



CLEARFIELD CITY COUNCIL
AGENDA AND SUMMARY REPORT
October 10, 2023 - WORK SESSION

Meetings of the City Council of Clearfield City 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 meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

55 South State Street
Third Floor
Clearfield, Utah

6:00 P.M. WORK SESSION

Discussion on the Corridor Agreement with UDOT for State Route 126

Discussion on Enacting a Temporary Land Use Regulations for Flag Lot Subdivisions

Discussion on the City Hall HVAC System

Discussion on the Clearfield Station Traffic Signal Postponement

Discussion on Chelemes Right-Of-Occupancy Agreement for the construction of 1450 South Street on the property the City has agreed to purchase.

Department Updates

(Any item not fully addressed prior to the Policy Session will be addressed in a Work Session immediately following the Policy Session)

****ADJOURN THE CITY COUNCIL WORK SESSION****

Dated this 4th day of October 2023.

/s/Chersty Titensor, Deputy City Recorder

The City of Clearfield, in accordance with the 'Americans with Disabilities Act' provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting these accommodations for City sponsored public meetings, service programs or events should call Nancy Dean at 801-525-2714, giving her 48-hour notice.

The complete public notice is posted on the Utah Public Notice Website - www.utah.gov/pmn/, the Clearfield City Website - clearfield.city, and at Clearfield City Hall, 55 South State Street, Clearfield, UT 84015. To request a copy of the public notice or for additional inquiries please contact **Nancy Dean** at Clearfield City, Nancy.dean@clearfieldcity.org & 801-525-2714.



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner

MEETING DATE: October 10, 2023

SUBJECT: Discussion on the Corridor Agreement with UDOT for State Route 126

RECOMMENDED ACTION

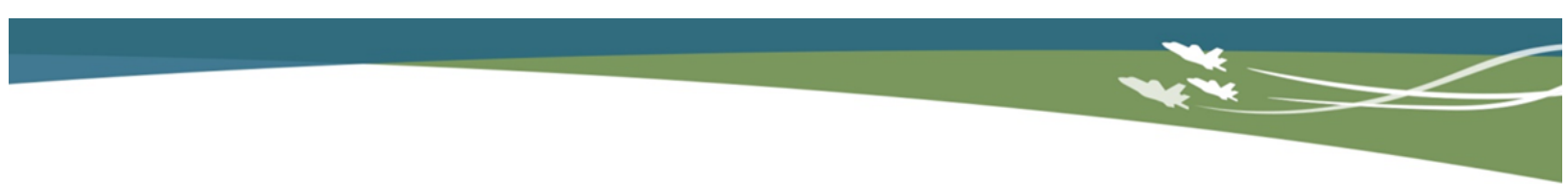
Staff recommends that the City Council review the SR – 126 Corridor Agreement and Exhibits and ask questions or provide direction to staff regarding the elements of the agreement.

DESCRIPTION / BACKGROUND

The SR – 126 Corridor Agreement is a multi-year effort by City Staff and UDOT Staff to formulate a unified vision and development standards for the SR -126 Corridor that transverses Clearfield City. This route commonly known as Main Street and State Street is a UDOT state route and as such is subject to UDOT review and approval for development along the roadway. All new development along SR - 126 must obtain UDOT access management approval which often requires improvements such as right-turn deceleration lanes or curbed medians to limit left-turn collisions.

As part of the Creating Downtown Clearfield Small Area Plan and the Downtown Clearfield Form-Based Code (FBC), a vision has been created by Clearfield City to have this stretch of SR -126 that passes through the urban core of the city to appropriately address the urban form of the downtown area. The attached documents encourage and require of new development wider sidewalks, street trees, streetlights, street furniture, and necessary dedication for UDOT access management purposes and to provide space for a future protected bike lane. The protected bike lane is a continuation of the bike lanes installed by UDOT along SR 126 and are part of the active transportation element of the Wasatch Front Regional Council 2023 Regional Transportation Plan. The future installment of a planted median is also called for in the FBC for the urban core of SR -126 for placemaking purposes and to promote a walkable and distinct context for Downtown Clearfield.

During the timeline of creating this agreement, UDOT conducted an SR -126 Corridor Study for the entire route that stretches from South Willard on the north end to Layton Parkway in Layton City on the south end. This study informed UDOT on the local constraints of the corridor as well as a preferred right-of-way width UDOT would like to see established. The corridor agreement outlines a minimum right-of-way width of eighty-six feet (86') that includes two twelve-foot (12') travel lanes in each



direction, a fourteen-foot (14') median, and a minimum eight foot (8') shoulder that could be increased to twelve feet (12') to accommodate a right-turn deceleration lane.

Recognizing locally constrained sections of SR -126, UDOT through the agreement accepts local adaptations of the corridor and right-of-way width to address the local needs and context of the communities. These approved alternatives are provided in the exhibits of the agreement. The Clearfield sections in the Exhibits align with the standards of the FBC except that UDOT will still require the same widths for the travel lanes and median as opposed to the reduced widths shown in the FBC. Future amendments to the cross-section of SR -126 in the urban core area of downtown may need to be made to ensure consistency with the corridor agreement. Other elements of the corridor agreement include repaving and restriping efforts by UDOT to comply with the standards of the agreement and minimum lengths of active transportation facilities (bike lanes) along the corridor established at a ½ mile length.

CORRESPONDING POLICY PRIORITIES

- Improving Clearfield's Image, Livability, and Economy

Through the implementation of the corridor agreement Clearfield City and UDOT will create a more attractive setting for the downtown area that is safe and meets the urban needs of the community.

FISCAL IMPACT

The agreement itself does not immediately assign a fiscal impact to Clearfield City. The future construction and maintenance of the center medians, protected bike lanes, streetlights, street furniture, etc. will be the responsibility of Clearfield City. Therefore, a fiscal impact for these city lead construction projects and the ongoing maintenance of the city-owned infrastructure is anticipated.

ALTERNATIVES

The City Council may make recommendations for changes in the agreement. Any changes to the agreement will need to be presented to UDOT and agreed upon by them prior to approval by Clearfield City.

SCHEDULE / TIME CONSTRAINTS

The UDOT SR – 126 Corridor Agreement is scheduled for a policy session on October 24, 2023. If necessary and to address needed changes in the agreement the item may be scheduled for a policy session at a later date.

LIST OF ATTACHMENTS

- SR – 126 Corridor Agreement with Exhibits

CORRIDOR AGREEMENT
Location: SR-126 from Layton Parkway to SR-39

This CORRIDOR AGREEMENT made and entered into this day of _____, between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT," Layton CITY, Clearfield CITY, Sunset CITY, Roy CITY, West Haven CITY, and Marriott-Slaterville CITY, all collectively referred to herein as the "PARTIES." The area of interest, as it relates to this agreement, is identified in a map shown in **Exhibit A** along SR-126 between Mile Posts 0 and 14.5.

