CLEARFIELD CITY COUNCIL AGENDA AND SUMMARY REPORT January 8, 2019 – POLICY 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.

Executive Conference Room 55 South State Street Third Floor Clearfield, Utah

6:00 P.M. WORK SESSION

Discussion on the Appointment of Tyler Seamons to the Military Installation Development Authority (MIDA) Development Review Committee (DRC)

Discussion on the Ratification of the Award of Bid for the 30-inch Steel Casing Installation Project under the Davis and Weber Counties Canal

Discussion on the Request from the North Davis Fire District to be Reorganize the District From a Special Service District to a Local District Service Area

Discussion on the Interlocal Agreement with Davis County to Allow the City to Use the County's JustWare API

Discussion on the Award of Bid for Janitorial Services

Discussion on an Interlocal Agreement with Syracuse City Regarding the Development of 500 West

Discussion on a Cost Sharing Agreement between the City and Davis and Weber Counties Canal Company for the Replacement of the Bridge and Road Improvements at the Canal Crossing on 1500 East Street

Discussion on Amendments to the Fiscal Year 2018/2019 Budget

Discussion on Updates to the Trails Master Plan

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

City Council Chambers 55 South State Street Third Floor Clearfield, Utah

7:00 P.M. POLICY SESSION

CALL TO ORDER: Mayor Shepherd

OPENING CEREMONY: APPROVAL OF MINUTES: Councilmember Roper October 9, 2018 – Work Session

October 16, 2018 – Joint Work Session

October 16, 2018 – Work Session

October 23, 2018 – Work Session

November 13, 2018 – Work Session G4CE Tour

November 13, 2018 – Work Session

December 11, 2018 - Policy Session

PUBLIC HEARINGS:

1. PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON THE NORTH DAVIS FIRE DISTRICT'S REQUEST TO ANNEX SUNSET CITY INTO ITS SERVICE AREA

<u>BACKGROUND</u>: In May of 2017, the Sunset City Council petitioned the North Davis Fire District for annexation into the District's service area for fire protection and emergency medical services. The process was initiated but halted because of a Petition for Referendum that was filed with Sunset City regarding its fire department ordinance. The issues surrounding the filed Petition for Referendum have been rendered moot and the issue withdrawn; therefore, Sunset City has again petitioned NDFD to consider its annexation into the District's service area. The public hearing will start a 60-day public comment period before the City Council, acting as the Governing Authority of NDFD, can consider action on the request.

RECOMMENDATION: Receive public comment.

2. PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON REPROGRAMMING
COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS FROM THE
2017/2018 PROGRAM YEAR FOR THE CONTINUATION OF THE HOUSING
REHABILITATION PROGRAM DURING THE 2018/2019 PROGRAM YEAR

BACKGROUND: Staff identified unspent funds from the Emergency Home Repairs Program and administration costs during preparation of the Consolidated Annual Performance Evaluation Report (CAPER). There appeared to be little interest from the community for the Emergency Home Repair Program; however, the Housing Rehabilitation Program appeared to be very successful having spent \$105,801.10 of the \$109,571 allocated for the program. Staff recommends reprogramming the Emergency Home Repair funds and unspent administration costs to the Housing Rehabilitation Program for the 2018/2019 year. This public hearing concludes a 30-day public comment period on the matter.

RECOMMENDATION: Receive public comment.

SCHEDULED ITEMS:

3. OPEN COMMENT PERIOD

The Open Comment Period provides an opportunity to address the Mayor and City Council regarding concerns or ideas on any topic. To be considerate of everyone at this meeting, public comment will be limited to three minutes per person. Participants are to state their names for the record. Comments, which cannot be made within these limits, should be submitted in writing to the City Recorder at nancy.dean@clearfieldcity.org.

The Mayor and City Council encourage civil discourse for everyone who participates in the meeting.

Comments pertaining to an agenda item that includes a public hearing or public input should be given as that item is being discussed during the meeting.

4. CONSIDER APPROVAL OF RESOLUTION 2019R-02 MAKING AN
APPOINTMENT TO THE MILITARY INSTALLATION DEVELOPMENT
AUTHORITY'S (MIDA'S) DEVELOPMENT REVIEW COMMITTEE (DRC)

<u>BACKGROUND</u>: The Military Installation Development Authority (MIDA) requested the City Council appoint a qualified member to its Development Review Committee (DRC). The objective of the DRC is to advise MIDA on issues relating to the efficient and timely development of the Enhanced Lease Project Area (Falcon Hill) at Hill Air Force Base (HAFB) and to involve cities and counties adjacent to that development in the process.

<u>RECOMMENDATION:</u> Approve Resolution 2019R-02 making an appointment to the Military Installation Development Authority's (MIDA's) Development Review Committee (DRC) and authorize the Mayor's signature to any necessary documents.

5. <u>APPROVE THE CITY MANAGER'S APPOINTMENT OF KELLY BENNETT AS</u> CLEARFIELD POLICE CHIEF

<u>BACKGROUND:</u> An internal recruitment process was conducted due to the retirement of Police Chief Greg Krusi. It is the recommendation of JJ Allen, City Manager, to appoint Kelly Bennett as the Police Chief.

RECOMMENDATION: Appoint Kelly Bennett as Clearfield City Police Chief.

6. CONSIDER APPROVAL OF REPROGRAMMING COMMUNITY DEVELOPMENT
BLOCK GRANT (CDBG) FUNDS FROM THE 2017/2018 PROGRAM YEAR FOR
THE CONTINUATION OF THE HOUSING REHABILITATION PROGRAM
DURING THE 2018/2019 PROGRAM YEAR

<u>RECOMMENDATION</u>: Approve reprogramming Community Development Block Grant (CDBG) funds from the 2017/2018 program year for the continuation of the Housing Rehabilitation Program during the 2018/2019 program year and authorize the Mayor's signature to any necessary documents.

7. CONSIDER RATIFICATION OF THE AWARD OF BID FOR THE 30-INCH STEEL CASING INSTALLATION UNDER THE DAVIS AND WEBER COUNTIES CANAL

<u>BACKGROUND:</u> This project allows for the extension of the 18-inch waterline replacement projects. Phases 1 and 2 have been completed with additional phases being planned for the future until the existing 16-inch waterline is replaced. It has become necessary to expedite the installation of a 30-inch steel casing under the canal where the future 18-inch waterline can be placed avoiding the need to bore under the new box culvert that the Davis and Weber Counties Canal Company will begin constructing from 1500 East to 2000 East in January 2019.

<u>RECOMMENDATION</u>: Ratify the award of bid for the 30-inch steel casing installation under the Davis and Weber Counties Canal and authorize the Mayor's signature to any documents.

8. CONSIDER APPROVAL OF RESOLUTION 2019R-01 ACTING AS THE
GOVERNING AUTHORITY OF THE NORTH DAVIS FIRE DISTRICT, A SPECIAL
SERVICE DISTRICT, EXPRESSING AN INTENT TO REORGANIZE THE
DISTRICT AS A LOCAL DISTRICT SERVICE AREA, PROVIDING NOTICE OF A
PUBLIC HEARING TO RECEIVE PUBLIC INPUT AND OTHER SUCH MATTERS

BACKGROUND: On December 20, 2018, the Administrative Control Board for the North Davis Fire District (NDFD) passed a resolution petitioning Clearfield City, as the Governing Authority for the NDFD, to consider taking all the necessary measures to reorganize it from a special service district to a local district service area. The NDFD was established under the governing authority of Clearfield City because the majority of the assets, resources, and personnel used to organize it at the time were primarily provided by the City. Staff believes sufficient time has passed to mitigate that initial investment and recommends reorganizing the NDFD as a local district service area, which would remove the City Council as the governing authority.

<u>RECOMMENDATION</u>: Approve Resolution 2019R-01 acting as the Governing Authority of the North Davis Fire District, a special service district, expressing an intent to reorganize NDFD as a local district service area, providing notice of a public hearing to receive public input and other such matters; and authorize the Mayor's signature to any necessary documents.

COMMUNICATION ITEMS:

Mayor's Report City Councils' Reports City Manager's Report Staffs' Reports

ADJOURN AS THE CITY COUNCIL

Dated this 3rd day of January, 2019.

/s/Nancy R. Dean, 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 525-2714, giving her 48-hour notice.



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Spencer W. Brimley, Community Development Director

MEETING DATE: Tuesday, January 8, 2019

SUBJECT: Consider approval of the appointment of Tyler Seaman to the Military

Installation Development Authority (MIDA) Falcon Hill Development Review

Committee (DRC) as a member, with Brad McIlrath as alternate.

RECOMMENDED ACTION

Approve the appointment of Tyler Seaman, Building Official, to the Military Installation Development Authority (MIDA) Falcon Hill Development Review Committee (DRC) as a member, with Brad McIlrath, Senior Planner as the alternate.

DESCRIPTION / BACKGROUND

Falcon Hill National Aerospace Research Park at Hill AFB, Utah, is a 550-acre master plan development between the U.S. Air Force and a private developer. The public-private partnership exemplifies the potential for shared benefits through EULs. An EUL arrangement means the government retains ownership of the land while entering into a long-term land lease with a private developer. In turn, the developer uses payment in-kind consideration instead of appropriated funds to pay for replacing deteriorating buildings and infrastructure, saving tax dollars. EUL developments, in many cases, move the base's perimeter fence inward.

The Military Installation Development Authority (MIDA) Falcon Hill was created in 2007 for the purpose of utilizing undeveloped land owned by the federal government (HAFB). These areas have the designation known as Enhanced Use Lease or EUL. This allows the creation of on-base and off-base facilities that are all part of the government-owned property. MIDA creates project areas to promote the development of military land and acts as the municipality in the project area.

The Falcon Hill development began with the signing of an EUL agreement in 2008. The Air Force had identified approximately 550-acres of underutilized land that could be leveraged to develop an aerospace research and technology park to benefit both the community and the base. By definition, underutilized means that the land is not considered excess. Because the service may again need the property for future needs, it was incumbent for any development to be synergistic with the base's needs.

MIDA BOARD Structure:

- 7 Member Board
 - 5 Appointed by the Governor
 - 3 elected officials from counties and/or municipalities near project areas
 - 1 who is interested in military efforts in the State
 - 1 who is in the executive branch involved in military issues
 - 1 Appointed by the Speaker of the House
 - 1 Appointed by the President of the Senate

Design Review Committee (DRC)

MIDA has created Development Review Committee (DRC) for the following purposes:

- 1. Advising MIDA on issues relating to the efficient and timely development of the Enhanced Use Lease Project area (Falcon Hill) at Hill Air Force Base (HAFB), and
- 2. To involve the cities and counties adjacent to the Falcon Hill development. Said Committee shall consist of seven (7) members appointed by the MIDA Board. The governing body of each entity below will be requested to submit recommendations to the MIDA Board for its consideration for appointment to the DRC and who the entity would allow work time to be used for participating on the DRC. Alternates may be designated as well. Those individuals recommended by the entities should have skills, knowledge, expertise and experience in the fields of urban planning and development, civil engineering, architectural design, landscape design, art/graphic design, or municipal/local government, and the processes involved. The DRC shall consist of one staff or elected official from each of the following entities:
 - i. Clearfield City, Sunset City, Roy City, Riverdale City, Davis County, Weber County, and MIDA.

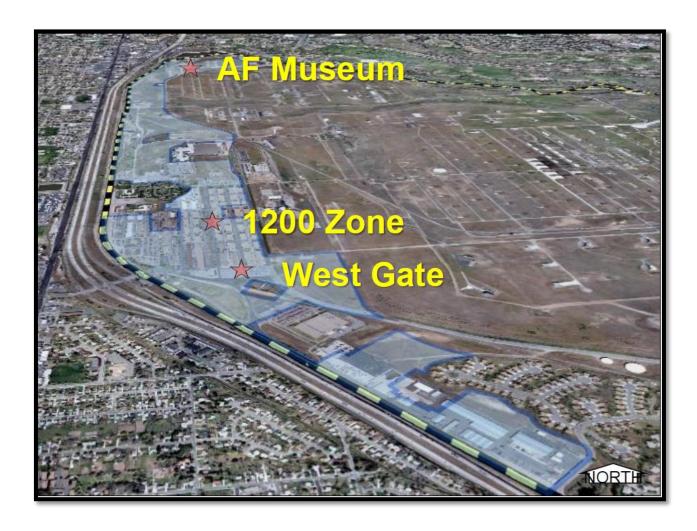
MIDA shall review and reappoint committee members every two (2) years. The terms of appointment of all members of the DRC shall be two (2) years. If there is a vacancy prior to the expiration of a member's two year term, the position shall be promptly filled through the appointment process for the unexpired portion of the term. If the member is willing and able and neither the entity that recommended the member nor the MIDA Board affirmatively objects, then the member may serve until their successor is appointed. Members may be removed by the MIDA Board with or without cause by a majority vote of the MIDA Board at any time. The DRC chair shall be MIDA's Executive Director or other MIDA staff designated by him.

LIST OF ATTACHMENTS

- MIDA Falcon Hill Project area
- Resolution 2019R-02

• MIDA – DRC PowerPoint Presentation

MIDA – Falcon Hill Project Area



CLEARFIELD CITY RESOLUTION 2019R-02

A RESOLUTION FOR APPOINTMENT TO THE MILITARY INSTALLATION DEVELOPMENT AUTHORITY'S (MIDA'S) DEVELOPMENT REVIEW COMMITTEE

WHEREAS, the Military Installation Development Authority (MIDA) was created to oversee the development of Falcon Hill, the Enhanced Lease Project area at Hill Air Force Base (HAFB); and

WHEREAS, MIDA created the Development Review Committee (DRC) to advise it on issues relating to the efficient and timely development of the project; and

WHEREAS, it is MIDA's intent to involve the cities and counties adjacent to the development in the process; and

WHEREAS, Michael McDonald has been serving as the City's representative on the DRC with Valerie Claussen as an alternate representative; and,

WHEREAS, Mr. McDonald and Ms. Claussen no longer are employed by the City, it becomes necessary to appoint other individuals to fill the assignment on the DRC,

NOW, THEREFORE, be it resolved by the Clearfield City Council that Tyler Seaman, Building Official, be appointed as the City's representative to MIDA's Development Review Committee (DRC).

Be it further resolved that Brad McIlrath, Senior Planner, will serve as an alternate representative to MIDA's Development Review Committee (DRC).

Dated this 8th day of January, 2019.

ATTEST	CLEARFIELD CITY CORPORATION
Nancy R. Dean, City Recorder	Mark R. Shepherd, Mayor
V	OTE OF THE COUNCIL
AYE:	
NAY:	



Falcon Hill

- Falcon Hill (FH) Commercial office park with supporting retail, restaurant and hotel; 8 million sqft total; 25+ yrs
 - Largest commercial office EUL in DoD
 - o Only commercial "Class-A" office EUL within the AF
- Replace dilapidated WWII era buildings in 1200 zone
 - Energy efficient, co-location, AT/FP compliant, parking



Falcon Hill

- Master Lease Agreement signed 13 Aug 2008
 - 50-year lease
 - Revenue sharing arrangement
- Construction schedule based on market demand
- New utility infrastructure & facilities at no AF cost



Project Area



New Construction

New West Gate



Security Forces Squadron Building



Commercial Buildings





DRC Appointment

- Tyler Seaman, Building Official as appointee
- Brad McIlrath, Senior Planner as alternate
 - "Those individuals recommended by the entities should have skills, knowledge, expertise and experience in the fields of
 - urban planning and development,
 - civil engineering,
 - o architectural design,
 - landscape design,
 - art/graphic design,
 - or municipal/local government, and the processes involved."



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Scott Hodge, Public Works Director

MEETING DATE: January 8, 2019

SUBJECT: Consider Ratification of the award of bid for the installation of a 30-inch Steel

Casing Under the Canal located at approximately 1750 East 1050 South

owned by the Davis and Weber Counties Canal Company.

RECOMMENDED ACTION

Ratify the award of bid and authorization of the Mayor's signature to the necessary documents for the award of bid to Leon Poulsen Construction for the installation of a 30 inch steel casing under the canal located at approximately 1750 East 1050 South; and approve funding for the bid amount of \$30,540, with contingency and engineering cost of \$17,500 for a total project cost of \$48,040. Bids were received from four contractors:

Bowen Construction \$67,350
Brinkerhoff Construction \$48,900
Kapp Construction \$60,256
Leon Poulsen Construction \$30,540

DESCRIPTION / BACKGROUND

This project is an extension of the 18-inch waterline replacement projects. Phases 1 and 2 have been completed with additional phases in the future until the existing 16-inch waterline is replaced. The existing 16-inch waterline is made with asbestos material which require additional water testing. It has become necessary to expedite installation of a 30-inch steel casing under the canal in which the future continuation of the 18-inch waterline could be placed avoiding the need to bore under the new box culvert that the Davis and Weber Counties Canal Company will begin installation of from 1500 East to 2000 East starting January 2019.

