

CLEARFIELD CITY COUNCIL AND PLANNING COMMISSION
JOINT MEETING MINUTES
6:00 P.M. WORK SESSION
December 17, 2019

City Building
55 South State Street
Clearfield City, Utah

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Nike Peterson	Councilmember
	Vern Phipps	Councilmember
	Tim Roper	Councilmember
	Karece Thompson	Councilmember
EXCUSED:	Kent Bush	Councilmember
STAFF PRESENT:	JJ Allen	City Manager
	Summer Palmer	Assistant City Manager
	Stuart Williams	City Attorney
	Kelly Bennett	Police Chief
	Adam Favero	Public Works Director
	Braden Felix	City Engineer/Deputy PW Director
	Curtis Dickson	Community Services Deputy Dir.
	Spencer Brimley	Community Development Director
	Brad McIlrath	Senior Planner
	Rich Knapp	Finance Manager
	Trevor Cahoon	Communications Manager
	Nancy Dean	City Recorder
	Wendy Page	Deputy Recorder

PLANNING COMMISSIONERS: David Bloomfield, Nicole Bigelow, Chris Uccardi, Eden Bush, Ruth Jones

VISITORS: Ken Shields – Hamilton Partners, Bruce Bingham – Hamilton Partners, Doug Thimm – Architectural Nexus, Inc., David Abraham – Architectural Nexus, Inc., Trevor Evans – Stack Real Estate, Andrew Bybee – Stack Real Estate, Nathan Ricks – Stack Real Estate, Roya Edwards, Isaac Edwards, Jordan Swain – Utah Transit Authority (UTA)

Mayor Shepherd called the meeting to order at 6:07 p.m.

PRESENTATION BY THE MASTER DEVELOPER AND DISCUSSION ON THE
PROPOSED MASTER PLAN FOR THE CLEARFIELD STATION DEVELOPMENT
LOCATED AT APPROXIMATELY 1250 SOUTH STATE STREET

JJ Allen, City Manager, explained that a year ago the Utah Transit Authority (UTA) selected the Clearfield Station site as one of the final three Transit Oriented Development (TOD) sites. Through a Request for Proposal (RFP) process, UTA and the City considered three proposals for developers of the site and the team of Stack and Hamilton Partners and Architectural Nexus were selected.

Nathan Ricks, Stack Real Estate, gave a summary about the company. He explained Stack Real Estate was primarily an office building developer. He stated the company had completed approximately fourteen office buildings in Lehi over the past few years. He explained the proposed project would be the company's first experience coming north. There were introductions made for the rest of the team attending the meeting. Those attending the meeting from Architectural Nexus also made introductions.

Mr. Allen asked each company to explain their roles in the development.

Bruce Bingham, Hamilton Partners, explained the Clearfield Station TOD site would be a significant development and Hamilton Partners' primary role would be to develop the multi-family product for the site as it had done in Sandy City.

Mr. Ricks with Stack Real Estate said the proposed Clearfield Station TOD site would be a transformative development for the City. Mayor Shepherd said he recently met with the Airport Authority, Inland Port Authority, Head of the Olympics Committee, and developers associated with the area around the point of the mountain in southern Salt Lake County. He asked the group how those development would benefit communities along the Wasatch Front that were outside of those immediate areas. He reported the response was all of the developments would create jobs and there were be a greater need for housing opportunities for employees along transit lines for better access to jobs. He stated he was told the Clearfield Station site would be a great benefit to the employment market.

Mr. Ricks reviewed the prior proposals by Thackeray Garn and Stadler Rail for development of the site. He said the real difference those site plans and the one being proposed by the current developer was that the proposed plan would be a true TOD development. He stated the City should see dense development around the site over time as had happened in other areas of the country. Stack and Hamilton believe TOD sites were the future with great real estate investments in the future. He explained that Joe Minacozy from Urban 3 had come to meet with Mayor Shepherd and stated the City needed to understand what the assets were and those assets were land based; therefore, the City was encouraged to be wise with development. Mr. Ricks said TOD sites needed to be dense to function and to provide long term sustainability. He discussed concerns if density was not part of the TOD site. Mr. Ricks said his team would only get one shot at getting the development right, so it wanted the development to be the most beneficial for the City and the team of developers.

Jordan Swain, UTA, showed the concept completed in 2019 by IBI when UTA collaborated with the City to imagine what the potential was for the site. He indicated IBI worked with UTA on the concept and emphasized the difference between what was previously intended. He stated the concept plan identified mainly office, residential and some retail uses on the site. He explained that the City had desired some recreational use that would assist in making the City a destination that was different than others. He stated the proposed plan was adopted in 2019 by the City and by UTA as the official Clearfield Station Area Plan which allowed for the TOD classification. He said UTA had since released an RFP looking for interested developers and Stack and Hamilton Partners had been determined to be the best choice for doing the project. He noted the company had an excellent record and delivered what it promised.

Mr. Ricks shared pictures of products developed by Stack and Hamilton in other areas of Utah. Mr. Bingham also showed projects completed by Hamilton Partners in the area.

Mr. Ricks reviewed the current proposal for the TOD. There was a discussion about the concept plan, bonding, infrastructure, risks, and roles of each entity in the development process, and opportunities for the Clearfield Station TOD site development. Mr. Ricks also discussed the tentative schedule for the TOD development and highlighted which aspects would be focused on first in the development. Doug Thimm, Architectural Nexus, Inc., highlighted the open spaces and other components of the project. He said the open space would offset the density.

Ken Shields, Hamilton Partners, stated the proposed development would start in the center of the property and develop the core of the project by creating the infrastructure needed for that area as well as creating infrastructure to support the rest of the proposed development.

Councilmember Phipps asked about a parking terrace for the rail stop. Mr. Ricks stated the development proposed different phases and with each phase different types of parking. He reviewed the proposed areas and parking that would be available with each aspect.

Councilmember Peterson asked to discuss the projected costs for the development and how it would affect the City. Mr. Bingham said the first thing the development needed was a road network, which was estimated to be around 10 million dollars. He suggested the City issue a bond to get the roadway and utility infrastructure done quickly and then the developer would start to create the vertical infrastructure. He stated once there were some office buildings and residential buildings on the property there would likely be a request for funding from the City for a parking structure because the risk would be reduced. He shared the funding process that Sandy City used for its TOD development, which utilized a Community Development Area (CDA). Mayor Shepherd stated the CDA for the proposed property was already in place. Councilmember Phipps expressed his opinion that the proposed project was a great way for the City to invest in its future.

Planning Commission Chair Uccardi asked what made the proposed TOD different from the past development plans that didn't end up materializing for the same site. Mayor Shepherd explained that the TOD development that was being presented was totally different from the other proposed developments. He continued that the Stadler project was a manufacturing project and the Thackery Garn project was not an ideal plan for the City as it was a lot of flex space which was

not the highest and best use for the land. Mr. Bingham explained that the facts were the station was there, Clearfield wanted improvement to its downtown, Stack Development and Hamilton Partners had experience in doing that type of quality development. He added the companies had a successful track record. Mayor Shepherd also pointed out that the proposed development was different than prior proposals because a developer had been handpicked and it was with collaboration between UTA and the City providing the best opportunity for a successful venture.

Planning Commission Chair Uccardi asked how the proposed development would compare to what Farmington had done. Mayor Shepherd stated the proposed TOD development would be nothing like what was currently in Farmington as that had never been planned to be a true TOD. He stated the biggest difference between the two sites was the rail, in that Farmington did not have housing near its rail site and Clearfield could truly have a walkable, transit adjacent development.

Councilmember Roper stated it was the true partnership that created his support for the proposed development.

Councilmember Peterson asked about transit plaza and who would bear the cost for it. Mr. Ricks stated the transit plaza and bus loop were projected to be funded through tax increment funding.

Mr. Allen stated the CDA did contemplate providing tax increment revenue for the construction of the future parking structures. He asked for clarification from Mr. Swain if UTA assumed that the transit plaza and bus loop would be included in the City's initial bond but owned, operated, and maintained by UTA. Mr. Swain affirmed that was correct. Mr. Allen acknowledged those were details that had not yet been sorted out.

Councilmember Thompson expressed his concerns regarding the bond and the impact a possible recession would have on the City's ability to repay the bond. He acknowledged higher density buildings were currently in high demand but a recession could have a negative impact on that condition. He commented he was excited for the project but wanted to make sure the City was protected. He expressed his hesitation in being able to repay the bond if the projected phases of the development did not end up performing as currently anticipated. Mr. Ricks said all cities had the same questions regarding the issuance of a bond for infrastructure. He stated it was one of the risk aspects for the project; if the development materialized as projected it would pay for itself and would be an investment in the City's future. He assured the Council that Stack and Hamilton had the right team for the project and was capable and had the resources necessary to create a successful development.

Councilmember Thompson wondered about a partnership with UTA regarding the costs for the construction of roads and utilities. Mr. Allen replied those aspects of the development were not currently part of the process.

Planning Commissioner Bigelow asked for clarification regarding which buildings would be built first and which ones would be on hold until the parking structure was addressed. Mr. Ricks explained that surface parking stalls could be in place for the first two office buildings but as other office building were built a parking structure would be needed.

Planning Commissioner Bigelow asked when parks would be constructed in the project. Mr. Ricks stated a park would be right up front as part of the Center Plaza. Summer Palmer, Assistant City Manager, said the park infrastructure was something the City was still working on regarding the look and feel so an actual park would be come later in the timetable than the Center Plaza.

Councilmember Thompson asked UTA how the City could get different ride share opportunities to the City to help reduce traffic. Mr. Swain said there were currently projects planned that would help provide a trail to connect to SR 193 and Antelope Drive that would provide easier access to the Freeport Center. Mr. Swain also offered suggestions for putting in more bike paths and sidewalks.

Mr. Allen reminded the Council that the CDA was already in place, the developers had provided the data to Lewis Young for the proposed concept plan. Lewis Young did an analysis of the plan. He also stated the developers' engineers were working on a rough estimate for the infrastructure costs and those numbers were in the works but the data was not ready for the meeting. He stated it appeared to him that the consensus seemed to be that the Council was okay to issue a bond for infrastructure improvements and get the super pads ready for development. Councilmember Thompson state he wanted to understand the risks better.

Mayor Shepherd asked for input on the concept from Youth Commissioner Bush. Mayor Shepherd explained that Youth Commissioner Bush was the Youth Ambassador on the Planning Commission. Youth Commissioner Bush stated she loved the proposed development and described the different aspects that stood out to her and why she felt they would be a great addition to the City.

Commissioner Bloomfield shared his concern regarding egress and ingress to the site in relation to the City development the roads and utilities. Mayor Shepherd stated that would be a challenge and the City had met with the Utah Department of Transportation (UDOT) and a plan for better access was in the works. Mr. Allen stated that the existing intersection was not ideal for access.

There was a discussion about the different possibilities that had been discussed to fix the current intersection for the Clearfield Station.

Councilmember Thompson moved to adjourn the joint meeting and reconvene in work session at 7:40 p.m., seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Peterson, Phipps, Roper, and Thompson. Voting NO – None. Councilmember Bush was not present for the vote.

**APPROVED AND ADOPTED
This 28th day of January, 2020**

/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, December 17, 2019.

/s/Nancy R. Dean, City Recorder