RECITALS:

WHEREAS, based on the findings of the SR-126 Corridor Study, the PARTIES desire to enter into a CORRIDOR AGREEMENT to plan for the future traffic, pedestrian, and transit related improvements from the SR-126 Corridor Study from Layton Parkway to SR-39 (12th Street);

WHEREAS, in order to manage traffic flow, improve multimodal safety, and plan for future corridor development, traffic needs, and other considerations within the corridor as described herein;

WHEREAS the PARTIES agree to enter into this CORRIDOR AGREEMENT to accomplish this common goal.

AGREEMENT:

NOW THEREFORE, based on the recitals above and other good and valuable consideration, this CORRIDOR AGREEMENT is hereby entered into by the PARTIES to establish the terms and conditions whereby the CORRIDOR AGREEMENT can be accomplished, and it is agreed by and between the **PARTIES** the CORRIDOR AGREEMENT as follows:

1. Traffic Improvement Recommendations: The PARTIES adopt the traffic recommendations from the SR-126 Corridor Study. A table and map of the improvements are attached in **Exhibit B**. The PARTIES agree that traffic signals will only be installed once they meet the minimum traffic signal warrants as defined by the most recently adopted Utah Manual on Uniform Traffic Control Devices (Utah MUTCD) and a **UDOT** field review.
2. Access Corridor Control Plan: the PARTIES acknowledge that upon development approval, UDOT will require the consolidation of multiple access points into a single access point and/or the use of existing or planned streets accessing the SR-126 corridor. The following access management categories are the approved and accepted categories for the PARTIES, and acknowledges that, at UDOT's discretion, access may be denied at any location for any proposed access based upon the following access

management standards and Utah Administrative Code R930-6(2):

- a. Category 5: Regional priority-urban importance (R-PU) – along the entire study area from Layton Parkway on the south to 1200 S (SR-39). Minimum street spacing is 660 feet and minimum driveway spacing is 350 feet.
3. Multimodal Safety Recommendations: The PARTIES adopt generalized locations for pedestrian improvement recommendations from the SR-126 Corridor Study. A map of the improvements proposed for pedestrian safety is attached in **Exhibit C**. The locations identified are not intended to be exact locations for the future pedestrian crossings and are instead areas in need of further study to determine exact crossing locations.

Additional multimodal improvements should also be considered in collaboration with UTA. Some improvements related to safety and accessibility that should be considered include improved lighting, sidewalk access to stops from intersections, additional pedestrian crossings near the stops, and bus stop landing pads.

4. The PARTIES along the corridor have expressed interest in different typical roadway sections, which could include bike lanes or medians. UDOT has identified a curb-to-curb pavement width need of 86 feet for two 12-foot lanes in each direction, one 14-foot two-way left turn lane, and 12-foot shoulders on either side. The 12 feet on either side for shoulders will be considered flex space and can be utilized for a variety of treatments such as bike lanes, center medians, sidewalk expansion, parking, or other road needs. Determining how to adapt this flex space would require further coordination and agreement between the PARTIES. A map identifying the approximate curb-to-curb pavement widths and existing potential barriers to utilizing the flex space are identified in **Exhibit D**. Areas with less than 86 feet between the curbs are considered constrained sections and will require special consideration moving forward.

The proposed 86-foot typical section and similar UDOT state road typical section examples are shown in **Exhibit E**.

Due to local constrained sections or specific local planning of SR 126, the PARTIES formally agree upon and accept the applicable sections from cities along the corridor have been collected and are shown in **Exhibit F**. This approval and acceptance is in an attempt for UDOT to address the local context and needs of the communities along this corridor. Only variations from the typical roadway sections shown in **Exhibit D** will be permitted if included as part of **Exhibit F**. To accommodate right hand turns or deceleration, UDOT at its sole discretion may require a 12-foot shoulder anywhere along the corridor where deemed necessary.

UDOT will be responsible for the restriping of these sections approved in **Exhibit F**, only as part of future and regular restriping scheduling projects and is not required to restripe these sections until the next scheduled restriping event.

Any Active Transportation facilities constructed along the corridor will need to be at a minimum one half - mile in length. The city will be responsible for working with developers to acquire the appropriate dedications in the area of the development prior to the restriping of those areas by UDOT.

5. The PARTIES shall note and adopt in any future Transportation Master Plans, City General Plans, and Active Transportation Plans the CORRIDOR AGREEMENT.
6. This process and corridor agreement is not a financial commitment for any of the PARTIES as improvements are made over time. Instead, the projects laid out in this corridor agreement will be prioritized collaboratively by The PARTIES to determine an order of importance for implementation. As projects come to the top of the prioritized list, UDOT and the appropriate agency will partner to determine the opportunities available to implement and fund the project.
7. The PARTIES acknowledge that this CORRIDOR AGREEMENT may be amended at any time with written approval from UDOT, and the PARTIES to reflect changes not anticipated. Any necessary changes should not degrade the traffic operations or safety of the state highway and overall transportation system as certified by a traffic engineering study performed by a licensed engineer certified and qualified to perform this analysis in the State of Utah. Changes to the agreement that do not impact the overall operations and function of the corridor will require only the jurisdictions impacted by the update to approve an amendment.
8. For any issues not anticipated in the SR-126 Corridor Study, UDOT, and the PARTIES will work together for a resolution in compliance with Utah Administrative Code R930-6. If Utah Administrative Code R930-6 changes, this CORRIDOR AGREEMENT shall remain in effect unless amended.
9. This CORRIDOR AGREEMENT cannot be altered or amended, except pursuant to an instrument in writing signed by each of the parties.
10. If any term or provision of this CORRIDOR AGREEMENT or application to any person or circumstance shall, to any extent, be invalid or unenforceable, then the remainder of this CORRIDOR AGREEMENT shall not be affected and each term, condition and provision of this CORRIDOR AGREEMENT shall be valid and enforced to the fullest extent permitted by law, so long as removing the severed portion does not materially alter the overall intent of this CORRIDOR AGREEMENT.

11. The failure of a party to insist upon strict performance of any provisions of this CORRIDOR AGREEMENT shall be construed as a waiver for future purposes with respect to any such provision or portion. No provision of this CORRIDOR AGREEMENT shall be waived unless such waiver is in writing and signed by the party alleged to have waived its rights.
12. Each undersigned represents and warrants that each has been duly authorized for all necessary action, as appropriate, to execute this CORRIDOR AGREEMENT for and on behalf of the respective parties. This CORRIDOR AGREEMENT may be executed in any number of counterparts, each of which shall be deemed an original, but all of which, together, shall constitute one and the same instrument. A faxed or electronically transmitted "pdf" signature shall be deemed an original for all purposes.

IN WITNESS WHEREOF, the parties hereto have caused this CORRIDOR AGREEMENT to be executed by their duly authorized officers as of the day and year first above written.

To the City: Clearfield City Corporation
 Attn: City Manager
 55 S. State Street
 Clearfield, UT 84015

To UDOT: UDOT Region 1 Office
 Attn: Christopher Chesnut
 166 Southwell Street
 Ogden, UT 84404

IN WITNESS WHEREOF, UDOT and Clearfield City have executed this Agreement effective as of the date first above written.