IMPACT

a. FISCAL

By installing the 30-inch steel casing now prior to the canal box culvert installation we anticipate a cost savings of approximately \$50,000 that would be required to bore under the canal culvert to continue the future installation of the 18-inch waterline. Approximately \$24,000 is remaining from the Phase Two (2) 18-inch waterline project which could be used for installation of the 30-inch steel casing. A budget amendment would be necessary to allocate the additional funding of \$24,045 for the needed project to install the steel casing.

b. OPERATIONS / SERVICE DELIVERY

Installing the casing now, using the open cut method though the canal bed in advance of the installation of the box culvert sections, the City and the canal company can insure that both the casing and culvert are installed having appropriate clearances to maintain the integrity of both.

ALTERNATIVES

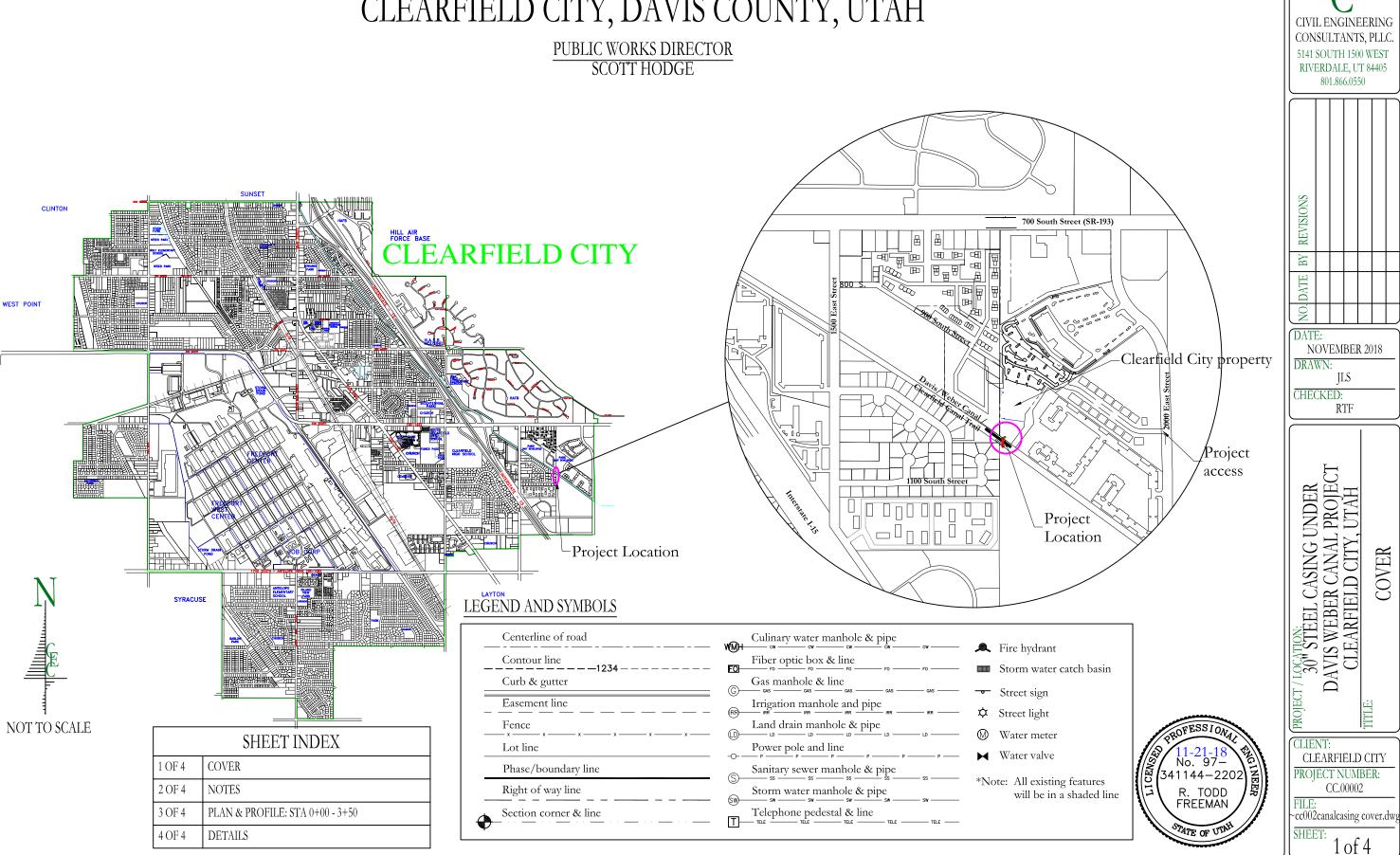
The alternative is to wait for a future phase of installing the 18-inch waterline to bore under the canal/box culvert. Boring will add additional cost to a future waterline installation project. Boring also introduces a risk of undermining the culvert.

SCHEDULE / TIME CONSTRAINTS

The Canal Company contractor is scheduled to start the project January 2, 2019 with a substantial completion date of March 31, 2019. They are installing the box culvert from 1500 East Street to 2000 East Street. It is imperative that if the City is going to install the casing we must do so before the contractor installing the box culvert for the canal company reaches the casing crossing area.

Poulsen Construction will start installation of the casing for Clearfield City the first week of January and the project will take two to three weeks to complete. A pre-construction meeting with Poulsen Construction will be held before they start.

30" STEEL CASING UNDER DAVIS WEBER CANAL PROJECT CLEARFIELD CITY, DAVIS COUNTY, UTAH



EROSION CONTROL NOTES

- 1. During construction, the contractor shall be responsible for preventing and controlling soil erosion due to wind and water runoff. The contractor shall be sole responsible for constructing and maintaining the erosion control facilities. All surrounding streets shall be kept clean of debris from traffic from the project site.
- 2. The contractor shall comply with the requirements of the "best management practices" for storm water protection. This requirement may include protecting all inlet boxes, catch basins, drainage ditches, etc. during construction. The contractor shall protect all surrounding properties and streets from site runoff as required. Approved storm water protection methods and drainage provisions must be used to protect adjoining properties during construction.
- 3. The contractor shall use vehicle tracking control best management practices at all locations where vehicles will enter or exit the site. Control facilities must be maintained while construction work is in progress, adjusted when necessary, and removed from the site when the project is completed.
- 4. The contractor shall install storm water inlet protection devices immediately upon all individual storm water inlets becoming functional.
- 5. All wash water from construction vehicles (concrete trucks, vehicle cleaning, etc.) shall be disposed in a manner that prevents contact with natural storm water discharges from the site.
- 6. All construction materials spilled, dropped, washed or tracked from vehicles onto City roadways or into storm drainage facilities must be removed immediately.
- 7. No rubbish, trash, garbage or other such materials shall be discharged into drainage ditches or storm water runoff channels.
- 8. The contractor shall adhere to all conditions of the "Utah State Storm Water Pollution and Prevention Plan" adopted for this project. The contractor shall be responsible for adjusting the erosion control measures (silt fences, straw bales, etc.) due to grade changes or other unforeseen conditions during development of the project.

GENERAL CONSTRUCTION NOTES

- 1. The utilities shown on the drawings are for informational purposes only. The contractor shall locate all underground utilities, contact blue stakes and other applicable utilities prior to laying pipe within 200 feet of said utilities which may be exposed, damaged or crossed as shown on the drawings or as "blue staked". The contractor shall coordinate with the utility company to move the utility if necessary. The contractor shall not modify grade of project lines in order to go over and around existing utilities. The contractor shall pothole for the location of utilities prior to excavation.
- 2. The contractor shall review and verify all dimensions shown on the drawings. The contractor must bring to the attention of the Engineer any errors, discrepancy or conflicts found on any drawings of items that are located on the site.
- 3. The contractor shall be responsible to provide appropriate signing and barricading. All flagging, signage and barricades and all traffic control required shall be in compliance with the current "manual on uniform traffic control devices".
- 4. All public and private roadways must be cleaned daily, or as often as required, of all loose dirt, mud, gravel and all debris as a result of the construction work. This requirement shall apply continuously throughout the duration of the project and shall not be limited to normal construction working hours.
- 5. All dust on project site shall be controlled by sweeping and watering the construction area.
- 6. The contractor shall be completely responsible for the job site conditions during the course of construction, including safety of all persons and adjoining property. This requirement shall apply continuously throughout the duration of the project and not be limited to normal construction working hours.
- 7. Verify depth and location of all existing utilities prior to constructing any new utility lines. Notify project engineer of any discrepancies or conflicts prior to any connections being made.
- 8. The contractor shall be responsible for meeting all of the requirements established for safe trenching. (See OSHA and UOSHA requirements, latest editions).
- 9. Specific information provided in the contract documents shall supersede items covered in these drawings.
- 10. The contractor shall contact and coordinate all utility connections with the utility owner.
- 11. All construction to comply with specifications contained and with Clearfield City standards and specifications.



CAUTION NOTICE TO CONTRACTOR

The contractor is herewith instructed that the location and/or elevation of existing utilities as shown on these plans are based on records of the various utility companies and, where possible, measurements taken in the field. The information shown is not to be relied on as being exact or complete. The contractor is required to call the appropriate utility company at least 48 hours before any excavation to request exact field location of utilities.

Is the sole responsibility of the contractor to relocate all existing utilities which conflict with the proposed improvements shown on the drawings.

The contractor shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property. This requirement shall apply continuously and not be limited to the normal working hours; and the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from sole negligence of the owner or the engineer.





DATE:
NOVEMBER 2018
DRAWN:
JLS
CHECKED:
RTF

PROJECT / LOCATION:
30" STEEL CASING UNDER
DAVIS WEBER CANAL PROJECT
CLEARFIELD CITY, UTAH
TITLE:

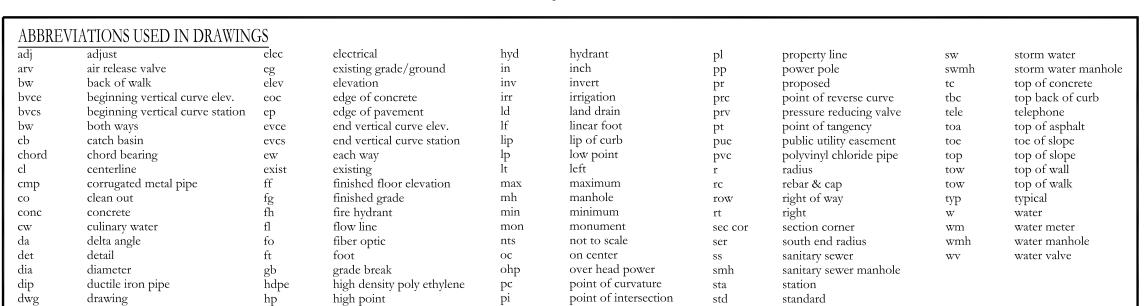
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CLEARFIELD CITY
PROJECT NUMBER:
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SHEET:
2 of 4

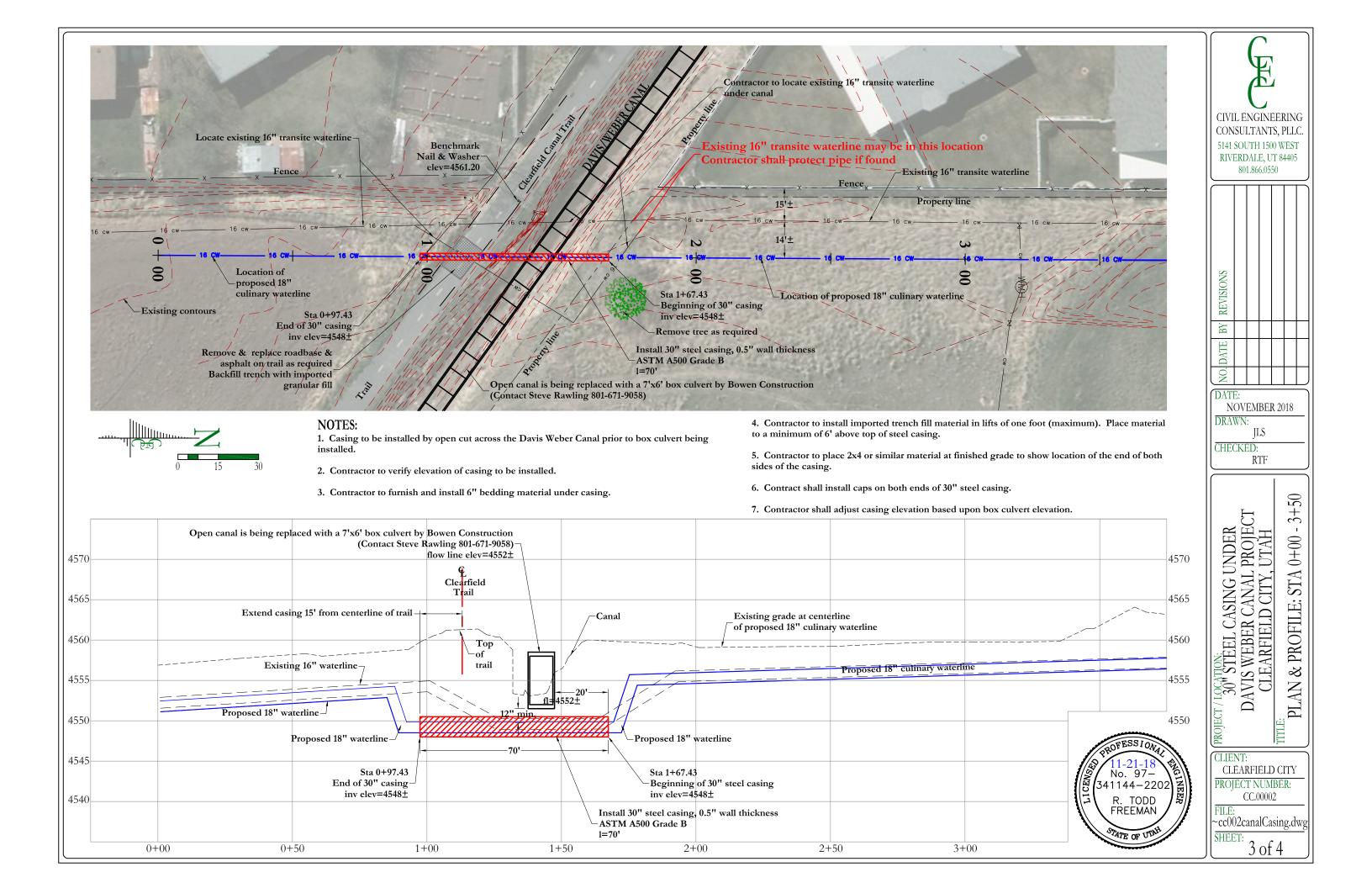
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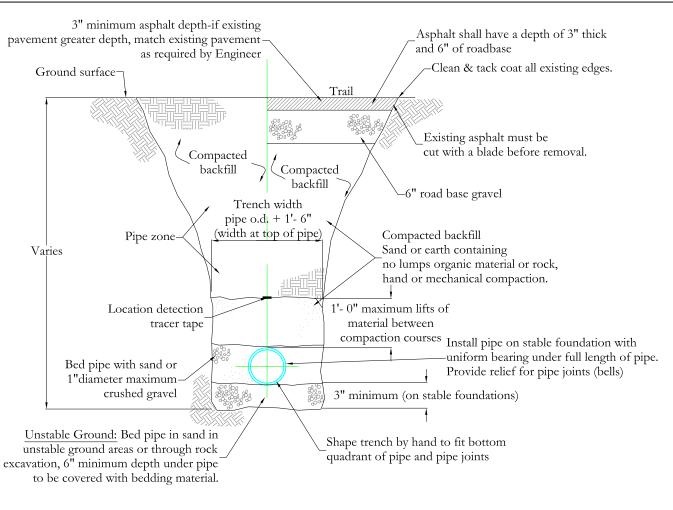
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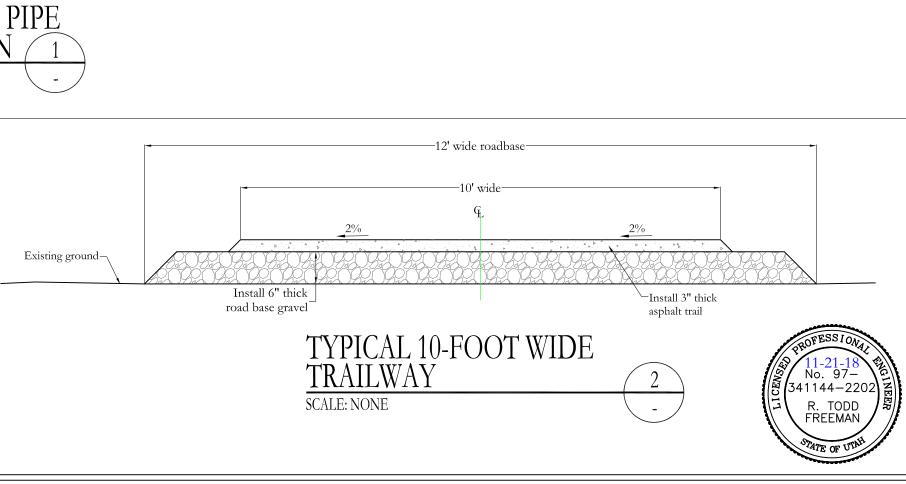
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DATE:
NOVEMBER 2018
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PROJECT / LOCATION:

30" STEEL CASING UNDER

DAVIS WEBER CANAL PROJECT

CLEARFIELD CITY, UTAH

TITLE:

DETAILS

CLIENT:
CLEARFIELD CITY
PROJECT NUMBER:
CC.00002
FILE: ~cc002canal

FILE: ~cc002canal
Casing details.dwg
SHEET:

4 of 4

BID RESULTS

30" Steel Casing under Davis Weber Canal Project

Owner: Clearfield City

Engineer: CEC, Civil Engineering Consultants, PLLC

Bid: Tuesday, December 4th, 2018

Time; 2:30 PM

Bid Location: Clearfield City Offices

55 South State Street: 3rd Floor

Clearfield, Utah 84015

BIDDERS NAME	BID AMOUNT
Bowen Construction	\$67,350.00
Brinkerhoff Construction	\$48,900.00
Kapp Construction	\$60,256.00
Leon Poulsen Construction	\$30,540.00



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Nancy Dean, City Recorder

MEETING DATE: January 8, 2019

SUBJECT: North Davis Fire District Reorganization Request

I. RECOMMENDED ACTION

Consider approval of a resolution announcing the intent to consider the reorganization of the North Davis Fire District from a special service district to a local district service area.

