

AMERICAN FORK CITY
COUNCIL MEETING MINUTES
OCTOBER 22, 2015

WORK SESSION

ATTACHMENT

The purpose of City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council Meeting.

The American Fork City Council met in a work session on Thursday, October 22, 2015, in the American Fork City Offices, 51 East Main Street, commencing at 3:30 p.m. Those present included Mayor James H. Hadfield and Councilmembers Carlton Bowen, Brad Frost, Rob Shelton, Jeff Shorter, and Clark Taylor.

Staff present: Associate Planner Wendelin Knobloch
City Planner Adam Olsen
City Recorder Richard Colborn
Legal Counsel Cherylyn Egner
Library Director Colleen Eggett
Planning Commission Chairman John Woffinden
Police Chief Lance Call
Public Relations/Economic Development Director Audra Sorensen
Public Works Director Dale Goodman

Also present: MAG Representative Bob Allen, Horrocks Engineers Representative John Dorney, Council Candidate Kevin Barnes, and Butch Walters

PRESENTATION BY MAG ON THE MEADOWS CROSSING STUDY

Professional Planner Bob Allen from MAG introduced the Meadows Crossing Study. He noted John Dorney with Horrocks Engineers was also in attendance. Mr. Allen provided a Meadows Crossing Study Power Point. The slides are included in these minutes as an **ATTACHMENT**. This was in the area of the commuter rail station and the area over the freeway to the north. There was a Steering Committee who met as needed at key milestones and a Management Team that met twice per month. The Primary Consultant was Horrocks Engineers. Others were on the Consulting Team as well.

Mr. Allen discussed Traffic Analysis Highlights. There was a great need for east-west traffic. There was not a road in the State of Utah with more than 60,000 average daily trips that was not a grade separated facility. The heavier used portions of Bangerter Highway were approaching that. They were looking at high traffic in this area. What needed to be done?

Councilman Frost asked what was meant by grade separation.

Mr. Allen answered that for this study it meant that one would never have to stop at a stop light and very limited access.

Mr. Allen continued that they were not coming with a solution but information. This area would double in population in the next 30 to 35 years. The primary scope of this study was to look at how to get from one side of the freeway to the other and how to access the FrontRunner Station and property to the south to the rest of American Fork. They looked at several alternatives. Two were identified. Mr. Allen discussed the West Alternative and the preferred East Alternative.

Mr. Allen explained that it was recognized that there were a lot of Agricultural Protected Lands in the area that needed to be considered and they represented a considerable barrier.

Councilman Bowen asked about Agricultural Protected Lands.

Mr. Allen responded that State Law allowed them to say “no road” while the property was still being used agriculturally and they also received tax incentives. Eminent Domain could not be used.

Councilman Frost asked that without eminent domain how do we get past it?

Mr. Allen expressed that MAG was not pushing development to occur. They had no dog in that fight. MAG continued to plan because when development happened it happened really fast. The Meadows Crossing was more about connectivity than moving a large volume of cars.

Mr. Allen continued that the study looked at the economic impact of The Meadows Crossing. Zion’s Bank Public Finance looked at that and found that with the proposed bridge the Land Value nearly tripled and the area could benefit by 7,500 new jobs. He explained the next steps,

1. Prepare draft report
2. Present to supporting agencies
3. Receive comments
4. Have final document by Thanksgiving

Mr. Allen asked if there were any questions.

Mayor Hadfield stated that last Friday was the Regional Transportation Commission meeting in the Provo City Council Chambers of which he attended. He was asked to speak and he addressed some issues with the Utah Transit Authority. It was not a glowing report. On the following Monday he received a call from Lee Davidson from the Salt Lake Tribune who has been known to dislike UTA and wrote discouraging remarks on regular occasion and he repeated his comments to Mr. Davidson. On Tuesday Mayor Hadfield got a call from UTA demanding to meet with them that day. His agenda was full and he met with them for an hour on Wednesday as they tried to calm the waters somewhat. Coming out of that, UTA was telling him that they were working with UDOT to acquire that property north of the Station that used to be CPC and Kurt’s Auto Wrecking to put some kind of a Kiss and Ride with a tunnel underneath the railroad tracks. If that took place it might thwart the City’s idea of a road over the tracks. They needed to work together on that.

Mayor Hadfield mentioned to the Council that the City had a contract with Craig Peterson who was a lobbyist at the State Legislature. He had been paid by commercial projects and Lehi City

to fill in what they called the “Gap Project.” (from SR 92 to Lehi Main Street) Mayor Hadfield suggested that it needed to come further than Lehi Main Street to include this Meadows Crossing flyover as a method for funding. They were asking for \$600 million. The flyover was \$50 million and felt it could be added. He believed it could get a lot of discussion in the upcoming Legislature. Woodbury also had a lobbyist pushing this. There was a good chance that something may happen in the near future. This presentation was to make the Council aware what was going on with this.

Mayor Hadfield added that MAG was also looking at 2040 and beyond where there would be some 300,000 people living in the Cedar Valley area that would be moving through this area.

Mr. Allen commented that this area really becomes the center of transportation and cross-roads in a lot of ways.

Mayor Hadfield noted that American Fork’s old City logo was a Wagon Wheel and the slogan was, “The Hub of North Utah County.” More and more and more it was looking like that was the logo that the City should have stayed with.

Councilman Taylor asked the capacity of the flyover.

Mr. Allen answered that it was a three-lane road and would handle 11,000 to 12,000 trips per day. That made it pretty expensive based on the number trips but connectivity was really important. There were a lot projects built motivated by more than just moving cars.

Mayor Hadfield commented that the area of the flyover was the closest that TRAX and FrontRunner came to each other and would provide for a unique connection.

Mayor Hadfield thanked Bob Allen for the presentation.

Mayor Hadfield reminded the Council of the October 27 RDA Board meeting at 6:30 p.m. Also that evening at 7:15 p.m. was a public hearing with the regular City Council meeting at 7:30 p.m.

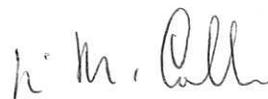
On November 3, Election Day, there would be results at City Hall.

Wednesday, November 4, was a joint session with the Planning Commission regarding the Catalyst Annexation down by Utah Lake and the American Fork Vision II Study at the Historic City Hall beginning at 7:00 p.m.

Mayor Hadfield noted that the City Council needed to meet on the third Tuesday in November, the 17th for the Election Canvass. It was suggested that since on Thursday of the next week was Thanksgiving Day, that they not hold a meeting on the 24th. It was agreed by all.

ADJOURNMENT

The Work Session adjourned at 4:15 p.m.



Richard M. Colborn, City Recorder

MEADOWS CROSSING STUDY

American Fork City: Work Session
October 22nd, 2015

PROJECT BACKGROUND



PROJECT BACKGROUND

- Proposed AF Station Area Plan (TOD)
- Improving connectivity to the current UTA Station
- North UT County Transit Study
- Vineyard Connector

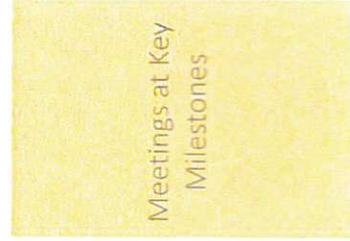


PURPOSES OF THE PROJECT

- Provide more direct access to the American Fork Frontrunner Station
- Provide a connection between the American Fork Frontrunner Station and a proposed light rail station near the Meadows shopping district.
- Provide economic benefits by opening up land on the south side of I-15 to development in the American Fork Station Area Plan
- Provide better vehicular circulation and relieve demand at the Lehi Main Street and Pioneer Crossing interchanges

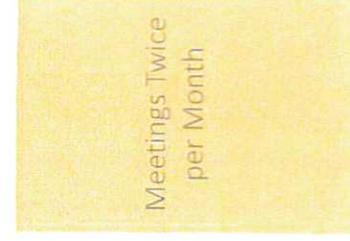
STEERING COMMITTEE

Organization	Representative
Mountainland Association of Governments (MAG)	Bob Allen, Project Manager Shawn Elliot Chad Eccles Shawn Scogler
Utah Department of Transportation	Teri Howell, Region Director Dan Avila J.H. Hatfield, Mayor John Worland Robert Shelton
American Fork City	Andy Spencer Adam Olsen Iert Wilson, Mayor Kim Strublers
Lehi City	Ross Dinsdale G.J. Labonty
Utah Transit Authority	Richard Nielson
Utah County	Larry Hertzson, Commissioner



MANAGEMENT TEAM

Organization	Representative
Mountainland Association of Governments (MAG)	Bob Allen, Project Manager Shawn Elliot Dan Avila
Utah Department of Transportation	Andy Spencer Adam Olsen Ross Dinsdale G.J. Labonty
American Fork City	Richard Nielson
Lehi City	Jim Horrocks, Project Manager
Utah Transit Authority	Ilon Mortimer Doug Graham
Utah County	John Berry



CONSULTING TEAM

Horrocks Engineers	HORROCKS
HDR	HDR
Interplan	InterPlan
Alta Planning + Design	alta
Zion's Bank Public Finance	ZIONS BANK

TRAFFIC ANALYSIS HIGHLIGHTS (2040 ADT)



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Pioneer Cr. – 6 Lanes
(63,000 ADT)
Pony Exp. – 4 Lanes
(17,000 ADT)

Pioneer Cr. – 6 Lanes
(63,000 ADT)
Pony Exp. – 6 Lanes
(19,000 ADT)

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(19,000 ADT)

Pioneer Cr. – 6 Lanes
(63,000 ADT)
Pony Exp. – Grade Sep.
(89,000 ADT)

TRAFFIC ANALYSIS HIGHLIGHTS (2040 ADT)



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(63,000 ADT)
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(89,000 ADT)

Pioneer Cr. – Grade Sep.
(113,000 ADT)
Pony Exp. – 4 Lanes
(8,000 ADT)

MANAGEMENT TEAM RECOMMENDATIONS

WEST ALTERNATIVE

- Bridge over I-15 longer due to skew
- Construction Cost (\$50M-\$60M)
- Potentially more wetland impacts
- Realigns Vineyard Connector to Lehi 700 S (same in both alternatives)
- Realignment of Mill Pond Rd
- Does not Accommodate approved AFSAP
- Does not Accommodate existing Vineyard Connector Alignment Study



MANAGEMENT TEAM RECOMMENDATIONS

EAST ALTERNATIVE



- Shorter bridge over I-15
- Construction Cost (Over Rail: \$45M-\$50M)/(Under Rail \$65M-\$70M)
- At-grade intersection with Pioneer at 1020 W
- Realigns Vineyard Connector to Lehi 700 S (same in both alternatives)
- Realignment of AF 200 S
- Similar to the recommended AFSAP Layout
- Reduces conflict Agriculturally Protected Land
- Allows better building staging of the TOD without disruption to AG Pro land.

RECOMMENDED ALTERNATIVE: East Option

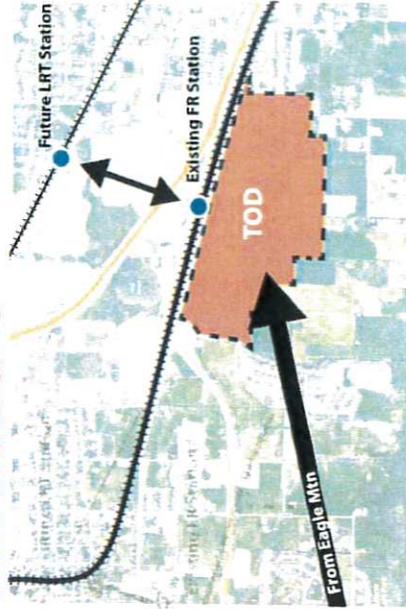


- Closely follows the recommended American Fork Station Area Plan (AFSAP) Layout
- Can be built in stages
- Least impact to AG Pro