Clearfield City	UDOT
Mayor:	Region Director:
Attest:	Permit Engineer:
City Attorney	Traffic and Safety Engineer:

STATE OF UTAH)
 §
COUNTY OF DAVIS)

On _____ personally appeared before me, Mark R. Shepherd and Nancy R. Dean, who being by me duly sworn did say, that they are the Mayor and City Recorder of Clearfield City Corporation, and that the within and foregoing instrument was signed on behalf of said corporation by authority of the City Council and the said, Mark R. Shepherd and Nancy R. Dean, acknowledged to me that said corporation executed the same.

NOTARY PUBLIC
Residing:

Exhibit A

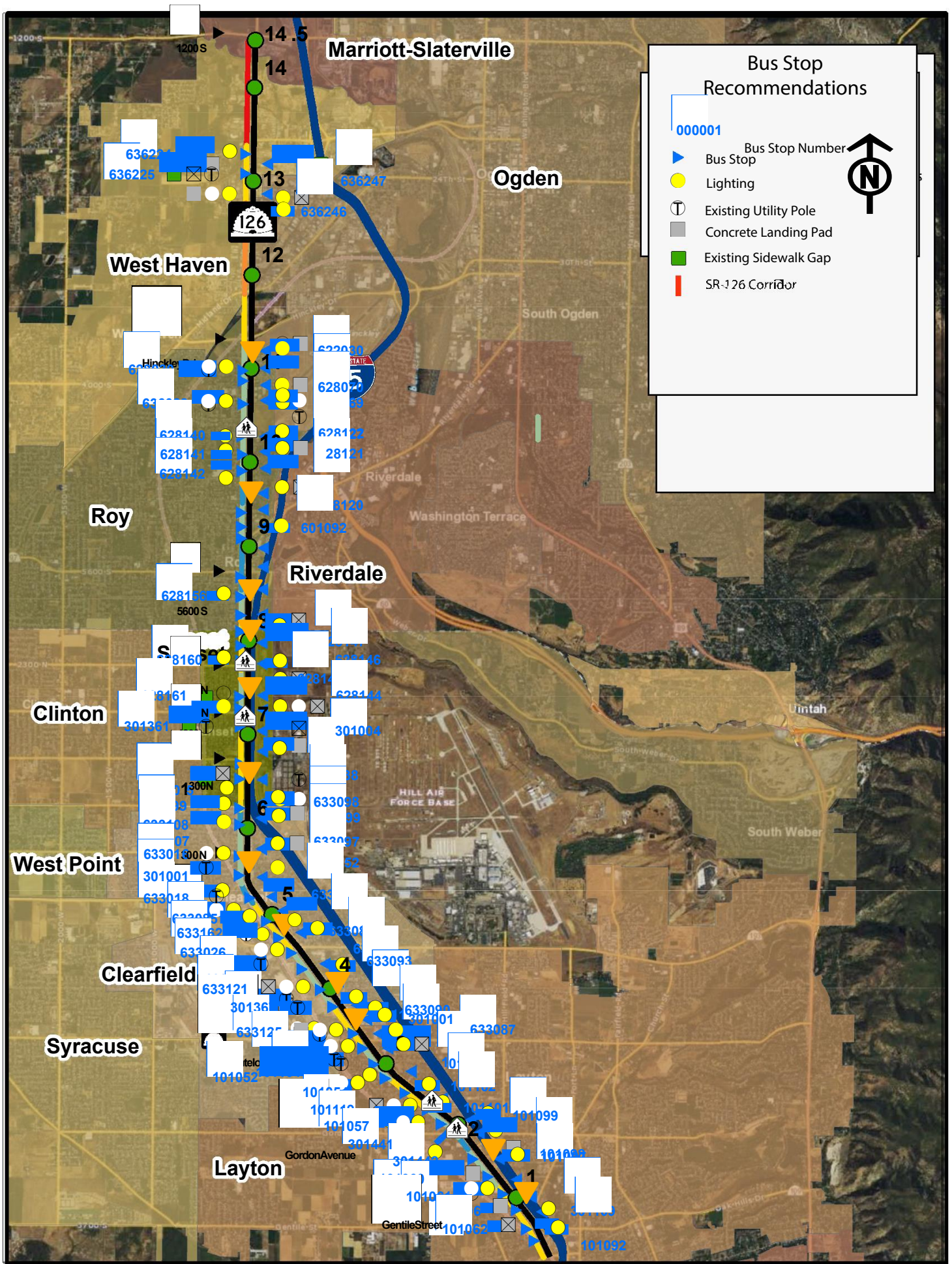


Exhibit B

			Scenario Descriptions	
City	Node Number	Intersection	Already Planned Projects	Recommendations Beyond Planned Projects
Layton	110	SR-126/Layton Pkwy		
Layton	112	SR-126/Gentile St (SR-109)		Add second left-turn lanes on the northbound, southbound, and westbound approaches.
Layton	113	SR-126/S Hill Field U-turn		
Layton	114	SR-126/500 N		
Layton	115	SR-126/W Hill Field U-turn		
Layton	116	SR-126/Hill Field Rd (SR-232)		Add extra through lane in the northbound and westbound directions.
Layton	117	SR-126/N Hill Field U-turn		Add second U-Turn lane for the northbound to southbound turnaround.
Layton	118	SR-126/Gordon Ave		
Layton	120	SR-126/1200 W (Angel St)		Add second left-turn lanes on the eastbound and westbound approaches.
Layton	122	SR-126/1600 N		
Layton	124	SR-126/Antelope Dr (Sr-108)		Change to an innovative intersection design.
Clearfield	209	SR-126/1450 S		New signalized intersection
Clearfield	210	SR-126/1000 E		Remove signal and restrict to right-in/right-out only.
Clearfield	211	SR-126/Pratt St	New signalized intersection due to planned development.	Change to a signalized T-intersection with a right-in/right-out at Pratts Street.
Clearfield	212	SR-126/700 S (SR-193)	Wasatch Choice 2019-2050 RTP includes widening SR-193 from five lanes to seven lanes.	Add second left-turn lanes on the northbound and southbound approaches.
Clearfield	213	SR-126/450 S		Add signal improvements.
Clearfield	216	SR-126/Center St		Add signal improvements.
Clearfield	218	SR-126/300 N (SR-107)		Add signal improvements.
Clearfield	220	SR-126/650 N (SR-103)		Because the intersection is very close to LOS D, no recommendations are currently made.
Sunset	310	SR-126/800 N		
Sunset	312	SR-126/1300 N		
Sunset	314	SR-126/1800 N (SR-37)		
Roy	414	SR-126/5600 S (SR-97)		
Roy	418	SR-126/Riverdale Rd (SR-26)		Additional traffic analysis in the future will be required to determine intersection configuration.
Roy	420	SR-126/4800 S		
Roy	422	SR-126/4400 S		
Roy	424	SR-126/4000 S		
Roy	426	SR-126/Hinckley Dr (SR-79)		
West Haven	510	SR-126/Midland Dr (SR-108)	Wasatch Choice 2019-2050 RTP includes widening Midland Drive from three lanes to five lanes.	Because the intersection is very close to LOS D, no recommendations are currently made.
West Haven	512	SR-126/2550 S		
West Haven	514	SR-126/Wilson Ln (2100 S,SR-104)		
M-S	610	SR-126/12th St (SR-39)		Changed single left to a dual left on the westbound approach.

