

AMERICAN FORK CITY COUNCIL  
APRIL 21, 2016  
WORK SESSION MINUTES

ATTACHMENTS (2)

Members Present:

James H. Hadfield	Mayor
Kevin Barnes	Councilman
Carlton Bowen	Councilman
Brad Frost	Councilman
Rob Shelton	Councilman
Jeff Shorter	Councilman

Staff Present:

Craig Whitehead	City Administrator
Camden Bird	Administrative Management Analyst
Terilyn Lurker	Deputy Recorder
Kasey Wright	Legal Counsel
Lance Call	Police Chief
Audra Sorensen	Public Relations/Economic Development Director
Adam Olsen	Senior Planner
Wendelin Knobloch	Associate Planner

Also present: John Woffinden, Jeff Wells, Cody Hill, Mary Street

WORK SESSION

The American Fork City Council met in a work session on Thursday, April 21, 2016 in the American Fork Administrative Offices, 51 East Main Street, commencing at 3:30 p.m.

1. Project Area Plan for the Transit Oriented Development (TOD) (Requested by Craig Whitehead, Administration)

Audra Sorensen introduced Jeff Wells and explained he was there to introduce the City to what his group was looking at with regards to the TOD area and what the city could possibly see on the horizon.

Mr. Wells stated he was there for a presentation of the American Fork TOD. He commented that there were four people who have formed a partnership of the past several years and they have been watching the TOD opportunities in Utah, recently working on a project in South Jordan. He drove by American Fork regularly and saw the train station and land as the perfect location for a TOD. He was there to talk to the City Council about his group's vision and what they hoped to see come to life. They feel a TOD would be a mixture of light retail, a little commercial and a nice pedestrian-type community.

Mr. Wells explained his group included Joe Luter III, Joe Luter IV, Chris Simms and himself. The Luters were of the Smithfield Food family; they sold the company a few

years ago and were now looking for investment opportunities. They love it here, as well as the conservative nature of the state, the people, how it has been governed and the dynamics for opportunities.

Mr. Wells explained that South Jordan was a prime location to build but they did not have the opportunity to build a themed TOD. His group was able to purchase four parcels where they were in the process of building 539 apartments and an 80,000 square foot office building. He had renderings of what they were building in West Jordan (see page 3 of the attachment). Mr. Wells stated that in the first phase they had 100 apartments and over 30 of those apartment dwellers commute on Frontrunner every day because they could walk to the station. They wanted to enhance the mass transit opportunities.

Mr. Wells stated that they have looked at American Fork for many reasons. He was looking ahead 50 years and he envisioned this area being the center of the county. They have the opportunity to develop a theme that would be iconic for the valley. There were good view and the structures could be seen in many different directions. It would have easy access in the future with the right infrastructure and development. A “kiss and ride” would be wonderful in this location.

Mr. Wells stated that the current Frontrunner Park and Ride consisted of a platform where riders waited in cold, wet weather. They had a proposal for a train station, and they envisioned working with UTA and UDOT to create a destination station that has retail, commercial and entertainment or a museum.

Mayor Hadfield state that in 2050, the plan was to have Frontrunner connect East/West to Saratoga Springs and Eagle Mountain. UTA has purchased the old Tintic lines and the rail lines would go the entire length of the valley.

Mr. Wells stated he has met with UTA and MAG who feel this was a wonderful idea, but they do not have the resources and it was a lower priority. The private sector would give it a jump start.

Mr. Wells has loved what they have seen in the City’s early vision and thought it was a well-designed plan. They would like to work with the City to tidy it up and give it a theme, then phase it in such a way that the TOD could be done properly.

Mr. Wells and his group have invested \$16 million so far purchasing four parcels, with two additional parcels under contract. They would love to expand that, but he felt they have acquired the key elements to build an incredible TOD. They would love to work with those who have property in the area but who want to get a feel for what was coming. There were owners who wanted to participate and owners who wanted to hold out for more money down the road. Mr. Wells stated that if they took the UTA parcel, parking and looked at air rights as well as higher density parking structures they could support the higher density for the area. From the commuting standpoint, there was a lot of office space near the Lehi station, but no walkable residential location and this was the next best location for residential units.