II. <u>DESCRIPTION / BACKGROUND</u>

On December 20, 2018, the Administrative Control Board for the North Davis Fire District (NDFD) passed a resolution petitioning the Clearfield City Council to consider taking all the necessary measures to reorganize it from a special service district to a local district service area.

The NDFD was created by the Clearfield City Council on October 12, 2004 and at the time its boundaries encompassed Clearfield and West Point cities. Since that time NDFD has been managed by a seven member Administrative Control Board comprised of representatives from both cities, subject to certain limitations requiring approval by the Clearfield City Council as the governing authority. The NDFD was established under the governing authority of Clearfield City because the assets, resources, and personnel used to organize it at the time were primarily provided by the City. Staff believes sufficient time has passed as to mitigate that initial investment and recommends reorganizing the NDFD as a local district service area, which would remove the City Council as the governing authority.

III. IMPACT

- **a. FISCAL** There is no imminent fiscal impact. If approved, the City Council would then use its influence on the NDFD property tax rate through its representatives on the Administrative Control Board.
- **b. OPERATIONS** / **SERVICE DELIVERY** There is no impact to operations or service delivery.

IV. SCHEDULE / TIME CONSTRAINTS

• If intent resolution is approved, publish a notice of that intent on January 13, 20, 27, and February 3, 2019 as required by State Statute.

- Public hearing to receive public comment on the reorganization on February 12, 2019.
- Allow for a 60-day protest period to expire before considering formal action. The protest period would expire April 15, 2019.
- Consider reorganizing the NDFD to a local district service area on April 23, 2019.
- If approved, notice the Lieutenant Governor's regarding the reorganization.
- Record official documents with Davis County by the end of May 2019.

V. LIST OF ATTACHMENTS

- NDFD Resolution 2018R-12 petitioning the Clearfield City Council to reorganize it as a local service district.
- Clearfield City Resolution 2019R-01 announcing the intent to reorganize the NDFD as a local district service area.

RESOLUTION NO. 2018R-12

A RESOLUTION OF THE ADMINISTRATIVE CONTROL BOARD OF THE NORTH DAVIS FIRE DISTRICT ("DISTRICT"), PETITIONING CLEARFIELD CITY, ACTING AS THE GOVERNING AUTHORITY OF THE DISTRICT TO TAKE ALL NECESSARY AND APPROPRIATE ACTIONS REQUIRED BY LAW TO REORGANIZE THE DISTRICT AS A SERVICE AREA AS DEFINED IN AND SUBJECT TO THE PROVISIONS OF TITLE 17B, CHAPTER 2A, PART 9 OF THE UTAH CODE ENTITLED "SERVICE AREA ACT" AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, on or about October 12, 2004 the Clearfield City Council, acting as the governing authority pursuant to and in accordance with the provisions of the "Special Service District Act" adopted Resolution No. 2004R-25 creating the North Davis Fire District; and

WHEREAS, the North Davis Fire District has since its creation been managed and controlled by an Administrative Control Board, subject to certain limitations requiring approval by the Clearfield City Council acting as the governing authority; and

WHEREAS, subsequent to the creation of the North Davis Fire District the Utah State Legislature amended Title 17D, Chapter 1, Part 6 of the Utah Code authorizing the legislative body acting as the governing authority that created a special service district to adopt a resolution to reorganize the special service district as a local district; and

WHEREAS, the Administrative Control Board now desires to petition the Clearfield City Council acting as the legislative body which created the North Davis Fire District to reorganize the North Davis Fire District, a special service district, to become a local district.

NOW, THEREFORE, BE IT RESOLVED BY THE ADMINISTRATIVE CONTROL BOARD OF THE NORTH DAVIS FIRE DISTRICT, DAVIS COUNTY, STATE OF UTAH, as follows:

Section One: PETITION FOR REORGANIZATION OF NORTH DAVIS FIRE DISTRICT AS A LOCAL DISTRICT

The Administrative Control Board of the North Davis Fire District hereby petitions the Clearfield City Council to take all necessary measures in accordance with the authority granted under Title 17D, Chapter 1, Part 6 of the Utah Code to reorganize said District as a local district and to be designated as a "Service Area" in accordance with the "Service Area Act."

Section Two: EFFECTIVE DATE

This Resolution shall become effective immediately upon passage and adoption.

PASSED AND ADOPTED this 20th day of December, 2018

NORTH DAVIS FIRE DISTRICT

BY:_

GARY PETERSEN, Chairman Administrative Control Board

ATTEST:

MISTY ROGERS, Clerk

CLEARFIELD CITY RESOLUTION 2019R-01

A RESOLUTION ADOPTED BY CLEARFIELD CITY ACTING AS THE GOVERNING AUTHORITY OF THE NORTH DAVIS FIRE DISTRICT, A SPECIAL SERVICE DISTRICT, EXPRESSING AN INTENT TO REORGANIZE THE NORTH DAVIS FIRE DISTRICT AS A LOCAL DISTRICT SERVICE AREA AS DEFINED IN AND SUBJECT TO THE PROVISIONS OF TITLE 17B, CHAPTER 2a, PART 9 OF THE UTAH CODE ENTITLED "SERVICE AREA ACT" AND PROVIDING NOTICE OF A PUBLIC HEARING TO RECEIVE PUBLIC INPUT AND OTHER SUCH MATTERS.

WHEREAS, on or about October 12, 2004 the Clearfield City Council, acting as the governing authority pursuant to and in accordance with the provisions of the "Special Service District Act" adopted Resolution No. 2004R-25 creating the North Davis Fire District; and

WHEREAS, the North Davis Fire District has since its creation been managed and controlled by an Administrative Control Board, subject to certain limitations requiring approval by the Clearfield City Council acting as the governing authority; and

WHEREAS, subsequent to the creation of the North Davis Fire District the Utah State Legislature amended Title 17D, Chapter 1, Part 6 of the Utah Code authorizing the legislative body acting as the governing authority that created a special service district to reorganize the special service district as a local district; and

WHEREAS, the Administrative Control Board of the North Davis Fire District has adopted its Resolution No. 2017R-19 petitioning the Clearfield City Council to reorganize the District as a local district service area; and

WHEREAS, the Clearfield City Council acting as the legislative body which created the North Davis Fire District and which has been acting as the governing authority of the North Davis Fire District finds that it is now appropriate and desirable to adopt a resolution expressing the intent to reorganize the North Davis Fire District, a special service district, to become a local district.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF CLEARFIELD CITY, DAVIS COUNTY, STATE OF UTAH, as follows:

Section One: <u>INTENT TO REORGANIZE NORTH DAVIS FIRE</u> DISTRICT AS A LOCAL DISTRICT

Pursuant to and in accordance with the authority granted to it in Title 17D, Chapter 1, Part 6 of the Utah Code, the Clearfield City Council hereby expresses its intent to reorganize the North Davis Fire District as a local district service area.

Section Two: INFORMATION REGARDING REORGANIZATION

In accordance with Section 17D-1-604(3) of the Utah Code information regarding the proposed reorganization is adopted and disclosed as follows:

- (a) It is the intention of the Clearfield City Council acting as the governing authority of the North Davis Fire District, a special service district, to reorganize the said District as a local district with a designation as a Service Area.
- (b) The boundaries of the North Davis Fire District currently include all of the area within the corporate boundaries of Clearfield City and West Point City. The District is in the process of annexing into the District all of the area within the corporate boundaries of Sunset City and if the annexation is completed the boundaries of the District will include the corporate boundaries of all three cities.
- (c) The North Davis Fire District is currently providing fire protection, emergency medical services and ambulance services and will continue to provide the same services after reorganization to become a local district service area.

Section Three: NOTICE AND PUBLIC HEARING

Prior to taking any action with respect to the reorganization, the Clearfield City Council shall cause to be given a notice of intent and public hearing in substantially the following form:

"NOTICE OF PUBLIC HEARING

1. The Administrative Control Board of the North Davis Fire District has petitioned the Clearfield City Council to reorganize the said District as a local district service area.

- 2. The Clearfield City Council, acting as the governing authority of the North Davis Fire District, has adopted a resolution of intent to reorganize the North Davis Fire District, which is currently a special service district, to be reorganized as a local district service area.
- 3. The boundaries of the North Davis Fire District currently include all of the area within the corporate limits of Clearfield City and West Point City. The North Davis Fire District is now in the process of annexing all of the area within the corporate limits of Sunset City. If the District is reorganized as a local district the boundaries of the District will include Clearfield City, West Point City, and, if the annexation is completed, Sunset City.
- 4. The services currently provided by the North Davis Fire District are fire protection, emergency medical services and ambulance services. The services if reorganized shall be the same.
- 5. Taxes are currently being levied annually by the District and taxes may be levied annually upon all taxable property within the District if reorganized.
- 6. Fees or charges are currently imposed by the District to pay for some or all of the services that the District provides and may continue to be imposed if the District is reorganized.
- 7. A public hearing shall be held in connection with the proposed reorganization of the North Davis Fire District on Tuesday, February 12, 2019 at 7:00 p.m. at in the City Council Chambers at Clearfield City Hall, 55 State Street, Clearfield, Utah 84015.

At or following the public hearing the Clearfield City Council shall adopt a resolution approving the reorganization of the North Davis Fire District as a Local District Service Area or abandon the reorganization.

DATED this 8th day of January, 2019.

CLEARFIELD CITY

/s/Nancy R. Dean, City Recorder

Published once a week for four consecutive weeks in the Standard-Examiner and not fewer than (5) days and no more than (20) days before the date of the public hearing and on a public legal notice website for 35 days before the date of the public hearing."

Section Four: EFFECTIVE DATE

This Resolution shall become effective immediately upon passage and adoption.

PASSED AND ADOPTED this 8th day of January 8, 2019.

ABSENT: Councilmember Phipps

	CLEARFIELD CITY CORPORATION
	Mark R. Shepherd, Mayor
Attest:	
Nancy R. Dean, City Recorder	
	VOTE OF THE COUNCIL
AYE:	
NAY:	

CERTIFICATION

)

STATE OF UTAH

(SEAL)

	: ss.
COUNTY OF DAVIS)
that the above and foregoing Resolution duly and regularly Clearfield City Council of sai called, noticed and held at the present and acting, and I was the law applicable to or conflict	am the City Recorder of Clearfield City, Davis County, State of Utah; Resolution No. 2017R-15, is a full and true and correct copy of the y adopted by the vote of a majority or more of the members of the d Clearfield City at a meeting of the City Council duly and regularly e City Offices at Clearfield, Utah, at which meeting a quorum was present and acted as City Recorder. That there are no provisions in acting with said Resolution, and that the said Resolution has not been remains in full force and effect.
IN WITNESS WHE City this 12 th day of September	REOF, I have hereto set my hand and seal as City Recorder of said er, 2017.
	CLEARFIELD CITY
	Nancy R. Dean, City Recorder
Subscribed and sworn	to before me this day of September, 2017.
	NOTARY PUBLIC



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: TJ Peace, IT Manager

MEETING DATE: January 8, 2019

SUBJECT: Interlocal Agreement with Davis County to utilize their JustWare API

I. RECOMMENDED ACTION

Approve interlocal agreement with Davis County to allow use of their JustWare API.

II. DESCRIPTION / BACKGROUND

The need for the JustWare API came about when the county decided to move to the JustWare system for records management. The county has given several cities credentials to be able to utilize the JustWare system.

Currently one of the clerks in the Customer Service Center enters case information into Spillman. Once there, if the case falls to the county, the same clerk, then has to enter the same information about that case into JustWare. The JustWare API will allow the clerk to pull the necessary information from Spillman into JustWare without manual re-entry.

This access will increase efficiency and should reduce errors that can occur during manual entry.

III. IMPACT

a. FISCAL

There will be no fiscal impacts

b. OPERATIONS / SERVICE DELIVERY

Once the interlocal agreement has been signed, we will be given the URL that will allow our Spillman system to communicate with the Davis County API.

IV. LIST OF ATTACHMENTS

Interlocal Agreement

INTERLOCAL COOPERATION AGREEMENT FOR SHARING SOFTWARE SERVICES

This INTERLOCAL COOPERATION AGREEMENT FOR SHARING OF SOFTWARE SERVICES (this "Agreement") is made and entered into by and between DAVIS COUNTY, a political subdivision of the State of Utah (hereinafter "County"), and CLEARFIELD CITY, a municipal corporation of the State of Utah (hereinafter "City"). County and City may be collectively referred to herein as the "Parties."

RECITALS

- A. WHEREAS, County and City are local governmental units authorized by Utah's Interlocal Cooperation Act (hereinafter, the "Act") to cooperate on a mutually advantageous basis to provide services in a manner that will accord best with several factors influencing the needs of local communities, including, but not limited to, the utilization of technology and software services to aid in the execution of law enforcement and justice services;
- B. WHEREAS, County has contracted with Journal Technologies, Inc. ("Journal Technologies") to design and maintain an Application Program Interface ("Justware API") to interface with the Justware Data Management Software system to assist law enforcement officers and criminal prosecutors within the County access data necessary to the furtherance of their duties;
- C. WHEREAS, the County and City regularly work together in joint law enforcement and criminal justice services;
- D. WHEREAS, the County desires to grant a license to City to allow the City to access and utilize the Justware API in an effort to coordinate law enforcement efforts of the County and City;

NOW, THEREFORE, for and in consideration of the mutual promises, obligations, and/or covenants contained herein, and for other good and valuable consideration, the receipt, fairness, and sufficiency of which are hereby acknowledged, and the Parties intending to be legally bound, the Parties do hereby mutually agree as follows:

- 1. <u>Effective Date of Agreement</u>. The effective date of this Agreement shall be the earliest date after all of the following are completed (the "Effective Date"):
 - a. This Agreement is approved by the legislative body of County through a resolution or ordinance that, among other things, specifies the effective date of this Agreement;
 - b. This Agreement is approved by the legislative body of City through a resolution or ordinance that, among other things, specifies the effective date of this Agreement;
 - c. This Agreement is approved as to proper form and compliance with applicable law by an attorney authorized to represent County;

- d. This Agreement is approved as to proper form and compliance with applicable law by an attorney authorized to represent City;
 - e. This Agreement is filed with the keeper of records for County; and
 - f. This Agreement is filed with the keeper of records for City.
- 2. <u>Term of Agreement</u>. The term of this Agreement shall begin upon the Effective Date of this Agreement and shall, with the exception of any and all warrantees, promises of indemnification, guarantees of workmanship, or as otherwise expressly set forth herein, automatically terminate upon the termination of the County's agreement with Journal Technologies for use of the Justware API or City's misuse of the Justware API, unless terminated earlier pursuant to the terms and/or provisions of this Agreement.
- 3. <u>Termination of Agreement</u>. This may be terminated by a written agreement that is mutually and lawfully executed by the Parties terminating this Agreement. Otherwise, this Agreement shall terminate automatically after any of the following events and/or occurrences:
 - a. Six months after County receives from City a written notice of termination of this Agreement;
 - b. Six months after City receives from County a written notice of termination of this Agreement; or
 - c. Immediately after the County receives from Journal Technology notice of termination of Davis County Agreement No. 2015- 341 or No. 2015-342.
 - d. As otherwise set forth in this Agreement.
- 4. <u>Grant of License</u>. Upon commencement of this Agreement, County authorizes City, pursuant to its contracted rights, to install and use the Justware API, provided however that City's rights with respect to the Justware API are at all times and in all respects subject to the terms and conditions of this Agreement. The authorization granted herein is non-exclusive and non-transferable to install and use the software. City authorized users may use the Justware API only so long as City is not in default of this Agreement.
- 5. <u>Use of API</u>. The Parties acknowledge, understand and agree, that the City's use of the Justware API is governed by the following:
 - a. City rights are contingent on the County maintaining its governing agreements with Journal Technologies. City also acknowledges and agrees that it is solely responsible for developing and maintaining its own Applications that utilize the Justware API to communicate with and share data with the County. County shall not be responsible for, or liable for any costs, expenses, fees or otherwise incurred by City to develop and maintain its Applications.
- 6. <u>Rights and Obligations of the Parties upon Termination of This Agreement</u>. The Parties acknowledge, understand, and agree that, upon the termination of this Agreement, the Parties shall have no rights or obligations under this Agreement except for the rights and/or obligations under this Agreement that, through the express terms and/or provisions of this Agreement or otherwise, survive the termination of this Agreement.