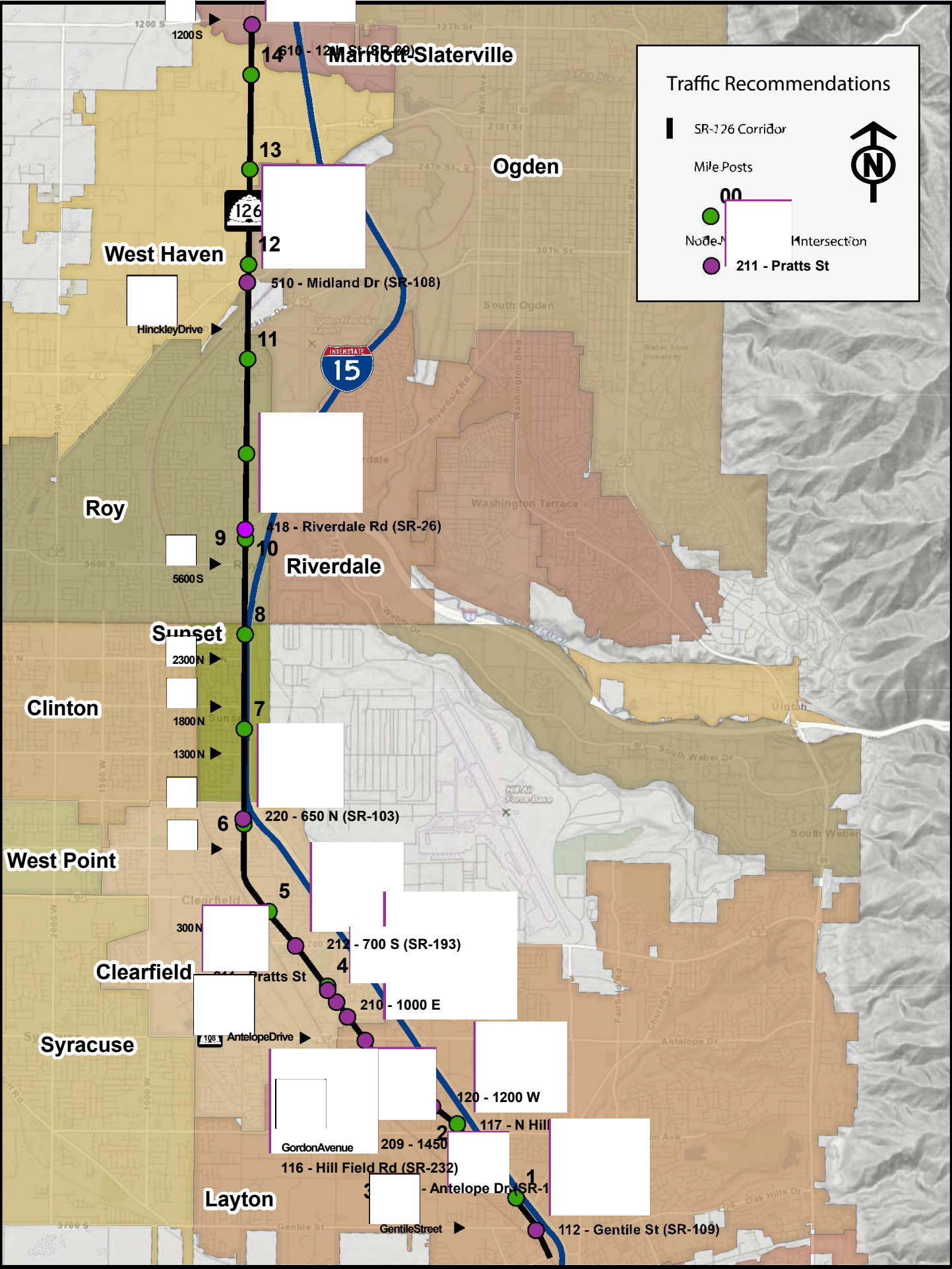
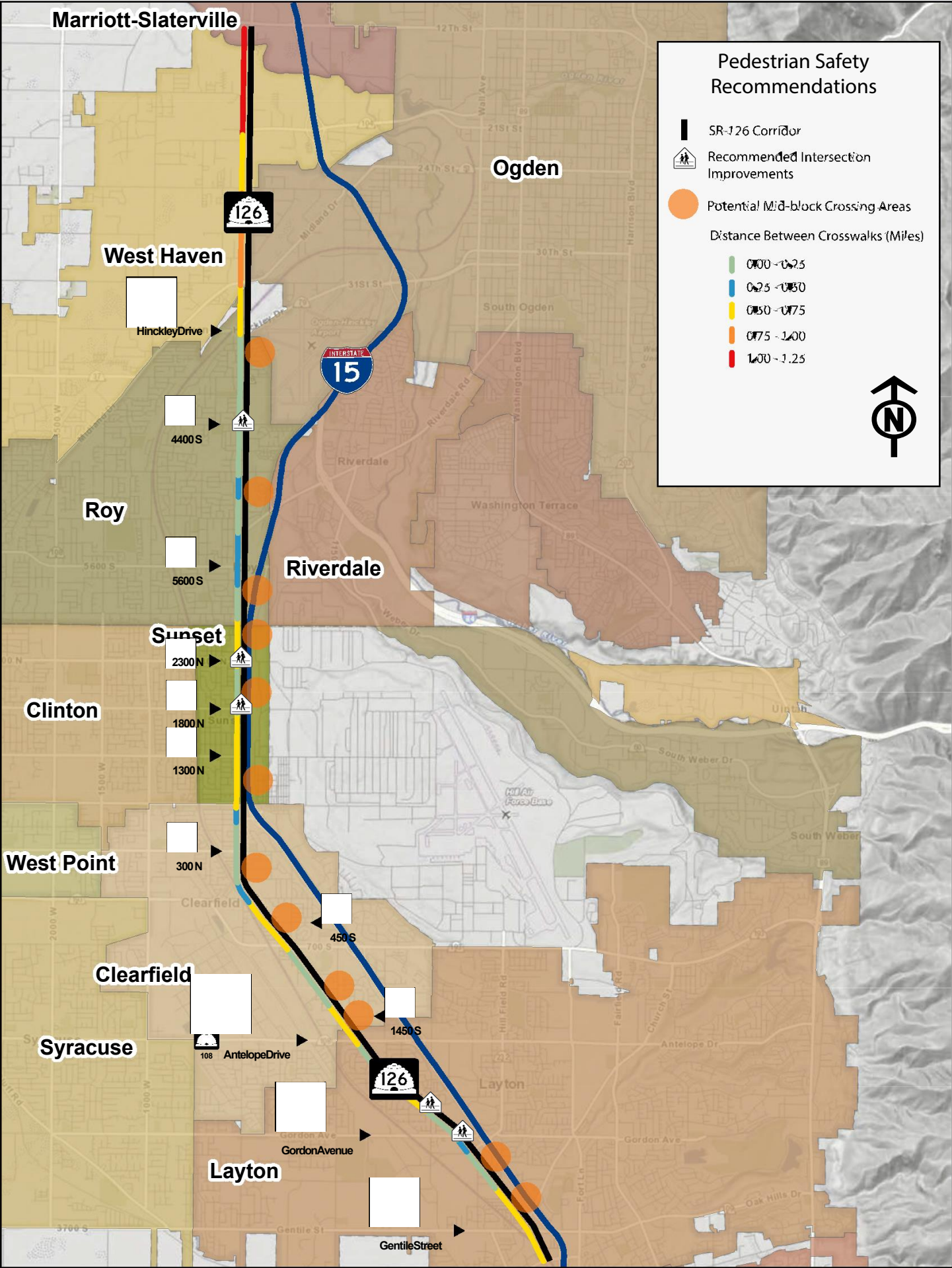


