

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:00 P.M. WORK SESSION
August 18, 2015

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Kent Bush Ron Jones Mike LeBaron Bruce Young	Councilmember Councilmember Councilmember Councilmember
EXCUSED:	Keri Benson	Councilmember
STAFF PRESENT:	Adam Lenhard JJ Allen Brian Brower Scott Hodge Greg Krusi Eric Howes Spencer Brimley Nancy Dean Kim Read	City Manager Assistant City Manager City Attorney Public Works Director Police Chief Community Services Director Development Services Manager City Recorder Deputy City Recorder
EXCUSED:	Rich Knapp	Administrative Services Director

VISITORS: Randy Jefferies – UDOT, Michael Romero – UDOT, Ahmad Jaber – UDOT, Tyler Stowe – Winger’s Restaurant, Pat & John Bradley – Fundaze and Holidaze, Dax Prantil – Techna Glass, Saraj Haq, Paul Taylor, ConWilcox

Mayor Shepherd called the meeting to order at 6:01 p.m.

Adam Lenhard, City Manager, announced there were representatives from the business community near the 650 North/North Main intersection in attendance.

PRESENTATION BY UDOT (UTAH DEPARTMENT OF TRANSPORTATION)
REGARDING INTERSECTION IMPROVEMENTS FOR THE 650 NORTH/NORTH MAIN
INTERSECTION AND FOR THE SR-193/I-15 INTERCHANGE

Randy Jefferies, UDOT, stated he would be the Project Manager for the SR193/I-15 Interchange project and introduced Michael Romero, Project Manager for the 650 North Project. He announced the main message for the meeting was that both projects were in the very early planning stages and indicated funding had just been announced. He stated the SR193/I-15 Interchange project was being designed by UDOT staff and wouldn’t be constructed until 2017 and the 650 North project was planned for next year.

Ahmad Jabar, UDOT, shared an illustration reflecting the current interchange located at SR193 and explained the need to eliminate traffic backup on the interstate and explained challenges being experienced at that interchange. He shared different interchange modifications which had been considered by UDOT and the proposed costs associated with each. He announced the Transportation Commission had funded the short term solution which would eliminate southbound traffic on the frontage road from Hill Field Elementary to SR193. He continued the northbound I-15 on-ramp would be combined with the frontage road and explained the benefits. He stated UDOT would further explore that alternative.

JJ Allen, Assistant City Manager, pointed out the elimination of southbound access on the frontage road would only allow one exit/entry point for the residents living in the Airline Drive area and expressed concern with that in an emergency scenario. The Council discussed the proposed closure of the frontage road to southbound traffic and other options/suggestions were shared. Mr. Lenhard pointed out the need for a secondary access near that location and stated the current proposal regarding the closure would violate the City's current ordinance.

Mr. Jabar mentioned communication with the Davis Weber Canal Company and UDOT would need to take place regarding access over the canal. Mayor Shepherd suggested there was adequate time for a solution to be realized prior to beginning work on the project.

Mike Romero, UDOT, announced he was the Project Manager assigned to the 650 North interchange project and stated it currently had funding. He continued the selection of a designer had been completed and indicated Avenue Engineering had been selected as the consultant on the project. He indicated the contract terms had been agreed upon and was now in the process of obtaining signatures. He announced there would be an active (PI) Public Information coordination for the project because it would be impacting residents on the west side of SR126 at 650 North and residents on the west side of 650 North. He emphasized the importance of allowing residents to express public comment associated with the project.

Mr. Romero explained the close proximity of SR126 in conjunction to the I-15 interchange and 650 North didn't allow for proper storage and enough space for the traffic flow and movements to occur as it should. He spoke to the back up of traffic on I-15 which took place nearly every afternoon in both directions. He stated a recent traffic study reflected a reduction in traffic numbers at the interchange since the opening of SR193. He added an additional study would be completed to justify the cost for the proposed improvements.

Mr. Romero explained the proposed improvement would include a dual left hand turn for southbound traffic movement, and dual right hand turn for northbound and eliminating through movement to the west through SR126 at the SR126 Main Street/650 North Intersection. He indicated the technical term for the improvement was a modified high T interchange. He explained it would allow traffic to flow at a faster rate and prevent traffic stacking.