- 7. <u>Indemnification/Hold Harmless</u>. The Parties agree and promise to indemnify and hold the other Party, its officers, agents, representatives, officials, employees, and volunteers harmless and release them for and from any liability, costs, or expenses arising from any action, causes of action, claims for relief, demands, damages, expenses, costs, fees, or compensation, whether or not said actions, causes of action, claims for relief, demands, damages, costs, fees, expenses, and/or compensations are known or unknown, are in law, equity, or otherwise, including, but not limited to, all claims of relief which can be set forth through a complaint or otherwise that may arise from, in connection with, or relate to this Agreement and/or the acts or omissions of a Party and/or Parties representatives, agents, contractors, officers, officials, members, employees, volunteers, and/or any person or persons under the supervision, direction, or control of a Party (collectively, the "Party Representatives"). No term or condition of this Agreement shall limit or waive any liability that the Parties may have arising from, in connection with, or relating to this Agreement and/or the Parties Representatives' acts or omissions. It is expressly understood and agreed that the terms, provisions, and promises of this Section shall survive the termination of this Agreement.
- 8. Remedies for Breach of This Agreement. Upon a material breach of this Agreement by either party, the non-breaching party may pursue any remedy under this Agreement or at law, equity, or otherwise against the breaching party arising from, in connection with, or relating to this Agreement. The Parties agree that in the event a Party believes the other Party to be in material breach of this Agreement, said Party will give written notice of the alleged breach to the other Party; at which time the Party alleged to be in breach shall have thirty (30) calendar days to remedy the alleged breach. If the Party alleged to be in breach, upon receiving written notice, immediately engages in a good faith effort to remedy the alleged breach but said breach cannot reasonably be remedied within thirty (30) days, the Parties may extend the timeframe to allow the alleged breach to be remedied. It is expressly understood and agreed that the terms and/or provisions of this Section shall survive the termination of this Agreement.
- 9. <u>Damages</u>. The Parties acknowledge, understand, and agree that, during the Term of this Agreement, each party is fully and solely responsible for any and all actions, activities, or business sponsored or conducted by such party.
- 10. <u>Notices</u>. Any notices that may or must be sent under the terms and/or provisions of this Agreement should be delivered, by hand delivery or by United States mail, postage prepaid, as follows:

To County:

Davis County
Attn: Chair, Davis County Board of Commissioners
61 South Main Street
P.O. Box 618
Farmington, UT 84025

To City:

Clearfield City Attention: City Manager 55 South State Street Clearfield, UT 84015

The Parties agree that the addresses set forth above regarding notices may be changed at any time during the term of this Agreement by either party providing the other party with written notice, which provides:

- a. That the above-referenced address is no longer applicable; and
- b. The new address to be used to receive notices under this Agreement.
- 11. No Separate Legal Entity. No separate legal entity is created by this Agreement.
- 12. <u>Benefits</u>. The Parties acknowledge, understand, and agree that the Parties and their respective representatives, agents, contractors, officers, officials, members, employees, volunteers, and/or any person or persons under the supervision, direction, or control of the Parties are not in any manner or degree employees of the other party and shall have no right to and shall not be provided with any benefits from the other party.
- 13. <u>Execution of Additional Documents</u>. The Parties each agree to execute and deliver any and all additional papers, documents, instruments, and other assurances, and shall do any and all acts and things reasonably necessary, in connection with the performance of its obligations hereunder, to carry out the intent of the Parties pertaining to this Agreement.
- 14. <u>Assignment Restricted</u>. The Parties agree that neither this Agreement nor the rights, privileges, duties, obligations, or otherwise under this Agreement may be assigned without the prior written consent first being obtained from both of the Parties.
- 15. Waivers or Modification. A waiver or modification of any of the provisions of this Agreement or of any breach thereof shall not constitute a waiver or modification of any other provision or breach, whether or not similar, and any such waiver or modification shall not constitute a continuing waiver. The rights of and available to each of the Parties under this Agreement cannot be waived or released verbally, and may be waived or released only by an instrument in writing, signed by the party whose rights will be diminished or adversely affected by the waiver.
- 16. <u>Binding Effect; Entire Agreement, Amendment</u>. This Agreement is binding upon and shall inure to the benefit of the Parties. This Agreement represents the entire understanding between the Parties with respect to the subject matter herein, and there are no written or oral agreements between the Parties which are not set forth herein. Neither this Agreement nor any terms and/or provisions hereof may be changed, discharged, or terminated verbally, and may be modified or amended only by an instrument in writing, signed by the Parties.
- 17. <u>Choice of Law; Jurisdiction; Venue</u>. This Agreement and all matters, disputes, and/or claims arising out of, in connection with, or relating to this Agreement's or its subject

matter, formation or validity (including non-contractual matters, disputes, and/or claims) shall be governed by, construed, and interpreted in accordance with the laws of the State of Utah, without reference to conflict of law principals. The Parties irrevocably agree that the courts located in the Second District Court in and for the State of Utah (or Salt Lake City, State of Utah, for claims that may only be litigated or resolved in the federal courts) shall have exclusive jurisdiction with respect to any suit, action, proceeding, matter, dispute, and/or claim arising out of, in connection with, or relating to this Agreement, its subject matter, formation, or validity, and the Parties irrevocably submit to the jurisdiction of the courts of the State of Utah. Any party who unsuccessfully challenges the enforceability of this clause shall reimburse the prevailing party for its attorneys' fees and costs, and the party prevailing in any such dispute shall be awarded its attorneys' fees and costs.

- 18. <u>Severability</u>. Any term or provision of this Agreement which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction only, be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof, and any such prohibition or unenforceability in any jurisdiction shall not invalidate or render unenforceable such provision in any other jurisdiction.
- 19. <u>Authorization</u>. The persons executing this Agreement on behalf of a party to this Agreement hereby represent and warrant that they are duly authorized and empowered to execute the same, that they have carefully read this Agreement, and that this Agreement represents a binding and enforceable obligation of such party.
- 20. <u>Rights and Remedies Cumulative</u>. The rights and remedies of the Parties under this Agreement shall be construed cumulatively, and none of the rights and/or remedies under this Agreement shall be exclusive of or in lieu or limitation of any other right, remedy, or priority allowed by law, unless specifically set forth herein.
- 21. <u>No Third-Party Beneficiaries</u>. This Agreement is entered into by the Parties for the exclusive benefit of the Parties. Except and only to the extent authorized by a Party in writing or provided by applicable statute, no creditor or other third party shall have any rights under this Agreement.
 - 22. Time of Essence. Time is of the essence of all provisions of this Agreement.
- 23. <u>Construction</u>. This Agreement is the result of negotiations between the Parties. Accordingly, this Agreement shall not be construed for or against any party, regardless of which party drafted this Agreement or any part hereof. The headings and/or captions of the various paragraphs of this Agreement are for convenience of reference only and shall in no way modify or affect the meaning or construction of any of the terms or provisions of this Agreement. Unless the context requires otherwise, singular nouns and pronouns used in this Agreement shall be deemed to include the plural, and pronouns of one gender or the neuter shall be deemed to include the equivalent pronouns of the other gender or the neuter.
- 24. <u>Recitals Incorporated</u>. The Recitals to this Agreement are incorporated herein by reference and made contractual in nature.

executed in counterparts, each of which shall	<u>Cransmitted Signatures</u> . This Agreement may be be deemed an original, and all such counterparts. Signatures transmitted by facsimile and/or e-mail al signatures.
WHEREFORE, the Parties have signed	ed this Agreement on the dates set forth below.
	DAVIS COUNTY
	Chair, Davis County Board of Commissioners Dated:
ATTEST:	
Davis County Clerk/Auditor	
APPROVED AS TO PROPER FORM AND COMPLIANCE WITH APPLICABLE LAW	
Davis County Deputy Civil Attorney	

CLEARFIELD CITY Mayor Dated: ATTEST: City Recorder APPROVED AS TO PROPER FORM AND COMPLIANCE WITH APPLICABLE LAW:

City Attorney



TO: Mayor Shepherd and City Council Members

FROM: Curtis Dickson

MEETING DATE: December 31, 2018

SUBJECT: Janitorial Services Bid

I. RECOMMENDED ACTION

None. Discussion about the Award for bid for Janitorial Serices for the City

II. DESCRIPTION / BACKGROUND

On February 1st, 2019, the City's current contract for Janitorial Services will expire. Staff solicited bid proposals and recieived responses from six (6) qualified companies. The bid proposlas range from \$119,973.60 to \$294,016 for annual janitorial services for the City's facilities (City Hall, Arts Center, Public Works and Parks Campus (3 buildings), Aquatic and Ftness Center, Steed Park Tower (Operating season), Fisher Park Tower (Operating season). The current contract is for \$130,000 annually.

III. IMPACT

a. FISCAL

Fiscal impact is dependent on the the award for services. Currently, the City budgets \$130,000 annually for janitorial services. Depending on the chosen bidder, this cost could change.

b. OPERATIONS / SERVICE DELIVERY

Operations/Service Delivery will be impacted depending on which company/companies is/are awarded the bid. .

IV. ALTERNATIVES

Alternatives would be to bring janitorial services in house instead of contracting these services.

V. SCHEDULE / TIME CONSTRAINTS

The schedule for this item is to have the Mayor and Council's approve the award for bid at the January 22 City Council Policy Meeting. Contracts would then be signed and have the awarded contractor start janitorial services in February.

VI. LIST OF ATTACHMENTS

None



TO: Mayor Shepherd and City Council Members

FROM: Scott Hodge, Public Works Director

MEETING DATE: December 11, 2018

SUBJECT: Consider approval of the Interlocal Cooperative Agreement between

Clearfield City and Syracuse City for the 500 West Street, Roadway

Construction Project.

RECOMMENDED ACTION

Consider approval of the Interlocal Cooperative Agreement between Clearfield City and Syracuse City for the 500 West Street, Roadway Construction Project.

DESCRIPTION / BACKGROUND

Clearfield City and Syracuse submit for and were awarded by the Wasatch Front Regional Council, Surface Transportation Funding for the construction of 500 West from approximately 2000 South to Antelope Drive (SR-108). Scope of the project will include construction of 500 West Street from 2010 South to Antelope Drive (SR-108) and from Antelope Drive to D Street in the Freeport Center. The length of the new roadway will be approximately 0.54 miles (2870 feet) by 84 feet wide. The new roadway will include two travel lanes, curb, gutter, parkstrips, and sidewalk. It's proposed to install a signalized intersection where 500 West will intersect with Antelope Drive and remove the signals at 300 West and Antelope Drive. The project will also include constructing curb, gutter, parkstrip and sidewalk on the west side of 500 West from 2010 South to Gordon Avenue where needed. The proposed new 500 West roadway will also extend north of Antelope Drive into the Freeport Center and terminate at D Street. CRS Engineers has completed and submitted an environmental study for the project to The Utah Department of Transportation (UDOT) for their review, we are currently waiting for UDOT's approval. The Interlocal Cooperative Agreement acknowledges that Clearfield City and Syracuse City are desirous to work together for the construction of 500 West roadway and outlines the responsibilities of each city.

IMPACT

FISCAL

The estimated cost for the design and construction of the project is \$4,668,700.00. Federal funding through the Wasatch Front Region Council Surface Transportation Project (STP) program has been approved for \$4,352,626.00 with the two cities splitting 50/50 the remaining \$316,017.00 as their required matching contribution. There is the potential of

moving the federal funding from the programed date of 2022 to an earlier date if federal funding through the Wasatch Front Regional Council becomes available.

a. OPERATIONS / SERVICE DELIVERY

SCHEDULE / TIME CONSTRAINTS

Project design is anticipated to start summer of 2019. Property and easement acquisition will follow, with the design and construction of new water, sewer and storm drain lines installed in the roadway alignment during spring/summer of 2020. Construction of the new 500 West roadway to take place spring/summer of 2021 if the federal funding can be reprogramed from 2022.

LIST OF ATTACHMENTS

Interlocal Cooperative Agreement between Clearfield City and Syracuse City

INTERLOCAL AGREEMENT BETWEEN CLEARFIELD CITY AND SYRACUSE CITY 500 WEST; 2000 SOUTH TO SR-108, EXTENSION PIN 14843

This a	greement is made and entered into of, 2018, by and
betwe	een Clearfield City and Syracuse City, which are Utah municipal corporations which shall
	led Clearfield and Syracuse respectively in this agreement.
	RECITALS
	greement is made and entered into by and between the parties based upon the sentations and recitals set forth below:
1.	The 500 West Street from approximately 2000 South to SR-108 will be a collector street serving both Clearfield and Syracuse.
2.	Clearfield, with cooperation of Syracuse, has submitted for and been awarded, by the Wasatch Front Regional Council, Surface Transportation Funding for the construction of 500 West from approximately 2000 South and extending to SR-108 (Antelope Drive).
3.	Clearfield and Syracuse share the right-of-way and the maintenance responsibilities for the roadway and will continue to share the responsibilities after the Project is completed.
4.	The Project will result in the improvement of the complete right-of-way to include, but not limited to, a signal ant SR-108 and 500 West, curb, gutter, sidewalk, storm drainage, culinary water, sanitary sewer and landscaping.
5.	The parties are enabled to enter into this Inter-local agreement by the provisions of the Inter-local Co-operation Act as set forth in Chapter 13 of Title 11, Utah Code Annotated,

AGREEMENT

1953 as amended.

NOW THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the Parties to be derived from this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which the Parties acknowledge, it is hereby agreed as follows:

1. Clearfield and Syracuse agree to share the costs 50/50 for the above referenced Project according to the estimated cost breakdown listed in Attachment A which is incorporated herein by reference and made part of this agreement. Clearfield will act as the "lead" agency. The lead agency will act as the primary point of contact for the planning, environmental and design phases of the Project. Points of contact for each agency are as follows:

Agency Contacts

Clearfield Scott Hodge

Public Works Director 55 South State Street Clearfield, Utah 84015

801-525-4430

Syracuse Robert Whiteley, PE

Public Works Director 3061 South 2400 West Syracuse, Utah 84075

801-614-6982

- 2. As the project lead Clearfield City shall be responsible for insuring that the project Contractors and subcontractors are properly insured and licensed for the work being performed.
- 3. Each party agrees to maintain general liability insurance for claims or damages for which it might be responsible.
- 4. Each party shall be fully liable and responsible for any claims for damages which may result from or arise out of the negligent acts and omissions or willful conduct of the parties, agents, representatives, employees or others for whom the party is liable.
- 5. The parties agree to split any cost overruns proportionally for the area of the Project located within each jurisdiction.
- 6. Clearfield will accomplish required processes to procure the necessary engineer(s) and contractor(s) capable of executing the aspects of the Project.
- 7. The parties verify that they each are duly authorized through their undersigned representatives to execute and enter into this agreement.
- 8. Any required notice shall be given to the parties in writing to the following offices:

Clearfield City Scott Hodge

Public Works Director 55 South State Street Clearfield, Utah 84015

801-525-4430

Syracuse City Robert Whiteley, PE

3061 South 2400 West Syracuse, Utah 84075

801-614-9682

In the event of any change of address or offices to be notified hereunder, each party shall be responsible to advise the other party in writing of such changes.

