



Special Working Session of the  
**Transit-Oriented Communities Committee**  
of the Board of Trustees of the Utah Transit Authority  
55 State Street, Clearfield City, Utah 84015

**Wednesday, May 10, 2017**

**5:40 –5:55 p.m.**

Van site tour of UTA’s Clearfield Property  
Clearfield FrontRunner Station to Clearfield City Offices  
<https://www.rideuta.com/Rider-Tools/Schedules-and-Maps/750-FrontRunner>

**6:00 –8:00 p.m.**

Transit-Oriented Communities Committee Meeting & Public Input Session  
Clearfield City Offices, 55 State Street, Council Chambers on the 3<sup>rd</sup> floor  
Clearfield, Utah 84015

**Committee Members:** *Sherrie Hall Everett, Acting TOC Chair*

Babs De Lay

**Ad Hoc Committee Members**

Cort Ashton

Charles Henderson

Necia Christensen

Dannie McConkie

Karen Cronin

Bret Millburn

Babs De Lay

Brent Taylor

Sherrie Hall Everett

Troy Walker

**Agenda**

**1. Safety First Minute**

**2. Clearfield Conditional Agreements**

a. [Presentation of Item](#)

Bob Biles/Paul Drake

c. *Public Input*

(The Board of Trustees welcomes comments from the public regarding the proposed Clearfield land usage and conditional agreements posed. Please note, in order to be considerate of everyone attending the meeting and to more closely follow the published agenda times, public comments should be kept brief.)

**3. Adjourn**

**Sherrie Hall Everett**

# Protect yourself from skin cancer in five ways

**SLIP**



*on a shirt*

**SLOP**



*on some sunscreen*

**SLAP**



*on a hat*

**SEEK**



*shade*

**SLIDE**



*on sunglasses*



**UTAH TRANSIT AUTHORITY BOARD OF TRUSTEES  
Action Agenda Item Coversheet**

<b>DATE:</b>	<b>May 10, 2017</b>
<b>CONTACT PERSON:</b>	<b>Bob Biles</b>
<b>SUBJECT:</b>	<b>Clearfield Station Listening Session</b>
<b>BACKGROUND:</b>	<p>Clearfield City has offered to purchase a portion of the 60 acre property adjacent to the Clearfield FrontRunner Station for economic development purposes, with the intention to make the property available to Stadler Rail.</p> <p>UTA has been working with Clearfield City and Stadler Rail to resolve conflicts with transit-critical operations, establish fair market value, and to obtain necessary approvals such as rail access authorization from Union Pacific and concurrence from FTA on reconfiguration of federally funded facilities.</p> <p>The offer has been reviewed with the UTA Board of Trustees and its Transit-Oriented Communities subcommittee. Prior to making a final decision, UTA is requesting public input on the offer.</p>
<b>ALTERNATIVES:</b>	N/A
<b>PREFERRED ALTERNATIVE:</b>	Receive public comments
<b>STRATEGIC GOAL ALIGNMENT:</b>	Supports the promotion of stewardship and community
<b>FINANCIAL IMPACT:</b>	If property is sold, UTA will receive fair market value based on an appraisal jointly commissioned with Clearfield City
<b>LEGAL REVIEW:</b>	
<b>EXHIBITS:</b>	<ol style="list-style-type: none"> <li>1) Clearfield Station Property Sale Proposal PowerPoint</li> <li>2) Handout Summary</li> </ol>



# Clearfield Station

Property Sale Proposal – Public Feedback

May 10, 2017

# Public Feedback

- How do Clearfield citizens feel about proposal?
- Should property be reserved for TOD purposes?
- How should UTA prioritize Regional Growth Vision and/or economic development at Clearfield Station?