Councilman Barnes asked for their ideas of where things would be located. Mr. Wells explained that if they take the American Fork plan (which is shown on page 5 of the attachment), they need to develop the flow and that was where they were at. He saw the train station as being a draw to the area. They want people to see the area with parks, statues, and trees around the station. The roads would go from that area to different directions to draw people down those streets. The first portion would need to be high density, residential-oriented units and then build in the infrastructures such as parks, trails, fire station. He loved that the corridor could go down to the lake and that development could be a draw unmatched anywhere. They need to get the theme set before it got away from them.

Mr. Wells stated there were infrastructure needs to talk about such as easier access, utilities, the kiss and ride concept, the train station, public/private parking to meet the needs, the theme with museums or theaters or parks, and access to Main Street. They have worked with some amazing people, from the landowners to the realtors to city staff. Their meetings have been positive, but they need a driver to get the project going. Some of their partners would be the City, AF Utah LLC, UTA and Mountainland. They have also partnered with Perkins Eastman, Parsons Brinkerhoff and Urban Innovations. These companies would help with going after funding to get the necessary money to complete the projects. Perkins Eastman works in many different areas and have worked on difficult projects, and they feel this area is the best opportunity for a TOD where it was a clean slate and had great potential. If built correctly, the businesses drawn to that location would be significant and the area would blossom.

Mr. Wells continued that they right now they were hoping to have good discussions with UTA about the funding for the station. They could construct the residential portion right now with the necessary utilities in place; the access was not ideal at the moment but given time that could improve. They wanted to get the discussions with UTA so they were on board and could start plans for the iconic train station.

Mr. Wells stated they were working with the architects and he would like to come back before the City Council in 90-120 days and show them what they have planned. With staff's expertise in obtaining information on infrastructure and roads, he thought they could do that.

Mr. Wells wanted to thank Mayor Hadfield, Audra Sorensen, and Adam Olsen for inviting him to the meeting to talk about what they would like to see. They were not there to ask for money, just support. It was a project they could be proud of if they could get control the development before it got away from them because it was a clean slate.

Mayor Hadfield noted there were certain encumbrances on the property that could hurt or help them. For instance, the easement over the 60-inch sewer line was perfect for greenspace but tough for buildings. There was also a water line that needed to be addressed and embraced to make the plan work.

Councilman Bowen thought it looked great and he was excited. He was grateful for the private development who was interested in the area.

Councilman Bowen also liked the theme proposed. Mr. Wells stated that American Fork sounds American and he liked the Americana theme. He felt they could create a theme that went with American Fork.

Mayor Hadfield stated they were working to get the Vineyard Connector to tie into Pioneer Crossing. A fly-over the freeway would be great access into the Meadows Project. He would also like to see a bus turnaround there similar to University Mall. Mayor Hadfield stated that with bus transportation, they felt this would be a great development to the hub and would be an add-on to that development. He felt that housing, retail, offices and businesses would be great in this location.

Mr. Wells stated that if they look at the valley in 100 years, visually this could be the focal point, and there were great opportunities for that. They could see great density in six or ten or twenty story buildings. They needed to set the theme now, and a discussion regarding the utilities was important and as was discussions with adjacent landowners.

Councilman Frost stated he had met with Mr. Wells already and saw this and he thought it was a great thing to think they could get one good developer to take the bull by the horns with a great development. The density issue was something they would have to be comfortable with, but he was comfortable with Mr. Wells. The city played a vital part of the team.

Mayor Hadfield stated that Thanksgiving Point was how not to do it; it was a mess. They needed to address accessibility and get those issues cleared up. Mr. Wells commented that everything that was bad about Thanksgiving Point has the ability to be good here.

Mr. Wells was anxious to show them in three to four months of what they come up with. They do need help with understanding utilities and hope to be able to work with city staff. Because they were a private entity, it was easier to get matching funds. They would like to acquire additional property if possible. From a matching standpoint, they could be designated the master developer so they could get things going quicker and they can get more money. That would be money flowing through the State or City; they would help the City go after the money as there were some funds only granted to a city.

