



Military Installation Development Authority

Board Meeting

November 4, 2008

The Board of the Military Installation Development Authority held a public meeting on Tuesday, November 4, 2008, at 9:00 a.m. at the Roy Simmons Entrepreneurial Center, Davis Business Alliance, 450 Simmons Way, Kaysville, Utah. The meeting was called to order by Chairman Stuart Adams. On roll call, the following directors/staff were found to be present and excused:

Present

Chairman, Stuart Adams
Jerry Stevenson
Mayor Joe Ritchie
Mike Ostermiller
Mayor Bruce Burrows
Mayor Don Wood
Jason Perry via phone

Brian Arnold
Cory Shupe
Aaron Bloxham
Jay Bolwinkle
Karen Jenson
Dave Williamsen
Lynn Gatipon
Lynn Woodbury
Travis Lish
Bruce Cardon
Larry Becknell
Jason Thompson
Ryan Peterson
Beverley Jacobs

Staff/Visitors

Rick Mayfield
Ron Kusina
Ron Richins
Paul Morris

Approval of Minutes

Mayor Joe Ritchie made a motion that the minutes for the October 7, 2008, MIDA Board Meeting be approved as presented. Jerry Stevenson seconded the motion followed by a unanimous vote to accept the minutes.

Discussion and Resolution – Resolution 2008-18 – A Resolution Appointing Lynn Moulding as an Alternate Representative for Riverdale to the Development Review Committee

Jerry Stevenson made a motion that the MIDA Board accept Lynn Moulding as the DRC Alternate Representative for Riverdale City. Mayor Bruce Burrows seconded the motion followed by a unanimous vote to accept Lynn Moulding as the Riverdale City DRC Alternate Representative.

Discussion – Falcon Hill Development Standards and Guidelines

Board members had previously received an electronic copy of the Standards and Guidelines, but since that time, the staff, the Air Force and the developer had requested some minor revisions/corrections which had been made. Each Board member received an updated copy.

The intent for the presentation and discussion was to ensure Board members were comfortable with the first four chapters of the proposed Standards and Guidelines for the Falcon Hill project and to answer questions. Board Action on the Standards and Guidelines will be requested at the December Board meeting. This will allow sufficient time for a thorough document review and response time. The document proposes a streamlined process which will allow the developer to obtain a building permit in thirty (30) to sixty (60) days—based on a complete submission package. The DRC has reviewed the document and recommends the Board adopt it.

Continued negotiation on the signage will take place at a later meeting with the Developer and the Air Force.

Cory Shupe reviewed the Standards and Guidelines document page by page with the Board requesting comments, input and questions. The minutes reflect significant comments.

Chairman Stewart Adams pointed out that the MIDA Board is the final approving body. The specific timelines outlined in the document have been included to ensure the project moves forward as quickly as possible as there are other entities, such as those providing water and sewer services, that will need to be included. The entire approval process can feasibly be done in thirty (30) days as long as all the appropriate information is received at time of submission.

It was noted that MIDA Board meetings and the DRC meetings are public meetings. The public is welcome to attend to hear the discussions, and public comments are allowed.

There will be no Board of Adjustments. The MIDA Board will make all decisions and approve any exceptions.

A change will be made specifying that warehousing would be allowed only if it was incidental to use. Storage units are not approved.

The Executive Director has the power to determine exceptions pending Board ratification.

The parking verbiage has been crafted to be accommodating and pro-active for future parking (i.e. for hybrids, and energy efficient vehicles). Board members were reminded this document must span fifty (50) years and had been written to accommodate future changes.

Board members were asked to thoroughly review the document. Questions, concerns, or changes need to be addressed prior to the next Board meeting.

Comments**- Ron Kusina, Weber County Economic Development**

He told the Board that Weber County appreciated the limitations placed on Falcon Hill as they are currently working on an industrial development. Limitations at Falcon Hill will allow other entities to continue their economic growth and will encourage collaboration in growing our communities.

- Bruce Cardon, Utah Transit Authority

He suggested that the Standards and Guidelines identify and add a long-term mass transit plan. If Falcon Hill reaches the magnitude projected, transportation will be a major concern. Planning done at the beginning of a project is less expensive and more successful when it is planned for at the beginning of a project. He suggested that the Board consider a comprehensive mass transit study.

The Standards and Guidelines do make provisions for a master development transportation impact study. Parking incentives and motivations have also been discussed with Sunset Ridge. UDOT has already begun an impact study.

The final chapter discussed was Chapter 5 – Signage. Comments from Sunset Ridge were redlined. Billboard and pylon signs are still under discussion. The original decision was not to allow billboard signs, but the developer feels they would be appropriate. A meeting with the developer and the Air Force has been scheduled to discuss this further.

A discussion about billboard signage ensued. Points that were brought up were billboards are a distraction, they block the view, they can become an encumbrance to the property, they are not aesthetically pleasing and they can be problematic. Signage can be critical to a business, but the general consensus was that offsite billboards should not be allowed. It is MIDA's responsibility to streamline the Falcon Hill project and to protect the interests of the public ensuring that Falcon Hill blends in with the surrounding communities. Negotiations with Sunset Ridge will continue.

Other Business

Board members received a draft copy of the updated Three-Party Agreement. This document has been submitted to the Air Force with the changes which were highlighted in yellow. The bank's attorney is also reviewing the document to ensure the content language is acceptable to the bank.

During last Board meeting, a concern had been expressed that MIDA was not included as a signee on the Master Development Agreement. Changes in the Three-Party Agreement address this issue acknowledging the relationship and providing the means to amend. The updated Three-Party Agreement now includes verbiage that allows MIDA to modify the Standards and Guidelines.

The developer is establishing a line of credit with a Bank so they can begin construction on the Air Force buildings. As money comes in through leasing, payments will be made to the Bank, paying back what they have borrowed with interest. Remaining funds will go into the PIK account. Through liens, the Bank will assume the first position against the PIK account, and the Air Force will take the second.

Funds paid from the PIK account must be approved by the Air Force. Should the developer refinance, a release form will be issued showing a change in the lien.

It will take approximately four (4) to six (6) weeks for the Air Force to finalize the Three-Party Agreement. It is hoped that the MIDA Board will accept this document at the December MIDA Board Meeting.

Rick Mayfield introduced Larry Becknell and Jason Thompson from Synergy. They have been selected as the engineering consultants. Larry told the group that they were appreciative of the opportunity to serve MIDA.

Jason Thompson reported that they have been reviewing the 90% west gate and the 30% Northrop Grumman building plans. They hope to have the standards and specification documents submitted to MIDA early in December. Construction on the road could start as early as December 19th, but more realistically it will begin the first part of January. State Road 103 will terminate and will become MIDA's responsibility to maintain. MIDA will be contracting with a city for maintenance.

A draft of the UDOT transfer has been received and returned to UDOT with minor changes. It is hoped this document will be ready for adoption in December. UDOT will keep \$25,000 to cover their administrative costs and the cost of the traffic analysis that is being done in Clearfield and Roy. MIDA will be responsible for inspections and will allow UDOT to do an audit to ensure the money has been spent appropriately.

Mike Ostermiller told the Board about a new connection fee that is being charged for new roads. MIDA has not been informed of any such fee, so it is unknown whether this will be an issue or not.

Next Meeting

The next MIDA Board Meeting will be held on December 2, 2008.

Mayor Bruce Burrows made a motion to adjourn. Mayor Don Wood seconded the motion followed by a unanimous vote to adjourn. The meeting adjourned at 10:10 a.m.