

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:00 P.M. WORK SESSION
September 5, 2012

PRESIDING:	Don Wood	Mayor
PRESENT:	Kent Bush	Councilmember
	Mike LeBaron	Councilmember
	Kathryn Murray	Councilmember
	Mark Shepherd	Councilmember
EXCUSED:	Bruce Young	Councilmember
STAFF PRESENT:	Adam Lenhard	City Manager
	Brian Brower	City Attorney
	JJ Allen	Assistant City Manager
	Scott Hodge	Public Works Director
	Valerie Claussen	Community Development Director
	Nancy Dean	City Recorder

PLANNING COMMISSION MEMBERS: Norah Baron, Becky Brooks, Nike Peterson, Brandon Stanger

NOT PRESENT: Lance Brown, Joel Gaerte, Randy Butcher, Ron Jones

VISITORS: Curtis Clayton – UTA (Utah Transit Authority), Cristina Oliver – UTA (Utah Transit Authority) Michael Christensen – Thackeray Group, Ray Whitchurch – IBI Group, John Dorny – Horrocks Engineering

Mayor Wood called the meeting to order at 6:05 p.m.

DISCUSSION ON THE UTA (UTAH TRANSIT AUTHORITY) SITE DEVELOPMENT

Michael Christensen, Thackeray Group, introduced Thackeray Group as one of the developers of the UTA (Utah Transit Authority) transit site along with KSG Properties. He indicated the objective of the meeting was to introduce different site plan options for the site and requested direction from the Council, specific to the elimination of the traffic signal at 1000 East and State Street. He emphasized it was important to meet UTA's objectives for the development while providing a safe and dependable access for mass transit patrons and preserving high school access on 1000 East.

Adam Lenhard, City Manager, asked what the developers' interest would be in the property once development was complete. Mr. Christensen explained the Legislature authorized UTA to enter into five joint venture agreements with private companies. He indicated the control of the Clearfield site was one of those five joint ventures. He stated Thackeray Group and KSG

Properties would develop the property and UTA would contribute the land to the partnership. He stated that once the development was up and running Thackeray would manage it.

Cristina Oliver, UTA, reviewed the history of the UTA site with the Council. She indicated that UTA provided oversight for the development project ensuring that federal regulations were followed because federal funds were provided for the transit project. She indicated the development process was lengthened when federal funds were involved because of the necessary oversight. She explained it was necessary for the City to help convince the FTA (Federal Transit Authority) of the value of the proposed project. She stated increased ridership was the number one goal for the project but it was also important to use the property for development so it could be re-engaged on the City's property tax rolls. She acknowledged it was also necessary to develop the property in a way that met the City's expectation as well as the developers' needs for marketability. She stated UTA would be contributing the value of the land to the project and the managing partner would be the Thackeray Company, which generally holds its properties long term. She continued UTA would keep funds invested in the development of the property and reinvest them in the Utah community by boosting its operating revenue.

Mr. Lenhard reported there was a proposed project in the Wasatch Front Regional Council's 2040 plan to construct some sort of light transit spur from the Frontrunner site to Hill Air Force Base (HAFB) and Falcon Hill. He stated UTA had assigned a planner to explore different routes with the focus being light rail somehow through Clearfield City. He indicated planning for such an option was in its early stages. Ms. Oliver acknowledged there was preliminary planning for the development of some sort of light rail opportunity. She commented Clearfield was in a great situation because of its prominence as one of the most attractive places for business that would support this type of a mass transit center to locate. She reported the proposal being shown at the meeting recognized that concept and was less residential and more job center driven.

Mr. Christensen reviewed the proposed preliminary site plan presented to UTA for development of the property. The plan showed the north side of the site as a flex business zone. He acknowledged UTA wanted to see most of the site go residential so the developers were put in the position of trying to find a compromise that would work for both the City and UTA. The plan presented was light density residential use, about 545 units. There was also a site for a proposed charter school that would be Kindergarten through ninth grade. Mr. Christensen indicated UTA approved the proposed preliminary site plan. He reported UTA found it very important to look at how streets were created and located throughout the site so a corridor was created to act as a buffer between the residential and the business uses. He stated the site had been analyzed for retail use as well. He continued retail use liked to congregate as seen in Riverdale and on Hill Field Road in Layton. He commented one of the challenges was the Clearfield site was located between those two major hubs and did not have direct access from I-15. He informed the Council it might be necessary to have residential use along State Street on the site.

