

CLEARFIELD CITY COUNCIL MEETING MINUTES
7:00 P.M. WORK SESSION
February 21, 2017

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Kent Bush	Councilmember
	Nike Peterson	Councilmember
	Vern Phipps	Councilmember
	Tim Roper	Councilmember
	Bruce Young	Councilmember
STAFF PRESENT:	Adam Lenhard	City Manager
	JJ Allen	Assistant City Manager
	Stuart Williams	City Attorney
	Dan Schuler	Storm Water Manager
	Spencer Brimley	Development Services Manager
	Greg Krusi	Police Chief
	Eric Howes	Community Services Director
	Curtis Dickson	Community Services Deputy Dir.
	Summer Palmer	Administrative Services Director
	Trevor Cahoon	Communications Coordinator
	Rich Knapp	Finance Manager
	Nancy Dean	City Recorder
	Kim Read	Deputy City Recorder
EXCUSED:	Scott Hodge	Public Works Director

VISITORS: Kathryn Murray – Planning Commission, Josh Jensen – Silverpeak Engineering, Tyler Bodrero – Pace Management, Brady Jugler – Planning Commission

Mayor Shepherd called the meeting to order at 7:03 p.m.

DISCUSSION ON THE AWARD OF BID FOR PLAYGROUND EQUIPMENT

Eric Howes, Community Services Director, shared a visual presentation and reviewed the submitted bids for playground equipment with the Council. He explained the intent of the bid process was to select vendors based on responsiveness to the bid, experience and expertise, design quality, warranty and total cost. He continued the specific design for each playground had not yet been determined. He added the vendors were given the total dollar amount available for the project and asked to identify design elements. Mr. Howes informed the Council that Wasatch Elementary committed funds for the playground being designed for Central Park because it would be used by the school as well. He added the school was also working to put together funding for the installation of that equipment.

Mr. Howes informed the Council that staff was recommending the bid be awarded to two vendors, Big T Recreation and Garrett and Company, for a total of eight new playgrounds around the City. He stated a key component to the recommended award was finding playgrounds that were unique to the area that attracted more people to the parks. He reviewed which playgrounds would be awarded to each specific vendor and reviewed the proposed timeline associated with the installation of the playgrounds in parks throughout the City.

Councilmember Phipps arrived at 6:04 p.m.

Councilmember Phipps asked if the costs for the playgrounds was known and stable. Mr. Howes responded the proposals identified a dollar amount for each park site and the vendor was asked to provide a design that would fit within that funding.

Councilmember Peterson asked if any of the playgrounds would be community builds or installed by City staff. Mr. Howes responded he was hoping to have a couple of community builds. He indicated there would still need to be a representative from the company present for a community build because of the need to be exact in the placement of equipment.

Councilmember Bush suggested providing some information about the playgrounds during the Neighborhood Open Houses as a method for recruiting volunteers for the community builds.

DISCUSSION ON THE DEPOT STREET ALIGNMENT AND RIGHT-OF-WAY CROSS SECTION FROM 700 SOUTH TO CLEARFIELD STATION

JJ Allen, Assistant City Manager, reminded the Council of the City's efforts to bring Stadler Rail to the Clearfield Station property. He explained the UTA Board would be meeting shortly to consider the approvals necessary for Thackeray Garn Company to move forward with the development of its ten-acre residential project (216 residential units) on the property with the City's consideration of that portion of the project currently scheduled for March 7, 2017. He indicated those actions were key steps for providing the acreage needed for Stadler's development. He also reviewed a draft plan identifying Stadler's phases of development in its current configuration.

Councilmember Roper arrived at 6:12 p.m.

Mr. Allen explained Stadler needed a test track for its facility and the proposal was to run the test track between Depot Street and UTA's right-of-way. He continued the test track was crucial for the development's success and would be electrified. He explained there would need to be either a wall or fence between the test track and Depot Street. He added there were challenges associated with providing the property for the test track. He stated the City had its Depot Street right-of-way and it could allow an easement on the right-of-way or narrow up the width of the street and allow a portion of that right-of-way to be used but it would not be enough for Sadler's needs. He suggested it would be better for the project if the City and UTA could both offer some of both rights-of-way for the test track. He stated Stadler asked if the City was willing to allow Depot Street to be narrower than the standard so the test track could be accommodated.