Exhibit C



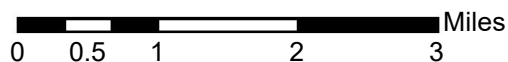
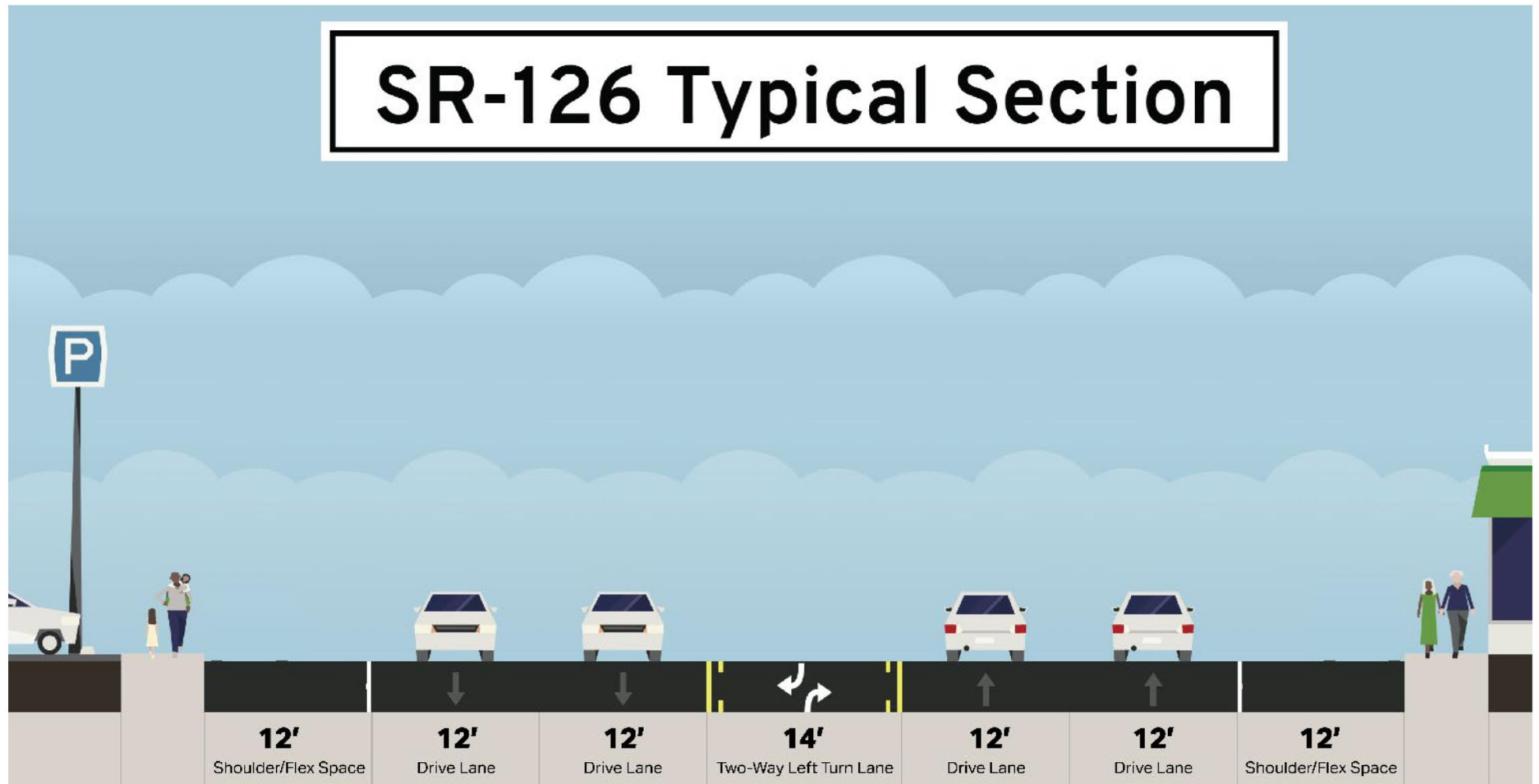


Exhibit E

Proposed Typical Section for SR-126



Made with [Streetmix](#)



Layton City Historic Downtown Urban District

SR-126 PROJECTS

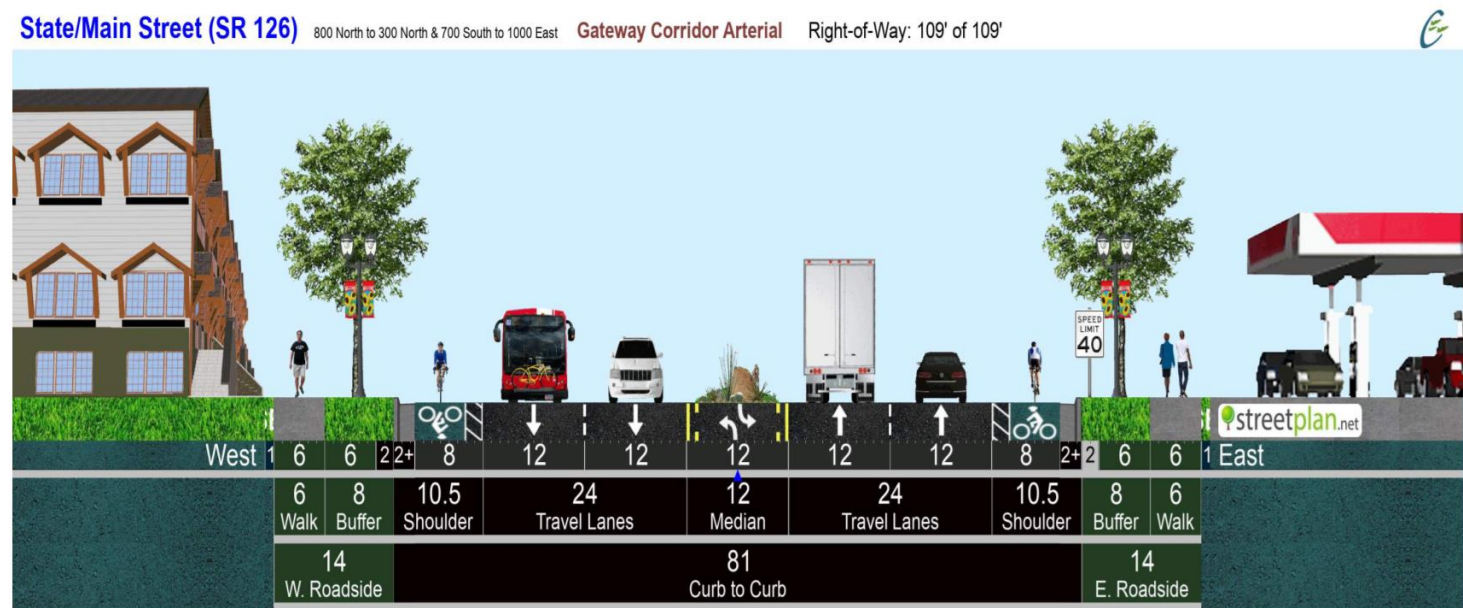
11' 4' 5' 7' 2.5' 2.5' 9' 12' 12' 2.5' 4' 8' 4' 3.5' 12' 12' 9' 2.5' 2.5' 7' 5' 4' 11'

