

**Pleasant Grove City
City Council Meeting Minutes
Work Session
March 21, 2023
4:30 p.m.**

Mayor: Guy L. Fugal

Council Members: Dianna Andersen
Brent Bullock
Eric Jensen
Cyd LeMone
Todd Williams

Staff Present: Scott Darrington, City Administrator
Deon Giles, Parks Director
Tina Petersen, City Attorney
Kathy Kresser, City Recorder
Denise Roy, Finance Director
Drew Engemann, Fire Chief
Sheri Britsch, Library and Arts Director
Neal Winterton, Public Works Director
Kyler Brower, Assistant to the City Administrator
David Packard, Human Resources Manager
Keldon Brown, Police Chief
Megan Crowley, Customer Service

The City Council and staff met in the Community Room, 108 South 100 East, Pleasant Grove, Utah.

4:30 P.M. WORK SESSION

Mayor Guy Fugal called the meeting to order at 4:30 p.m. and welcomed those present.

a. Pipe Plant Park Update.

City Administrator, Scott Darrington, reported that staff has provided additional items for the Pipe Plant Park based on the Council's feedback. Zach Scott from Horrocks Engineering will address that item. The aim is to develop a consensus regarding what features are to be included in the park so that the design phase can begin. Construction for next year was being contemplated.

Mr. Scott was introduced and provided a brief history of the changes in the park design to this point. The locations of the splash pad, playground, and overall parking lot layout remained unchanged. Initially, a large Skate Park element, two futsal courts (still in the conceptual stage),

and a nine-square court were added. Later, basketball courts were added and there was discussion regarding reducing the size of the Skate Park by adding a pump track.

Mr. Scott provided an overview of the entire site and identified the core park area, the future cemetery expansion area, the multi-use fields on the regional storm facility area, and the proposed Public Works facility to the east. He stated that the overview map is still a tentative, work-in-progress map that will be refined in the future.

Modifications and additions to the design include a pump track area. The surface covering was being researched. Traditionally pump tracks have used dirt surfaces but there are harder surfaces that are easier to maintain. The Skate Park was increased in size. The basketball courts were reduced to only one court with multiple hoops and varying court layouts for different games. The nine-square court is retained but was moved further from the parking lot and buffered to allow additional space between it and the parking facility. The futsal court layouts were in accordance with the manufacturer recommendations making them narrower than originally planned. The additional space is to be used for gathering areas around the courts. Mr. Scott reported that conceptual planning was underway for several features of the splash pad layout, including obtaining detailed information about the Viking Ship and the direction of the water movements. The playground will have state-of-the-art equipment. They are working with the equipment providers of the various features, including the Viking Ship, and the Water Engineer.

Administrator Darrington reminded the group that initially the entire area was a Skate Park and there were no basketball courts. The Council agreed to use future cemetery space for parking. Staff made that change which created room for the basketball court. The pump track was a new idea. It consists of an uneven terrain track that allows the bicycle user to traverse the length of the course without having to pedal. Here, the natural terrain of the site goes from higher to the east to downhill to the west. Adding the different types of facilities broadens the park's appeal. The splash pad and playground will cater to younger children. The two futsal courts were thought to better accommodate league play. Staff, however, was unsure if there was enough support to justify two courts. He suggested that the Council may want only one court and possibly reserve space to add another later. For tonight, staff was looking for feedback on the futsal, basketball, and nine-square courts, the pump track, and the Skate Park size.

Requests for more specific information regarding the pump track and concerns about the maintenance and possible water flow disruptions, based on topography, were expressed. Administrator Darrington reported that staff had been discussing maintenance. He noted that the surface will likely be hard clay, which does not create a mud situation but other surface materials are available. It was agreed that seeing visual examples of the pump tracks would be helpful. The concept was agreeable to the Council with the understanding that maintenance be kept in mind. A hybrid surface was also believed to be a better choice. Discussion about the other playing fields included the surfacing of the Skate Park, which is to be concrete; programming questions and fencing requirements for the futsal courts; and the basketball court being used pickup games. Mr. Scott noted that berms could be used for seating around the futsal courts.

There was discussion regarding what is included in the splash pad area. The area will include pavilions, cabanas for shade, benches, artificial grass, and places to eat. Restrooms will be

available, and there will be a large pavilion area for families to rent for celebrations. There was additional discussion about making space available for food trucks to service the area as there will be no food concessions on site.

Council Member Bullock asked if the house on the corner is part of the park. Administrator Darrington responded that currently it is not, but that if the City were ultimately able to obtain the house, the plan would be to have that area as a secondary detention basin.