Mr. Lenhard asked how the developer approached development along State Street. He emphasized that element was very important to the City. Mr. Christensen replied that past developments proved that Thackeray and KSG Properties were known for using high quality materials, architectural quality and dressing up all ends of their projects. He stated the developers wanted a nice entry feature on both sides of the development and wanted to be sensitive to the best way to address the streetscape for the development.

Mayor Wood declared for the record that one of the properties on the east side of State Street being viewed for acquisition for the development was owned by him and had been for many years.

Brandon Stanger, Commissioner, asked how many entrances were planned for the site. Mr. Christensen stated there would be multiple accesses. Mr. Lenhard added Depot Street would be developed to enter the development from SR 193.

Councilmember Bush asked how big the site was where the charter school would be located. Ray Whitchurch, IBI Group, indicated the charter school site represented four or five acres.

Mr. Whitchurch introduced IBI Group as a well-known firm which created quality site plans. He stated most developments didn't include flex business parks mixed with residential and transit uses. He indicated special consideration was given to the type of site plan being planned and how to deal with large trucks, buses and passenger vehicles, which was unique. He explained the approach was to separate the modes of transportation on the site. He stated the proposed preliminary site plan also created a mixed use component because there would need to be a commercial area that would support the residents.

Mr. Whitchurch presented four different plans addressing traffic for the property and the configuration of the present 1000 East Street. He reported on the traffic flow projections for each plan. Three of the four street configurations brought traffic flow past the charter school and residential areas back to State Street. The fourth street configuration diverted 1000 East to the east at the southern edge of the development where it connected to State Street. Traffic would then flow to State Street and rejoin 1000 East at its present location.

Councilmember LeBaron expressed concern about access to Clearfield High for residents on the south side of Clearfield. Mr. Whitchurch acknowledged considerations had been given for that traffic flow as different transportation routes were studied. He explained the intersection at 1000 East and State Street became a very technical issue because of the increase to traffic at the site as build out occurred.

Nike Peterson, Planning Commission Chair, expressed concern that three of the four plans were not geared toward a walkable community severing one the goals for the site. She also expressed concern for pedestrian safety if traffic flowed through the school or residential areas in the

proposed development. She commented the development would be a tough sell if residents were in harm's way because of traffic flow.

Ms. Peterson asked how the development would be a benefit to residents throughout the City. Ms. Oliver responded the 70-acre development would have a low residential-high commercial component which would provide additional tax revenues to the City. She also indicated the charter school would have less impact than a public school. She stated the development would be marketed to dual income-no children families and those people looking to downsize. She commented that undeveloped the property brought no benefits to the residents of the City. Mayor Wood added UTA had finally found a developer that was willing and able to create a quality development. He stated people often left the City because there living alternatives were limited. He continued the proposed development added a modern, more flexible residential tool for some of the City's residents. Ms. Oliver commented that the development would act as a catalyst for other property owners to improve their surroundings as well. Mayor Wood commented there needed to be a holistic approach to new development in the City. He stated development begat development. He continued if the City triangulated its efforts between the UTA site, Legend Hills and Falcon Hill, there would be infill in other parts of the City that would be new and robust. He indicated that type of investment on the long term would be a great benefit to the City.

Councilmember Bush commented he preferred the traffic flow represented in the fourth option which took traffic to State Street without coming through the development. Becky Brooks, Commissioner, asked if option four were a viable solution given that UDOT would need to approve an exception to the placement of the intersection. Ms. Oliver responded option four would require a collective effort to get approved. Mr. Lenhard stated the City could start negotiations with UDOT on the possible configuration immediately. Ms. Brooks stated she preferred option four. Mr. Stanger stated he liked option four as well. There was consensus among the Council and Planning Commission that option four was the best traffic configuration.

Mayor Wood stated the City was very critical of the original development proposal for the site because it looked outward for its support. He explained the new developers created a better site plan by looking inward for the development's support, the charter school being an example in point. Ms. Oliver added the proposed site plan also included a lot of green space as well making it more aesthetically pleasing.

Mayor Wood asked how the site would integrate current developed property in the area. Ms. Oliver responded it was the intention of UTA to include pedestrian gates connecting the site to current developed properties.

The meeting adjourned at 7:14 p.m.

**APPROVED AND ADOPTED
This 9th day of October, 2012**

/s/Don Wood, Mayor

ATTEST:

/s/Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Wednesday, September 5, 2012.

/s/Nancy R. Dean, City Recorder