Discussion on this ensued, and Attorney Snow suggested the agreement should add a clause so that GVW was contractually obligated to enforce parking issues, and require them to be bonded in case the Town had to become involved "at the Towns reasonable discretion." Discussion was further had regarding the needed size of streets for reasonable room of two way traffic with parking on two sides. Dorny stated the typical size was 11 to 12 feet. Howell then displayed the proposed designs of the eight to ten different types of thoroughfares. Council Member Frank Lojko arrived at 7:09 p.m. Joe Allen asked if the speed limit design should be reduced, to which Howell explained that GVW originally asked for 15 mph but compromised with the Planning Commission to design the street to 25 mph (at the lowest), but post them at 15 mph. Howell stated GVW was asking for a right of way on some of the sidewalks in the Main Street area to enable canopies or arcade fronts (like the Zion Factory Stores in St. George). He said they hoped to receive this approval and stated Attorney Snow had stated this could be okay with the following three conditions: 1) grant a public access easement; 2) GVW be responsible for maintenance; and 3) there would be no utilities in these areas. Attorney Snow also added 4) they must have proper clearance or height, and 5) if the HOA does not maintain it, the Town would do so and charge the HOA. Council Member Angela Rohr asked if the 14 foot full main street lane widths in exhibit J, table 9 were reduced to 13 feet in the amended agreement, Howell answered that the 2009 exhibits and Pattern Book has been tweaked through the Planning Commission process, and Snyder stated the final documents will only include all the things agreed upon throughout the process. Mayor Roberts said he made the assumption the applicant fully understands the need for a fully corrected final document for final review. It was further ascertained that the Main Street by the "Y" intersection was designed to be a partial Main Street. Roberts asked if there was sufficient room along Main Street to deal with small delivery trucks, to which Dorny answered the commercial area, was centrally located and deliveries would not occur on the street, but in the alley ways. Howell referred to a map and stated the salmon colored areas were set aside for parking. Rohr asked the size of lanes on the freeway, to which John Dorny responded that freeway lanes were never bigger than 12 feet, but one might see a 13 foot lane for a two way freeway at high speeds. Noting the 7:21 p.m. time, Mayor Roberts asked the Town Council Members if they were ready to wrap up the discussion. Rohr asked about water drainage, to which Howell responded the original idea was to request pervious surfaces, however, due to Planning Commission discussion and research proving pervious surface not conducive to dry windy climates, they have since amended their plan to add curb and gutters and on site storm drainage to accommodate rainfall. Mayor Roberts closed the meeting at 7:24 p.m. with a 5 minute break before the business session begins.

BUSINESS SESSION:

Regular Meeting 7:00 p.m.

4. **Call to Order** – At 7:35 p.m. by Mayor Alan Roberts.
5. **Pledge of Allegiance** – Was led by Joe Allen
6. **Roll Call** - Present were Mayor Alan Roberts and Council Members, Angela Rohr and Joe Allen, with Frank Lojko arriving at 7:09 p.m. Also in attendance were Leeds Contract Planner Bob Nicholson, Town Attorney Heath Snow, Town Engineer Rick Snyder of Sunrise Engineering, Grapevine Wash Representative Drake Howell, Grapevine Wash Engineer John Dorny of Horrock's Engineering, and Deputy Clerk/Recorder Fran Rex. Also present were approximately twenty four (24) public members.
7. **Declaration of abstentions and conflicts by council members** – None
8. **A Motion** was made by Frank Lojko with a **second** by Joe Allen to **Approve Tonight's Agenda including Minutes** of Town Council Meeting from **June 27, 2012**. An **Aye** vote was **Unanimous** from the four in attendance.
9. **Announcements:** Mayor Roberts advised of a recent Administrative Order. He said he had consulted with Town Council Members, Legal Staff, and the Fire Department. He noted it was important to not take away rights granted by State Legislature. He said the Order only allowed for fireworks in Leeds under the Fire District supervision at the Town Park on the 24th of July and three days before and three day after the 24th of July. Roberts also cautioned residents that persons were going around the Town trying to obtain information under the pretense of being a Census Worker. He stated there were no official Census Workers at this time and to be caution with giving out personal information.