15' 52' 16' 52' 15'

150'

Cross-section

SR 126 - Gateway Corridor Arterial | 800 North to 300 North & 700 South to 1580 South Cross Section





STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Spencer Wayne Brimley, Community Development Director

MEETING DATE: October 10, 2023

SUBJECT: Temporary Land Use Regulations for Flag Lot Subdivisions

RECOMMENDED ACTION


Staff is recommending the adoption of an ordinance enacting a temporary (up to six-months) land use regulation prohibiting the approval of applications for, development, erection, construction, reconstruction, installation, alteration, licensing, or relocation of any flag lot subdivision on any property throughout the City.

DESCRIPTION / BACKGROUND

A. General Information: The city is aware that most of the open parcels of land to be developed have been accomplished or are intended to be developed. The remaining parcels for development would be consistent of infill opportunities consisting of residential development. The most recent discussions with developers have indicated a desire to develop land flag lot development.

The City is anticipating more infill development applications for flag lot development based on the City's lack of open and undeveloped land. We continually are reminded of the state's crisis regarding available housing stock and the overall economy of the State as it relates to housing development. The City has a legitimate, substantial, and compelling interest in encouraging appropriate patterns of development in the community to minimize the negative impacts of certain types of land use and development. A recent request for a flag lot subdivision has given staff the reminder of the need to update the current standards and regulations for this process. Given that we are also updating the subdivision code it made sense to also update the flag lot code. Staff believes there is a compelling public interest to review and amend the current flag lot regulations to ensure that flag lot subdivisions within the City are well placed and constructed in order to promote the health, safety, and welfare of the community and to serve the best interests of Clearfield's residents This is needed update is separate from the updates to the subdivision code required by the state but makes sense to have it be connected to the subdivision update

B. Intent: The intent of Clearfield City Ordinance 2023-xx is not to reduce, limit, or eliminate the ability to approve or construct a flag lot subdivision. Staff is seeking this moratorium to allow for an in-depth analysis of the current codes and standards to come into compliance with State mandated changes to



the Title 12 (subdivisions) for the City and to review and establish ordinance in line with State regulations and the City’s vision for development more fully.

CORRESPONDING POLICY PRIORITIES

- Improving Clearfield's Image, Livability, and Economy
- Providing Quality Municipal Services

HEDGEHOG SCORE

Not considered

FISCAL IMPACT

Negative Fiscal Impact: There is little to no anticipated negative fiscal impact to the City by enacting Clearfield City Ordinance 2023-xx. Positive Fiscal Impact: It is anticipated that the staff time to be devoted to reviewing ordinances and making suggested changes will be significantly less than responding, monitoring, and enforcing the current standards which may result in inconsistent development in the existing neighborhoods and potential for negative impacts resulting therefrom.

ALTERNATIVES

Subject to alternative direction, staff believes the following to be viable alternatives:

1. Enact or Deny Clearfield City Ordinance 2023-xx as proposed.
2. Enact or Deny Clearfield City Ordinance 2023-xx, with alternative direction/language.

SCHEDULE / TIME CONSTRAINTS

Pursuant to Utah State Code Ann. §10-9a-504 regarding temporary land use regulations, the City “shall establish a period of limited effect for the ordinance not to exceed 180 days.” Staff is hopeful that this moratorium will take less than the 180 days allowed by law, including the state requirement that Cities update their subdivision codes by February 1, 2024, or March 12, 2024

LIST OF ATTACHMENTS

- Proposed Ordinance - Clearfield City Ordinance 2023-xx



CLEARFIELD CITY ORDINANCE 2023-xx

AN ORDINANCE ENACTING A TEMPORARY LAND USE REGULATION PURSUANT TO UTAH CODE ANN. § 10-9a-504 REGARDING FLAG LOT SUBDIVISIONS WITHIN THE CITY'S GEOGRAPHIC BOUNDARIES

PREAMBLE: This Ordinance temporarily prohibits approving applications for, development, erection, construction, reconstruction, installation, or alteration of a flag lot subdivision on all property throughout Clearfield City (the "City").

RECITALS

WHEREAS, Utah Code Ann. § 10-9a-504 allows a municipality to enact an ordinance establishing a temporary land use regulation for any part or all of the area within a municipality if the municipal legislative body makes a finding of compelling, countervailing public interest; and

WHEREAS, the City anticipates an influx of proposed infill development applications for flag lot development based on the City's lack of open and undeveloped land, coupled with the state's crisis regarding available housing ~~stall~~stock and the economy of the State (and region) as it relates to housing development; and

WHEREAS, the City supports the highest and best use of property within the City, including well thought out and deliberate infill development within the City through the subdivision of property; and

WHEREAS, the City has a legitimate, substantial, and compelling interest in encouraging appropriate patterns of development in the community which minimize the negative impacts of certain types of land uses, and

WHEREAS, the City has a legitimate, substantial, and compelling interest in promoting economic investment in the community; and

WHEREAS, the City finds a compelling, countervailing public interest to review and amend the current flag lot regulations to ensure that flag lot subdivisions within the City are well placed and constructed in order to promote the health, safety, and welfare of the community and to serve the best interests of Clearfield's residents, visitors, property and business owners; and

WHEREAS, the City finds that a temporary land use regulation is needed at this time to ensure the City's best interest in encouraging and supporting the orderly and well thought out subdivision of land for flag lot development within the City.

NOW, THEREFORE, Pursuant to Utah Code Ann. § 10-9a-504 *et. seq.*, and for the reasons stated above, the Clearfield City Council, Clearfield, Utah hereby adopts, passes, and publishes the following:

Commented [SW1]: Unless Nancy wants this summary that says the same as the title, I vote to cut it. But need to check with Nancy, she may want or need it.

NOW THEREFORE BE IT ORDAINED BY THE CLEARFIELD CITY COUNCIL:

Section 1. Enactment:

Based on the City Council's finding of a compelling, countervailing public interest as enumerated above, and pursuant to Title 10, Chapter 9a, Section 504 of the Utah Municipal Code, this Clearfield City Ordinance 2023-xx is hereby enacted to establish a temporary land use regulation prohibiting the approval, development, erection, construction, reconstruction, installation, alteration, licensing, of a flag lot subdivisions on any property throughout the City;

Section 2. Period of Effect:

Pursuant to state law, the temporary land use regulation enacted by this ordinance shall be in effect until it is either repealed by the Clearfield City Council, or until a period of six-months has passed from this 10th day of October, 2023.