Mayor Hadfield asked Ms. Sorensen if they would be designating the TOD a redevelopment agency. Ms. Sorensen indicated they were currently in the process of drafting the resolution to pursue it and then the project area plan would be presented to the taxing entities. If the Taxing Entity Committee was agreeable that the value they were bringing to the property far out-weighted the value of the raw land, there were some long-term taxing breaks that could benefit them.

Councilman Shelton asked if he had a timeframe to breaking ground. Mr. Wells stated that when they have activity, synergy is created. They know they can support something similar to South Jordan. While the access was not ideal, they know from an investor's standpoint that they have the rents and the occupancy required. Mr. Wells stated the FTA has come out with \$20 million in inception funding for TOD projects but it expired in 30

days; they were frantically working to get some of those funds to help with this project to pay for studies on overall design. If that happened, it gave them a jump start and they could have those studies done by the end of the year. Mr. Wells stated that apartments would go in before the train station. If they felt the city was behind this, they could enhance the plan and create a theme for the TOD. The way the roads were currently, it wasn't sufficient for a TOD, but it was close.

Councilman Shelton asked if they would be back before the City Council in 90 days for some suggestions on zoning changes or road changes. Mr. Wells stated they would need access to Nestor Gallo so they could sit down and go through issues they may have.

Councilman Barnes asked if they were okay if the property became an RDA. Mr. Wells stated they were indifferent to that.

Councilman Barnes asked what they saw as potential challenges and obstacles. Mr. Wells stated that the economy was a challenge and the political arena could change things. Funding for the train station would help to get the ball rolling. They also need the city's participation along with his equity participation to qualify for some funding. Mr. Wells commented that the biggest obstacle had been to purchase the key parcels, which they were able to do.

Councilman Shelton asked if the train stations would be owned and manned by UTA. Mr. Wells stated that on the East Coast, their Transit Authority would own them but there would be different aspects to it. Mr. Wells stated they would try to buy the air rights above the station so they could build the station. They would then turn running it over to the City, UTA or another commercial entity; they were long-term owners on all the residential units.

Mr. Wells noted that they were getting along with UTA and Parsons Brinkerhoff has worked with UTA and has a good relationship with them.

Councilman Barnes asked if they envisioned multi-level parking. Mr. Wells indicated that they did see multi-level parking that would be three-stories above ground. They would still be able to see the station with the parking structure.

Councilman Bowen stated he has been to Grand Central Station in New York and he thought this was a great idea to have commercial and retail there as people get off the train. Mr. Wells always enjoyed Grand Central Station, but Utah did not have a Grand Central Station or a wonderful waterfront area.

Councilman Bowen stated his one concern was the potential of government funding involved. It was easy for it to be wasteful and he would prefer a private structure with UTA owning the platform but someone else owning the rest. He did not want it to be a wasteful but a functional space.

Mayor Hadfield thanked Mr. Wells for the presentation. Mr. Wells stated that this was an incredible opportunity because of what was there and who they have worked with. There

would be issues, but there seemed to be a true sense of partnership right now.

2. Adjournment

The meeting adjourned to a special Session.

SPECIAL SESSION

The American Fork City Council met in a special session on Thursday, April 21, 2016, at the American Fork Administration Offices, 51 East Main Street, commencing at 4:15 p.m.

1. Consideration and action on entering into a Closed Session to discuss the professional character and competence of individuals

**Councilman Shorter moved to enter into a Closed Session at 4:15 p.m. Councilman Barnes seconded the motion. All were in favor.**

The City Council entered into a closed session at 4:15 p.m. (See ATTACHMENT #2)

The closed session concluded at 5:30 p.m.

**Councilman Bowen moved to return to the special session at 5:30 p.m. Councilman Shorter seconded the motion. All were in favor.**

2. Adjournment

**Councilman Shorter moved to adjourn the special session. Councilman Shelton seconded the motion. All were in favor.**

The meeting adjourned at 5:30 p.m.



Terilyn Lurker  
Deputy Recorder

April 21, 2016

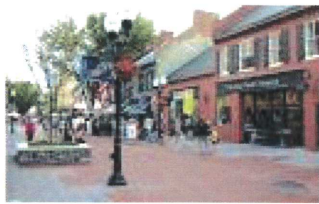
## American Fork TOD



### Who we are:

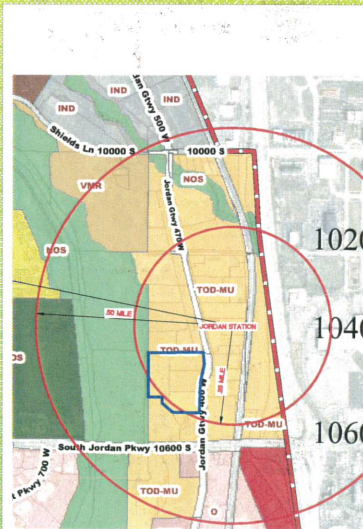
- Joe Luter III
- Joe Luter IV
- Chris Simms
- Jeff Wells

Smithfield Foods, Bryce Mountain Ski Resort, Smithfield City, Patagonia Developments, Entrada Inn Development St George, Jordan Stations Apartments



## City Renovation

Transit Oriented Development



## South Jordan

TOD-Two phased 539 apartments and 80,000 sq ft office building





**Jordan station  
apartments**

Phase one and two, 539  
apartments



## Jordan Station Tower



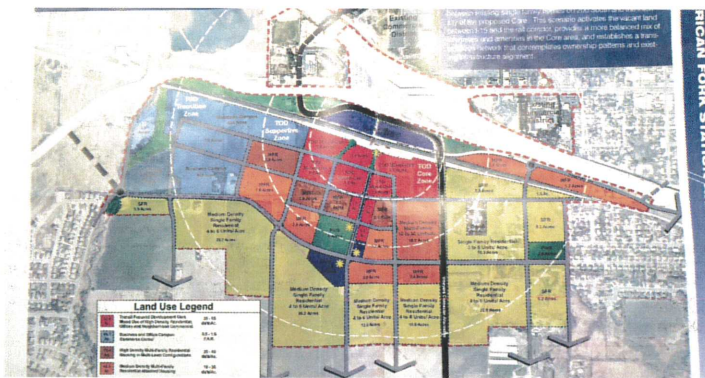
## American Fork TOD

- Many good reasons but to name a few:
- 1. County centric location
- 2. Great views
- 3. Easy access eventually
- 4. White Pallet
- 5. Iconic Station Orientation
- 6. Americana theme

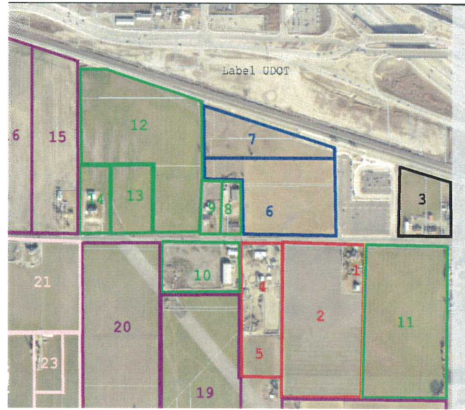
## Intermodal Train Station



## Already envisioned



## Acquiring



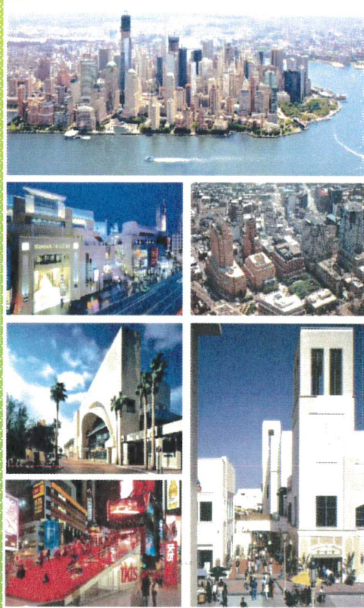
## Infrastructure/public

- Easier access
- Utilities
- Kiss and Ride
- Train station
- Public/private parking
- Themes, i.e. Vet museum, theater, parks
- Access to main street retail

## Team Partners

- American Fork City
- AF Utah, LLC
- Perkins Eastman
- Parsons Brinckerhoff
- Urban Innovations
- UTA
- Mountainland

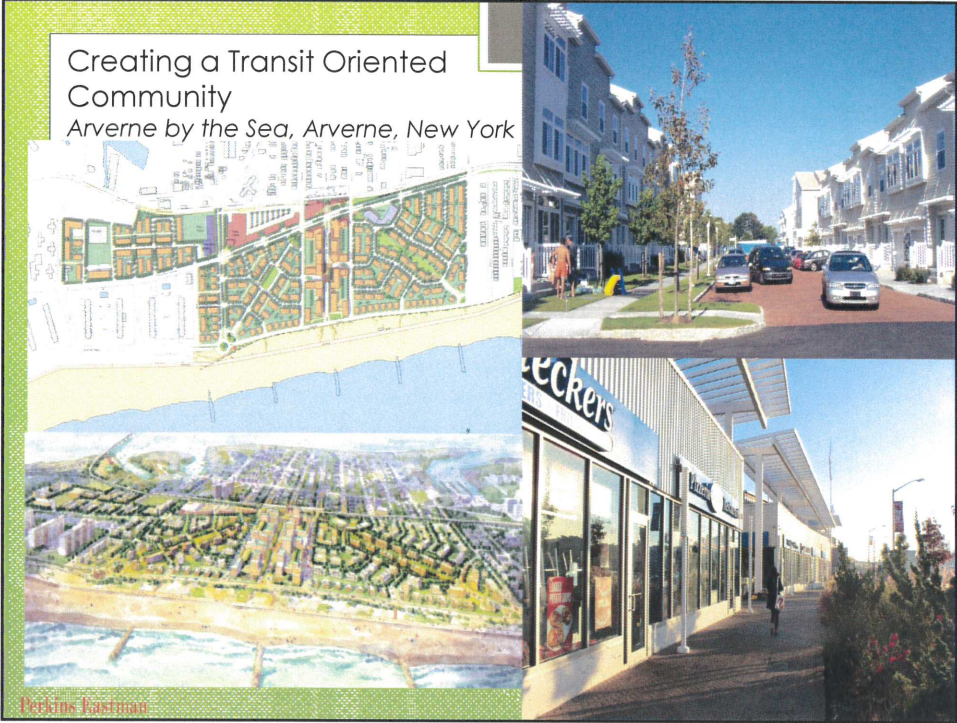
### Perkins Eastman



#### Our Large Scale Practice Area

- Perkins Eastman is internationally recognized for integrating the design of buildings and open space, and *transforming “projects” into genuine places.*
- Perkins Eastman brings *creative thinking and big picture perspective* to design problems of all scales.
- Its work is based on a belief that when *buildings are designed together with the larger environment*, the resulting whole will be greater than the sum of its parts.
- The Large Scale practice area is devoted to creating *buildings and places of enduring memory and economic resilience* that enrich the communities they serve.

Perkins Eastman

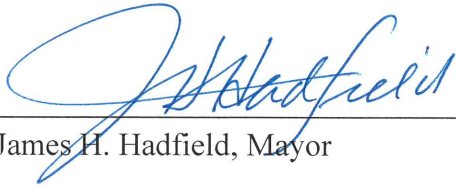


## Developing

- Hope to have good discussions with UTA about station
- Working with PE to develop enhanced TOD theme and vision within 90 days
- Working to get understanding of infrastructure, funding, .....all possibilities

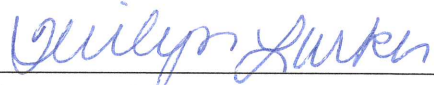
**AMERICAN FORK CITY  
MAYOR'S AFFIDAVIT  
James H. Hadfield, Mayor**

I, Mayor James H. Hadfield, do solemnly swear and affirm that the sole purpose of the closed session of the American Fork City Council on Thursday, April 21, 2016, was to discuss the professional character and competence of individuals.

  
\_\_\_\_\_  
James H. Hadfield, Mayor

State of Utah  
County of Utah

Subscribed and sworn to before me this 27 day of April, 2016.

  
\_\_\_\_\_  
Signature of Notary Public

My Commission Expires: 2/4/2020