Additional items discussed included parking sufficiency and fencing requirements. Currently, parking, with 368 stalls, was thought to be sufficient. It was acknowledged that on occasion the parking could be potentially overloaded; however, options were available to expand if needed. It was noted that the future Public Works Facility parking could be used for overflow. The issue would continue to be evaluated. Barriers and fencing were addressed given the elevation differences between the areas. Elevation drops between the Skate Park and playground and between the futsal courts and playground were discussed noting the use of berms, barriers, landscapes, and guard-rails for safety purposes.

Council Member Jensen suggested that instead of the nine-square court, the area could possibly be used for a mini-amphitheater for concerts, presentations, or other uses. The audience could sit on a grassy area. Use of a portable stage was also suggested. Administrator Darrington noted that an amphitheater is possibly being placed near the library to the east. There was discussion regarding the use of the space.

Administrator Darrington reported that part of the construction of water retention basin area will be delayed. The continuing need for storage necessitates keeping one of the old buildings. Demolition will begin in May, with the removal of trees and materials and movement of dirt. The water for the splash pad will come from culinary water, be recycled on site, and be chlorinated. The culinary water supply was determined to be adequate.

b. 600 West Center Street Discussion.

Public Works Director, Neal Winterton, reported that a timeline is in place to create a Transportation Master Plan to address and resolve traffic flow issues at the intersection of 600 West and Center Street. Funding was to be sought from Mountainland Association of Governments (“MAG”) to assist or pay for the bulk of the work. He described the intersection as unique in that it is close to State Street, which enters on a curve. There are rail lines that exist in an atypically skewed fashion. Working together, Public Works and Horrocks Engineers identified multiple approaches to improve the traffic flow, which varies in cost depending on the work required. Constraints that impact any work include the presence of the rail line and the impact on business locations if any of the work includes road widening or closures, use of medians, or changes in traffic flow. Recognizing that funding is limited, they were seeking direction in moving forward.

Kevin Croshaw from Horrocks Engineering reported that they were asked to look at what needs to be done to improve traffic flow at that intersection and identify the best approach. He described 12 different approaches including the following:

- Closing 600 West;
- A variety of traffic flow pattern approaches that either limit left turn access or signalize the turn;
- Realigning the roadways, including moving rail lines;
- Creating different intersection configurations; and using two different roundabouts.

Of the 12 described approaches, four basic approaches were selected that they thought merited moving forward with further design and analysis. He discussed the following four options in greater detail.

- Close the road at 600 West making it into a cul-de-sac. With this option, alternate connecting traffic routes would need to be developed. This was determined to be the most economical approach.
- Install a High-T Intersection Signal that would be close to State Street and require a lot of coordination. The signal would not stop Center Street traffic but would instead control traffic from the far-left turn lane and the southbound left-turn lane. Access to a nearby gas station would be impacted. Costs would range from \$450,000 to \$600,000.
- Realign 600 West as far to the east as possible and install the High-T Intersection signal. This alignment would move the access further away from State Street creating longer turn pockets with more room to maneuver to the desired lane. They will coordinate with the Utah Department of Transportation (“UDOT”) to ensure that the required left turn pocket space provided for both State Street and 600 West are adequate. There is also a remnant parcel to consider.
- Design and implement a mega roundabout with a track component based on the geometrics. This approach would move traffic off of State Street.

Concerns included the width of some roads, potential difficulties with nearby left-turn traffic, and the placement of alternate routes that would be addressed through additional study to ensure overall functionality. The Council agreed that further study and analysis of three of the options be done, omitting the cul-de-sac option as not realistic. It was made clear that part of the further analysis to be done was to include the effect on business. Administrator Darrington stated that the Council will be provided with copies of the materials shown at this meeting for review. There was additional discussion about the future use of the rail tracks.

c. Budget Discussion.

The above matter was continued to the Regular Council Meeting.

d. Staff Business.

The above matter was continued to the Regular Council Meeting.

ADJOURNMENT

MOTION: At 5:34 p.m. Council Member LeMone moved to ADJOURN the Work Session. Council Member Andersen seconded the motion. City Council Member vote: Dianna Andersen, Yes; Brent Bullock, Yes; Eric Jensen, Yes; Cyd LeMone, Yes; and Todd Williams, Yes. Motion carried.

The City Council minutes of March 21, 2023, were approved by the City Council on May 2, 2023.

Kathy T. Kressen

Kathy T. Kressen MMC

City Recorder

(Exhibits are in the Recorder's office.)