Presentation on New Burial Technology by Dale Ure – Mr. Dale Ure noted that the current Leeds Ordinance requires concrete vaults at its cemeteries. He introduced a new technology of making vaults "or burial containers" from PVC. He said if the town were interested in using the PVC burial containers, it would need to add "PVC" to its ordinance after the word "fiberglass container." He then presented the idea of PVC burial containers. He said they cost 50% less than vaults; could be used as the actual coffin if desired; and require the removal of 40% less dirt, and comes in many sizes. He said one possible drawback is a "hunch" which is an air pocket created by placing a round container into a square hole. He said this could be mitigated by tamping down the dirt. He said St. George and the city of Forest Lawn in Northern Utah were pioneering the technology. He said PVC technology has been used for 40 years; was researched during World War II; has been used underground for 30 year; but as a burial container, it was a brand new concept. Mayor Roberts asked if the vault industry had any apprehension regarding this idea. Mr. Ure said this was a good money making venture for the vault business, and they were currently offering this as a new choice. He said the option was currently available. Mayor Roberts noted that the Town Council was currently compiling a new cemetery ordinance. He said in order to use this technology, verbiage would need to be incorporated to the draft.

10. Citizen Comment:

Harrisburg Citizen Annette Densely – said she was not currently acting for the Leeds Coalition for Responsible Land Use, but was acting for herself. She alleged that Drake Howell and Jared Westhoff were partners on a project in a Virgin Town Meeting and presented a photo of them sitting by each other at said meeting. She thought Westhoff should declare this as a conflict of interest. She also alleged some impropriety of staff dealing with recent GRAMA requests. She thought discussion of Grapevine Wash (GVW) should be tabled until the allegations were addressed. Mayor Roberts advised the human resource matters are handled in private.

Leeds Citizen Elliot Sheltman – asked if Drake Howell and Jared Westhoff were partners while Westhoff was Planning Commission Chair. To which Roberts responded that Jared Westhoff was not yet on the Planning Commission when the Planning Commission reviewed, amended, and recommended the GVW Final Development Plan draft to the Town Council. He stated that elected officials have a duty to disclose conflicts of interest. Sheltman then asked about the density of GVW, to which Roberts stated the GVW annexation agreement gives maximum number, but does not guarantee this number will be realized. Attorney Heath Snow added the maximum number would only be allowed if it could comply with all other ordinances, and noted mixed use zones do allow for a higher density. It was stated that Planner Andy Hayslip worked on a draft mixed use ordinance in 2007, and it was passed in 2008, and the Mike North Annexation was the first to come in under mixed use. Sheltman said he used to live in a high density area with alleys and a similar type of parking in California. He said his experience was cars did not slow

down and much crime occurred in alley ways. He said he wondered if the GVW HOA would work adequately.

Angell Springs resident Betty McKnight – said she was concerned about the following: 1) parking for visitors; 2) back door deliveries need loading entrance, and a business should have road and rear access for deliveries; 3) that a 25 foot road (like her own driveway) was quite narrow for two cars to pass; 4) that 1,200 units of proposed apartments was 50% of the possible number of building units in GVW; and noted 5) Daybreak's percentage of apartments was only 10%. She asked GVW to build a quality development with only one area of apartment and much space between the apartments and other residents. She asked the Town Council to lessen the number of apartment allowed to be built.