He explained in addition to work at the 650 North intersection, improvements would also be needed at 800 North and SR126. He reminded the Council the intersection was considered a three legged interchange and announced it would be converted to a high T interchange. He explained northbound traffic would not have to stop at 800 North.

Adam Lenhard, City Manager, inquired if the new design allowed for U-turns. Mr. Romero responded that would be considered for smaller vehicles which would allow them the opportunity to then go south. He explained there would be no access for the businesses on the west side of North Main (SR126) from the northbound traffic because of the concrete median.

Mr. Romero mentioned rights-of-way easements would also need to be acquired from the Carl's Jr. and Taco Bell for the 650 North project. He also explained dual left hand turns for eastbound traffic under the interstate for the northbound I-15 on-ramp would be designed. He stated there were two different options which would accommodate that configuration and explained both to the Council. One of those would be removing the slope protection and making a westbound travel lane and the other option would be a modified CFI configuration and shared an illustration.

Mayor Shepherd inquired about the possibility of an interchange being planned for 1800 North in Sunset. Mr. Romero agreed that could alleviate some of the City's traffic congestion at 650 North.

Mr. Romero announced a public information effort would soon be launched to coordinate with affected businesses and residents followed by advertising for the project with a summer 2016 construction time frame.

Mayor Shepherd pointed out the eastbound traffic on 650 North would have a forced right turn and inquired if there would be a U-turn option for those motorists desiring to go north on SR 126. Mr. Romero responded a U-turn had not been planned for that location and stated those residents could go to 800 North to access SR126 for northbound travel.

Mr. Romero clarified the only way to 650 North from SR126 would be a right hand turn from southbound traffic in addition the only egress from 650 North would also be a right hand turn onto SR126. A discussion took place regarding how the design would affect the businesses in the area.

The City Council took a break at 6:44 p.m.
The meeting resumed at 6:55 p.m.

DISCUSSION OF THE GENERAL PLAN AMENDMENT SPECIFIC TO THE STREETS MASTER PLAN

JJ Allen, Assistant City Manager, explained the Master Street Plan was part of the City's General Plan and shared an illustration with the Council. He oriented the Council with the map which reflected 1700 South (Antelope Drive), 1000 West, 1600 South and the Wilcox Farms area. He pointed out where Rocky Mountain Power's service maintenance road was located and explained they had indicated there were no intentions to develop the surrounding property. He reported staff had submitted application to amend the Master Streets Plan to delete the dotted line (Rocky Mountain's service road) from the map. He explained the Planning Commission considered the recommendation and was now recommending to the City Council that the road be eliminated only north of 1600 South. He continued the Planning Commission believed it would be important to keep that connection to 1600 South. He reported the issue would come before the

Council for consideration at its meeting on Tuesday, August 25, 2015. Mr. Allen provided an aerial illustration to further illustrate the proposal and a discussion took place.

Mr. Allen informed the Council that the Planning Commission had discussed its concern with the connection of 750 West and 1600 South and the impact it would have on the intersection at 750 West and 1700 South, which was not signaled nor intended to be. Mayor Shepherd expressed concern about what purpose the road extension would serve.

Councilmember LeBaron mentioned the Planning Commission took into account the proposed new road could provide an alternate connection to 1000 West in the event of future development and a discussion took place specific to development in conjunction with Rocky Mountain Power's property.

Councilmember Bush suggested using the stubbed street near Rancherito's and the day care and connecting to the small identified road further north of 1600 South. Mayor Shepherd believed that made sense as it would provide an access to developable property. Councilmember LeBaron understood Councilmember Bush's perspective; however, he expressed concern about the suggested street's proximity to the 1000 West intersection and the negative impact it could have to traffic flow. The Council continued to discuss the options.

Con Wilcox, property owner, referred to the aerial illustration and pointed out there were recorded easements for the commercial subdivision existing from America First Credit Union as far west as Subway/Rancherito's. He explained a conceptual multi-family residential plan had been submitted to the City which reflected a road near his property accessing 1000 West. A discussion continued to take place.