9. This agreement shall be governed by the laws of the State of Utah.

	e executed three copies of this Agreement, each, 2018.
CLEARFIELD CITY	SYRACUSE CITY
Mark R. Shepherd	MAS
Mayor	Mayor
Attest:	Attest:
	OR Manual
Nancy Dean	
Recorder	Recorder
 Stuart Williams	RILLA
City Attorney	City Attorney
oity / tetorricy	City Attorney

ATTACHMENT A

INTERLOCAL AGREEMENT BETWEEN CLEARFIELD CITY AND SYRACUSE CITY 500 WEST, 2000 SOUTH TO SR-108 PIN 14843

Funding Overview

Total Amount	\$4	,668,700.00
Federal Money	\$ 4	,352,626.00
Local Match 6.77%	\$	316,017.00
Clearfield Match	\$	158,036.00
Syracuse Match	\$	158,036.00

Environmental Evaluation

CRS Engineers	\$ 78,885.00
Clearfield Portion	\$ 39,442.50
Syracuse Portion	\$ 39,442.50



TO: Mayor Shepherd and City Council Members

FROM: Scott Hodge, Public Works Director

MEETING DATE: January 8, 2019

SUBJECT: Consider approval of the Cost Share Agreement between Clearfield City and

Davis and Weber Counties Canal Company for the Replacement of the Bridge

and Road Improvements on 1500 East Street at the Canal Crossing.

RECOMMENDED ACTION

Consider approval of the Cost Share Agreement between Clearfield City and Davis Weber Counties Canal Company for the Replacement of the Bridge and Road Improvements on 1500 East Street at the Canal Crossing.

DESCRIPTION / BACKGROUND

The Davis and Weber Counties Canal Company will be installing box culvert sections from 1500 East to 2000 East to enclose the canal. Currently this section of canal is open and unlined. The existing bridge structure at 1500 East Street will be removed and 64 feet of concrete box culvert will be installed through the road crossing, with the replacement of the road improvements on 1500 East Street over the box culvert as part of the project work. The cost to install the 64 feet of box culvert and replace the road improvements is \$75,204.00. This agreement proposes that Clearfield City and the Davis and Weber Counties Canal Company share the cost 50/50 (\$37,602 each) for the work to install the 64 feet of box culvert and road improvement for the 1500 East Street crossing area. The Canal Company will delay requesting reimbursement from the City until July 2019 so the City can program the funding in the 2019-20 budget.

March 13, 1978 an agreement was executed between the Davis and Weber Counties Canal Company, Classic Construction Company, Inc. and Clearfield City which allowed for the bridge structure at 1500 East Street to be widened over the canal. This agreement states "3. The City upon the completion of the construction of the addition to the bridge and storm sewer pipe line to thereafter at all times in the future, at the City's expense maintain the whole bridge (both the original portion and the ten foot addition) and the said storm sewer pipe line which are or will be located at the intersection of the Canal Company's canal and 1500 East Street in Clearfield City, Utah. Canal Company hereby grants Clearfield City a permanent easement and right-of —way for said maintenance purposes."

Classic Construction Company was the developers of both the Sundown Condominium and Pepperidge Apartment projects.

The Davis and Weber Counties Canal Company contractor is scheduled to start work on this project January 2, 2019 with the removal of the 1500 East bridge structure to take place shortly thereafter. It is estimated that the work to remove the bridge structure and restore the roadway to where it could be usable will take about two weeks. The contractor will place the appropriate signage to detour traffic.

IMPACT

FISCAL

Clearfield City will reimburse Davis and Weber Counties Canal Company \$ 37,602. Payment will be delayed until July 2019.

a. OPERATIONS / SERVICE DELIVERY

SCHEDULE / TIME CONSTRAINTS

The Canal Companies contractor is scheduled to start the project January 2, 2019 with a substantial completion date of March 31, 2019 for the installation of the box culvert from 1500 East Street to 2000 East Street. The anticipated close of the 1500 East Street crossing is January 7, 2019 – January 20, 2019. This time frame could change depending on weather.

LIST OF ATTACHMENTS

- Cost Share Agreement with 1500 East Roadway Crossing Costs
- Agreement March 13, 1978 between Davis and Weber Canal Company/Classic Construction/Clearfield City
- 1500 East Roadway Crossing Costs

COST SHARE AGREEMENT

This COST SHARE AGREEMENT ("Agreement ") is entered into by and between DAVIS AND WEBER COUNTIES CANAL COMPANY, a nonprofit mutual water company organized and existing under the laws of the State of Utah ("Company") and CLEARFIELD CITY, a Utah municipality ("City"). Company and City may also be referred to individually as a Party or collectively as the Parties.

RECITALS

WHEREAS, Company is a nonprofit mutual water company which is responsible for the delivery of irrigation water to its members; and,

WHEREAS, Company owns, operates and maintains a water delivery system which includes pipelines, canals and the attendant rights of way; and,

WHEREAS, City is a Utah municipality which owns, operates, and maintains utilities and roadways; and,

WHEREAS, by Right of Way Agreement dated March 13, 1978, ("**Right of Way Agreement**") Company granted to City the right to install, operate, and maintain a bridge and storm sewer pipe within a defined right of way at 1500 East over certain property owned by the Company ("**Right of Way**"); and,

WHEREAS, Company is replacing a portion of its canal located on property that is subject to the Right of Way Agreement ("**Project**"); and,

WHEREAS, in performing work on the Project, Company determined that replacing the existing bridge would be more efficient hydraulically as well as eliminate the need to transition or connect to the existing structure. The existing bridge subject to the Right of Way Agreement must be removed to accommodate the Project ("**Bridge Replacement**"); and,

WHEREAS, Company and City have agreed, only for purposes of the Project, to equally share the cost of the 1500 East Road Crossing/Bridge Replacement as it relates to the replacement of the existing bridge and surface improvements.

<u>AGREEMENT</u>

NOW THEREFORE, based upon these recitals, the obligations contained herein and other good and valuable consideration, the receipt and sufficiency of which is acknowledged, the Parties agree as follows:

1. <u>Cost Share of Bridge Replacement</u>. Company and City will share the cost of the Bridge Replacement on an equal basis. The estimate cost for the 1500 East Bridge Replacement is \$75,204.00 (assumes 64ft of box culvert). Company is responsible for the Project and will

directly incur the cost of the Bridge Replacement. Upon completion of the Bridge Replacement, Company will determine the actual costs incurred in removing the bridge and restoring the 1500 East crossing and provide to City an invoice showing the actual cost incurred by the Company to complete the Bridge Replacement and City's fifty percent (50%) share of the cost. Company agrees to provide notice and seek City's prior written approval to split all costs greater than 10% above the cost, as estimated herein. Company agrees to invoice the City after July 2019. The invoice will be due and payable upon receipt and City shall make payment, in full, to Company no later than thirty (30) days after the date Company delivers the invoice to the City. Company and City have agreed to share costs for purposes of the Project only. In doing so, Company is not accepting or conceding responsibility for any costs, or portion of costs, associated with any future modifications to the 1500 East road crossing located within the Right of Way not directly resulting from or arising out of this Project.

- 2. **Right of Way**. The Right of Way Agreement entered into by the Parties shall remain in full force and effect. It is not the intention of the Parties to terminate the rights or obligations of the Parties under the Right of Way Agreement.
- 3. <u>Indemnification</u>. This is a Cost Sharing Agreement only. As such, Company agrees to indemnify, defend and save harmless City from and against all claims, suits and costs, including attorneys' fees for injury or damage of any kind, arising out the negligent acts, errors or omissions of Company's officers, agents, contractors, employees, elected or appointed officials resulting from Company's performance of Project. Nothing in this paragraph or Cost Sharing Agreement is intended to create additional rights to third parties or to waive any provision of the Utah Governmental Immunity Act. The indemnification in this paragraph shall survive the expiration or termination of this Agreement.
- 4. <u>Notices</u>. Any notice, demand, request, consent, approval, or other communication which either Party is required or desires to give under this Agreement shall be made in writing and mailed to the other Party at the address set forth below or at such other address as the Parties may provide from time to time. Such notices shall be mailed by first-class mail, postage prepaid to the Parties as follows:

To Company at:

Richard Smith, General Manager 138 West 1300 North Sunset, Utah 84015

To Clearfield City at:

Clearfield City Recorder Attention: JJ Allen, City Manager 55 South State Street Clearfield, Utah 84015

- 5. <u>Obligations to Third Parties</u>. This Agreement shall not be deemed to confer any rights upon, nor obligate either of the Parties to any person or entity other than one another.
- 6. <u>Governing Law and Venue</u>. This Agreement shall be governed by, construed under, and enforced in accordance with the laws of the State of Utah both as to interpretation and performance. Any action brought under this Agreement shall be brought in the Second Judicial District Court for the State of Utah, Farmington Department.
- 7. **Entire Agreement**. This Agreement constitutes the entire agreement between the Parties on the subject matter addressed herein and supersedes any prior understanding, representation, or agreement of the Parties. Any modification to this Agreement must be confirmed in writing and signed by both Parties.
- 8. **Further Assurances**. The Parties hereto agree to do any act or thing and to execute any additional documents reasonably necessary and proper with the performance of their obligations hereunder and to carry out the intent of the Parties and to effect the provisions of this Agreement.
- 9. <u>Attorney's Fees</u>. In the event that any action or negotiation is required to enforce any of the terms or provision of this Agreement, the prevailing Party in such action or negotiation shall be entitled to payment of its reasonable attorney fees, cost and expenses incurred.
- 10. <u>Waiver</u>. No covenant or condition of the Agreement may be waived by any Party unless done so in writing. Forbearance or indulgence by any Party in any regard whatsoever shall not constitute waiver of the covenants or conditions to be performed by the other.
- 11. **Severability**. If any provision of this Agreement shall be held to be or shall, in fact, be illegal, inoperative or unenforceable, the same shall not affect any other provision or provisions contained herein or render the same invalid, inoperative, or unenforceable to any extent.
- 12. **Assignment**. This Agreement shall be binding upon and inure to the benefit of the Parties and to their respective heirs, successors, and assigns.
- 13. <u>Captions</u>. The captions appearing at the commencement of the paragraphs hereto are descriptive only and for convenience of reference. Should there be any conflict between any such caption and the paragraph at the head of which it appears, the paragraph and not the caption shall control and govern the construction of this Agreement.
- 14. **Execution in Counterparts**. This Agreement may be executed in counterparts each of which shall be deemed an original but all of which together shall constitute one and the same agreement.

DATED this day of N	November, 2018.
	DAVIS AND WEBER COUNTIES CANAL COMPANY
	By:
	Its:
DATED this day of N	November, 2018.
	CLEARFIELD CITY
	By:
	Its:

AGREEMENT

THIS AGREEMENT, made and entered into this ______ day of March, 1978, by and between DAVIS AND WEBER COUNTIES CANAL COMPANY, a corporation, hereinafter referred to as "Canal Company," CLASSIC CONSTRUCTION COMPANY, INC., a corporation, hereinafter referred to as "Classic," and CLEARFIELD CITY, a Municipal corporation of the State of Utah, hereinafter referred to as "City."

WITNESSETH:

WHEREAS, Classic desires to obtain from Canal Company easements for a ten-foot addition to a bridge across the Canal Company's canal at the intersection of the canal and 1500 East

Street in Clearfield, Utah, and for a storm sewer pipe line to be placed under said canal for the purpose of further development of a subdivision by Classic in the City and the dedication of the addition to the bridge and the said pipe line to the City by Classic; and

WHEREAS, Canal Company is willing to grant said easements to Classic subject to the terms and provisions hereinafter set forth.

NOW, THEREFORE, the parties hereto, in consideration of the premises and the mutual covenants hereinafter contained, agree to be bound as follows:

1. Canal Company does hereby grant to Classic an easement for the construction of and use of a ten-foot wide addition to the bridge presently crossing Canal Company's canal at 1500 East Street, Clearfield City, Utah, and also grants to Classic an easement for a storm sewer pipe line to cross under Canal Company's KHANGKHMANKHERKKEKANKANK Thatchet CANGERS MANN - Davis

canal in the location where the aforedescribed addition to the bridge is to be located, provided that the pipe line shall be placed so that the top of the pipe is two feet or more below the present bottom of the Canal Company's canal. Said addition to the bridge and said pipe line shall be constructed by Classic in accordance with the plans attached hereto which were prepared by Valley Engineering Incorporated entitled "Bridge Addition at 1700 West Street and Davis-Weber County Canal, Clearfield City, Utah Project No. 2005502," said plans being dated March 3, 1978.

- 2. That Classic agrees to complete the construction of the footings and foundation for the addition to the bridge, the laying of the storm sewer pipe line, the replacement of the Canal Company's canal back to the condition it was in prior to the commencement of Classic's construction of the addition to the bridge and the pipe line and the removal of all construction materials, equipment and debris from the canal no later than the 15th day of April, 1978.
- 3. The City agrees upon the completion of the construction of the addition to the bridge and the storm sewer pipe line to thereafter at all times in the future, at the City's expense, maintain the whole bridge (both the original portion and the tenfoot addition) and the said storm sewer pipe line which are or will be located at the intersection of the Canal Company's canal and 1500 East Street in Clearfield City, Utah. Canal Company hereby grants Clearfield City a permanent easement and right-of-way for said maintenance purposes.

 4. That the aforedescribed addition to the bridge and the storm sewer pipe line shall not in any manner impair the stream flow of the Canal Company's canal.

5. That Classic shall save the Canal Company harmless from any damages occurring within the Canal Company's right-of-way and from all liability for damages to property or injuries to persons or companies arising from the construction of said addition to the bridge and said storm sewer pipe line, including but not limited to any liability that the Canal Company may hereafter have to its water users by reason of delay in delivery of water to said water users after April 15, 1978.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers thereunto duly authorized the date first above written.

ATTEST:
TrigieW. mc Gahan

DAVIS AND WEBER COUNTIES CANAL COMPANY

By Hazupresident

CLASSIC CONSTRUCTION COMPANY,

By HAA

CLEARFIELD CITY, a Municipal corporation

By Sonal W Sownly

STATE OF UTAH)
:SS
COUNTY OF WEBER)

On this 13th day of March, 1978, personally appeared before me, H. J. Barnes & Virgie McGahan, who being by me duly sworn, they are did say that bexisk the President & Secretary of DAVIS AND WEBER

COUNTIES CANAL COMPANY, a corporation, and that the within and foregoing instrument was signed in behalf of the said corporation by authority of the Board of Directors of said corporation and the said President and Secretary acknowledged to me that said corporation executed the same.

That cher - Glasmann-Davis

WITNESS my hand and official seal the day and year in this certificate first above written.

NOTARY PUBLIC Residing at Ogden, Utah My Commission Expires: 7-12-81 STATE OF UTAH) COUNTY OF WEBER) On this /3 day of March, 1978, personally appeared obert fackson , who being by me duly sworn, did say that he is the Presedent of CLASSIC CONSTRUCTION COMPANY, a corporation, and that the within and foregoing instrument was signed in behalf of the said corporation by authority of the Board of Directors of said corporation and the said thesedent acknowledged to me that said corporation executed the same. WITNESS my hand and official seal the day and year in this certificate first above written. My Commission Expires: Residing at Ogden, Utah STATE OF UTAH :SS COUNTY OF On this 14th day of March, 1978, personally appeared , who being by me duly of CLEARFIELD sworn, did say that he is the

4.

CITY, a Municipal corporation of the State of Utah, and that the
within and foregoing instrument was signed in behalf of said
Municipal corporation by authority of its council and the said Many acknowledged to me that said Municipal corpora-
tion executed the same.

WITNESS my hand and official seal the day and year in this certificate first above written.

NOTARY PUBLIC

Residing at : Count

My Commission Expires:

MY COMMISSION EXPIRES MARCH 21, 1978

Davis & Weber Counties Canal Company 1500 East to 2000 East Piping Project

1500 Ea	Bid Prices						
Item #	Description	Unit	Estimated Quantity	Unit Price		Estimate Price	
5	7'x6' Precast Box Culvert	LF	64	\$	460.00	\$	29,440.00
8	Foundation Material and Leveling Course	LF	64	\$	8.50	\$	544.00
13	Potholing Utilities	HR	10	\$	175.00	\$	1,750.00
17	1500 East, Traffic Control	LS	1	\$	5,000.00	\$	5,000.00
18	1500 East, Bridge and Asphalt Demolition	LS	1	\$	4,500.00	\$	4,500.00
19	1500 East, Granular Borrow Backfill	TONS	600	\$	17.00	\$	10,200.00
20	1500 East, Untreated Base Course	TONS	140	\$	18.00	\$	2,520.00
21	1500 East, Hot-mix Asphalt	TONS	50	\$	150.00	\$	7,500.00
22	1500 East, Temporary Asphalt Patch	TON	25	\$	170.00	\$	4,250.00
23	1500 East, Asphalt Painting	LS	1	\$	2,000.00	\$	2,000.00
24	1500 East, Remove and Replace Curb and Gutter	LF	100	\$	45.00	\$	4,500.00
25	1500 East, Remove and Replace Sidewalk	LF	100	\$	30.00	\$	3,000.00
	1500 East Roadway Crossing Total					\$	75,204.00



To: Mayor Shepherd and City Council Members

From: Rich Knapp, Finance Manager

Meeting Date: January 8, 2019 – Work Session

Subject: Fiscal Year 2019 Proposed Budget Amendments

Recommended Action

Staff recommends the City Council consider the FY 2019 proposed budget amendments.