REGULAR MEETING:

WORK SESSION:

DISCUSSION ITEMS:

1. **Discussion of a public accessible computer for Town Hall** – Mayor Roberts turned time to Council Member Angela Rohr to head off the discussion. Rohr asked if someone desiring access to records not currently on the Town Website, if it was possible to move it from the Town computer onto a thumb drive to view it, and if the public could then print it off their own computer, to which Mayor Roberts said yes. Rohr said she recalled a discussion a year earlier about the possibility of making a computer available to the public. Council Member Joe Allen asked if this discussion was referring to GRAMA requests (Government Records And Management Act), to which Roberts responded affirmatively. He explained that all public documents are available to the public, and that the public can fill out a GRAMA request form in order to receive such. He added that Utah League of Cities and Towns Attorney David Church advised that most municipalities do not require every citizens to fill out a GRAMA request for simple requests, and that those docs can be acquired instantaneously. If the request is more lengthy, staff would be able to advise of the appropriate time it would take to retrieve the documents. It is up to the municipality. However, in light of recent events, Mayor Roberts said ALL Public will now be required to fill out a GRAMA request form for any request. He noted that during the past week a Sherriff was required to fill out a GRAMA request for desired documents. Roberts said the Sherriff said he had never had to fill out a GRAMA request before, but Roberts still felt it was important to initiate this policy so that all requests remain consistent. Joe Allen commented that having a public computer might aid in this process. Attorney Snow added that the Town of Leeds currently scans most documents to their computer, and the Town must allow public to inspect documents without having to make a copy. He thought the idea of a public computer was excellent, but noted a few cautions. Roberts reiterated that the Town is bound by law to allow public to inspect documents. Discussion was had on how best to provide public access but still maintain needed security. Attorney Snow added some documents are not public documents and such inspection is not required. He said a computer available for the public to search all public documents would need to include software and technical support in order to filter out the non-public documents. He said this would cost money. He then stated that a recent GRAMA request of documents requested by Attorney Marianne Sorensen for the Leeds Coalition for Responsible Land Use was enormous. Snow continued by explaining that GRAMA requests can require compensation for search and retrieval time after the first fifteen minutes. He advised that the current Leeds Fee Schedule listed that charge as \$20.00 per hour. He reiterated that the recent Coalition GRAMA request was huge and much time was spent by staff searching and organizing all the desired documents. Then the coalition only asked to retrieve a small portion of the documents. Mayor Roberts asked Angela Rohr how she would like to handle the idea of providing a computer. Rohr stated she would like to make the documents more accessible, and place more of them on the Town website. Citizen Ron Cundick asked if GRAMA requests were common, to which Attorney Snow said they were a common practice and were imposed by State Law. Roberts added that not all applicants request copies of the documents, but just want to review them. Rohr stated if something were easily retrieved within 15 minutes there was not a charge, and Roberts added if it did take longer than 15 minutes, the applicant was responsible for the cost. Attorney Snow suggested that a public computer only contain the documents requested, and then there would be no need for an expensive filter and/or program. Citizen Danielle Stirling asked who would be responsible for the public computer, to which Roberts said "whoever can respond" such as the clerk, deputy clerk, treasurer, or elected official. Council Member Joe Allen asked if emailing a document to an applicant would be possible, to which Roberts answered that the law states people need to be able to view documents at the building in which they are recorded. He noted that the public needed to go to the

specific entity where such documents are recorded in order to view them. Council Member Frank Lojko said Dixie College had expertise in setting up a computer with protections, and that he could bring more information to the next meeting regarding possible costs. He said this would help the Town more easily give public access to the public documents. Roberts said this was worth looking into.