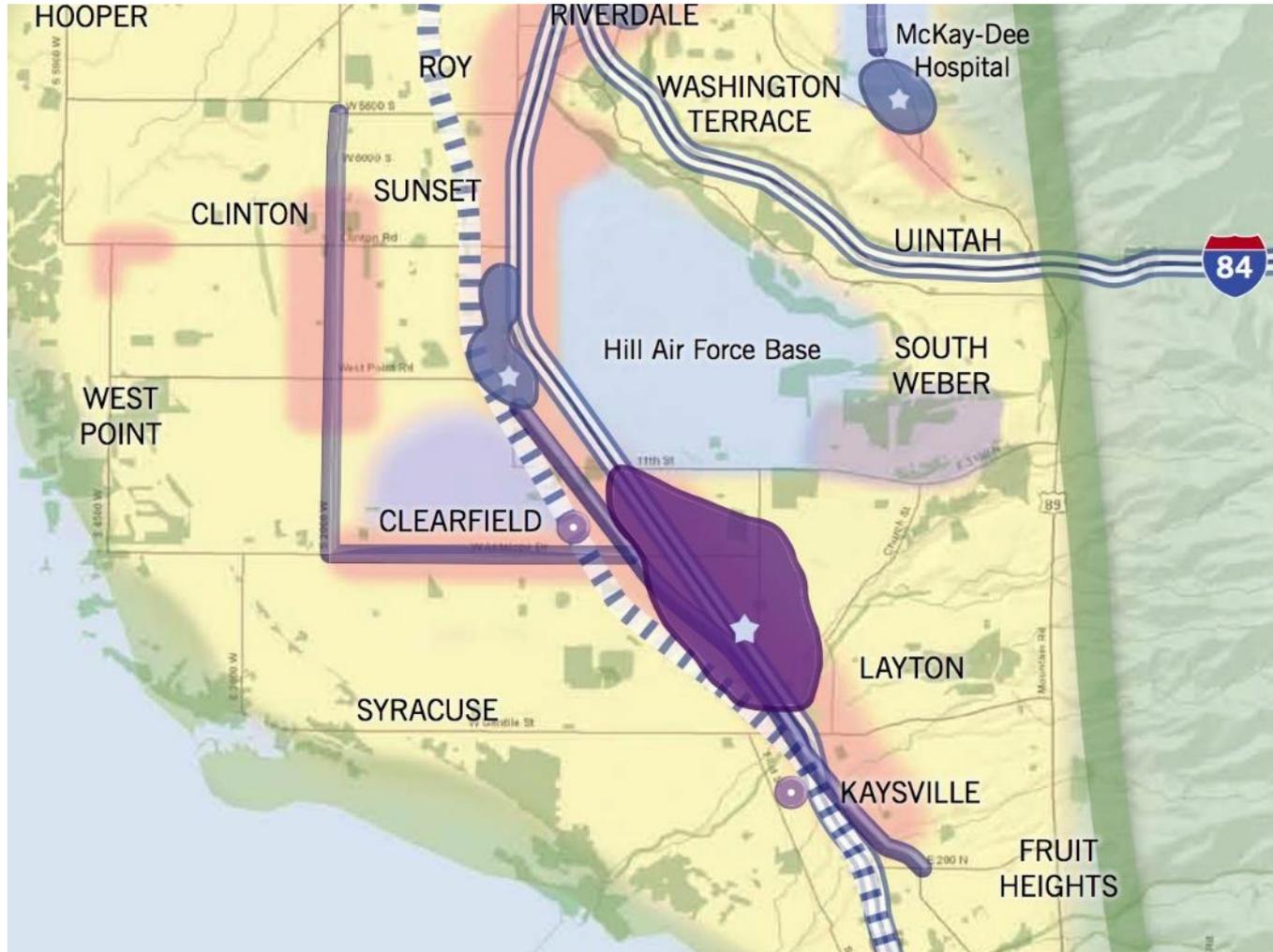
# Clearfield Station Property



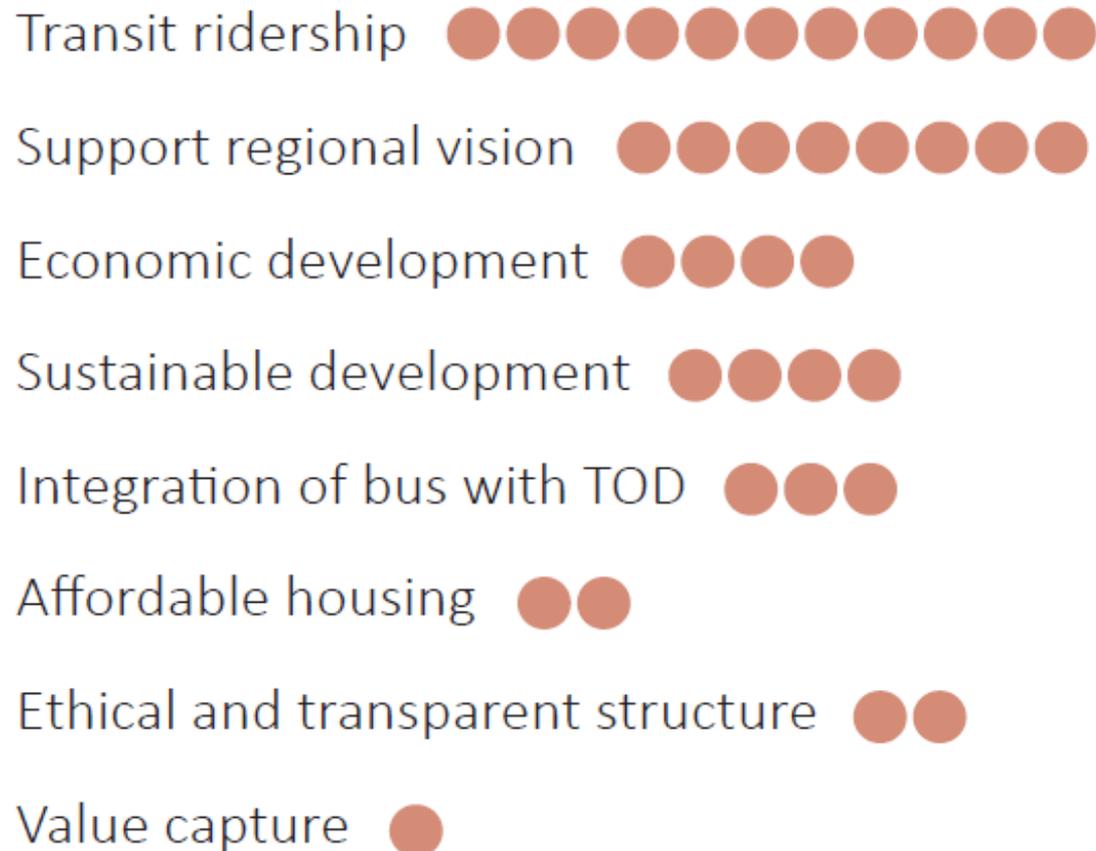
# Clearfield Station Property - Zoning



# Regional Growth Vision – Wasatch Choice 2040



# UTA Board TOD Priorities



# History of Clearfield TOD Site

**2007-08**

**Bodell Construction selected as developer  
LOI signed with LNC Investments**

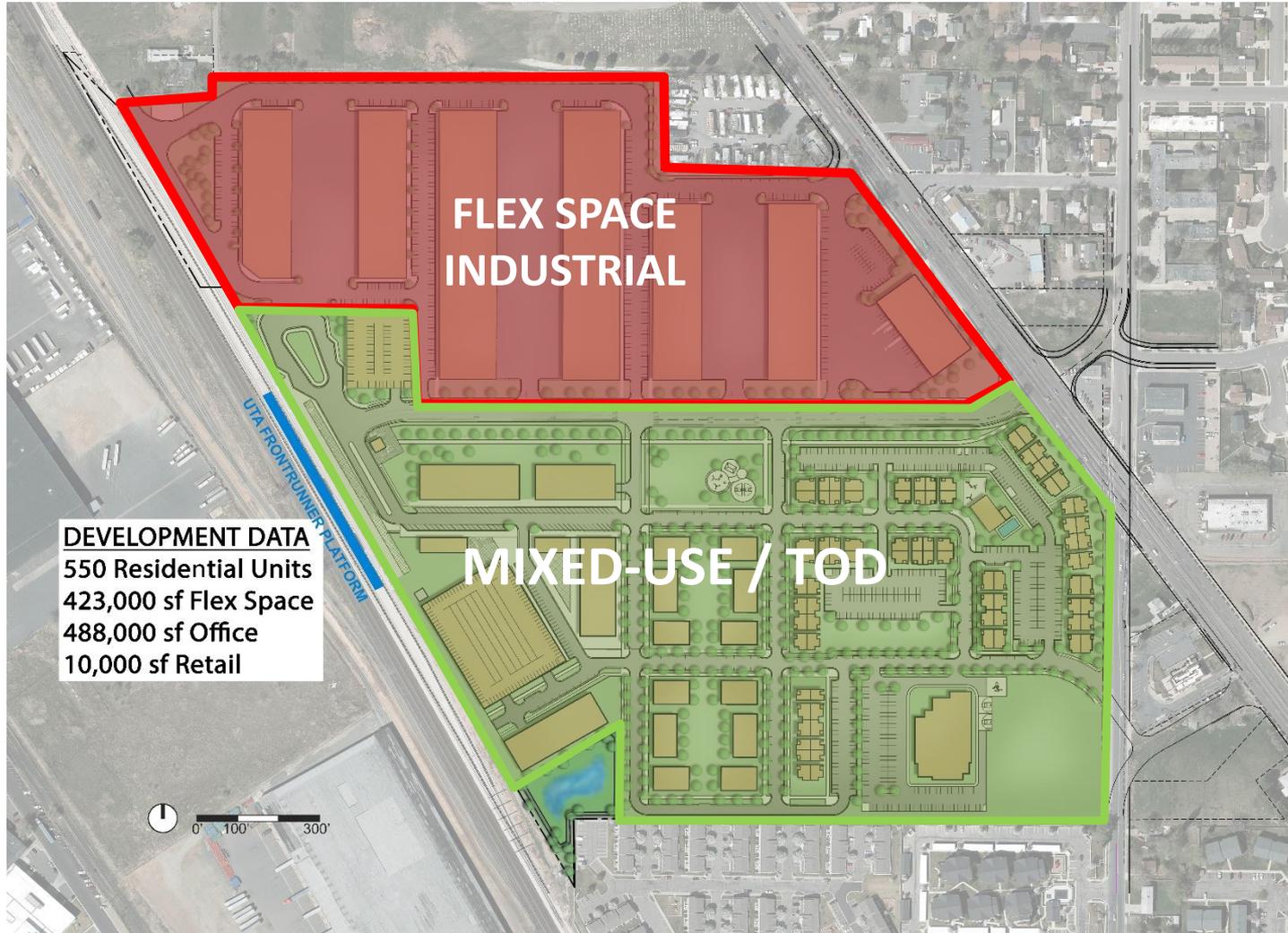
**2008-13**

**Development rights purchased by TGC  
LOI signed with TGC  