JJ Allen, Assistant City Manager, pointed out the Council had requested Mr. Wilcox submit modifications relative to his rezone request and reported Mr. Wilcox had submitted a concept plan for the north area with the subsequent application packet. He added the concept plan reflected streets just as he had described to the Council which was consistent with the City's Master Street Plan. The Council continued to discuss the area and proposed street options.

Mr. Allen stated the Council had three options for consideration:

- The Planning Commissions' recommendation to keep the connection of 1600 South/750 West.
- Staff's recommendation to delete the extension north/south road completely.
- Draw a new line on the map from 900 West north curving to the west at approximately 1475 South which would connect to 1000 West.

Mr. Allen reported Spencer Brimley, Development Services Manager, would draft the staff report for Tuesday, August 25, 2015, policy session with those options.

DISCUSSION OF THE DISPOSITION OF PROPERTY LOCATED AT APPROXIMATELY 800 SOUTH DEPOT STREET

JJ Allen, Assistant City Manager, announced the project located at approximately 800 South Depot Street was known as West Square and the developer of the project was Ironwood Development from Cache Valley. He stated the final plat approval would come to the Council for consideration during its meeting on Tuesday, August 25, 2015. He indicated the Council had previously approved a final plat; however, changes were made which required a second consideration. He shared an aerial illustration which reflected the property lines and referred to a similar illustration which identified small parcels of vacant property owned by the City which the developer would like incorporated with the project.

He explained the vacant parcels were surplus property from the SR193 and Depot Street extension and identified the parcels on West Square's site plan. He emphasized the developer had volunteered to incorporate the property within the development and made an offer to purchase the parcel. He reminded the Council of the process to dispose of the property, which included a public hearing scheduled for Tuesday, September 8, 2015.

Mayor Shepherd asked how the development intended to use the property. Mr. Allen responded it would be a buffer between the parking and the street and pointed out it was an odd configuration and believed no other party would be interested in purchasing the property.

DISCUSSION OF A STREET VACATION IN THE VICINITY OF 50 SOUTH DEPOT, 70 SOUTH DEPOT AND 100 SOUTH DEPOT

JJ Allen, Assistant City Manager, introduced the developers of the Sandridge Luxury Apartments project to the Council.

Councilmember LeBaron announced he personally knew one of the developers and declared he had no vested interest in the development.

Mr. Allen reminded the Council of the development's location and stated it had been previously referenced as Clearfield Center; however, the developer had chosen the name of Sandridge Luxury Apartments as the project name. He identified the location of the three parcels (Taco Time, Clearfield Auto Parts, and the pine tree parcel) and stated they would be sold to the developer by the CDRA for the project and reviewed the specific components of the development. He indicated the project had recently received approval by the Planning Commission and pointed out a portion of the first floor commercial space would be used as a leasing office/community center.

Mr. Allen explained the Development Agreement called out the commercial component would consist of 3800 square feet; however, the current drawing reflected 4889 square feet for the commercial component. He continued to explain specifics about the apartments within the project. He emphasized the project wasn't much different than what had previously been discussed.

Mayor Shepherd expressed concern the leasing office and clubhouse would be taking away square footage which could be used for the commercial component.

Steve Terry, developer, stated he had built the Village on Main project in Bountiful which consisted of fifty thousand square feet commercial space and reported it had taken seven years to lease the commercial component. He suggested even the almost 5000 square feet of commercial space in the Sandridge project concerned him given the amount of traffic in the area. He added he would gladly give up the leasing office space to be used for commercial if it could be leased. He suggested the location might not be conducive for a successful commercial venture.

Mayor Shepherd emphasized the Clearfield Auto Parts store, which still had a clientele and was being forced to move, possibly to a neighboring city, and the Taco Time restaurant both thrived at that location and pointed out the commercial component included within the development was the main reason the City considered the project. He suggested without the commercial component the City was giving up some of its limited prime commercial property for apartments.

Councilmember LeBaron pointed out the City had turned down previous similar projects at various locations throughout the City because they lacked the commercial component and emphasized the mixed use component had been critical to the Sandridge consideration.

