

Minutes of the Syracuse Planning Commission Joint Work Session Meeting, January 20, 2015

Minutes of the Joint Work Session Meeting of the Syracuse City Planning Commission held on January 20, 2015, at 6:00 p.m., in the Work Session Chambers, 1979 West 1900 South, Syracuse City, Davis County, Utah.

Present:

Commission Members: TJ Jensen, Chairman
Ralph Vaughan, Vice-Chairman
Dale Rackham
Curt McCuiston
Trevor Hatch
Greg Day
Troy Moultrie

City Council: Craig A. Johnson
Karianne Lisonbee
Douglas Peterson

City Employees: Sherrie Christensen, Director of Community & Economic Development
Jenny Schow, Planner
Noah Steele, Planner
Jackie Manning, Admin Professional
Terry Palmer, Mayor
Brian Bloemen, City Engineer
Steve Marshal, Finance Director

Excused: Mike Gailey
Brian Duncan

Visitors: Gary Pratt Patt Zaugg Ray Zaugg
Steven Lord Tim Roder Roger Borgenicht
Renae Widdison Randy Jeffries Kevin Kilpetride

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1. **Meeting Called to Order:**

The meeting was called to order and an invocation was offered by Commissioner Vaughan. The Pledge of Allegiance was led by Commissioner Moultrie. Chairman Jensen suggested an adoption of the meeting agenda be made with the recommendation of swapping item 4a and 4c on the Regular Work Session Meeting.

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MOTION TO ADOPT THE AGENDA FOR JANUARY 20, 2015 PLANNING COMMISSION MEETING, AS AMENDED BY COMMISSIONER MCCUISTION. THE MOTION WAS SECONDED BY COMMISSIONER DAY. ALL WERE IN FAVOR, SO THE MOTION CARRIED.

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2. **West Davis Corridor Alternative Solution:**

Randy Jefferies, project manager for UDOT (Utah Department of Transportation), gave a summarization of the presentation regarding the Shared Solution. For the last 6 months, UDOT (Utah Department of Transportation), the Shared Solution Coalition and local communities have been collaboratively developing the Shared Solution alternative as part of the West Davis Corridor (WDC) study. This alternative is fundamentally different from all previously studied WDC alternatives because it proposes both transportation investments and a modified land use scenario in anticipation of future growth in West Davis and Weber counties.

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Roger Borgenicht, from the Shared Solution Coalition, stated the hybrid alternative derived from reviewing the growing economy and the generations [baby boomer and millennials] currently building and purchasing homes.

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Renae Widdison, from the Shared Solution Coalition, stated they have reviewed the economic growth as pertains to congestion and massive road-ways for the next 20 to 30 years. She stated as it stands now the projected future growth of the community will cause enormous amounts of congestion and leave communities divided by massive roadways; causing impractical and expensive communities. Envision Utah, a non-profit organization, has reviewed the growing community, talked to city planners and officials, and developed the Wasatch Choice for 2040.

Ms. Widdison reviewed the 9 principles outlined in the Wasatch Choice for 2040 as they are nearly identical to the Shared Solution. She stated the following principles for the Shared Solution are: efficient infrastructure, regional mobility, coordinated planning, housing choice, health and safety, regional economy, regional collaboration, sense of community, and environment. She stated the key element is how cities are built. The goal is to be more centered in the way they develop. She discussed mixed use buildings and blocks with the focus of allowing people to live, work and recreate close together; thus reducing trip distance, transportation cost, and provide opportunity and choice for people.

Ms. Widdison stated the first step is compact mixed use development. The concept applies major intersections and boulevards to bring business housing and transportation choice. The second step is boulevard roadway configurations. This concept will take existing roadways and reconfiguring the widths to obtain maximum efficiency. This will help move traffic through cities, but not at the expense of the users or quality of streets. The third step would be to incentivize transit. She provided examples such as Front Runner. She discussed the option of connecting and protecting bike trails for recreation and transportation purpose. She discussed preventative ramp metering and I-15 overpassing.