Description / Background

The attached table lists proposed expenditures that do not have or exceed FY 2019 budget authority and require budget amendments as allowed by Utah Code Title 10 Chapter 6 Section 124 to 129.

Impact

a. Fiscal

The proposed General Fund amendments net use of unrestricted fund balance total \$139,100. This would bring the total budgeted use of reserves/available cash for FY19 to \$1,665,055.

Alternatives

Do not pass any or all budget amendments.

List of Attachments

- FY2019 Budget Amendment Items Worksheet
- City Attorney report on PT Legal Technician



TO: Mayor Shepherd and City Council Members

FROM: Stuart E. Williams, City Attorney

MEETING DATE: January 8, 2019 – Work Session

SUBJECT: Budget Amendment - Legal Department (Prosecution) Administrative Support

I. <u>RECOMMENDED ACTION</u>

Staff respectfully recommends an amendment to the city budget in the amount of \$12,500 to fund the creation of a part-time support staff position within the legal department, with a primary focus on prosecution support.

II. DESCRIPTION / BACKGROUND

As you are aware, the city currently provides a municipal criminal justice system, which includes court, indigent defense, and prosecution functions. Despite their independence, the court, our contracted indigent defense firm, and the prosecution department currently work very well together to provide the highest quality municipal criminal justice system. During the previous 2-3 years, each of these independent parties to the criminal justice system have worked hard to significantly improve the city's municipal criminal justice system. Despite achieving numerous system improvements, the administrative prosecution support staff numbers have been drastically reduced, resulting in concern for the long-term success of the prosecution department. The following information is provided to demonstrate that despite our recent improvements, the reduction in administrative prosecution support has become a detriment to reaching our full potential and may in-fact be reaching a tipping point wherein our progress will regress without change.

A. Historical Prosecution Support Staff Numbers

Dates	Support staff	Weekly	Reduction from 40hrs	Approximate Total Weekly Hours
/				
to	FT Legal Secretary II	40 hours	n/a	40 hours
05/2009				
06/2009	FT Legal Secretary II	34 hours	- 6 hours	
to	Police Records (Backup)	As needed		34 hours
02/2015	_		(15% Reduction)	
03/2015	Police Adm. Asst.	20 hours	- 10 hours	
to	PT Executive Adm. Asst.	10 hours		30 hours
08/2017			(25% Reduction)	
09/2017	Customer Service Rep. I	10 hours	- 28.5 hours	
to	Customer Service Rep. IV	0.5 hours		11.5 hours
Current	PD Adm. Asst. (Subpoenas)	1 hour	(71% Reduction)	



B. Current Assistant City Attorney Workload

Depending on workload priorities, the following are the estimated weekly hours of work currently being performed by the Assistant City Attorney:

20-25 hours: Prosecution Support Staff Duties
 15-20 hours: Prosecution Legal Duties

• 5-10 hours: Civil Legal Duties:

It is anticipated that the part time-support staff position will allow the Assistant City Attorney to:

- provide increased attention to criminal case preparation specific to legal duties, such as brief writing, witness prep, evidence review, or trial prep
- provide increased legal civil support to additional departments
- improve the overall quality of legal work produced by the legal department
- reduce stress and potential job frustration or burnout resulting in turnover within the legal department

C. Evolution and Improvement of Justice Court and Prosecution

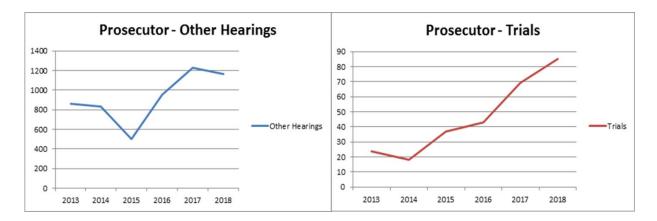
As mentioned above, a number of necessary and required procedural changes have occurred within the Justice Court since the appointment of Judge Brower. The evolution of the Justice Court does not occur in a vacuum, and thus, the prosecution department has simultaneously evolved as well under the experience and expertise of Ms. Brass.

Although even a simple traffic citation is handled in a drastically different manner than they were just a few years ago, the more serious cases like domestic violence, DUI, or theft are handled in a manner that results in an increase in the staff time necessary to prepare and present cases. For example, the Court now requires a formal review of all domestic violence related cases, as well as driving under the influence charges and a written determination and formal filing must occur within the court, typically within 24 hours or less of the incident. This process is cutting edge and certainly increases justice as well as customer service, but it is not completed without a significant increase in prosecution workload that is placed solely on the Assistant City Attorney. Another example of system improvements that has resulted in increased prosecution workload is the continued emphasis on ensuring that the city is properly providing indigent defense counsel, which has resulted in a much higher appointment rate and a directly correlated increase in case management needs from the prosecution department. The list of examples of increased caseload management and the resulting increase in support staff work being performed by the Assistant City Attorney is lengthy. Staff is happy to articulate many other examples, if requested.

Despite the natural discomfort of evolution, both the prosecution department and the court have worked hard to provide a level of increased professionalism. The court has provided the following statistics in support of the request for increased funding to allow for prosecution support staff:



PROSECUTION COURTROOM STATISTICS									
Prosecutor	2013	2014	2015	2016	2017	2018	The term "Other Hearings" counts all		
							hearings except Trials (i.e. Pre-trials,		
Other Hearings	863	833	503	952	1226	1162	Orders to Show Cause, Disposition		
Trials	24	18	37	43	69	85	Hearings, Restitution Hearings, etc.)		



Years are calculated from October 23rd to October 23rd so that each column contains data from a full year.

D. Slight Increase in Criminal Misdemeanor Filings

Although traffic citations have reduced over the previous ten years by approximately 1000 traffic filings (4565 in 2018), the ten year average for criminal case filings shows an average of 736 criminal case filings, with 759 case filings in 2018. (Numbers based on Adminstrative Office of the Courts).

E. Benefit to Customer Service Center

The increase of a part-time support staff member within the Legal Department will result in a potential increase in productivity within the Customer Service Center by increasing the availability of a current Customer Service Center employee to provide 10.5 more hours of work specific to Customer Service Center needs.



III. <u>IMPACT</u>

a. FISCAL:

i. Ongoing Increased Cost to the City

1. Single part-time Legal Technician \$17.27 per hour at 25 hours a week

Salary: \$22,438.00 Benefits: \$2,046.35 **Total Ongoing:** \$24,484.35

ii. Onetime Cost to the City

Computer, monitor, keyboard (surplus available)
 Desk/Chair/Office modular (surplus available)
 Office reconstruction (surplus door available)
 Total Onetime:

\$0.00
\$500.00
\$500.00

iii. Total Budget Amendment Request

Ongoing Costs: \$24,484.35 Onetime Costs: \$500.00

Total Budget Amendment Request: \$24,984.35

b. FUNDING RESOURCE(S):

It is anticipated that the bulk of all costs associated with the proposed budget amendment will be covered through existing surplus funding within the personnel budget (salary savings), which due to the unique circumstances wherein longtime employees have recently retired or resigned from the City, is larger than normal despite having had those positions backfilled.

IV. <u>DIRECTION/ALTERNATIVES</u>

Subject to alternative direction from the Council, staff believe the following to viable direction/alternatives at this time:

- 1. Approve the budget amendment as proposed and presented,
- 2. Approve the budget amendment as proposed and presented, with modification(s), or
- 3. Deny the budget amendment as proposed and presented in its entirety.

V. SCHEDULE / TIME CONSTRAINTS

If the proposed budget amendment is approved, it is expected that a version of the "Anticipated Job Description" (attached) will be immediately provided to the human resources department to begin the recruitment and selection process, along with all necessary work orders to create a workspace for this position.

FY2019 Budget Amendment Items

Fund Division	Division #	Account	Expense Account Title	Expense Adjust	Description	Source Account Title	Source Adjustment
General Fund							
Legal	104133	611501	Part-time	12,500	PT Legal Assistant - Jan through June	Fund Balance	12,500
Legal	104133	624001	Office Supplies	500	PT Legal Assistant - Office Space Setup	Fund Balance	500
Planning & Zoning	104641	631006	Contracted Services	20,000	Moderate Income Housing Plan Creation	Fund Balance	20,000
Transfers	104810	691004	Transfer from General F	6,000	700S, 1000W to 1500W - add \$98k total	Fund Balance	6,000
Recreation	104561	611101	Permanent Employees	40,500	Fill Rec Manager position Feb to Jun 30	Fund Balance	40,500
Police	104212	647003	Vehicle Replacement	6,000	Explorers instead of sedans-cost & outfit higher	Fund Balance	6,000
Streets	104413	674003	Vehicle Replacement	3,000	Added outfit cost one vehicle	Fund Balance	3,000
Parks	104521	647001	Machinery & Equipment	8,000	Fertilizer spreader	Fund Balance	8,000
CED Admin	104611	631006	Contracted Services	42,600	Mabey Place CRA Creation	Fund Balance	42,600
CED Admin	104611	631006	Contracted Services	450,000	Mabey Place Site Clearing - Total \$550,000	Bond Fund	450,000
CED Admin	104611	645001	Special Department Allow	20,000	Relocation Assistance - Total FY19 \$45k	Bond Fund	20,000
	Tot	al General	Fund Use of Fund Balance	139,100	- =		
Parks Capital Fund Parks Capital Projects	404521	673001	Capital Projects	100,000	Mabey Pond Water Supply-Additional outflall	Park Impact Fee	100,000
Capital Projects Fund Capital Projects	454410	673001	Capital Projects	6,000	700S, 1000W to 1500W - add \$98k total	Transfer from GF	6,000
Water							
Water Capital Projects	515110	673001	Capital Projects	17,000	700S, 1000W to 1500W - add \$98k total	Fund Balance	17,000
Water Capital Projects	515110	673001	Capital Projects	24,000	Waterline Legend Hills-additional for casing across canal	Fund Balance	24,000
Water	515101	674001	Water		Repurpose budget for compressor to welder	Repurpose Budget	
Water	515101	674003	Vehilce Replacement	4,500	Added outfit cost one vehicle	Fund Balance	4,500
Storm							
Storm Capital Projects	535310	673001	Capital Projects	75,000	700S, 1000W to 1500W - add \$98k total	Fund Balance	75,000
Storm	535301	674003	Vehicle Replacement	32,000	Totaled sweeper instead of trade in Total paid to City for claim = \$49k	Cash from Claim	32,000

Staff Report

To: Mayor Shepherd and City Council Members

From: Eric Howes, Community Services Director

Date: January 2, 2019

Re: Clearfield City Trails Master Plan Update



I. RECOMMENDED ACTION

Review and provide staff with feedback on this final draft of the updated Trails Master Plan in preparation for adoption in an upcoming Work Session.

II. <u>DESCRIPTION / BACKGROUND</u>

JUB Engineering was selected in the spring of 2017 to complete an update of the Clearfield City Trails Master Plan originally drafted in 2004. JUB Engineering was selected for this project because of their familiarity with Clearfield City Parks and Trails as they had produced the Parks Capital Facilities Plan (CFP) in 2011. As a part of the CFP JUB Engineering had entered all of the parks and trails into GIS. Additionally, JUB Engineering was responsible for the design for the SR-193 Landscaping project including the development of the 200 South Trail.

The updated maps included in this updated master plan were reviewed by the council in a work session in August of 2017 and no changes have been made since then. The text of the plan and the included pictures have been updated over the course of the past year in accordance with the updated maps. The overall plan and the included maps have been updated from the 2004 version of the Trails Master Plan to include projects completed since that time. Additionally, accessibility of existing and proposed trails to Clearfield residents is illustrated. A public open house was held on September 13, 2017 to obtain input from residents.

The Master Plan also includes design standards for any trails that may be developed in the future. The design standards are consistent with AASHTO standards and remain unchanged from the original 2004 Trails Master Plan.

III. <u>IMPACT</u>

- **a.** Fiscal- The budget for the Master Plan update was \$10,000. Once the plan update is adopted there will be no additional fiscal impact until specific trail development projects are planned.
- b. Operations / Service Delivery
- IV. <u>ALTERNATIVES</u>
- V. <u>SCHEDULE / TIME CONSTRAINTS</u>
- VI. LIST OF ATTACHMENTS
 - Updated Trails Master Plan



CLEARFIELD CITY TRAILS MASTER PLAN 2018 UPDATE

Clearfield City
Department of Community Services

October 2018

CLEARFIELD CITY TRIALS MASTER PLAN 2018 UPDATE

<u>2004</u>

Curtis Tanner Associates 1827 West 2000 North, Suite 4 Layton, Utah 84041 (801) 775-8899

<u>2018</u>

J-U-B ENGINEERS, In 466 N. 900 W. Kaysville, Utah 84037 (801) 547-0393

Preface

In 2017-2018, an update to this Trails Master Plan was undertaken by Clearfield City. J-U-B ENGINEERS, Inc. (JUB) was retained to make this update. At that time, and under the direction of the City, JUB reviewed the existing document, put it into electronic format, and incorporated verbatim much of the 2004 text. Additional information has also been included, maps have been updated, and all photographs replaced with new ones. The update builds on the preceding document and brings the status of the City's trails current with 2018 policies and improvements.

JUB acknowledges the assistance of the current City Administration and Staff for their help and assistance in preparing this update. Thank you for your guidance and support.

Clearfield City Administration and Staff (2017):

Mark Shepherd, Mayor
Kent Bush, City Council Member
Nike Peterson, City Council Member
Vern Phipps, City Council Member
Bruce Young, City Council Member
Tim Roper, City Council Member
Adam Lenhard, City Manager
JJ Allen, Assistant City Manager
Summer Palmer, Administrative Services Director
Stuart E. Williams, City Attorney
Eric Howes, Community Services Director
Greg Krusi, Police Chief
Scott Hodge, Public Works Director

Acknowledgements

This Trails Master Plan is the beginning step in accomplishing the many tasks necessary to implement a network of recreation and transportation trails throughout Clearfield City. The preparation of this plan has employed the efforts of many people. Curtis Tanner Associates wishes to acknowledge and thank those individuals for their efforts and assistance in the preparation of this planning document.

Clearfield City Administration and Staff (2004):

Thomas C. Waggoner, Mayor
Alan D. Hansen, City Council Member
Curtis Oda, City Council Member
David Monson, City Council Member
Ivan D. Anderson, City Council Member
James W. Barlow, City Council Member
Tracy Heun, Community Services Director
Kent Bush, Planning and Zoning Administrator
Scott K. Hodge, Public Works Director

and

the many Citizens who participated in the pubic open houses and offered written comment – for your insights, comments and involvement.

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1. INTRODUCTION

1. INTRODUCTION

There are many ways to get around town, and Clearfield is a beautiful town in which to get around. To enhance the methods, one might travel from place to place and see the community without using a car, Clearfield City has undertaken the task to create a citywide trail system masterplan. The master plan contained in the following pages identifies the City's effort to identify this trail system.

Cities and towns across the nation are working hard to improve their quality of life through developing trail systems. Trails and their associated greenway corridors are increasingly viewed as vital infrastructure, taking their place along with roads, parks, utilities, and storm drainage improvements as important and essential public assets and recourse.

The main objective of this planning effort is to identify trails that are available to many users, safe and secure, convenient, accessible and aesthetic. A variety of enjoyable experiences will be available to those using the trail system. The trails for Clearfield will not only provide recreational opportunities, but will also function as an alternate means of transportation for travel from one point in the community to another providing access to the City center, commercial areas, parks, schools and other important areas. The trail system also plans for connections with other communities' trails allowing an extended range of travel.

Some of the trails identified in this plan are located on existing streets and roads and will be shared routes with automobile traffic. These trails will be identified by special signage and, where possible, road striping that creates a bicycle lane. Other trails will be located on routes separate from vehicle traffic. These trails will be dedicated entirely to pedestrians and non-motorized vehicles. Trailheads are proposed throughout the City and are planned to be developed either at existing parks or created in conjunction with trail development. The trail development as outlined in this master plan will include design standards and propose furnishings for trails and trailheads.

As a part of this planning effort, two separate open houses were held to receive community input on the trail planning. The open houses were a good communication tool whereby citizens were able to see proposed trail routes, get information as to the rational for the proposed trail locations, and offer their comments on what was presented.

The economic aspects of trail development, usage and maintenance is identified in this planning effort. Initial trail development costs are considered, as well as life-cycle costs.