UTA/TGC operating agreement executed**

# Clearfield TOD – Master Plan (TGC)



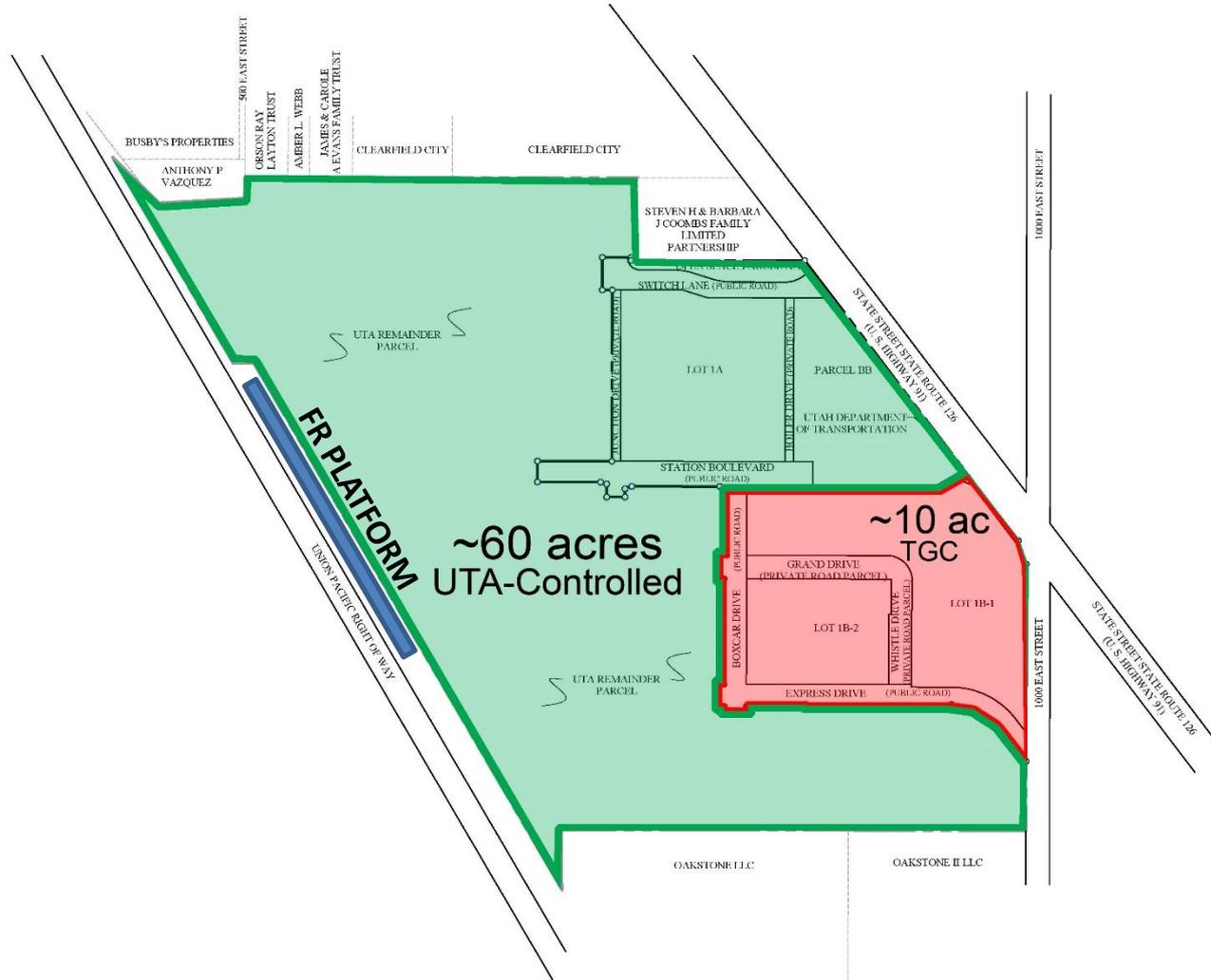
# Clearfield TOD – Master Plan (TGC)



# History of Clearfield TOD Site

<b>September 2016</b>	<b>UTA sent letter to TGC requesting termination of Clearfield TOD operating agreement</b>
<b>November 2016</b>	<b>Davis County/Clearfield City contact UTA about Clearfield site for industrial project - Stadler</b>
<b>February 2017</b>	<b>UTA Board authorizes settlement and termination of operating agreement with TGC</b> <b>Clearfield City submits offer for portion of Clearfield TOD site</b>
<b>March 2017</b>	<b>UTA terminates operating agreement with TGC</b>

# Clearfield TOD – UTA-Controlled Property





# Guest Presentations

**Mayor Mark Shepherd**  
**Shawn Beus – Davis CO**



# Clearfield Offer - Required Board Actions

- Remove property from TOD program
- Change property designation to Surplus
- Approve sale of property to Clearfield City

# UTA Considerations & Requirements

- **Considerations (request public feedback):**
  - Support regional growth vision
  - Support local vision
- **Requirements:**
  - Protect transit-critical infrastructure
    - Operations (including rail access)
    - Facilities (station, parking, bus loop, etc.)
    - Access (pedestrian, bike, motor vehicle)
  - Receive fair market value for property
  - Maintain transparent and fair process

