

REDEVELOPMENT AGENCY OF CENTERVILLE CITY AGENDA

NOTICE IS HEREBY GIVEN THAT THE REDEVELOPMENT AGENCY OF CENTERVILLE CITY WILL HOLD A PUBLIC MEETING AT 9:15 P.M. ON TUESDAY, AUGUST 19, 2014 AT THE CENTERVILLE CITY COMMUNITY CENTER AND CITY HALL CHAMBERS, 250 NORTH MAIN, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

Meetings of the Centerville Redevelopment Agency Board may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Blaine Lutz, Centerville Finance Director, at 295-3477, giving at least 24 hours notice prior to the meeting.

Tentative
Time:

9:15 **A. ROLL CALL**

B. NEW BUSINESS

1. **MINUTES REVIEW AND ACCEPTANCE**
 August 7, 2014 Special RDA meeting
2. Follow up discussion/direction from the Board re: funding of pedestrian bridge enhancements
3. Discussion/direction re: the potential cost sharing of Legacy Parkway Trail connection related to Fred Hale project at Parrish Lane/1250 West

C. ADJOURNMENT

Steve H. Thacker
Executive Director

CENTERVILLE CITY COUNCIL

**Staff Backup Report
8/19/2014**

Item No. 1.

Short Title: Minutes Review and Acceptance

Initiated By:

Scheduled Time: 9:20

SUBJECT

August 7, 2014 Special RDA meeting

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- D August 7, 2014 Special RDA meeting minutes

PRELIMINARY DRAFT

Minutes of the **Special Redevelopment Agency of Centerville** meeting held Tuesday, August 7, 2014 at 7:05 p.m. in the Centerville City Hall Council Chambers, 250 North Main Street, Centerville, Utah.

DIRECTORS PRESENT

Paul A. Cutler, Chair
Tamilyn Fillmore
John T. Higginson, Vice Chair
Lawrence Wright

DIRECTORS ABENT

Ken S. Averett
Stephanie Ivie

STAFF PRESENT

Blaine Lutz, Finance Director
Lisa Romney, City Attorney
Kevin Campbell, City Engineer
Marsha L. Morrow, City Recorder

STAFF ABSENT

Steve Thacker, RDA Executive Director

VISITORS

Alan Preston, WW Clyde
Leah Jaramillo, Public Involvement Coordinator, UDOT

MINUTES REVIEW AND ACCEPTANCE

The minutes of the July 15, 2014 RDA meeting were reviewed. Director Wright made a motion to approve the minutes as written. Vice Chair Higginson seconded the motion, which passed by unanimous vote (4-0).

CONSIDER USE OF RDA FUNDS FOR ENHANCEMENTS TO PEDESTRIAN BRIDGE OVER I-15

Mayor Cutler gave an introduction of Alan Preston from WW Clyde and Leah Jaramillo with UDOT working with the City regarding the pedestrian bridge. Mayor Cutler explained the proposed pedestrian bridge would be a two girder bridge with chain link fence without a roof. He suggested that they agree to the basic design without a roof. He said the main advantage of a roof would be to prevent the snow from falling on the bridge, but the cost of the roof would be \$71,000, just for a tin roof. He said he would rather see the money spent on options for upgrading the fencing and other parts of the structure to look more aesthetically pleasing. Mayor Cutler invited Mr. Preston to explain the basic planned design and upgrade options the City might have in enhancing the bridge.

Mr. Preston, Project Manager, explained the basic design and where the bridge would be situated. The bridge will have 2 steel girders running the length of the bridge (240 feet) and will be located on the north side of the overpass—8-10 feet from the existing structure. The need to make the decision right away is because of the lead time to get the girders (20 week lead time). Mr. Preston said it would be fenced on both sides with a flat surface. The path is 10-feet wide, but the overall width of the structure would be 11 feet. There will also be a center column between north and south bound lanes that could be enhanced aesthetically.

Director Fillmore asked if there was a way to design this bridge so it could be incorporated into the interchange rebuild that UDOT is planning in 10-15 years. Leah Jaramillo with UDOT said UDOT would not be able to accommodate that. She said there is no timeframe on when I-15 will be upgraded, but it could be at least 15 years away. Mayor Cutler said he

1 thought there would be more priority in northern Utah (by Clearfield) for I-15 to be upgraded
2 before UDOT moves down this way through Centerville.