2. **Discussion of Final Development Plan for Grapevine, Exhibit J, Road Portion** – Attorney Heath Snow noted this was not an action item and presented facts ascertaining it was not necessary to table this item, the discussion proceeded as follows: Mayor Alan Roberts asked the Town Engineer and Planner what their biggest concerns were regarding the interior roads of Grapevine Wash (GVW), then noted his own concern regarding GVW Home Owners Association (HOA) ability to enforce parking violations. GVW Representative Drake Howell acknowledged this was a valid concern; however, he noted that active HOA's, such as the current one in which he lives, aggressively enforce their codes by using a code enforcer. He said HOA's seemed to be a way which would work, and could even contract with the Town for service. He noted people could also call law enforcement, and was open to other ideas. Ideas such as residual, ongoing donations to the city for parking enforcement and how to handle visitors were discussed. Mayor Roberts then gave time for comment from Ron Cundick. Citizen Ron Cundick noted an HOA is only a contract between the HOA and the home owners, and did not include visitors. He said enforcing law is a municipality duty. Mayor Roberts agreed and said this was correct because roads are critical and was how we move around as human beings and municipalities. He also stated it was hard to use the analogy that because a problem may happen, that a Town should not allow something to happen at all. He said the Town should look at a project, any project, with the thought of "is this what we should be doing." Engineer Dorny asked what the specific concerns regarding the street size were. He asked if it was the desire to add one (1) or two (2) feet to the streets; or some of the specific cross sections; parking; or to add something to the fire lanes, or just what. Council Member Frank Lojko said it was not a matter of each road, or the idea of one or two feet. He then listed his perceived handicaps to the project as follows: 1) he did not know where the diamond interchange would be placed. He said if it went in where the current south bound interchange was, then all GVW would travel down Main Street, but if it was placed at or near the current north bound interchange it would be okay at build out. He said the decision of density would depend on where the interchange was built. 2) The ingress and egress into the development is a key factor. He thought it was best to make road decisions based on the minimum number of units GVW will be able to build rather than the maximum number of units. He thought it was premature to address if roads needed one or two more feet, when the questions of ingress and egress, and an interchange, whether there is support for apartments and business were not yet answered. Mr. Howell said he appreciated the broad concerns, but asked if the Council could spend a little more time discussing the parking element. He noted that most streets accommodated on-street parking better than most current streets in Leeds. He said there was a lane section where there was no on street parking; there would be some one-way residential/landscape ways; there would be no parking in fire lanes; and a possible concern of "bottle-necking" in private alleys. He noted that the alleys were private and not public; therefore, the HOA would have the ability and responsibility to enforce parking rules in the alleys. Roberts agreed. He said fire lanes were public rights-of-way and no parking is allowed in fire lanes. He said signs and painted lines on streets such as the fire department uses to post for no parking. He said very few of the roads included the above mentioned concerns, and added that he hoped GVW would be treated uniformly as the other developments. Attorney Snow noted that because GVW is asking to vary street standard cross sections, it could not be treated as uniformly as other developments Engineer Dorny said one of the purposes of the development pattern book is to enable a development to propose varying street standard cross sections, and noted some proposals exceed the current standard. Then the proposals can be reviewed by the Town, and the project can make adjustments, and move on. He said the review of the proposals was where this project currently stood. Attorney Snow said he and Planner Bob Nicholson would expect that any proposed street cross section would comply with accepted standards, to which Engineer Dorny responded that they all comply with generally accepted standards. Engineer Snyder added that the T & D Traditional Neighborhood Development is a guideline and not a standard. He quoted the beginning pages warning about "*applying the guidelines to communities having the features of conventional suburban development such as lack of mixed use, lower density, and lack of pedestrian facilities can lead to problems as great as those that result from applying conventional streets guidelines to T&D neighborhoods. Users are also reminded that streets in a T&D are not intended to carry large volumes of through traffic. And that an adequate system of arterial roadways is necessary to serve higher volumes and long distance travel.*" He said working through this idea was what took so long with the Planning Commission. He said this kind of development is all or nothing. He said you have to take all of it in order for it to work together, or you