Section 3. Repealer: Any provision or ordinances that are in conflict with this ordinance are hereby repealed.

Passed and adopted by the Clearfield City Council this 10th day of October, 2023.

ATTEST:

CLEARFIELD CITY CORPORATION

Nancy R. Dean, City Recorder

Mark Shepherd, Mayor

VOTE OF THE COUNCIL

AYE:

NAY:



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Curtis Dickson, Deputy Community Services Director

MEETING DATE: October 10, 2023

SUBJECT: City Hall HVAC System

RECOMMENDED ACTION

Amend the FY24 budget to replace the City Hall chiller and upgrade the BAS system for \$500,000.


DESCRIPTION / BACKGROUND

The HVAC system for City Hall is the building's original system (1999, 24 years old). The system is comprised of 5 major sub systems:

- The Air Handler (giant box with large fans that pushes the air through the entire system)
- The Chiller (cools the air)
- The Boiler (heats the air)
- The Variable Air Volume (VAV boxes)
 - These are located throughout the duct work to help push and heat the air throughout the building (73 VAV boxes in the system)
- The Building Automation System (BAS)
 - This is the software that controls the other major sub systems and tells them when to operate and at what level

The current Chiller is nearly at the end of its life. It is 24 years old; the life expectancy is typically between 25 and 30 years. Over the past several years staff had mentioned to council that we will be needing to begin replacement of the city's buildings major system components starting in the next 5-7 years. The original plan was to start HVAC system assessments and component replacements in FY26-FY29 based on staff and 3rd party's evaluations of the HVAC system. Due to unforeseeable circumstances, the Chillers life has been shortened due to parts for its compressors not being available anymore (new compressors are \$80K with no guarantee on getting future parts). The inability to get these parts have started to cause other parts of the Chiller to fail (fan motors, control boards, blown fuses, etc.)

In the Spring we had a part fail on one of the chiller compressors. We have been working with our vendors, and the manufacturer to get the part with no success. We just recently learned from the



manufacturer that they and its suppliers are no longer making the part. No one has been able to find a remanufactured part or any after-market parts that will fix the issues. We have been able to finagle the chiller to operate over the summer but has become increasingly more difficult to keep it operating. Since July of this year, staff and contractors have spent over 60 hours trying to keep the chiller operating. (There's been at least a dozen call outs after hours to restart the chiller with it becoming significantly harder to start and stay running over time). Other issues we face with the current chiller is it cools using R22 Refrigerant. R22 refrigerant is no longer manufactured due to its adverse environmental impact and is increasingly difficult and expensive to find, therefore it makes better sense to replace the unit versus trying to find discontinued parts of replacing the larger components of the chiller.

CORRESPONDING POLICY PRIORITIES

- Providing Quality Municipal Services

If the city's buildings are unable to sustain a tolerable temperature this will adversely affect the ability of staff and patrons to carry out their job duties and business with the city.

HEDGEHOG SCORE

FISCAL IMPACT

The fiscal impact would be a \$500,000 budget amendment to replace the chiller before we get to spring and summer of next year.

ALTERNATIVES

Alternatives are to not replace the chiller at this time and risk a total failure of the cooling system for City Hall. If this occurs the City will need to incur greater costs to cool the building in an emergency situation.

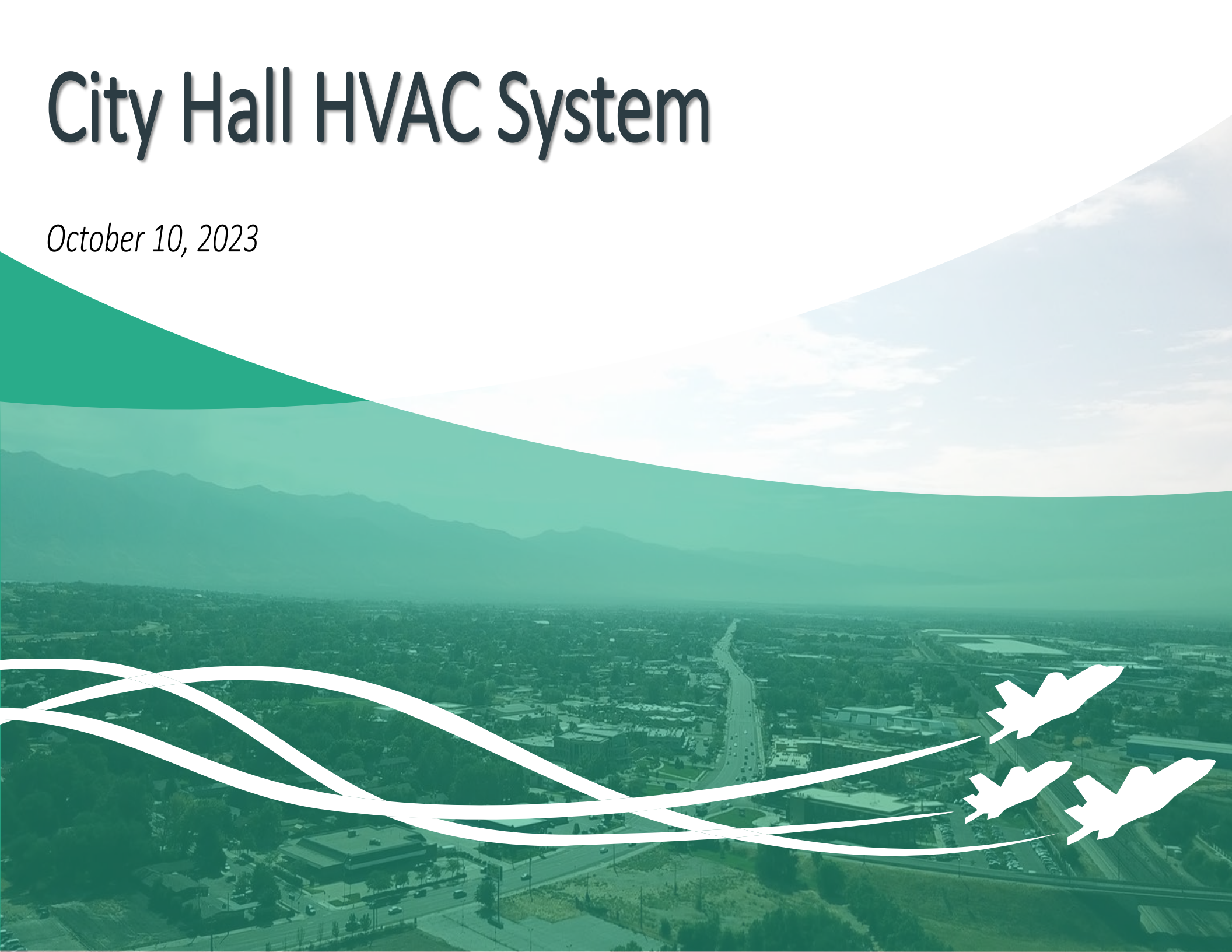
SCHEDULE / TIME CONSTRAINTS

Timing is short, if Council would like to have this issue resolved before next summer. These chiller units are built to order and have a long lead time (16-20 weeks minimum). Additionally, it takes several weeks to remove the old unit and install the new unit. If we wait to much longer, we run the risk of the building being too hot for occupancy (the 3rd floor can easily hit the 90's on a warm day with no cooling).