3
4 Director Fillmore asked about street lights being added to the bridge similar to those on
5 Parrish Lane. Ms. Jaramillo stated that UDOT only allows certain kinds of lighting but she would
6 check into it.

7
8 Blaine Lutz, Finance Director/Assistant City Manager, stated a significant cost of the
9 improvements is the basic roofing structure. Wind loads in Centerville adds to the cost. It
10 seems that the main benefit from a roof is some reduced snow maintenance for the few days a
11 year of significant snowfall. Paths leading to the bridge are not covered or kept routinely snow
12 free. He said Bruce Cox, Parks and Recreation Director, discussed the maintenance issue with
13 Farmington City, which has both roofed and un-roofed structures. Winter maintenance is less
14 on the roofed structure. However, the path will be 10 feet wide, which provides enough room for
15 a plowed pathway less than 10 feet wide with snow being pushed to the side. This can be done
16 with a tractor or a "V" plow on a pickup, both of which the City owns. The roof structure would
17 have to be maintained by the City. Blaine showed examples of an un-roofed structure at 1300
18 West and 10300 South in Salt Lake County and the structures in Farmington. He said not
19 having a roof structure would be a relatively significant savings that the City could apply to other
20 improvements to the fencing, logos, etc. Director Wright asked about the cost of having a roof
21 like the one on 10300 South/Bangerter Highway. Ms. Jaramillo said the cost of a roof like the
22 one on Bangerter Highway would be ½ million dollars.

23
24 Mr. Preston indicated that the bridge would be strong enough to support a truck with a
25 snowblade for snow removal, but that the snow could not be plowed so it would fall down onto I-
26 15. There was discussion on the possibility of extending the sides of the bridge up 18 inches to
27 prevent the snow from being pushed down onto I-15 when the bridge is plowed. Mr. Preston
28 said he would check with the engineer on that possibility, but that would add to the cost.

29
30 After further discussion, Director Wright made a **motion** to remove the option of a roof
31 on the pedestrian bridge and go with the basic design and address the enhancements to the
32 fence and bridge structure at a later date. Director Fillmore seconded the motion.

33
34 Director Fillmore asked about the sidewalk getting to and away from the bridge, and the
35 ability to access the pathway with a pickup truck. Mr. Preston said the sidewalk on the east will
36 be acquired from 7-Eleven and would allow for a pickup access. They have a change order in
37 for the sidewalk on the west side of the bridge.

38
39 Chair Cutler asked Mr. Preston when construction would begin and when they would
40 need to have the City's decision on their enhancements to the bridge. Mr. Preston said they are
41 hoping to begin construction possibly early spring with completion date by July 2015. He would
42 need to have the City's final decision within six weeks to meet that timetable.

43
44 Kevin Campbell pointed out that the cost of going from 2 inch to 1 inch mesh fence with
45 pvc coating would be \$15 a foot, so the cost would be approximately \$7,200.

46
47 The RDA Board asked Ms. Jaramillo to find out the pricing on the following in order to
48 make their final decisions:

- 49 • Fencing similar to the bridge Vice Chair Higginson found on the internet (picture
50 attached)
- 51 • 1-inch square mesh fence with black coating

- 10-foot high fence that curves at the top to prevent climbers/jumpers
- Pedestrian pole lighting that would extend over to onto 1250 West (similar to lighting along Parrish Lane-picture attached)
- Cost of painting girders and colors to choose from
- Cost of putting a City symbol on pedestrian structure
- Deadline the City needs to decide on final concept, pricing, etc.

Ms. Jaramillo stated she will send that information to the Mayor, Steve and Blaine.

Director Wright said since this is the gateway to Centerville, the extra cost of enhancements to make it look nice would be worthwhile.

Chair Cutler called for a vote on the motion made by Director Wright and seconded by Director Fillmore to approve the basic structure without a roof and discuss enhancements to the fence and structure at later date, i.e., smaller 1" square mesh fence with pvc coating, logo/City emblem, painting girders, etc. The motion passed unanimously (4-0).

Chair Cutler thanked Mr. Preston and Ms. Jaramillo for coming to the meeting.