stick with traditional. He noted this puts Town leaders in a tough spot because we are out of the technical questions and into the questions of "is this right for Leeds. Mayor Roberts agreed. He noted the engineering on the national level show they are safe, but the Town needed to decide if this was what they really wanted to do. Lojko also noted the importance of the forgoing quote. He said if the interchange were in place, and the artery was going in and out of the area, Leeds could entertain modifying road standards, but since it was not in place, that maybe the Town needed to stick to current standards. And reiterated the placement of the possible diamond interchange would change the impact of the entire town. Engineer Dorny stated they were not deviating from national standards, because there are no "National Standards" and national standards refer back to local standards. He said mixed use developments on this scale recommend mixed use. He said he did not think the type of interior roads would make a difference with regards to where the interchange would be place. Lojko noted it did impact it because the more road space required, the lesser the density could be. Howell stated the annexation agreement has a cap on the density. He then gave a short presentation of why they were even asking for this. Referring to the quote read by Mr. Snyder, he stated that in order for their idea to succeed, it needed the elements they were asking for, for the character and such. He then stated they were not asking for modification on ingress and egress roads, but only a few types of inner thoroughfares. He said he thought the Town was protected because if a diamond interchange did not come to fruition, then the development would stop at a certain threshold. He reminded that they could not build over 100 homes if they could not establish a second access, nor could they build over a certain threshold if there was no diamond interchange because they have committed to keep the current Main Street width and character. He said he thought the Town was protected at various levels. He then stated that the proposed interior street designs were not much different as the current streets in Leeds. Dorny added that a diamond interchange would not be needed unless there was growth. And reiterated Main Street would not be widened, but only would need to be re-stripped after a certain amount of growth. He noted there was a huge time gap between now and the need for a new interchange. Lojko noted that because it would take a while for growth to warrant a diamond interchange, that in the meantime, traffic on Main Street would increase. He asked Howell what the developer could do to make a successful development with 100 units; to support the community; not ask for too many exceptions; and keep it simple so the public and Council is not confused. He cautioned to not make GVW a wedge in the town, and to not get "hung up" on insignificant things, but compromise and follow the Towns ordinances. Howell said GVW has worked with the Town for years, and were only trying to respond to questions and get specific with them. He displayed the Traffic Mitigation Plan that has been given to the Town, and read through and explained it (a copy is attached to the minutes). He reiterated that even though the 2011 Horrock's Engineering Traffic Study listed widening Main Street as an option when traffic reached a certain level, GVW listened to the Town and do not want to widen Main Street, but would support the Town in getting a new Interchange by contributing their portion of the funds it would have taken to widen Main Street and giving it to UDOT as a token funding match to raise a Leeds diamond interchange on UDOT's priority list. Howell continued reading from the traffic study. It was ascertained that the present "trips" on Main Street were approximately 1,700 per day, to which Planner Bob Nicholson recommended the Town Council to reconsider when it gets to the point of level "C" and analyze how it is working. Mayor Roberts added that because of the amount of time it may take to get to a level "c", it would be good to re-analyze at other times as well. Angell Springs citizen Betty McKnight said 10,500 trips down Main Street would change it from being rural. She cited that the mixed use ordinance said not to decrease any zone restriction more than 10%. She advised to stick to the standards with wider roads. She did not think this was much more expensive, but would be more congruent. She added the desire for lesser apartments. Citizen Danielle Stirling asked who had the final say on Main Street, to which Mayor Roberts said UDOT owned Main Street, but that the Town can have some say. She asked if UDOT would enforce an expansion, to which Engineer Snyder replied UDOT would do what the Town wanted, and noted that UDOT understands the current 2-way interchanges were not ideal and would like most to have a 4-way interchange and turn Main Street back over to the town of Leeds. Lojko agreed wholeheartedly and noted he had spoken with the UDOT Representative. He added that UDOT did not want to spend any more money on Main Street because it is their desire to turn it back to the Town. Rohr also added that UDOT's Representative Dana Myer said increasing the size of Main Street was not what the Town wanted and was not what UDOT wanted. Ms. Stirling then asked who would pay for the interchange, to which Roberts said the tax payers throughout the State of Utah would. Rohr noted that during the Towns recent meeting with UDOT, it was advised of how Cedar City received their new interchange. That if a municipality contributes a "token" amount to a project; it is an incentive for UDOT to move the project up on their schedule of priorities. Mr. Stirling asked who would decide the amount of the "token." To which Mr. Howell stated that at a minimum GVW would offer the same amount of the cost of its proportional share it would have taken to widen Main Street. This

