CLEARFIELD CITY COUNCIL AND PLANNING COMMISSION
JOINT MEETING MINUTES
6:00 P.M. WORK SESSION
March 3, 2015

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Keri Benson	Councilmember
	Ron Jones	Councilmember
	Mike LeBaron	Councilmember
	Bruce Young	Councilmember
EXCUSED:	Kent Bush	Councilmember
STAFF PRESENT:	Adam Lenhard	City Manager
	JJ Allen	Assistant City Manager
	Brian Brower	City Attorney
	Scott Hodge	Public Works Director
	Scott Hess	Development Services Manager
	Nancy Dean	City Recorder
	Kim Read	Deputy City Recorder

PLANNING COMMISSION MEMBERS: Amy Mabey, Nike Peterson, Steve Parkinson, Tim Roper, Kathryn Murray, Brady Jugler, Robert Browning, Michael Britton

NOT PRESENT: Michael Millard, Robert Allen

VISITORS: Renae Widdison – UBET (Utahns For Better Transportation), Shared Solution Coalition, Roger Borgenicht – UBET, Shared Solution Coalition, Vince Izzo – West Davis Corridor Environmental Impact Study Team (UDOT), Randy Jefferies – UDOT (Utah Department of Transportation),

Mayor Shepherd called the meeting to order at 6:04 p.m.

DISCUSSION AND PRESENTATION ON THE WEST DAVIS CORRIDOR AND SHARED SOLUTION ALTERNATIVE

Randy Jefferies, UDOT (Utah Department of Transportation), reminded the Council beginning in May 2013 UDOT began the draft Environmental Statement which evaluated and subsequently identified preferred routes for the West Davis Corridor. He explained several public hearings took place during which comments were received and one of those was the proposal for the Shared Solution alternative. He explained representatives were present to share the alternative with the Council. He noted the alternative was important to the City because it included land use changes if implemented. He stated UDOT was not a land use authority so it could not accept land use changes on behalf of cities. He continued UDOT would consider the land use changes reasonable if cities felt those changes were reasonable. He stated meetings had been held with 11

other cities so far. The Coalition asked, 1) Was the technically and economically reasonable, and, 2) Would the City be willing to make necessary changes to its General Plan if the alternative was to advance through the EIS process and become the preferred route? Mr. Jefferies explained that UDOT was not making a request for the City to consider the land use changes or even choosing the alternative route at this point; but, rather the purpose of the meeting was to discuss land use within the City.

Roger Borgenicht, UBET (Utahns For Better Transportation), Shared Solutions Coalition, reported ideas shared during the presentation grew out of the idea that Utah could not build its way out of congestion and if vehicle miles traveled continued to grow faster than the population rate, Utah would continue to have congestion and air quality problems. He believed the way to solve the issues was to have a more balanced transportation mode share in how people got around. He suggested walkable communities and job/housing balance would be key in reducing vehicle miles traveled. He reported the organization had met with 11 different cities over the last few months and discovered the ideas were aligned with their forward thinking for the next 25 years. He mentioned housing choices for the under 30 and over 60 demographic would be communities in which residents didn't desire maintaining yards or those that didn't have to maintain a large home or drive for every service needed.

Councilmember LeBaron inquired where Mr. Borgenicht lived. Mr. Borgenicht responded he was a resident of Salt Lake City and had been contacted by residents living in west Davis County when the freeway had been proposed. Councilmember LeBaron asked if the Davis County residents who had contacted him were disproportionately from one particular area of the County. Mr. Borgenicht stated some of the individuals resided in Syracuse and Farmington.

Renae Widdison, UBET (Utahns For Better Transportation), Shared Solutions Coalition, shared a visual presentation regarding the Wasatch Choice for 2040, which was a vision for regional development with a goal to reduce the number of vehicle miles traveled over time. She reported its focus was on the following:

- Centered Development – Centers and Boulevards in city-favored locations.
- Walkable Activity Centers with strong economic development.

She reviewed the identified Vision with the Council:

- Attracting new jobs to Davis County.
- Closer jobs which would equal shorter trips and less congestion.
- Make I-15 efficient to jobs in Salt Lake City.

Ms. Widdison stated the Shared Solution was about investing in the arterial grid, maximizing the efficiency of the infrastructure which was already in place and bringing homes and jobs closer together. She shared a map of the Shared Solution proposal which reflected transportation investments in the form of:

- Bus rapid transit routes
- Innovative intersections and boulevards

Ms. Widdison highlighted the following principles:

- Compact mixed-use developments

- Configuring roadways with a boulevard pattern
- Incentivizing transit
- Connecting and protecting bikeways
- Preventative ramp-metering
- Strategically placed I-15 overpasses

She announced the Shared Solution alternative had passed the Level I screening which meant that it passed the first test by being able to meet the transportation demand in 2040. She emphasized as a transportation system the Shared Solution alternative was a workable model.

She shared a visual example identifying each proposed option and effect of the Shared Solution proposal. She also shared an illustration identifying Clearfield's current land use in conjunction with the Shared Solutions proposed land use.

She suggested the City consider the 2040 Toolbox which created mixed use developments in developing communities and explained it would be an extension of what the City had already planned for the Clearfield Station property.

Steve Parkinson, Planning Commission, expressed concern that Davis County had always embraced the bedroom community lifestyle in which everyone goes somewhere else to work and the Shared Solution alternative was proposing an entirely different philosophy. He mentioned several properties were surrendered to accommodate I-15's construction and stated property issues verses roads for the greater public wasn't new. He stated he liked the idea of the Shared Solution alternative but expressed his opinion it would not take away the need for the additional freeway. He mentioned State Street and Antelope Drive were already large roads with existing mixed use. He stated he didn't see the point of concern over eliminating up to 30 homes compared to eliminating a freeway which had been planned for years.