ADJOURNMENT

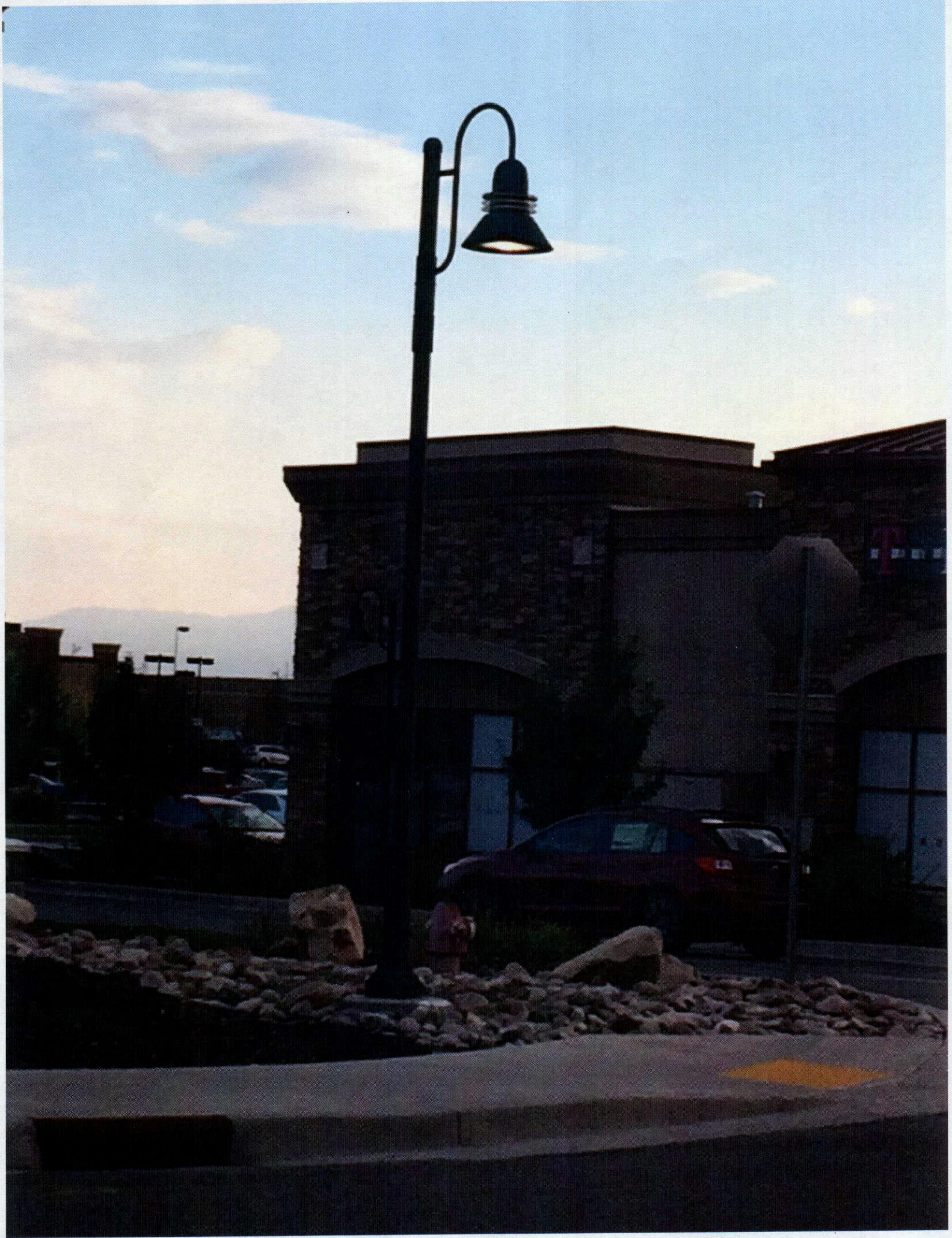
At 7:52 p.m. Director Wright made a **motion** to adjourn the RDA meeting. Vice Chair Higginson seconded the motion, which passed by unanimous vote (4-0).

Blaine Lutz, Finance Director

Date Approved

Marsha L. Morrow, City Recorder





CENTERVILLE CITY COUNCIL

**Staff Backup Report
8/19/2014**

Item No. 2

Short Title: Follow up discussion/direction from the Board re: funding of pedestrian bridge enhancements

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

The City Manager will meet on Monday, August 18 with the I-15 Project contractor to further discuss enhancements to the pedestrian bridge, which were discussed by the RDA Board in a special meeting on August 7. Clarification and further direction may be needed from the RDA Board at their August 19 meeting before the contractor can provide reliable cost estimates of the enhancements desired by the City.