TRAFFIC ANALYSIS HIGHLIGHTS (2040 ADT)

LOCATION	WITH Meadows Crossing (ADT)	WITHOUT Meadows Crossing (ADT)	DIFFERENCE Meadows Crossing (ADT)
Lehi Main St. Interchange	29,000	31,500	-2,500 (8%)
Meadows Crossing	11,800	--	+11,800
AF Main St. Interchange (Pioneer Crossing)	50,000	55,000	-5,000 (10%)
AF 500 East Interchange	27,500	28,000	-500 (2%)

TRANSIT OPPORTUNITY HIGHLIGHTS



- Meadows Crossing adds flexibility to transit routing
- TOD Surrounding Existing FrontRunner Station
- Future Light Rail Station North of I-15
- Possible transit corridor on Pioneer Cr. or Pony Exp.
- Existing Park-n-Ride Lot

ECONOMIC BENEFIT: ZIONS BANK RESEARCH

- Access to the area surrounding the FrontRunner station is currently labeled by developers and brokers as “weak” and “insufficient” for future development
- The proposed bridge connection is favored by market participants for improving access.
- Land values in the subject study area, as compared to nearby neighborhoods surrounding freeway interchanges, are notably depressed.

ECONOMIC BENEFIT

- “As is” valuation versus “as proposed” valuation (assuming construction of the proposed bridge and the intended zoning changes)

	Residential	Office
Acres (those studied herein)	55	47
Land Value – As Is	\$7.2 million	\$6.1 million
Land Value – Access & Zoning Change	\$22.0 million	\$17.9 million

- Over ten brokers and developers concluded “...they would not be willing to develop with the current transportation alignment, but that they would heavily consider the area once the proposed bridge is finalized and approved.”
- Several developers indicated that “the subject neighborhood represents one of the best development opportunities in Utah, but that no construction will take place until work begins on the proposed connection bridge.”

ECONOMIC BENEFIT

- A national commercial developer indicated “we have an office tenant actively looking for 50,000 to 100,000 square feet in a build-to-suit situation. We strongly considered American Fork near the FrontRunner Station, but we won’t pursue that possibility until approvals are made for the proposed bridge connector.”
- A national home builder company reported “The area surrounding the FrontRunner station represents some of the most ideal land for high-density residential construction. However, it won’t be developed by us or anyone else until access is improved and a direct connection is made to the retail across I-15.”

ECONOMIC BENEFIT

- If full residential and office buildout is achieved for the subject study area, as currently proposed, then numerous brokers suggest eventual rental rate increases of 12 to 15 percent for the Meadows Crossing stores, as well as the need for additional retail development.
- If the approximate 47 acres of proposed business campus is realized, with roughly 175 to 225 sq. ft. of space needed per employee, this would result in approximately 7,500 new jobs within American Fork and the northern Utah County region.

ECONOMIC BENEFIT

- If construction of the proposed bridge occurs, and if zoning changes are made per the proposed plans by American Fork, the following fiscal impacts could be supported over a majority of the area:

	Residential	Office
Acres:	55	47
Land Value (Proposed)	\$22.0 million	\$17.9 million
Improvement Value	\$215.0 million	\$267.1 million
Total Market Value	\$237.0 million	\$285.0 million
Total Taxable Value	\$130.4 million	\$285.0 million
American Fork Property Tax Revenues	\$330,000	\$725,000
Utah County Property Tax Revenues	\$150,000	\$330,000
Alpine School District Tax Revenues	\$1,060,000	\$7,310,000

ENVIRONMENTAL CONSTRAINTS



PUBLIC INVOLVEMENT

- Attended MAG Open House in American Fork
- Website: www.meadowscrossingstudy.com
- Hotline: (801) 980-3440
- Email: meadowscrossing@horrocks.com



Public Involvement

- Mailer to announce study and website (150 property owners)
- Project website with GIS web-based public input on alternatives
- Received comments from website
- Meetings, emails, and phone calls with property owners

MOVING FORWARD

- Prepare Draft Report
- Present to supporting agencies
- Receive Comments
- Final by Thanksgiving