Ms. Widdison emphasized the Shared Solutions proposal didn't come from individuals wanting to save houses; rather, it addressed growth and its auto dependence and dramatically separating jobs and housing. She stated demographics were changing and the younger generation didn't want to live far away from work. She added there was also a caring capacity for the environment and indicated the Wasatch Front was facing an air quality catastrophe. She believed the Shared Solutions proposal was trying to be proactive in eliminating distance by commuting and reported studies reflected that communities could not build their way out of congestion and suggested transit rich environments attracted quality high tech jobs. She proposed the concept that it shouldn't be more convenient to drive as opposed to taking a bus or riding a bike and believed the Solution was more of a visionary approach.

Councilmember LeBaron pointed out the City already had its fair share of apartment/rental housing and expressed concern about the proposed types of development. He expressed concern that there was no guarantee the high quality jobs would come to local communities as opposed to requiring residents to commute to the Salt Lake valley because that was where the better jobs were located. Ms. Widdison responded no one could guarantee anything; but she believed transit oriented jobs were growing and believed when beautiful walkable communities were developed, people desired to live and work near them.

Mayor Shepherd believed the coalition was attempting to change a mindset that wasn't ready for change. He stated from a real estate standpoint development wasn't ready to change. He reported how difficult it was for the City to develop/redevelop and believed the suggested new development would make it inconvenient not only to the residents but the businesses/employment centers that were already located here. He pointed out Clearfield was between two major employment hubs, Hill Air Force Base and Freeport Center, and if it wasn't convenient for people to come here, the City would continue to struggle from a commercial standpoint. He believed in order for the Shared Solution proposal to work it would take a complete overhaul of what every Utahn thought and believed.

Councilmember Young mentioned the City had already made some changes regarding land use and development and stated the proposed changes would be market driven which was something the City couldn't force to happen. He expressed concern about the City being able to attract the labor market. Ms. Widdison spoke to and also believed one of the strengths of the area's labor market was the flexibility residents had in choosing to work in Davis, Weber or Salt Lake County. He inquired if a cost comparison had been completed specific to completing the freeway compared to implementing target boulevards throughout the entire County. Ms. Widdison responded they were in the process of determining that cost as well as if cities were willing to change their land uses. She added most boulevards were planned for widening prior to 2040 by the Regional Transportation Plan and explained those projects were already planned and on the books. She emphasized the proposal wasn't about making access or transportation inconvenient; but, rather it was to decrease traffic congestion and believed the boulevards and innovative intersections actually increased efficiency.

Mayor Shepherd pointed out that during the BRAC (Base Realignment And Closure) review, HAFB (Hill Air Force Base) received high marks given its accessibility for employees through its accessibility. He emphasized HAFB was the largest employer in the State and expressed concern about how the Shared Solutions alternative might impact future BRAC reviews specific to HAFB.

Adam Lenhard, City Manager, suggested the Planning Commission and City Council determine if the suggested land use changes were feasible and reasonable to the City. He referred to Ms. Widdison's illustration which identified the City's General Planned land uses and the Shared Solutions proposal. He pointed out parcels had been identified along State and Main for residential components with existing frontage along that corridor. He asked if a General Plan amendment which would permit that use along the corridor was brought before the Planning Commission would it find support. Members of the Planning Commission expressed opposition to the proposal.

Kathryn Murray, Planning Commission, emphasized the City had been working toward similar ideas for the past nine years with no success and inquired as to why the City should consider more aggressive land use changes. Councilmember Young expressed agreement and believed the City was already pursuing a similar direction but experiencing a much slower rate of success and suggested there didn't seem to be much of a market for that type of development at this time.

Mayor Shepherd expressed concern that residential development would occur long before commercial development if the City decided to move forward with the request and modified its General Plan to accommodate the proposed type of development there. He didn't believe there was enough interest in mixed use at this time to accommodate the amount being proposed for the entire State/Main Street corridor. He expressed his opinion the Shared Solutions proposal would not eliminate the need for another highway. He pointed out how Legacy south of Farmington had been a benefit to commuters.

Councilmember Benson expressed concern about having only one thoroughfare getting out of the County in the event of a disaster and asked what other options were available if I-15 were closed and FrontRunner was also impacted. She believed another road was crucial as an alternative route. Ms. Widdison didn't believe the West Davis Corridor would solve the problem if I-15 were impassable.

Nike Peterson, Planning Commission Chair, expressed her opinion the City could not support that much residential along the State/Main Street corridor and didn't believe it was a feasible approach to development in order to provide basic infrastructure to its current residents. Mayor Shepherd expressed agreement and believed the proposal was a great idea but not as an alternative to the West Davis Corridor.

Mr. Lenhard read a letter from Councilmember Bush expressing his concerns. The letter indicated Councilmember Bush believed strongly another north/south corridor was necessary. He expressed his opinion that the proposed land uses by Shared Solutions were umrealistic. He also stated the impacts to Clearfield and northern Davis County were of a disproportionate impact and unfair as proposed and that the project would benefit Farmington and similar communities more favorably.

Ms. Widdison reminded the Planning Commission and Council the questions were specific to 2040 and if it were reasonable to see mixed use in the proposed areas of the City. Additionally, if the investments to boulevards and other transit investments were made then would the City consider mixed use in the area. Councilmember LeBaron responded that question couldn't be answered right now. He also stated he was absolutely not in favor of the proposal at this time.

Mayor Shepherd expressed appreciation for everyone's attendance and for the presentation about the Shared Solution proposal.

The meeting adjourned at 7:10 p.m.

APPROVED AND ADOPTED
This 28th day of April, 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, March 3, 2015.

/s/Nancy R. Dean, City Recorder