



ROY CITY
Roy City Council Work Session
May 4, 2021 – 4:30 p.m.
Roy City Council Chambers
5051 South 1900 West

Minutes of the Roy City Council Work Session held via ZOOM on May 4, 2021 at 4:30 p.m.

Notice of the meeting was provided to the Utah Public Notice Website at least 24 hours in advance. A copy of the agenda was posted.

The following members were in attendance:

Mayor Robert Dandoy
Councilmember Jan Burrell
Councilmember Joe Paul
Councilmember Bryon Saxton
Councilmember Diane Wilson
Councilmember Ann Jackson

City Manager, Matt Andrews
City Attorney, Andy Blackburn
City Planner, Steve Parkinson

Also present were: City Recorder, Morgan Langholf; Randy Sant.

A. Welcome & Roll Call

Mayor Dandoy welcomed those in attendance and noted Councilmembers Burrell, Paul, Saxton, Jackson, and Wilson were present.

Mayor Dandoy read the electronic meeting statement related to COVID-19.

B. Discussion

1. Proposed Mixed Use for Frontrunner Station and Innovation Center Areas

City Planner Steve Parkinson said that the blue area would have a height restriction of 60 feet, and the green area on the map would be about 40 feet tall. He also stated that the ordinance about setbacks would come into play in the places that it backed up to residential units. He said that he had picked a 40-foot setback just for discussion's sake, but it was something that they could modify. He then referenced the blue area on the map, and said that would be a 60-foot setback. He then explained that the area would be renamed "business park," and "station area core and general" would change to "station north, south, and central." He added that these changes were reflected in the staff report.

Council Member Joe Paul requested that they stay no higher than 35 feet in the areas that backed up to residential units. City Planner Steve Parkinson explained that the Council would have to have that conversation and come to a consensus, and explained his reasoning behind 40 feet. Council Member Diane Wilson agreed that the height should be capped at 35 feet, and pointed out that in the blue section, most of the places had a 25-to-30-foot drop in elevation, going from the east to the west side, and there was one place with a 50-foot drop in elevation. She thought that a 35-foot height restriction would be better, and also asked if they were asking people to measure from the tracks, or from the fence where the setback began. City Planner Steve Parkinson replied that measurements were taken from the grade, and so it depended on how they had graded the area. Council Member Diane Wilson pointed out that depending on how the grading had been done, that could create wide discrepancies in how the setbacks and height restrictions were determined. City Planner Steve Parkinson explained his rationale for going with 60 feet, but said that he would be willing to change that if the Council preferred to change it. It was pointed out that the entirety of the blue and green areas was under the jurisdiction of the UTA, and that

Beth (no last name given) spoke, and said that one of the key things that they had received a lot of feedback on was the housing component, and how housing could be made more affordable. She said that currently, affordable housing was a challenge, and recent legislation had attempted to address that issue. She discussed Senate bill 34, which talked about what cities were required to do for moderate housing, and stipulated that they needed to identify areas where affordable housing could go. She also touched on Senate bill 217, which had addressed a 'capture format' to capture sales tax that would incentivize a developer to come in and create affordable housing. She said that they needed to balance the community's needs with the reality that in order to maximize rail infrastructure, they needed enough density to create access to transit. She said that they want to have a seamless blend between the system's needs to work productively with the needs of the community.

Council Member Diane Wilson asked Beth several questions. She inquired if any developers were interested in the area, what her time projection was, and how she would address parking for those that lived in the area versus those that commuted. She also asked if there had been previous verbal agreements made to residents in the area by Beth or other UTA members. Beth replied that no one was interested in the area, simply because they were not at that stage yet. She explained that first, they had to take their plans to the local advisory council. They had to pitch what Roy City wanted, and make sure it fit in with the overall plans for the area. She said that many developers wanted to do these types of projects, and said that mixed-use zones greatly appealed to developers. She said that in Clearfield, a nearby town, they had already completed that process, and now they had a developer and were currently working to get some of the infrastructure done. She summarized that their process was to prove that they were addressing the needs of the community in a way that was compatible with the needs of the transit system, and said that while they did not have a developer interested yet, they would be able to get one quickly once they reached that stage of the plan. She also replied that she had not heard of any verbal agreements between UTA and Roy City residents. She touched on the parking situation, and said that Clearfield had an agreed-upon process in terms of parking, and had phased it out so that once they no longer had sufficient parking, there would be a parking structure built that would be close enough to the railroad system so that people could use it as a park and ride, and address shared parking needs. She added that shared parking was a very attractive feature to developers, since it helped them mitigate their costs. Beth said that all the developments were phased in in Clearfield, and that all the parking was integrated with the system so that even those who did not live in the neighborhoods could use parking structures as a park and ride. She explained that the different levels of the structure were for commuters or residents, to maximize on the space. She said that typically, they got several developers that were interested once they put out an RFA, and then the UTA board and the City worked together to pick the developer whose plan suited the City the best.

Council Member Diane Wilson said that some nearby towns had reported that there was sometimes problems when residents used up parking that was intended for park and ride commuters, and asked what UTA did to address that issue. Beth replied that in Murray, there was an affordable housing project in which they had allotted .75 of a parking spaces per unit, to try to overcome that issue. She said that it was not a perfect science, and oftentimes the parking spaces were co-opted. She said that the units in Murray were still considered affordable. She added that they sometimes had to distribute parking tickets to those that used the spaces and were not UTA users. She agreed with Council Member Diane Wilson that sometimes problems did occur, and she said that there needed to be a parking structure as infrastructure was the best way to address the issue. She noted that there was a shared parking structure in South Jordan, in which the first floor was for park and ride users, and the next two floors were parking for commercial buildings that were adjacent to the transit station.