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Chairman Jensen provided the example of Layton City between the interchange on Hill field Road. Layton City is building a bridge over I-15 with the intention of separating traffic going to Hill Air Force Base, from the traffic trying to get on the freeway; thus creating more opportunities for on ramp traffic.

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Ms. Widdison reviewed the various proposals of different transits within the shared solution. Mr. Jefferies stated the following examples in the presentation derived from feedback received from city attendees at a previous workshop. Ms. Widdison discussed the 5 lane arterial with wide shoulders, examples as seen in the packet.

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Mr. Jefferies discussed the decorative lighting and underground power in the examples. He stated they would need to be city funded as betterments and UDOT's transportation fund can't fund those types of amenities. He stated the landscaping needs to be funded and maintained by the cities. He expressed design concerns pertaining to snow removal and maintenance.

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Ms. Widdison referred to the land use map, volume over capacity, which displays congestion. It displayed the predicted congestion if structures remain the same versus the congestion if the shared solution would be adopted. She stated the Shared Solution passed level 1 screening in the EIS process. They effectively reduced congestion and delay.

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Mr. Jefferies stated there were different variables and assumptions, such as increased rider ship, subsidized front runner, and 6 percent of daily trips being on bicycles that influenced the results. He stated they had 4800 new jobs in the study area and about 3800 homes that moved around. When the land use changed, the transportation demand adjusted and relocated homes and jobs. They are now going from city to city with land use suggestions to help mitigate the future anticipated congestion.

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Mayor Palmer expressed concern regarding the assumed build out at approximately 35,000 for Syracuse. Chairman Jensen stated the general plan committee has been reviewing those numbers as well and it appears to be closer to 50,000. There was a discussion regarding the build out estimate with an emphasis on accuracy of estimated costs.

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Ms. Widdison stated the number of new homes in Syracuse would be fewer under the shared solution land use proposal than the scenario that the free-way was modeled with. Commissioner Vaughan asked for clarification regarding the suggestion that the land use scenario would reduce density. There was a discussion regarding the factors to support the assumption that avoiding the free-way would reduce the density.

Ms. Widdison stated Antelope and 2000 West are the proposed boulevard roads. She stated the town center nodes will be expanded onto 2000 West with another at 1000 West. The boulevards themselves would just be configuration adjustments. She stated the process for figuring the land use was done with UDOT consultants. They reviewed the current land use and planned for the future within the next 25 years to determine the shared solution. She referred to the maps for design and location ideas. She discussed mixed use development, referring to Farmington Station. She stated that the Wasatch choice for 2040 toolbox is available for cities implement these types of changes.

Ms. Widdison asked if the Shared Solution investments were made, does the city feel the land uses being proposed are reasonable. She asked if the city would incorporate land use scenarios that would support the blend of uses and shift towards the proposed center development.

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Commissioner Day inquired about the proposal of mixed use and the current zoning versus proposed zoning. Ms. Widdison stated the calculations include units per acres residential and the different land uses, which are associated with various divisions of commercial and residential. She stated the TC1A would have 61 percent residential (8 units per acre) and 39 percent commercial.

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Chairman Jensen stated that UDOT's website reflects a higher unit per acre than what is being proposed. Ms. Widdison stated there have been modifications as the developments have occurred. She discussed balancing the distributions across the county to help mitigate traffic congestion. The investments in job centers created jobs closer to where people live.

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Councilman Johnson didn't feel the land use changes were in line with the future of Syracuse. He stated the alternative should be a hybrid solution that would potentially widen streets and create better access streets. Ms. Widdison

stated she read the Syracuse town center plan for the 2000 West Antelope intersection, written in 2003, and it included mixed uses with the desire to have commercial and residential, with better connectivity and easier walkable accessibility. Councilman Johnson stated the higher density housing, 8 units per acre, posed as the biggest question as to whether the shared solution met with the needs of Syracuse residents.