Mayor Shepherd also spoke to the Tax Increment Financing Agreement which would be considered later on by the Community Development and Renewal Agency (CDRA) in which tax increment funding would be contributed toward the development of apartments. He expressed concern about how it would be perceived by residents that the elected officials didn't ensure the final commercial component wasn't the same as what had been portrayed.

Councilmember Young expressed agreement with Mayor Shepherd's and Councilmember LeBaron's remarks about the Council approving a mixed use development and the commercial component was part of that consideration. Councilmember Bush commented he remembered the commercial component being 5000 square feet in previous discussions and expressed concern the current design for the project consisted mainly of apartments. Mr. Allen stated the 5000 square foot commercial component was initially an estimate. The developer explained how the square footage had previously been estimated and Mr. Allen added the leasing office met the City's qualifications as commercial use.

Brian Brower, City Attorney, clarified language in the Development Agreement which reflected "commercial" didn't necessarily mean "retail." Mr. Allen agreed that was an important distinction. He suggested the Council revisit that requirement during the discussion specific to the Development Agreement.

Mr. Allen clarified the Planning Commission had already expressed approvals and recommendations which were:

- Approving the Conditional Use Permit which was required in the D-R (Downtown Redevelopment) zone for the residential use.
- Site Plan has been approved.
- Preliminary Subdivision Plat has been approved.

He clarified the street vacation was an assembly of several parcels and portions of parcels to create one lot for the proposed project. He continued the Planning Commission had recommended approval of a partial vacation of the Depot Street right-of-way and recommended approval of the Final Subdivision Plat. He stated the City Council would be considering:

- Partial vacation of Depot Street during its meeting on Tuesday, August 25, 2015.
- Disposition of vacated property and remnant parcels during the meeting on Tuesday, September 8, 2015.
- Final Subdivision Plat during the meeting on Tuesday, August 25, 2015.
- Development Agreement during the meeting on Tuesday, August 25, 2015.

He mentioned the CDRA would also be considering the Tax Increment Financing Agreement during its meeting on Tuesday, August 25, 2015.

Mr. Allen shared an illustration which identified the parcels that would need to be vacated in order for the project to proceed and announced the Planning Commission had recommended approval of a partial street vacation for Depot Street with the following conditions:

- No on-street parking along that stretch of road.
- Right turn only by eastbound traffic at Depot Street to North Main (which was already existed).

He reported there was a lengthy discussion on the item by the Planning Commission and one commissioner expressed his reluctance for approving the possible street vacation.

Councilmember Bush inquired about the right-of-way width. Mr. Allen responded the pavement width for the street at that location would be 28 feet wide which would accommodate emergency vehicle access, although it would be smaller than what currently existed. A discussion took place regarding the street width and the City's current ordinance. Councilmember Bush expressed his opinion a sixty foot right-of-way wasn't necessary for all instances and suggested the City's ordinance be amended which would allow discretion by the City Engineer or Planning Department.

Mr. Allen also commented about how the road would be used in the future given its close proximity to the Center Street/Main Street intersection. He stated it was the City's desire for vehicles to use the 200 South signaled intersection at Main Street.

Councilmember LeBaron pointed out the Davis County Health Department had attended the Planning Commission meeting and representatives had expressed concern with the loss of the current on-street parking associated with the proposed development. Mr. Allen emphasized no property owner "owned" the on-street parking in conjunction with his/her property.

Mr. Allen requested if there were other concerns and none were expressed by the Council regarding the street vacation.

DISCUSSION ON THE DISPOSITION OF PROPERTY IN THE VICINITY OF 50 SOUTH DEPOT, 70 SOUTH DEPOT AND 100 SOUTH DEPOT

JJ Allen, Assistant City Manager, identified the parcels of property on a visual illustration which would also need to be vacated in order to facilitate the project and explained conveying these properties to the developer would clean up property ownership to match “on the ground” conditions. The Public Hearing required prior to the disposition of City property was scheduled for Tuesday, September 8, 2015, which would delay the property closing to Friday, September 11, 2015 as a result. He pointed out the parcels would be considered as part of the larger transaction and no additional funds were being requested for the miscellaneous parcels.