Legacy Pkwy



Exit Street View

N

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Google earth

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40°51'58.51" N 111°56'30.18" W elev 4242 ft eye alt 4234 ft







CENTERVILLE CITY COUNCIL

Staff Backup Report 8/19/2014

Item No. 3.

Short Title: Discussion/direction re: the potential cost sharing of Legacy Parkway Trail connection related to Fred Hale project at Parrish Lane/1250 West

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

The City Manager would like to engage the RDA Board in an initial discussion of the possible use of RDA tax increment assistance for the construction of the Legacy Parkway Trail connection to be built by Fred Hale as a part of his project at Parrish Lane/1250 West.

Attached are sections of the Legacy Crossing CDA Plan. The proposed trail is in harmony and a desired feature of the CDA to improve customer traffic that utilize alternate transportation. There is also a specific budget item in the approved CDA budget for a connection to the Legacy Parkway.

Since there are ongoing discussions on the matter with the property owner, I feel it is no appropriate to disclose that amount at this time.

ATTACHMENTS:

Description

- D Legacy Crossing CDA plan
- D Legacy crossing Cda map

In order for the contemplated development to occur within the Project Area, certain development of public infrastructure will be required. These improvements will include, but are not limited to, 1) widening and enhancing portions of 1250 West; 2) extending, widening, and enhancing roadways into the initial phase of development such as 200 North and 75 North; 3) traffic signaling improvements to the 1250 West and Parrish Lane intersection; 4) extension of a new 10" water line along 1250 West and into the interior of other portions of the Project Area; 5) extension of storm drain improvements through various segments of the Project Area; 6) telecommunication infrastructure, 7) infrastructure related to a commuter rail stop, and 8) other necessary and/or ancillary.

In addition, the Agency desires to provide additional monumentation and landscaping to sections of Parrish Land, 1250 West, and the I-15 Interchange in order to enhance the professional character of the development. See APPENDIX B for a graphical depiction of the proposed improvements to the area. Actual improvements may vary from this depiction

SECTION 7: WAYS IN WHICH PRIVATE DEVELOPERS WILL BE SELECTED TO UNDERTAKE THE COMMUNITY DEVELOPMENT

The Agency will select or approve such development as solicited or presented to the Agency that meets the development objectives set forth in this plan. The Agency retain the right to approve or reject any such development plan(s) that in their judgment do not meet the development intent for the Project Area. The Agency may choose to solicit development through an RFP or RFQ process, through targeted solicitation to specific industries, from inquiries to the City, edcUtah, and/or from other such references.

The Agency will ensure that all development conforms with this plan and is approved by the City Planning Commission and City Council. All potential developers will need to provide a thorough development plan including sufficient financial information to provide the City and Agency with confidence in the sustainability of the development and the developer. Such a review may include a series of studies and reviews including reviews of the Developers financial statements, third-party verification of benefit of the development to the City, appraisals reports, etc.

The initial phase currently contemplated to develop within the Project Area will be undertaken by US Development. US Development has successfully completed many high-quality developments within the State of Utah. The Agency and City have confidence in the professional qualifications, development plans, financial planning and overall vision of US Development and its officers for the contemplated development within the Project Area. No preferential treatment will be given to any one developer within the Project Area. Each, including US Development, will need to follow the development process as defined herein.

SECTION 8: REASONS FOR THE SELECTION OF THE PROJECT AREA

The Agency selected the Project Area primarily as a result of three factors: **first**, the high potential for development of this undeveloped/underutilized area near two major interchanges compelled the City and Agency to guide future development through both the planning process and through a financial process including the use of tax increment; **second**, the Project Area affords an immediate opportunity to strengthen the economic base of the communities and taxing entities within Davis County, broaden and diversify the tax base, and promote the development of job growth and goods and services to residents of Davis County; **third**, the Project Area serves as an entranceway to Centerville City and provides the ability to beautify, enhance, and appropriately complement the high construction quality of Legacy Highway.

The specific boundaries of the Project Area were set after a review of the area by members of the Agency staff and property owners within the Project Area. The contemplated plan will not only result in a



APPENDIX B: INFRASTRUCTURE IMPROVEMENTS MAP