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Chairman Jensen felt there were already elements of the shared solution within Syracuse. He discussed various locations of current high density areas within the city and discussed the ways to incorporate the shared solution into the existing structure. Councilman Peterson stated when they discussed the shared solution at one of UDOT's workshops the proposed change was not that different from the current land use of Syracuse City. He stated the residents hate the idea of a highway.

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Mike Brown, the Shared Solution Coalition, stated they are trying to create an environment where the North Davis area is attractive for jobs, so they don't all end up in Salt Lake City. He stated the boulevards are intended to make it more likely that jobs will come to Syracuse. The proposed design would allow for farm preservation. He stated mixing uses is more important than the actual density.

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Commissioner Day inquired about how the land use would account for the local infrastructure and shared water burdens. He asked if UDOT would facilitate those potential issues. Mr. Jefferies stated that would be up to the future developers and/or the city. Chairman Jensen stated the city could align their road improvements with the water line replacements/improvements to reduce the cost.

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Councilwoman Lisonbee stated they won't have the impact fees until the land develops, the land won't develop until UDOT makes the changes, so the city won't have the money in hand to use for the proposed upgrades.

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Director Whitely discussed the upgrades on 1000 West and 2000 West with the recent project, which was in line with the master plan and model in place, supportive of the current general plan. He stated if they increase the densities it would change the model per capacity and there is a potential need for upsizing some of the infrastructure. He stated they would review culinary and secondary, storm drain, and sewer lines to determine what would be supported with the new densities. Mayor Palmer inquired about supporting 2 and 3 story buildings as the current plan stands. Director Whitely stated they could support 2 story buildings, but once they get to a third story they would have to pump the water up to meet the pressure needs. He stated as they build north along 2000 West it becomes more necessary for water pressure. Mr. Brown stated the current proposed densities wouldn't need to have anything higher than a 2 story building in order to achieve the goal. There was a discussion regarding job centers with a focus on transit opportunities and the benefits of eliminating congestion.

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Commissioner McCuiston reviewed the proposed shared solution. He stated with the current residential zoning with larger lots the average housing cost would be approximately 300 thousand per home, which would require a household income of approximately 100 thousand per year. He stated those jobs are not going to be along a main street in Syracuse. He stated they will still have the same transit of people from Syracuse towards I-15. He discussed the capacity and didn't feel the current proposal would accommodate the congestion problem.

Ms. Widdison stated the plan was regional and they kept the same employment and household totals for Davis County, but they moved them around to meet future projections. There was a discussion regarding the overall design and goal of the shared solution; to center the development to preserve open space, reduce travel demand, and potentially lower transportation costs. There was a discussion regarding lowering density with an emphasis of meeting the needs and wants of Syracuse Residents.

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There was a discussion regarding the various options UDOT has reviewed in lieu of the West Davis Corridor. Mr. Jefferies discussed the traffic studies and how the alternatives failed the studies. Mr. Jefferies invited feedback regarding the proposed alternative solution and advised to look to the future before making a decision.

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Chairman Jensen asked if the preferred alternative was competitive with the shared solution. Mr. Jefferies stated they are both on the table and both need feedback. There was a discussion regarding design in conjunction with density embedded in fully functioning communities.

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Director Christensen stated there are two different markets. The people looking for single family residents are not the same people who want to live in a town home. She stated the demographics within Syracuse City are the people who want to live in the single family dwellings. She inquired about the feasibility of the Shared Solution. Mr. Borgenicht stated they have been approached within many workshops where people who were aging indicated they were seeking higher density housing such as townhomes, referring to Daybreak.

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Commissioner Vaughan inquired about funding for the proposed road improvements and asked if UDOT could guarantee the funds. Mr. Jeffries stated the estimates for the highway alternatives are 600 million dollars. He stated as of right now they do not have any funding. Mr. Jefferies discussed the funding in phases and increments. They did not know the cost for the alternative solution.