DISCUSSION ON THE FINAL SUBDIVISION PLAT FOR THE SANDRIDGE LUXURY APARTMENT DEVELOPMENT LOCATED IN THE VICINITY OF 50 SOUTH DEPOT, 70 SOUTH DEPOT AND 100 SOUTH DEPOT

JJ Allen, Assistant City Manager, explained the Final Plat was the same as the Preliminary Plat with the incorporated comments by the City’s reviewers: engineering, fire and planning. He indicated the drawings reflected all incorporated red lines, including the detention basin under the parking lot. He reported a small sliver of property would be going back to UDOT in conjunction with the Final Plat.

Councilmember LeBaron inquired about the underground detention basin. Mr. Terry responded the detention basin would be fully covered by 3 ½ foot tall domes which would diffuse outflow amongst a pebble bed.

Councilmember Bush inquired if the illustration of the south parking lot reflected the exact plot lines. Mr. Allen responded the developer had purchased an excess parking lot from Mr. Whittle, property owner in the area. Mr. Terry added discussions had taken place regarding the possible purchase of additional parking from Mr. Whittle at a future date. He mentioned the cross agreement with the existing parking lot had been revoked and indicated he preferred not having cross access because it would benefit the residents by discouraging vandalism.

DISCUSSION ON THE DEVELOPMENT AGREEMENT FOR THE SANDRIDGE LUXURY APARTMENT DEVELOPMENT LOCATED IN THE VICINITY OF 50 SOUTH DEPOT, 70 SOUTH DEPOT AND 100 SOUTH DEPOT

JJ Allen, Assistant City Manager, stated staff had started negotiations with the Sandridge developers with a standard development agreement and added more specific details associated with the project through those negotiations. He reviewed the following with the Council:

- It described the project which had been previously discussed during the meeting.
- Provided for Public improvements (modification to the street, curb, gutter and sidewalk).
- Provided for the development of the project (122 units, 3800 square feet of commercial space, a parking garage, amenities).

Mr. Allen requested the Council give him specific direction relevant to the commercial component. A discussion took place regarding the size of the commercial component and other

options for the leasing office. Mayor Shepherd pointed out typical retail/commercial ventures would desire space which could be used in 1200 square foot increments and shared the example that a typical Subway could usually fit within 1200 square feet but would quite often desire larger. Mr. Allen emphasized the square footage designated for the leasing office would most likely remain as the leasing office. Councilmember LeBaron suggested the developers surrender the square footage of an apartment unit to be used for the leasing office space.

Mr. Terry stated it had been his experience a commercial component between 1800 and 2200 square feet could accommodate a convenience store. He indicated the largest amount of commercial space he would be comfortable with would be the original 4500 square feet. Councilmember LeBaron stated he liked the idea of the project but pointed out the Council had recently denied some very nice apartment projects in other locations because they lacked the commercial component. He stated he would be in favor of the 4500 square feet of a commercial component exclusive of the leasing office. The Council expressed agreement with Councilmember LeBaron's suggestion.

Mr. Allen continued to review call outs included in the Development Agreement:

- The construction of 1.8 parking stalls per unit – total parking on site; 16 stalls dedicated for commercial use during business hours not reserved for any resident; 1 covered stall per unit (109 in the garage, 13 surface stalls with canopy).
- No on-street parking allowed on Depot Street for the project.
- Architecture and finishing consistent with Site Plan approved August 5, 2015.
- Vinyl fence to be installed along south edge of property.
- 10 percent open space developed consisting of a swimming pool, plaza, tot lot, or pergola.

Councilmember Jones moved to adjourn the work session and reconvene in a CDRA work session at 8:23 p.m., seconded by Councilmember LeBaron. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Jones, LeBaron and Young. Voting NO – None. Councilmember Benson was not present for the vote.

The minutes for the CDRA are in a separate location

**APPROVED AND ADOPTED
This 13th day of October, 2015**

/s/Mark R. Shepherd, 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 Tuesday, August 18, 2015.

/s/Nancy R. Dean, City Recorder