LIST OF ATTACHMENTS

City Hall HVAC System

October 10, 2023



Background

- *The HVAC system for City Hall is the building's original system (1999, 24 years old)*
- *The system is comprised of 5 major sub systems*
 - *The Air Handler (giant box with large fans that pushes the air through the entire system)*
 - *The Chiller (cools the air)*
 - *The Boiler (heats the air)*
 - *The Variable Air Volume (VAV boxes)*
 - *These are located throughout the duct work to help push and heat the air throughout the building (73 VAV boxes in the system)*
 - *The Building Automation System (BAS)*
 - *This is the software that controls the other major sub systems and tells them when to operate and at what level*

Background



-Air Handler



Chiller-



-Boiler



BAS-



VAV Box-

Chiller Issues

- *The Chiller is nearly at the end of its life*
 - *Life expectancy is 25-30 years (we're at 24 years)*
- *Original plan was to start HVAC system assessments and component replacements in FY26-FY29 based on staff and 3rd party's evaluations of the HVAC system*
- *The Chillers life has been shortened due to parts for its compressors not being available anymore (new compressors are \$80K with no guarantee on getting future parts)*
- *The inability to get these parts have started to cause other parts of the Chiller to fail (fan motors, control boards, blown fuses, etc.)*



Chiller Issues



- *Staff and contractors has spent over 60 hours since July trying to keep the chiller operating. (There's been at least a dozen call outs after hours to restart the chiller with it becoming significantly harder to start and stay running over time)*
- *The Chiller runs on R22 Refrigerant*
 - *R22 refrigerant is no longer manufactured due to its adverse environmental impact and is increasingly difficult and expensive to find*

Proposed Solution

- *Staff is currently working with RMP and their Wattsmart program to create a feasible replacement program over the next few years for the Chiller, Boiler, VAV boxes and BAS systems.*
- *The air handler is fine*
 - *We will need to replace fans and motors due to wear and tear. Cost is minor compared to the other HVAC components and is managed through the Facilities operating budget*
- *Similar process when we did the Energy Savings Contract with McKinstry in 2017-2018 except staff manages the project so more funds can go to equipment, and not to a 3rd party*
- *RMP recommends starting with the Chiller and BAS system immediately, then budgeting to replace the VAV boxes and boiler in the next 2-3 years*

Proposed Solution Cost

- *RMP is estimating the new chiller at \$350k-\$400k*
 - *The new chiller would be slightly larger to accommodate building modifications over the years (Customer Service Center, Legal's new area, etc.) and the possibility for future building renovations that would affect the HVAC's ability to meet building cooling demands*
- *RMP is estimating the new BAS system to be \$100k*
 - *We would match the system at the CAFC and have better remote control for fewer call outs and better overall efficiency of the system*
- *RMP recommends starting with the Chiller and BAS system immediately, then budgeting to replace the VAV boxes and boiler in the next 2-3 years*
- *Total for this phase is \$500k*

Future Costs

- *Currently working on costs for VAV boxes and boiler*
 - *This will be managed through the regular budget process*
- *Staff is working on a total plan with RMP for the CAFC, MOC and Arts Center*
- *Once City Hall is completed it will be time to start replacing the major components at the CAFC that weren't replaced in 2017-2018 (building will be over 20 years old at that point)*

Timeline

- *New chiller is 16-20 weeks out*
- *Install is 2-3 weeks*
 - *Hoping to do this early spring before we can't keep the building sufficiently cool for staff and visitors to use the building*



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Braden Felix, Assistant Public Works Director

MEETING DATE: October 10, 2023

SUBJECT: Clearfield Station Traffic Signal Postponement

RECOMMENDED ACTION

Discuss the impact of postponing the installation of the traffic signals at Station Blvd and 1450 S.

DESCRIPTION / BACKGROUND

The previously approved plans for the Clearfield Station project included the installation of traffic signals at 1150 South/State Street and 1450 S/State Street, as well as the installation of the raised median and removal of the traffic signal at 1000 East. The traffic study projected enough traffic generation to allow for traffic signals at these intersections after all development has happened within the TOD, but this would require the partial closure of 1000 East due to proximity of the other signals.

As a condition to get \$6 million in funding from the Davis County 3rd Quarter Sales Tax, we are required to get a letter of support from the Davis School District for the proposed changes. They have not expressed willingness to grant such support. Mayor Shepherd has had conversations with UDOT and the school district that come to a potential temporary resolution to delay the construction of the signals until a threshold is reached. Staff is working with UDOT to come to a traffic count threshold that would necessitate those signals.

The direction has already been given to the contractor to install all the underground and intersection improvements except for the crosswalks, 1000 E median, and any above ground facility. The pork chop at 1150 South is still slated to be built.

CORRESPONDING POLICY PRIORITIES

- Providing Quality Municipal Services

We recognize the impact that the traffic signals will have on our community. It would cause frustration to have the signals in place when no development is coming in immediately.

HEDGEHOG SCORE



FISCAL IMPACT

The traffic signals are being provided by UDOT at their cost, so this doesn't impact us financially.

ALTERNATIVES

Build the signals in this current phase of construction. Those improvements have already been postponed.

SCHEDULE / TIME CONSTRAINTS

This actually helps our substantial completion date, but the traffic signals could be delayed for many years.

LIST OF ATTACHMENTS

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STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Braden Felix, Assistant Public Works Director

MEETING DATE: October 10, 2023

SUBJECT: Chelemes Right-Of-Occupancy agreement for the construction of 1450 South on their property we have agreed to buy.

RECOMMENDED ACTION

Approve the agreement with the Chelemes family for an occupancy of their property till our purchase of said property.

DESCRIPTION / BACKGROUND

Staff has been in negotiations with the Chelemes family to purchase property from 3 of their parcels since early 2021. After all has been discussed, the city and the owners have come to a verbal agreement on the terms and price for the property. The only delays now have been the boundary descriptions to accurately convey property to the city and to the owners. The family attorney representing the owners has expressed their willingness to enter into a Right-Of-Occupancy agreement for the demolition of their house and construction of the 1450 South extension.

As of the time of this staff report, the agreement has been drafted and approved, but it has not been approved or signed by the owners.


CORRESPONDING POLICY PRIORITIES

- Improving Clearfield's Image, Livability, and Economy

This construction of the road is to better serve the accessibility of the community as a whole. The hope of entering the agreement now is to avoid further delay and cost increase from our contractor.

HEDGEHOG SCORE

FISCAL IMPACT



A portion of the total purchase price will be used upon entering the agreement, but nothing further will be needed.

ALTERNATIVES

We could decide to not use the agreement and purchase the property when all survey has been completed in 1-2 months. The contractor is ready to mobilize now.

SCHEDULE / TIME CONSTRAINTS

The agreement helps us delay 1-3 months. We can enter as soon as both sides agree.

LIST OF ATTACHMENTS

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