When developed the trails proposed in this planning effort will enhance Clearfield City by affording its citizens a means of traveling throughout the City and beyond without the use of an automobile. The trails will provide an opportunity for recreation and an opportunity for citizens to get to know the community and their neighbors. Trail development in similar communities has shown that as the initial trails are developed and used, a spark of interest and excitement ignites and the demand for creating other planned trials

increases. With the vision of the community leaders and this plan to guide the development effort, Clearfield City can expect a highly functional and well-used trail system.

Trials provide a vital opportunity for all people to participate in outdoor recreation and adventure. Trails welcome all people regardless of age, income, ethnic background or beliefs. Trails provide benefits to a dramatically wider population than golf courses, soccer fields, tennis courts and other so-called "indispensable" public facilities.

What is a Trail?

Definition: For the most part, a trail is a narrow corridor of open space designated for public access and use. Trails are typically categorized by use designation and the standards by which they are constructed. The classification of trails used in this planning effort follows the standard set by the American Society of State Highway and Transportation Officials (AASHTO).

These trail classifications are as follows:

- CLASS I an exclusive trail for bicycles, pedestrians, etc., physically separated from motor vehicle traffic. The safest but most costly.
- CLASS II a restricted segment of a shared street or roadway for bicycles, separated from motor vehicle traffic by lane marking or barrier.
- CLASS III a shared right-of-way located on lightly traveled streets and roadways. Designated solely by "BIKE ROUTE" signage.

Acceptable activities permitted on trails in this plan will focus on non-motorized transportation and recreation.

In Clearfield City trails will be located both in corridors separated from vehicle traffic and in automobile traffic routes. The nature of Clearfield and the existing land uses limits the amount of trails that can be dedicated solely to non-motorized use. Where trails are apart from streets and roads users can enjoy the opportunity of seeing nature while exercising or traveling. Trails located on City streets allow users an opportunity to employ alternate methods of transportation, take the occasion to increase physical activity, and see the community in an unhurried perspective.

Economic Benefits of Recreation Trails: An organized trail system is an asset that can contribute to the economic vitality of a community. National data indicates that proximity to an urban trail system substantially increases property values. A trail not only provides recreation opportunities, but also can help support businesses by providing pedestrian and bicycle access to commercial districts for both tourists and residents.

Trails can be very cost effective in comparison to other recreational facilities. They occupy minimal land and may be located in floodplains, utility corridors, irrigation canals, along roads and in areas that cannot be developed. The

simplistic nature of trails lends themselves to less maintenance, less vandalism and fewer chances for lawsuits.

Resource Protection: Designated trail corridors effectively preserve open space. Trail corridors can be used to buffer conflicting land uses or separate commercial and residential areas. They can also be used to define areas where population growth is planned. They can protect unique environments such as flood plains or critical habitat areas. Trails and linear parks can be a means to buffer urban development from natural open space and resources.

Nature Education: While trail corridors encourage protection of natural resources by prohibiting disruptive uses, they also provide first-hand experiences to educate people about the importance of natural environments. Whether a trail is used for a formal course or a simple afternoon walk, the user is exposed to countless outdoor experiences. Education about and hands-on involvement with trails can also foster an appreciation and respect for natural environments.

Schools often use trails as dynamic living laboratories. By allowing children to have fun learning about their environment, they may genuinely begin to understand some of its ecological systems. They may develop a sense of life-long stewardship to minimize their impact upon their surroundings.

Alternate Transportation: Transportation is typically characterized by the movement of cars, buses or other motorized vehicles. Yet growing numbers of people are walking or bicycling to work, school and other destinations using sidewalks, paths, and roadways as routes of transportation. Trails can be designed as much for transportation as they are for recreation and allow people freedom of movement in safer environments.

Close to Home Recreation: Today more than 80 percent of the Nation's population resides in urban areas. The growing number of two-career couples, single parent families, physical and economic limits to travel, and a decrease in leisure time influence recreation options and restrict the ability of more and more Americans to travel to recreation areas and facilities. Close-to-home opportunities are a priority. Existing streets, sidewalks and parks minutes from home are the starting points for local recreation. However, these are inadequate to satisfy the full range of needs that an extended trail system can provide close to home.

Additional Benefits of Trails: Trails have values and benefits that reach far beyond recreation. Trails can enrich the quality of life for individuals; make communities more livable; and protect, nurture and showcase natural environment, distinctive geography, historic significance and ecological diversity.

Health Awareness: Awareness of health and physical fitness is a growing concern for a majority of people. The availability of safe opportunities for exercise and fitness is critical in every community. Local trails can provide such opportunities and accommodate a variety of users and activities. Walking, bicycling, jogging, and other aerobic activities can all be accomplished on trails.

The Demand for Trails

Trail Development - A National Trend: Americans are seeking trail opportunities as never before. No longer are trails only for the "rugged individualist" pursuing a solitary trek through breathtaking wilderness. Natural environments and open spaces conducive for trail development can be found within cities as well as in designated wilderness areas. Trail use can be expanded to include users of all ages and abilities; young people, senior citizens, families, individuals and organized groups, people with disabilities and the physically fit.

Activities that occur on trails are as diverse as the users. From walking to horseback riding, roller-blading to mountain biking, cross-country skiing to skate boarding, bicycling to backpacking, trails are used by people for all types of outdoor experiences.

An April 2000 survey of two thousand recent homebuyers indicated walking/jogging and bike trails second highest of the "important to very important" amenity list - behind highway access. According to Gopal Ahluwalia, NAHB Director of Research, trails consistently rank in the top five important amenities in making purchase decisions. -www.nahb. com/news/smartsurvey2002.*Htm*

A 1994 survey by American Lives, Inc. conducted for a group of large volume homebuilders showed that 77% of consumers surveyed ranked significant natural open space as a "must-deliver" category, second behind low traffic and quiet. Plenty of walking and biking paths ranked next highest. *-Denver* Post 1/10/95

Pittsburgh faced with mass exodus of skilled workers and professionals after failure of the steel market in late 1970's. It redeveloped its riverfront with trails and greenways that spun off to adjacent development. The City has since seen a reemergence of its economy and has moved up in rank as one of the top five best cities in the US to raise a family. -City of Pittsburgh, Mayor's Office

A 2002 reader survey by the Kansas Star ranked creation of a regional trail and greenway network at the top of the list in fifteen desired public investments over and above police buildings, zoo, stadium improvements, etc. -KG Starr 1/20/2002

Federal Government Response to Public Demand for Trails: In 1987, trails became a national priority, with the President's Commission on Americans Outdoors calling for a nationwide system of greenways within easy access of all Americans.

Following suit in 1988, the National Park Service provided its vision on a national trail system with its report, "Trails for All Americans". It included the following goals:

Trail opportunities should exist within 15 minutes of most American Homes.

- The system should be made up of a combination of federal, state, local and private trails, with entities working together to make an interconnected system;
- Planning for trail corridors and networks should be a grassroots effort to ensure there is adequate support for their development, management and long-term protection.

The demand for trails and their benefit is well documented. With the guidance provided by this master plan, Clearfield City may begin the process of developing a trail system that will enhance the City and provide its citizens additional recreation and transportation opportunities.

2. METHODOLOGY

2. METHODOLOGY

The master planning process consisted of several tasks that led to a systematic and logical method for creating a guide to develop a complete trail system for Clearfield City. The following outlines that process and informs the reader how this plan came about.

Data Gathering

Curtis Tanner Associates (CTA), with assistance from City staff, was able to gather the appropriate physical data of the City from which various types of mapping was completed. That data included:

- Aerial photography
- Road maps
- Utility maps
- Zoning maps
- Property maps
- Transportation maps
- Soil and topography maps

Additional data was also gathered that included trail information from adjoining communities, Davis County, Wasatch Front Regional Council and the State of Utah. This information identified existing and proposed trails and trail systems that are adjacent to Clearfield City. This information was used to help trail route locations in Clearfield create ties and connections to a broader system of trails, allowing users to travel easily beyond the City's borders to an expanded trail network. This provided access to major trails along the Wasatch Front, including Bonneville Shoreline Trail, Great Western Trail, Pony Express Trail and Discover America Trail.

After a study of the mapped information, field studies were conducted to verify that data. Personnel from CTA observed the City's neighborhoods, open spaces, commercial districts, parks, schools and churches in order to get a "hands on" feel for what Clearfield is made of and personally see the potential that lies throughout its neighborhoods.

An investigation was also conducted to identify the latest in trail design standards and requirements. This added to the background knowledge necessary to locate potential trail routes that will conform to current required standards.

From mapped information and data gathered during the field studies, CTA was able to identify various land uses, transportation routes, open space and the natural characteristics of the land within the City's boundaries. Using the raw data and mapping, composite maps were prepared. These maps included:

Land Use Map, identifying:

- Single family housing
- Multi-family housing
- Commercial / Professional areas

- Manufacturing areas
- Hill Air Force Base
- Open Space
- Open Water

Transportation Map, showing existing and proposed traffic routes and their designation:

- Major Collector Streets streets collecting traffic from local neighborhood roads;
- Minor Arterial Streets streets collecting traffic from Collector street and feeding to Highways and Freeways;
- Major Arterial Highways and Freeways traffic routes without residential frontage that have reduced or no driveway access. In the case of freeways, there is limited access that allows traffic the least interrupted route.

Investigation into the types of soils that occur in the City's boundaries showed that all were compatible to trail development with little modification. Also, a study of the topography of Clearfield showed that there are no areas where trails could not be located based on slope. It is easy to recognize that Clearfield is in the broad valley floor of the Wasatch Basin.

After the mapping and research was completed, proposed trail routes were identified. Additionally, sample trail furnishings were selected and trail design standards were established.

With base information gathered and studied and the proposed trails identified, a Public Open House was held. The purpose of this open house was two-fold. First, to present to the citizens of Clearfield in a casual atmosphere the proposed trail routes and the analysis that went into guiding the locations of those routes, and second, to receive comments and input from the Citizens on the trails and their planning. Issues were discussed and questions answered. Both verbal and written comments were taken from those who attended the open house.

Comments received at the open house required slight modifications to the trail routing plan. Those modifications were made and additional planning was completed.

A second open house was held with the same format as the first. The revised routing plan was presented and comments were taken from the attendees.

With the trail locations identified, additional planning efforts were completed to assist the City in realizing actual trail development. Additional planning includes trail development considerations that are broken into several categories: land acquisition, design standards, construction methods and recommendations, recommendations for trail development priority, trail maintenance and life cycle costs. Funding sources are also identified as part of the master planning process.

This planning methodology provides a complete and extensive trails master plan covering the broad spectrum of issues concerned with trail creation. It is intended that this document will assist Clearfield City to create a citywide trail system using logical methods today and in the future.

The 2018 update followed this same methodology, ensuring that its efforts would be compatible with the 2004 master plan. A single open house was held, however, rather than two. Only 1 person attended the open house, and provided minimal comment.

3. EXISTING CONDITIONS

3. Existing Conditions - The City Today

To provide an adequate trails plan, a clear understanding of the City and its many characteristics must be understood. CTA completed an in-depth study of the City to see what it is made of in many aspects.

Initially, a general familiarity of Clearfield was gained through seeing the City by automobile, on bicycle and on foot. In addition, a study was completed from aerial photography of the City (fig. 3.1). Key elements of the City were identified: City offices, schools, parks, churches, commercial and retail centers, and natural geologic features.

Additionally, property ownership and City zoning maps were studied to identify current land uses. The result of this study is shown in a General Land Use Map (fig. 3.2). This map classifies land uses occurring in Clearfield in seven major categories: Single Family Housing, Multi-Family Housing, Commercial/Office Space, Manufacturing, Hill Air Force Base, Open Space, and Open Water.

A second, more specialized land use map was prepared to identify specific land uses that are related to trails by their activities and the potential for them to become a starting point or destination for a trail user. This Focused Land Use Map (fig. 3.3) identifies the locations of Civic Centers, Commercial Centers, Schools, Churches, Existing and Future Parks and Open Water.

A study of automobile transportation routes was also conducted using field observations and City transportation planning maps. The Primary Transportation Routes map (fig. 3.4) identifies Major Collector Streets, Minor Arterial Streets and Major Arterial Highways/Freeways.

These land use and transportation maps help identify where neighborhoods are, where people will be coming from when starting on a trail experience, and where they might be heading. The maps also show routes where high vehicle traffic occurs and where there is a high probability of potential pedestrian/bicyclist and automobile conflicts.

City utility maps were studied to identify locations where utilities exist. Locating trailheads in the most advantageous places requires knowing where existing utilities are present. This knowledge will help reduce the cost of trailhead development.

A study was conducted to determine the soils and topography of Clearfield. Clearfield is located in the lake plain of the Great Salt Lake and has minimal slopes and topographic variation. There is an overall gentle westerly slope toward the Great Salt Lake. A few micro-regions have notable slopes but nothing occurs within the City's boundaries that is prohibitive to trail development. Soils of Clearfield are of the Kidman Series and Parley Series, consisting of deep well drained and moderately well drained soils medium to moderately coarse in texture. These soils have slight to very slight limitations for recreation type improvements. -USDA, Soil Conservation Service, Soil Survey, Davis-Weber Area, Utah, July 1968.

On-site field observations were made to confirm that the studies and research data gathered and interpreted was correct. The field studies verified the mapping and analysis, and gave opportunity for the staff of CTA to observe again the character and feel of Clearfield City.

The 2018 update looked closely at the same subjects as the 2004 study. The maps were updated to show existing 2018 conditions.

4. TRAILS BEYOND CLEARFIELD

4. Trail Planning Beyond Clearfield City's Borders

In order to create a trail system that functions within Clearfield City and beyond its boundaries, CTA contacted the communities adjacent to Clearfield to discuss each of their trail systems and trail planning efforts. Trail related planning was also discussed with agencies beyond the immediate surrounding of Clearfield. These included Davis County, Wasatch Front Regional Council and State of Utah.

Neighboring Communities

The majority of the communities bordering Clearfield City reported little trail planning completed at the time of this plan and reported no existing trails in place that run to Clearfield City's limits. However, Layton City is pursuing development of trails in two locations that will affect Clearfield. One trail is to be located on the Old Denver and Rio Grande Railroad right-of-way. The other is planned along the Davis Weber Counties Canal, within the Canal Company's property. A management agreement among the Davis and Weber Counties Canal Company, Clearfield City, and Layton City has been signed for the development, administration, operation and maintenance of recreational amenities (trails) on the Davis and Weber Counties Canal Company property. This agreement grants an exclusive right to develop, administer, operate and maintain a continuous recreational trail within the limits of the Canal Company's land for a designated distance.

The 2018 update confirms that the section of the Old Denver and Rio Grande Railroad ROW through Clearfield has been developed and the "Rail Trail" connects to the neighboring community's trail. Also, the Davis and Weber Canal Trail has been completed except for one remaining section through the north part of Clearfield.

Davis County

Davis County is working to promote trails throughout the county. The County's Department of Economic and Community Development is focusing efforts on two trail routes. The Bonneville Shoreline Trail is a primary trail for the county and has been the center of their trail planning and development efforts. This trial is along the east bench of the Wasatch Front and out of Clearfield City limits.

The second trail the County is focusing on is the trail located in the old Denver and Rio Grande rail corridor. The County considers this route as having a high probability of becoming a countywide trail. It is however, under the jurisdiction of Utah Transit Authority (UTA) and coordinated development efforts must be made between Clearfield City, Davis County and UTA. Currently UTA is making efforts to plan and develop this trail with the appropriate communities, including Clearfield City.

The individual in charge of trail planning and development for Davis County is Mr. Jeff Oyler. He can be contacted at:

Mr. Jeff Oyler, Davis County Planning Manager Davis County Department of Planning and Zoning 61 South Main Street Farmington, Utah 84025 801.451.3279

Wasatch Front Regional Council (WFRC)

WFRC is a volunteer council of governments made up of city and county leaders from Davis, Morgan, Salt Lake, Tooele and Weber Counties. Its functions are to provide a forum for discussion and cooperation on regional-wide problems and provide a general approach to solutions, to assist with coordination of local programs, plans, and projects with Federal and State programs, and to provide a more effective organizational structure for local governments to coordinate local programs that overlap county boundaries or are regional in nature.

This Council has prepared a regional trails map. This map identifies trails throughout the Wasatch Front. Clearfield City is identified on this map (fig. 4.1) and shows several proposed trails traversing the City. The identified trails make connections with the region wide trail system.

State of Utah

Under the Department of Natural Resources, the Utah State Division of Parks and Recreation has no direct trail planning per se but works with communities on their trail planning and development efforts primarily through funding. For the Wasatch Front, the State has charged WFRC with the matters of regional trail planning.

Additional information on the State's involvement in local trails can be found in the Funding section of this document.