estimated cost would be given to go towards an interchange token contribution. He noted that although the impact of GVW may be the "lion's share" of impact, that there were other developments which should also contribute their portion of impact on a percentage basis. Stirling asked if this was in the agreement. Attorney Snow suggested to state that the estimated amount should be made at the time the threshold was met so as to be consistent with current actual costs. Engineer John Dorny reiterated that the traffic study gave the option of 5 lanes on Main Street, but in lei of putting funds into widening Main Street, GVW would put those funds into furthering a diamond interchange. Further discussion was had on the Traffic Mitigation Plan and it was ascertained for Kevin Lee that the 3rd lane mentioned in the plan was a turning lane. In light of the recent Leeds fire, Ms. Stirling voiced her concern for fire safety and space for fire trucks, to which Mr. Howell stated all proposed roads were safe and fire compliant. Further discussion was had on the Traffic Mitigation Plan. After which Mayor Roberts said he would like to continue the discussion on the road ways in another meeting, and asked the Town Council if it was okay to table agenda item #3 until the next meeting as well. He addressed Drake Howell and said "you have heard from Frank Lojko and a number of citizens. He said the type of development looks towards wanting a walkable community. He noted he was not against this, nor did he think the Town was against a walkable community. Roberts then asked Howell to come back with a list of downfalls for GVW if they were required to utilize existing road standards.

3. **Discussion on Grapevine Draft Development Agreement – A Motion** was made by Frank Lojko with a **second** by Joe Allen to **Table** this agenda item until the **next Town Council Meeting**. An **Aye** vote was **Unanimous** from the four in attendance.

CLOSED MEETING – A Closed Meeting was held at 9:50 p.m. A **Motion** was made by Frank Lojko with a **second** by Joe Allen to **move into a Closed Meeting** for the discussion of the character, professional competence, or physical or mental health of an individual as allowed by Utah State Law 52-4-205(1)(a), and for the discussion of pending or reasonably imminent litigation; as allowed by Utah State Law (52-4-205) (1) (c). An **Aye** vote was **Unanimous**. Those present were Mayor Alan Roberts and Council Members, Joe Allen, Angela Rohr, Frank Lojko; Attorney Heath Snow and Deputy Clerk/Recorder Fran Rex. Discussion was had regarding allegations towards Deputy Clerk/Recorder Fran Rex, Treasurer Jean Beal, and Planning Commission Chair Jared Westhoff. A **Motion** was made by Frank Lojko with a **second** by Joe Allen to **close the Closed Meeting** at 11:05 p.m. An **Aye** vote was **Unanimous**.

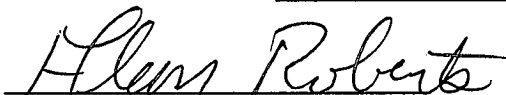
In open meeting, a **Motion** was made by Mayor Roberts with a **second** by Frank Lojko to accept the administrative action that has been taken concerning the town staff. An **Aye** vote was given by Mayor Roberts, Frank Lojko, and Joe Allen. A **Nay** vote was given by Angela Rohr.

UPDATES BY STAFF:

4. Mayor Roberts asked if any of the Town Council Members would aid him in looking over applications for a new Public Works Director. He noted that George Fridell would be moving soon. Council Members Angela Rohr and Joe Allen both responded they would help

5. **Adjournment** by Frank Lojko 11:11p.m.

APPROVED ON THIS 25th DAY OF July, 2012.


Mayor Alan Roberts

Attest:


Leeds Clerk/Recorder Amy Fisher

*Note: these minutes were taken and prepared by Deputy Clerk/Recorder Fran Rex due to Clerk/Recorder Amy Fisher's emergency absence.