# Trade-offs

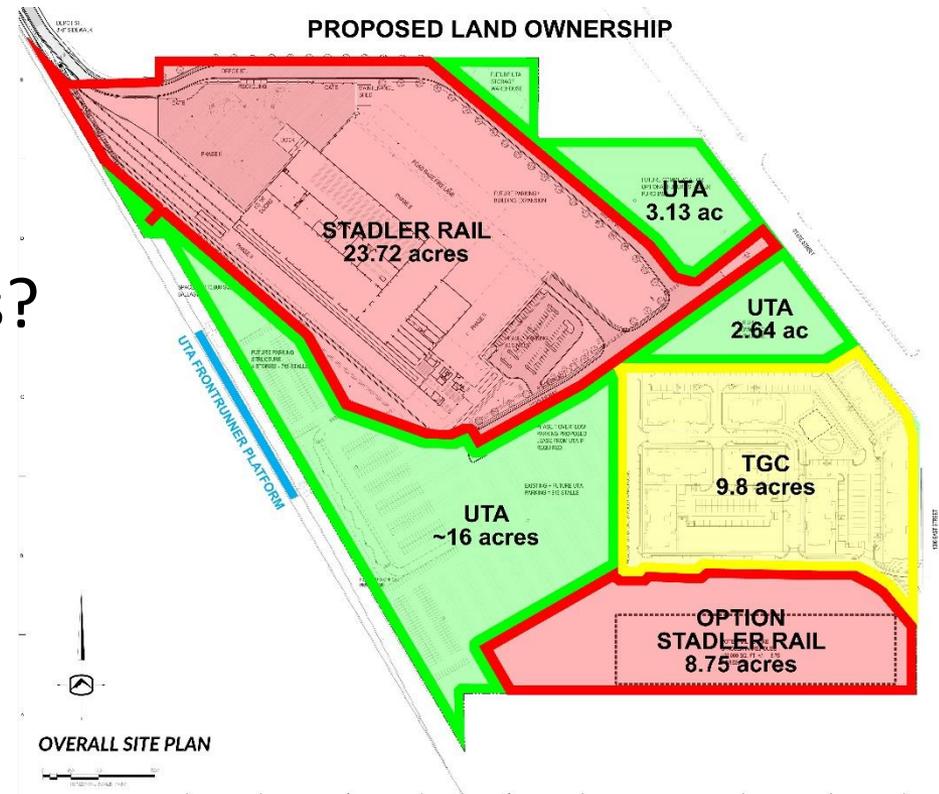
	<b>Economic Development Focus</b>	<b>Transit-Oriented Development Focus</b>
TOD Area	Up to 15 acres	Up to 55 acres
Jobs/Residents	250 – 1,000 Jobs (Stadler) 450 Jobs (TOD) 945 Residents	1,650 Jobs 3,465 Residents
Annual Ridership	73,000 Riders (104% Increase)	184,000 Riders (263% Increase)
Land Value	\$6.8M - \$11M (M-1 Zoning: \$1.25-\$3.86/sf)	\$17.6M (Value based on future zoning [e.g. TGC \$7.33/sf])

# Next Steps

- **May 24 - UTA Board Meeting – Conditionally:**
  - Remove property from TOD program
  - Change property designation to Surplus
  - Approve sale of property to Clearfield City
- **Requirements:**
  - FTA Concurrence
  - UPRR Rail Access
  - Negotiation of Fair Market Value
  - Clearfield City to enter into MOU commitment:
    - CDA funding for UTA parking garage
    - Fund Station Area Plan on remainder of property
  - UTA Board to approve final terms and payment

# PUBLIC FEEDBACK

- How do Clearfield citizens feel about proposal?
- Should property be reserved for TOD purposes?
- How should UTA prioritize Regional Growth Vision and/or economic development at Clearfield Station?





**THANK YOU  
FOR  
COMING**

To make additional comments, please  
contact the UTA Board of Trustees at  
[boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)