Councilmember Bush asked if the City could expand Depot Street to the east to keep the standard width. Mr. Allen responded the City could entertain that as an option but it would be complicated.

Councilmember Young asked what the parking expectation was for Depot Street. Mr. Allen stated the city engineer was comfortable with a 26-foot wide road but there would be no on-street parking. Councilmember Phipps commented Depot Street was identified as a route for UTA buses coming and going from the train stop. Adam Lenhard, City Manager, explained the narrower width would be sufficient for bus and vehicular traffic. Councilmember Bush asked if there would be a sidewalk along the street. Mr. Allen explained the sidewalk was planned for the east side of the street. He explained the proposed pedestrian bridge may not be needed as part of the proposed plan so it was possible that the grant funding for that betterment could possibly be reprogrammed for better trails for pedestrian and bike traffic for the site.

Councilmember Peterson asked if the City had discussed the changes to the road with the North Davis Fire District (NDFD). Mr. Allen stated the NDFD had not yet been consulted. Mr. Lenhard directed staff to have that discussion with Chief Becraft.

Councilmember Young stated he would like further discussion to take place regarding the future of the pedestrian bridge. Mr. Allen explained the future of the bridge had not yet been determined; it was just beginning to be discussed.

Mr. Allen also explained how the configuration of Depot Street needed to be changed to accommodate the development. He indicated the proposed alignment would affect other property owners. He stated a consultant had been hired by Stadler to consult with the affected property owners but the City wouldn't be involved with the property acquisition.

DISCUSSION ON FINANCING OF PROPERTY ACQUISITION AND PUBLIC IMPROVEMENTS AT CLEARFIELD STATION

In association with the discussion on Stadler Rail, JJ Allen, Assistant City Manager, explained the City offered Stadler tax increment incentives for its project which were typically post performance, but Stadler preferred a different type of incentive. He added Stadler was looking for some sort of upfront incentive. He also indicated there was significant competition from another city on the Wasatch Front which offered Stadler land for its development as part of its incentive package. Mr. Allen suggested the City might want to consider an alternate proposal in which it purchased the land Stadler needed from the Utah Transit Authority (UTA) and then used the tax increment to make payments to the funding source for the purchase. Adam Lenhard, City Manager, explained Stadler had multiple offers from other municipalities both in and out of the State and all of those included donating the necessary property for the development which put the City at a significant disadvantage. He stated staff looked at what the City could afford and the risks associated with acquiring the needed property for the Stadler project. He explained a few scenarios under which the City could finance the purchase of property and then repay the funds using tax increment revenue. Mr. Allen clarified the City had resources available that would enable it to quickly purchase the property but emphasized specific negotiations had not yet taken place.

Mr. Allen also explained that staff contacted the City's financial advisors who offered financing options for the City to consider and some of those included bonding. He informed the Council that Stadler's executives would be meeting to review all the possible locations for its business shortly and had requested a written offer from the City for acquiring the necessary property for the project. A discussion took place about the advantages and disadvantages for the City for purchasing the property at Clearfield Station from UTA to meet Stadler's need.

Mr. Lenhard cautioned that the Clearfield site was not shovel ready like some of the other sites being considered by Stadler for its operations. Mr. Allen also expressed that there would be additional costs to Stadler because the site did not currently have some of the infrastructure needed for the development so those costs would be higher for the Clearfield site. He stated it was also important for the City to guarantee the Depot Street alignment that Stadler needed to create a high probability of it choosing to locate in Clearfield.

Councilmember Phipps asked if UTA was a willing and reasonable seller. Mr. Lenhard stated UTA appeared to be willing to consider selling the property to the City but the price would need to be negotiated. Mr. Allen expressed his opinion that the transaction would be beneficial for both parties. Mr. Lenhard stated Stadler Rail had the potential to be one of the most impactful manufacturers in the City and Davis County. He continued Stadler would have a significant impact on employment in Davis County and added Stadler wages were above the County median. Mayor Shepherd added the manufacturer would need a type of skilled worker not commonly found in Utah which would bring other economic opportunities to the area.

Councilmember Bush asked if Davis County and the State had expressed a willingness to contribute funds for the project. Mr. Allen responded both Davis County and the State had committed funding to enhance the incentives for Stadler.