Mayor Robert Dandoy asked about House bill 123, which had allocated money to the UTA. He asked if UTA would need to acquire property in order to do the double track, and guessed that there may be land acquisition issues with that. He also said that they would need to factor in the land acquisition in order to get the double track. Beth agreed that was correct, and said that some of the money that they had received had specific uses. She said that the bulk of it, \$300 Million, was intended to go to the double track, but said that the money was not enough to do the entire system. Therefore, they had hired a consultant to identify the most important areas that should be made into a double track. She said that they wanted to strategically double track the trains so that they could add in express trains, which would be designed to get one quickly to certain locations. She said that as of now, it was 30 minutes on peak and one hour off peak, and the double tracking would change that to every 15 minutes. She reiterated that the entire system would not be double tracked. Mayor Robert Dandoy said that it seemed that the train stations might have to be paused as the double track was added in, and reiterated that there might be issues with land acquisition as it would impact existing facilities. He cautioned the Council that they might not see a lot of activity at that site until UTA had determined their vision for the track. Beth clarified that there were already double tracks at the stations themselves, so the stations themselves would not be impacted by the double track additions. She did agree that it would take several years before the double track was entirely installed.

Council Member Bryon Saxton asked Beth if based on UTA's history, what was the minimum and maximum density per acre for any type of TOD. Beth said that some of their density was different, and the density had built up to itself over time. She said that density was relative, since some of their stops were commercial, and those could go as high as they wanted. She said that there was a range in density in residential areas, and said that in the future they wanted to see a minimum of 50 units per acre. She added that density was also reflected in the land use, and that the City set those standards and then the developer had to abide by that. She acknowledged that 50 units per acre seemed like a lot, but it would make sense in the long run. She added that it needed to be a community funded project, and they wanted something that would reflect the needs of housing as well. She said that the residents were a part of the project, and noted that sometimes they were resistant to change, and so she wanted the residents to know that the City and Council had their best interests in mind. She commented that the developers would push the Council more than the UTA.

Council Member Diane Wilson asked if they would push for commercial, as well as residential in some of the smaller TOD areas, as she imagined that would increase ridership. She asked what the UTA philosophy on that was. Beth said that they did want to encourage a mixed use thought process, while being mindful of the needs of the community. She thought that allowed for at least a main floor commercial, and said that the size of the properties would vary. For Roy City specifically, she thought it made sense to do a mixed use, and she imagined that is what developers would want to do. She said that sometimes, commercial sat, even when it was subsidized, so having a mixed-use area would have more value in the long term. She recalled that she had told the Mayor the other day that there was an apartment building near the site for the Frontrunner station, and it had about 300 units. She said that they had put in a market on the main floor, which allowed people to not need their car for every errand that they needed to do. She said that adding things such as gyms, childcare, and markets made a strong TOD as it minimized the reasons that people needed to drive. She said that the addition of such things added great value to those spaces.

Mayor Robert Dandoy asked the Council what they felt about changing the height restriction from 40 to 35. Council Member Diane Wilson was in favor of the change, and Council Member Bryon Saxton suggested that they even go to 30. City Planner Steve Parkinson said that a single-family home could be 35 feet tall, and so it would be difficult to go below 35 feet. He added that UTA's properties might not be the high density that they were wanting, but they could get that amount within a couple hundred feet. He thought that while they might not get 50 units per acre, they could easily get it within a half mile. He agreed that 35 feet made sense, and felt that they were still giving UTA what they needed in order to make it a successful stop. Mayor Robert Dandoy added that people who lived within a half mile typically could bike

or walk to work, which would cut down on the need for people to drive. He thought as well that once the COVID pandemic was over, that the ridership would greatly increase.

City Planner Steve Parkinson said that ideally, this type of setup could lead to the development of mom-and-pop stores. Beth said that the overall goal of the project was to expand the scope, and said that the way that they developed would lend itself to the creation of more stores, as well as walking trails and other outdoor recreation.

Council Member Diane Wilson asked about the elevations, and if 60 feet was really what was required. She wondered if they could drop it to 50 feet, and worried that they could cause a tunnel effect or other concerns for the residents if it was 60 feet. City Planner Steve Parkinson said that a tunnel effect should not be noticeable since the houses were about 100 feet away from where the tracks started, so he did not think it would pose an issue, but said that he would follow up with the City Engineer to find out for sure. Council Member Diane Wilson said it would be a good thing to look into. City Planner Steve Parkinson said he would let the Council know what the City Engineer thought.

Mayor Robert Dandoy asked if there was anything else that should be discussed in regards to this topic. He thought that they should have a Town Hall meeting to get the thoughts of the residents that would be the most impacted by the changes. He said that they would not reach a decision in the Town Hall meeting, but they could get their thoughts together to determine what they wanted to do. He instructed the Council Members to gather their thoughts and send any questions to City Planner Steve Parkinson, and specifically pointed out that they should take another look at the height restrictions.

C. Adjournment

Councilmember Paul Motioned to Adjourn the City Council Work Session meeting at 5:27 p.m. Councilmember Burrell seconded the motion. All Councilmembers voted “aye.” The motion carried.

Robert Dandoy
Mayor

Attest:

Morgan Langholf
City Recorder

dc: