

FARMINGTON CITY COUNCIL MEETING

Tuesday, December 21, 2004

CITY COUNCIL SESSION/EAST CONFERENCE ROOM

PRESENT: Mayor Pro Temp Susan T. Holmes, Council Members Rick Dutson, Larry W. Haugen, and Sid Young, City Manager Max Forbush, City Planner David Petersen, City Engineer Paul Hirst, and Deputy Recorder Jeane Chipman. Also present were Michael Haws (Stonehenge), Dave Miner (City Consultant), Steve Meyer (UTA), and Steve Hansen (UTA). Excused were Mayor David M. Connors and Council Member David Hale.

Mayor Pro tem Holmes began discussion at 4:00 P.M.

Mr. Meyers discussed the design of the commuter rail station from the view point of the Utah Transit Authority (UTA). UTA wanted to begin construction some time in the spring. UTA officials always have a contingency plan in case there is some problem with any potential surrounding developments. The original overpass design was problematic for the commuter rail station in several ways. Therefore, the UTA officials were strongly suggesting an underpass access to the station. The underpass would work well with the design of the Haws commercial development but would not be dependent upon it. A theater type use for surrounding property would be very good because shared parking beneficial. UTA would use parking during the weekdays and theater goers would use the lots in the evenings and on weekends. UTA would need about 1000 dedicated parking lots.

Ms. Holmes asked if the Haws developers were in agreement with the UTA planners.

Mr. Haws stated that the new plan had been done in cooperation between the UTA planners and the Haws developers.

Mr. Meyer described the suggested user access to the trains which would require five bridges. It would allow a great deal of light but would also be open to the weather. The design would be open and inviting with options for esthetics enhancements. Mr. Meyers reviewed time line requirements. UTA would have a firm cost estimates by the end of January. He said that the likelihood of obtaining federal grant monies was very good. UTA would be able to seek bids from contractors by mid-March. Mr. Forbush asked about the time-line requirement of UTA as to when they expected a letter of intent from the RDA for tax increment. Mr. Meyers said they would like to see an agreement sometime before May 2005.

Mr. Forbush stated that it could take as late as May for the City to have the RDA Project Area in place and have an agreement with Stonehenge.

Mr. Meyers said the letter of intent could be worked on concurrently with the RDA Project Area creation procedures and studies. UTA would be requesting that the City to fund the access road. The cost for the road improvements could be added onto the bid process by UTA or the City

could bid it out separately. The tunnel work would need to be done by UTA to ensure specifications and standards, however an enhanced facility would need to be funded by the RDA.

Michael Haws stated that there would be design requirements for the road in order to get the esthetics Stonehenge wanted to achieve. The City would need information for those improvements, including bids for the construction. That information would be given the staff. Maintenance would be the responsibility of the City. The plaza could be owned by the City or UTA. Mr. Haws stated the developer did not want to own the plaza.

Mr. Meyers stated that it would be important to have an understanding between all parties regarding which part of the facility is owned by what entity. UTA approved a \$2.5 million budget for the entire commuter station. That amount included property, construction, track, bridges, and vehicles. Mr. Meyers said the amount was very tight budget.

Ms. Holmes asked for clarification regarding betterments on the station the City would be asked to fund. Would UTA be acquiring needed property?

Mr. Meyers explained that Stonehenge would be trading needed land with UTA which in turn could be dedicated to the City for the project.

Mr. Forbush asked if the ring-road improvements could be reimbursed through future bus rapid transit (BRT) funds.

Mr. Meyers thought that would probably not be possible. It was planned that this project would be built before the BRT project was initiated. He suggested that perhaps the City would like to leave some of the project for the BRT to do when it was up and running.

Mr. Forbush asked that if the City were able to get funds from other federal sources, would it be acceptable to UTA.

Mr. Meyers stated that UTA had always supported cities when they apply for "intermodal transit funds." It would be difficult to get such funds, however, several cities have obtained funding. He felt that UTA officials needed to work closely with the City to develop specific goals for the station itself.

Mr. Forbush asked about parking for the housing element on the development.

Mr. Haws said that Alan Wood (housing developer currently working with the Haws developers) would design adequate parking for the variety of housing markets within the project. He also stated that Stonehenge was very close to having a letter of intent from Century 21 Theaters. Traffic engineers had stated that the road design would need to be at least 3 lanes.

Mr. Young said that the roads will have to be designed with the large buses in mind. Such buses will need specific widths for a turning radius.

Mr. Meyer said that the City would be given a great deal of help from UTA regarding specifications for road improvements.

Mr. Hirst was concerned about safety issues such as derailment and debris on the tracks. Noise would also be an issue. He wanted to have a solid box design considered, or even a solid deck over the rails.

Mr. Meyers said that derailment would not be an issue because rail guards would be constructed in the station area.

Mr. Forbush asked if UTA would be available for discussion regarding all aspects of the design, to which Mr. Meyers said that was always the case when working with cities on such projects.

Mr. Young requested information regarding the wetlands.

Mr. Meyers stated that both UTA and the Haws development would be approaching the Army Corp of Engineers together. It would be helpful to have letters of support from the City.

Ms. Holmes stated that it would be important for the City to begin making policy decisions regarding the station and the commercial development and surrounding property, etc. It would be good to receive a letter of intent from UTA. The City would need master development guidelines from the developer so that decisions could be made regarding that information. She also asked the developer to have their attorney draft a letter of intent for review by the City Council. She reminded the developer that at the time utilities are being installed Stonehenge may want to consider putting in high speed internet infrastructure.

Mr. Meyers suggested that the combined design meetings between UTA and Haws should be done at the City to allow Council members to attend, give input, and gain information.

Mr. Forbush invited UTA officials and Haws associates to use the City offices every Wednesday prior to the City Council meeting.

FARMINGTON CROSSING, PUD

Mr. Hirst raised a serious concern regarding the Kent Buie development. The entire development, including roads and utilities, were private. The infrastructure was being built to the developer's standards, which is fine unless future problems develop which would impact the City in a negative manner. City standards were not being observed.

Ms. Holmes asked when the decision was made to have the entire development as private development without City criteria.

Mr. Forbush suggested that a meeting be scheduled between the developer, staff, and the City Engineer. Standards must be acceptable to the City.

Mr. Hirst reported he had talked to the developer about substandard water lines and other infrastructure construction. He would not have approved some of the engineering plans if they were being done on dedicated City roads.

PROPERTY ACQUISITION

Mr. Forbush stated that the City was in the process (as previously approved) of acquiring 842 square feet of property from Amenti, Inc., for additional Clark Lane street right of way near the intersection with 1100 West and Park Lane. The City Manager had been in negotiations with the property owner. He distributed a draft of the agreement for review of the Council and detailed the changes requested by the property owner. The Governing Body was okay with the proposed changes. Mr. Forbush said he would move forward with the contract's execution and bring it back for ratification by the Council at their next meeting.

MISCELLANEOUS

Mr. Dutson reported that he had information regarding the Haws development. He said that Century 21 was very serious about locating a theater in Farmington in the Station Park development. It would likely preclude a theater being built in any other development in the City. In discussion with Stonehenge officials, Mr. Dutson learned that it may be possible for the City to attract Cosco to the Haws development area also.

Ms. Holmes said the Council would need to decide on policies regarding what would be acceptable to the City and to be proactive in pursuing commercial entities. Such policies should even include having the Mayor and Council members visit other areas to "sell" the City to appropriate companies. A brochure would be helpful, including the new logo. The brochure should be created from thoughts by both the City Council and the staff. She suggested that Council members take time to write everything they could think of that Farmington has to offer.

Mr. Forbush stated that master planning would be critical. Traffic engineering would need to be done very carefully so that congestion will not be a problem. He also discussed his concerns of impact should sales tax revenue distribution be changed.

Ms. Holmes said she would like to have the Haws development done in a quality manner. It would have an impact on all facets of life in Farmington.

Mr. Young said that doing things in a “cheap” manner would actually be more expensive, as the City would need to go back and correct things done poorly.

Council members discussed the ramifications of the possibility of the change in distribution of the sales tax revenues.

ADJOURNMENT

Mayor Protem Holmes adjourned the meeting at 5:55 P.M.

Margy Lomax, City Recorder
Farmington City