Josh Jensen, Silverpeak Engineering, explained that Stadler Rail had several regional contracts to build train cars and wanted to be able to build them in the United States rather than having to ship them overseas. He indicated the manufacturer would need to make a significant investment in its facilities on a tight timeline to accommodate its operations for the contracts.

Mr. Lenhard asked if the Council had any reservations regarding the proposed financing to purchase the property from UTA. Councilmember Phipps believed significant effort needed to be made to ensure the City was getting a fair deal from UTA if it determined to buy the property. Mayor Shepherd stated it would take some negotiations between the two parties to determine a fair price for the property. Mr. Allen emphasized the purchase of the property would have to be approved by the City Council or CDRA Board in a policy session before any transaction could take place.

Councilmember Phipps asked when the City would start to recognize tax increment for the project, should it be approved. Mr. Allen believed the City would start to see the revenue sometime in 2019 or 2020. He also indicated staff would do its best to mitigate any risks to the City. Councilmember Young agreed the City should do everything it could to mitigate its risk recognizing that there was no way to mitigate all the risk. Mr. Allen reminded the Council that the Community Development Area (CDA) created to capture tax increment at Clearfield Station

included more properties than just the UTA property. He explained development on the UTA site would trigger redevelopment around the site for which the City would recognize additional tax increment that could be used toward whatever financing measure the City decided on for the property.

Councilmember Bush asked how parking would be accommodated for the site. Mr. Allen referred to an illustration that identified the parking, egress and ingress to the site, as well as, the location of roadways.

DISCUSSION ON A POSSIBLE SPECIAL PURPOSE (SP) OVERLAY ZONE AT CLEARFIELD STATION

JJ Allen, Assistant City Manager, explained the property being considered for development by Stadler Rail was zoned for manufacturing but the building needed by Stadler would need to be taller than allowed by the ordinance so a Special Purpose (SP) Overlay would need to be considered to accommodate the building. Josh Jensen explained why the manufacturer needed an approximate sixty foot tall building to accommodate its operations. Mr. Allen informed the Council that the ordinance currently limited a manufacturing operation to 45 feet tall. There were no concerns expressed by the Council about the consideration of a Special Purpose (SP) Overlay.

Councilmember Bush moved to adjourn the work session and reconvene in a City Council special session at 6:58 p.m., seconded by Councilmember Peterson. All voting AYE.

The work session reconvened at 7:09 p.m.

DISCUSSION ON FINANCING OF PROPERTY ACQUISITION AND PUBLIC IMPROVEMENTS AT CLEARFIELD STATION - CONTINUED

JJ Allen, Assistant City Manager, reviewed the configuration of the intersection at State Street and 1000 East with the Council. He pointed out the proposed development for the site left that intersection as currently operating. Councilmember Phipps commented he had concerns with the original plan for reconfiguring that intersection because it supported a high volume of traffic for the area. He expressed his opinion that keeping it as currently configured was the best approach to the development of the UTA property. Adam Lenhard, City Manager, agreed.

Councilmember Bush asked if another intersection would be considered near the site. Mr. Allen suggested a traffic study would need to be completed to know that answer. There was a discussion about the traffic in the area and possible considerations for designing egress and ingress at the site.

DISCUSSION ON THE ROLE OF ELECTED OFFICIALS DURING AN EMERGENCY

Laura Lewis, Emergency Services Coordinator, explained the elected officials' roles in the event of an emergency as policy decisions rather than operational decisions. She reviewed the following:

- Delegation of Authority

- Incident Management Roles
- Typical Activities for Elected Officials
- Transparency
- Speaking with One Voice
- Leadership

Adam Lenhard, City Manager, stated mutual aid agreements with other entities were in place in the event of an emergency. Ms. Lewis pointed out cell phones might not be working and suggested a determination be made on how to proceed under those circumstances. Mayor Shepherd suggested the need for all the elected officials to be at the Emergency Operations Center (EOC) in person would depend on the type of emergency. He asked staff to prepare a list of decisions that needed to be addressed ahead of time for the Council to consider.

The meeting adjourned at 7:30 p.m.

**APPROVED AND ADOPTED
This 14th day of March, 2017**

/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, February 21, 2017.

/s/Nancy R. Dean, City Recorder