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Tim Roder, Syracuse, Utah voiced the concern that 99 percent of the citizens of Syracuse will not be adversely impacted by a freeway. He understands the majority of the citizens may want to have less density, but he heard around the table that the changes being asked of by the shared solution are not that significantly different than what is in the Master Plan right now. He asked them to think about the significant number of people whose lives will be dramatically changed the minute this decision is made. There are a lot of fellow citizens who make up a small minority of the total of Syracuse who will give it all. He discussed the importance of having a decision to make. He stated if the freeway goes through he has no decision, because it will have been made for him. He understands the desire to cover all alternatives, but as Randy Jefferies has said they have reviewed 46 alternatives. He suggested they be careful to represent not only the majority of the citizens, but those who will lose everything they have depending on their decision.

Mr. Jeffries requested feedback from the city by February 2015.

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3. Syracuse City Master Transportation Plan

Steven Lord, with Horrocks Engineering, is working as a consultant to the city on the updates to the Transportation Master Plan. Mr. Lord stated the big picture is to address transportation needs within Syracuse through 2040. They started by collecting data, which allows them to assess the current traffic situation and project into the future. They did 24 hour traffic studies on average weekdays to assess transportation impacts.

Mr. Lord discussed the collaborations for each map and how they apply to the traffic flow in Syracuse. Commissioner Vaughan asked for a clarification if the 13 thousand figure, between 2000 West and Antelope Drive, was taken when school was in session. Mr. Lord stated school was not in session, but they adjusted seasonally. He stated that October and March are typically the busiest months in the year.

Mr. Lord stated the data did not reflect street light waiting times. He stated for an intersection level service problem they look at widening specifically at the intersection and potentially adding turn lanes.

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Mayor Palmer asked for clarification regarding the traffic flow map located at SR 193 in Clearfield near the viaduct; he asked if the traffic flow number was 17 thousand plus vehicles. Mr. Lord stated they were based on model data. He stated the focus was Syracuse and outside the city he wasn't as confident.

Mr. Lord discussed capacity improvements and methods. Mayor Palmer confirmed with Mr. Lord that 1000 West, 2000 West, the extension of Antelope Drive West, and Bluff Road were all included in the improvement plans.

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Chairman Jensen asked if the West Davis Corridor was not built how it would affect the traffic studies. Mr. Lord stated they would need to reanalyze and adjust some data. He stated a land use change would be more of an impact on the numbers. Commissioner Rackham asked if the model took new developments into account. Mr. Lord confirmed that it did.

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Mr. Lord stated they use traffic analysis zones to generate traffic in the travel demand model. There were 4 zones found in the Syracuse area, so the engineers took those zones and made them a lot smaller. He stated the funding for these projects will come from the impact fees. They have Zion Bank as a consultant and they will prepare an analysis and put an estimate together to help assist in calculating the impact fees. They review the growth and budget for the next 10 years to help calculate the number.

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Commissioner Day inquired about the method used to determine priority. Mr. Lord stated the city determines the priority. Mr. Lord welcomed and encouraged feedback from the city to solidify the plan for the future road network and help drive a capitol facility plan. There was a discussion regarding road improvement phases with a focus on the location of the West Davis Corridor and its impact on the surrounding cities. Mr. Jeffries discussed a potential layout for the West Davis Corridor phasing and locations. Mr. Jefferies stated the Wasatch Region Model was the same baseline model that was used for the West Davis Corridor. He stated the Shared Solution is a completely different scenario. City Engineer Bloemen welcomed feedback for the proposed improvements on 1000 West and 2000 West and Antelope. Chairman Jensen stated it will be on the Planning Commission Agenda for that discussion.

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MOTION TO ADJORN INTO REGULAR WORK SESSION, WITH A TEN MINUTE RECESS BY COMMISSIONER MCCUISTION.

Adjourn

Date Approved: _____