# Summary - Clearfield Station Sale Proposal

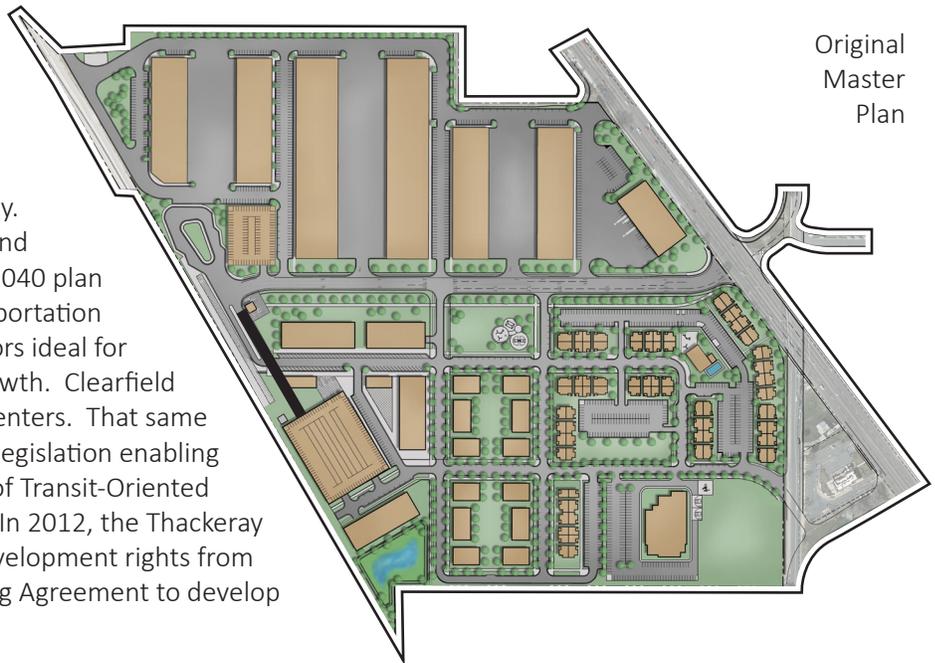
Utah Transit Authority – Transit-Oriented Communities Subcommittee of the Board of Trustees  
 May 10, 2017

## Property History

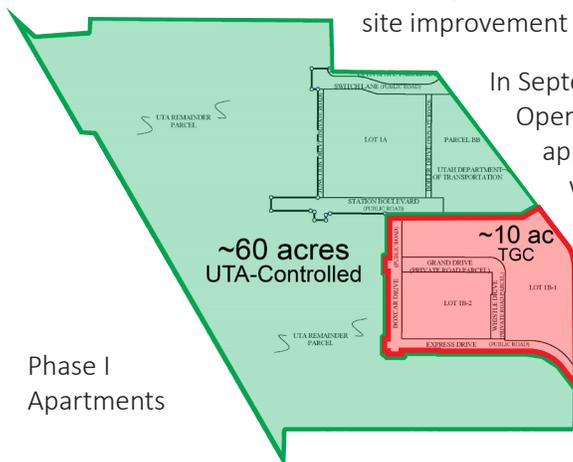
In 2002, the Utah Transit Authority (“UTA”) purchased a significant amount of rail right of way and property from Union Pacific Railroad (“UPRR”), including nearly 70 acres of property adjacent to what became the Clearfield FrontRunner Station. The property had been used by the railroad as an automobile transfer facility where cars would be unloaded from the train and then transported to dealerships along the Wasatch Front. The property was purchased without the aid of federal grant funding; however, the Federal Transit Administration (FTA) participated in the cost of improvements necessary for transit-critical functions such as asphalt, striping and concrete walkways.

## Development History

In 2007, UTA sought assistance from a private developer to convert its property into a high-intensity, mixed-use center and in 2008, entered into a Letter of Intent with LNC Investments (LNC) to explore options for the property. In 2010, a coalition of elected officials and planners adopted the Wasatch Choice 2040 plan that identified existing and future transportation corridors and nodes along those corridors ideal for concentrations of future population growth. Clearfield Station was identified as one of these centers. That same year, the Utah State Legislature passed legislation enabling UTA to participate in a limited number of Transit-Oriented Developments (TOD) on its properties. In 2012, the Thackeray Garn Company (TGC) purchased the development rights from LNC and by 2013, executed an Operating Agreement to develop the property with UTA.



TGC’s proposed development included a mix of uses reflecting both the priorities of UTA and Clearfield City. The north portion of the site was intended for flex-space, light industrial uses. The south portion was designed for high-intensity residential and commercial uses, a small park and a school; however, due to economic conditions, poor financial terms, and significant upfront, off-site improvement costs, TGC was unable to perform on the proposed plan.



In September 2016, UTA sent a letter to TGC, requesting dissolution of the Operating Agreement, and by February 2017 the UTA Board of Trustees approved the settlement terms and the termination of UTA’s partnership with TGC. The settlement terms included conveyance of property to TGC for the construction of their first-planned phase of apartments, which had previously received approval for funding from the Department of Housing and Urban Development. In return, UTA regained full control of the remaining 60 acres of property and rights to TGC’s associated due diligence materials.