5. TRAIL ROUTES

5. Trail Routes

The information collected in the data gathering tasks from adjacent communities and from regional agencies establishes the foundation to locate potential trail routes. The majority of land in Clearfield City is developed into residential neighborhoods and manufacturing (primarily Freeport Center), or is occupied by the facilities of Hill Air Force Base. A small percentage of land is open space. For the most part, it is scattered in the western sections of the City, west of Freeport Center and the Old Denver & Rio Grande Railroad. Very little open space is east of Interstate 15. This limits the potential for trails to be located in natural areas.

In order for this trail system to function well, it should be enjoyable to use, have scenic opportunities, link neighborhoods with recreation facilities and open spaces, serve as transportation routes for pedestrians and bicyclists, and be a resource for recreation and outdoor experiences. The most important criteria in evaluating the suitability and selection of proposed trail alignments were: 1) proximity to residential neighborhoods, with a designated trail at least one-quarter mile from any home; 2) providing access to major civic, commercial centers, parks and schools; and 3) staying away from major automobile routes with the exception of Antelope Drive.

Fifteen trail routes are identified. Some of the trails are located on existing streets and will be shared routes with automobile traffic. These trails will be identified by special signage and where possible, road striping, creating a bicycle lane. Other trials will be located on routes separate from vehicle traffic. These trails will be dedicated entirely to pedestrians and non-motorized vehicles.

The trail names given to each of the routes in this plan are for reference and identifying the trails through this planning process. It is recommended that each trail be named with an inspiring name easily identifiable by the community, a name that can associate a kind of ownership and relate with the community.

Proposed east-west trail routes are located at Center Street from 500 East to where Center Street ties to 200 South Street, and along 200 South Street from South Main to the west City boundary. Another route is proposed to run along 700 South Street from the east City boundary to South Main Street. A trail is also proposed along Antelope Drive from the east City boundary to the west boundary.

Proposed north-south routes include trails located within the Davis Weber Canal property running the length of the City with some alternate routes at 1000 East Street, Maple Drive and North Terrace Street. Another route is at Falcon Drive / 1000 East Street from 450 South Street to Antelope Drive. Trials are also proposed along South Main Street from 200 South Street to the Old Denver & Rio Grande rail corridor and picking up again at Antelope Drive and running south to the City boundary at Gordon Avenue. Trails are proposed to run along the Old Denver & Rio Grande rail line and the electrical utility corridor at the western edge of the City. These trails will run the length of the City and are likely to provide for equestrian use. Lastly, a trail is

Clearfield Trails Master Plan - 2018 Update

proposed to run along 1000 West Street from Steed Park to the south City boundary.

The proposed trail system will connect to the future Commuter Rail and Transportation Hub that will be located on State Street. Trails will also connect with Hill Air Force Base at 200 South Street and Freeport Center from Antelope Drive.

The next few pages of this planning document describe the fifteen proposed trail alignments with a trail summary, trail map and a photographic record of the existing conditions along each trail route. The trail summary generally describes the location, landscape character, type and an overview of an implementation strategy. Development of these proposed tails will net Clearfield City with approximately 20.5 miles of recreation and transportation trails. More significantly, close-to-home recreational needs will be better met with the use of these trails and corridors.

In the following trail descriptions reference is made to trail users. This plan defines trail users as follows:

- Pedestrians: Individuals or groups who use a trail for walking, jogging, running and roller blading for recreation or transportation.
- Bicyclists: Individuals or groups who use trails for bicycling for recreation or transportation.
- Equestrian: Individuals or groups who use trails for horseback riding.
 No facilities that allow holding horses for an extended period will be part of the trail development.
- Cross-country skiing: Individuals or groups who use a trail for recreational cross-country skiing. No warming facilities are planned or proposed in this phase of trail planning.

As stated in the Methodology section of this document trail classifications are defined as:

- CLASS I an exclusive trail separated from motor vehicle traffic.
- CLASS II a restricted segment of shared street or roadway, separated from motor vehicle traffic by lane marking or barrier.
- CLASS III a shared right-of-way located on lightly traveled streets and roadways, designated solely by "BIKE ROUTE" signage.

Following the trail summaries, maps and photographic records are overall maps identifying all existing trails and their respective service areas (fig. 5.16 and fig. 5.17). The final two maps illustrate the total Proposed Trail System routes (fig. 5.18) and their collective service areas (fig. 5.19). Approximate locations of existing and proposed trailheads are also identified.

Center Street Trail

Location: Center Street Trail is the northern most east-west trail. It follows Center Street from 500 East Street west to where Center Street connects to 200 South Street. At the easterly end, it passes through established neighborhoods of Clearfield. It also runs past the Clearfield City Municipal and Justice Center, the Heritage Senior Center and one of the City's fire stations. Past the Municipal Center, the trail crosses State/Main Street, follows the overpass, and then to 200 South Street (fig. 5.1).

Length: 0.92 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: This trail is the shortest of the proposed trail routes. As it follows Center Street, it can be developed as either a Class II or III trail. The street right of way is rather narrow and may restrict the creation of a designated bike lane. However, bicyclists using this trail should use the roadway as regulated for bicycle use. Pedestrians at this trail are to use existing sidewalks.

Connections: This trail makes a connection to Canal Trail at its eastern end and 200 South Street Trail at its west end. A trailhead is planned near the Municipal Center. The commercial district along State/Main Street is also accessible from this trail.

Implementation Strategies: Minimum facilities required to develop this trail include signage identifying the route as a City Trail, sign(s) identifying the trail by location and name, and "BIKE ROUTE" signage, (see the Development Standards Section). Should modifications be made to the automobile traffic lanes and allow creation of a bicycle lane, improvements will include lane striping in addition to signage. Additional signage may include directional signage to the trailhead at the Municipal Center.



Center Street Trail Photo Guide

200 South Street Trail

Location: 200 South Street Trail has two sections and runs along 200 South Street. The easterly section runs from the Canal Trail at 750 East to the west gate of Hill Air Force Base. The western section runs from the Rail Trail to the City boundary just west of 1450 West Street (fig. 5.2).

Length: 1.21 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: The eastern portion of this trail runs under an Interstate 15 (I-15) overpass with a very narrow sidewalk that will require widening should the usage demand. From the east side of the freeway it travels up a slight hill to the Hill Field gate. The west portion of the trail travels from the Rail Trail west past newer neighborhoods on the north and undeveloped, agriculture fields on the south.

Connections: This trail connects with Canal Trail in the eastern portion and coincides with Canal Trail as it crosses under the 1-15 overpass. The west terminus of the eastern portion of the trail is Canal Trail. The primary objective of this section of trail is to provide access to Hill Air Force Base.

The western portion of the trail continues along 200 south from the Rail Trail Trail as it curves west. There are some railroad crossings at this east end. Connections with other trails include the Center Street Trail, Old Rail Trail, 1000 West Street Trail and West Powerline Trail. This trail is in close proximity to a proposed trailhead at 525 West 50 South. This address is currently undeveloped and proposed for a future subdivision. When development occurs on this parcel, space should be set aside for the development of a trailhead. A second trailhead is proposed at the western end of the trail near its intersection with West Powerline Trail.

The Wasatch Front Regional Council (WFRC) has identified this trail as a part of their overall trail system.

Implementation Strategies: This trail can be classified as part Class II and part Class III. Due to the nature of the road and neighborhood, the eastern portion would restrict the creation of a bicycle lane and therefore will be identified with signage. The western portion of the trail is located on a street that is designated to be a minor arterial street and has a broad right-of-way. Currently the street has minimal traffic for the width of constructed pavement and could accommodate a bicycle lane designated by striping and signage. In the future as the southern property is developed and the street fully constructed it is recommended that accommodations be made to continue the trail route with separate bicycle lanes.

This trail runs to Syracuse City. Implementation should be coordinated with Syracuse to have a continuous trail that extends beyond Clearfield's borders, allowing users easy access to and from Clearfield.



200 South Street Trail Photo Guide

700 South Street Trail

Location: 700 South Street Trail runs accordingly along 700 South Street/State Highway 193 from the east City boundary to South Main Street (fig. 5.3).

Length: 2.00 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: This trail is located on one of the busiest traffic corridors of the trail system. Highway 193 carries much traffic to and from I-15. West of State Street automobile traffic is calmer. The eastern portion of the trail route passes by the south edge of Hill Air Force Base with few roads and driveways accessing the highway on the north side of the route. The south side of the route runs past mixed commercial land use and undeveloped land. There are some streets and several driveways accessing the highway. This will require trail users to be more aware and cautious while using the trail. West of I-15 the trail runs near Clearfield High School and the aquatic center. West of State Street the trail runs past areas of mixed use, commercial, residential and open space and terminates at South Main Trail.

Connections: Canal Trail and Falcon Trail are two proposed trails that traverse 700 South Street Trail alignment. Also, two trail spurs diverge from this trail. One spur leads to and from the aquatic center that will serve as a trailhead. The second follows 550 East Street to an area that is planned as a new Commuter Rail and Transportation Hub. Currently this site is used as a Tracks Station with some development.

The east end of this trail runs to the boundary between Clearfield and Layton. The development of this portion of the trail should be coordinated with Layton City. The trail is also designated by the WFRC as part of their overall Wasatch Front trail system.

Implementation Strategies: The Utah Department of Transportation has jurisdiction of Highway 193. All trail development activities are to have their approval. The type of trail planned for the alignment from State Street east is a Class II, which provides for bicycle lanes identified by striping and signage. West of State Street a Class III trail is designated, meaning the trail is identified by signage only. Signage cautioning trail users of major street crossings should be installed at the State Street crossing. Also caution signs should be installed at the on-grade railroad crossing where the proposed trail will cross the Union Pacific railroad tracks.



700 South Trail Photo Guide

Antelope Drive Trail

Location: Antelope Drive Trail runs the length of Antelope Drive from the east City boundary to the west boundary (fig. 5.4).

Length: 2.02 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: Like 700 South Street Trail, this route runs along a state highway (SR 108) and is one of the most automobile traveled routes in this trail system. This route continues the bicycle trail established on Antelope Drive north of Clearfield. It is a direct route to Antelope Island and the Great Salt Lake, the most visited natural tourist destinations in Davis County. Bicyclists use it today to access the lake and island. The route passes open space that will most likely be developed into commercial developments and residential neighborhoods at the northern end. There is an above grade railroad crossing at the Union Pacific and the Old Denver & Rio Grande railroad lines. West of the rail lines, on the north side of Antelope Drive the route passes Freeport Center and Clearfield Job Corps. Along the south side, there is commercial development. Beyond the commercial development further south are new neighborhoods and single-family subdivisions.

Connections: This trail route intersects Old Rail Trail, and the crossing is above grade. Special trail development that will traverse the grade change will be required to access Old Rail Trail from Antelope Drive Trail. South Main Trail connects with this trail at its midpoint. The west portion of the trail crosses West Powerline Trail and 1000 West Trail. A trailhead is located on South Main Trail approximately 200 yards from this trail.

Implementation Strategies: This trail is identified by the WFRC as a Class II trail and is included in their overall trail system. It is planned that this trail be developed to travel on the street with exclusive bike lanes.

As the trail extends to the City's east and west limits, implementation efforts are to be coordinated with both Layton City and Syracuse City. In addition, the trail is located on a state highway and is under the jurisdiction of Utah Department of Transportation. Currently Antelope Drive is under street widening construction. Bicycle lanes have not been considered in the current project although 12' shoulders are being provided.





















Antelope Drive Trail Photo Guide

Canal Trail

Location: Canal Trail is the easterly most north-south trail. It runs from the east City limit to the north City limit (fig. 5.5). The trail is located within the Davis Weber Canal Company's property and is proposed to run along the canal, primarily along the west side where there is a service access road. In some areas within the canal corridor the open land west of the canal is too narrow for a trail which may require the trail to cross the canal and run along the east side. Preliminary field observations indicate that canal crossings will be required (using street grid coordinates) at approximately 500 South, where there is an existing concrete bridge, 30 South, 50 North, 250 North and 300 North.

Public input, (which will be discussed in the next section) indicated concerns about having the trail route adjacent to private property. If the trail is required to be locate elsewhere, alternate routes for portions of the trail are proposed to run along 1000 East Street and Maple Street, and along North Terrace Drive and 300 North Street where the trail connects again with the canal property.

The 2018 update reveals that the canal company has piped the section of canal adjacent to homeowners. The ability to move the trail further away from homes and provide some screening is now a possibility. This has alleviated many of the previously expressed concerns.

Length: 2.91 miles

Anticipated Users: Pedestrians and bicvclists

Description and Characteristics: This trail provides a tremendous opportunity to traverse the City without impacts of automobiles and to observe a slice of nature. There is a great potential to develop linear natural areas where trail users can observe nature on land and related to the water of the canal. Currently the canal corridor is made up of a large variety of conditions. The southern end of the route runs adjacent to open space, agricultural land, single family and multi-family developments. Further north the corridor is adjacent to I-15 where there is a high level of traffic noise. Crossing I-15 is a major obstacle to this trail corridor, however departing from the canal where it crosses under I-15 and continuing along the east freeway frontage to 200 south allows for a crossing, although narrow, under the existing overpass to 200 South. At 200 South the trail again travels along the canal property (with the alternates noted above as may be required) to the north City limit.

At the south side of 200 South, there is a large parcel of land belonging to the Canal Company that has the potential of being developed into a small urban nature park or a small neighborhood park. Here interpretive facilities may be used to inform trail users of natural features and elements that occur in the City and other informative or educational information. The drawback to this parcel of land is that it is not continuous and its only access is at 200 South.

From 200 South northward to Clearfield Hills Apartments (approximately 550 North) the trail passes established single-family homes. As mentioned above, alternate trail routes may be used in this location. The alternate trail routes have been designated to allow the trail to continue without being adjacent to the rear yard of some of the residents in this neighborhood. Another alternate to having the trail along the west of the canal or run along the neighborhood streets is to align the trail route on the east side of the canal. A more detailed property survey should be completed to verify the actual canal location within the canal company's property, and to determine where the trail should be located. Additionally, an idea that has been considered by the canal company is to have the canal piped underground. It is the opinion of this planning effort to have the canal remain open. Open water adds to scenic beauty and the character of this trail. This will give trail users the opportunity of viewing waterfowl and other water-related natural activities that occur where open water is present.

Though open water creates interest along a trail route, safely issues are also created. The canal corridor is a narrow piece of property and while there is room for both the canal and a non-motorized trail, precautions must be taken to minimize the risk of users falling into the canal. Barriers can be placed along the canal edge that will facilitate the safety of trail users. Non-intrusive barriers such as natural tree and shrub plantings can be incorporated into the trail development between the trail and the canal edge. A continuous shrub and tree buffer will allow visual access to the water but discourage physical access to the canal. Secondly, a guide rail can be installed along the canal edge. The guide rail need be nothing more than a single pipe railing, approximately three feet high, placed along the canal edge. It is recommended that the guide rail be black vinyl-coated steel pipe with supports placed no further than eight feet apart. This rail would be placed near the canal edge, on the opposite side of the planting buffer from the trail, which will reduce the visual impact of the guide rail.

In the summer of 1999, Clearfield City commissioned a preliminary property and topographic survey of the canal corridor. This survey identifies the topography adjacent to the canal, and approximate west edge of the canal and the canal's approximate location in relation to adjacent properties. This survey was used in determining how the trail may be located within the canal company's property. It must be understood that the survey that was conducted is preliminary in nature and a more specific and precise survey is to be completed at the time actual trail design is to be done. Figure 5.06 identifies the preliminary survey and trail study.

Connections: The Canal Trail makes connections with 700 South Street, 200 South Street and Center Street Trails. It also can make a connection with 1000 East Street, allowing users an easy route to Hill Air Force Base. The WFRC has designated this route as one of the Class I regional trails. This trail extends to the north and south City boundaries. Layton City is planning a trail along this corridor and quite possibly Sunset City will do the same. This trail development provides the potential for not only traversing Clearfield City but also allowing access to adjoining communities and beyond.

Implementation Strategies: The Canal Trail may be one of the first trails separate from public streets to be constructed in the City as an agreement for use of the property has been signed and preliminary survey work is complete. The route for the trail can easily be developed along the existing service access road. To continue this preliminary work and to bring the trial to actual construction and usage, a more detailed survey and design must be completed. The trail is planned to cross Highway 193, which will require a pedestrian crossing signal to be incorporated into the existing traffic signals. Locations for bridges are to be identified and a consensus among the neighbors backing the canal property and Clearfield City must be reached where the trail will be located in the specific neighborhoods.

The 2018 update confirms that the majority of the Canal Trail has been completed. The one remaining area not finished extends from 200 South to 300 South. The trail has not been completed, but the canal company has piped this section in its entirety, leaving the corridor open to an appropriate placement of the trail away from neighbors. Some screening may be required, but that will not be a project-ending limitation. Continued communication and coordination with adjacent residents will be necessary to ensure their satisfaction with and approval of the project.



Canal Trail Photo Guide

Falcon Trail

Location: Falcon Trail (named for Clearfield High School mascot) runs along Falcon Drive from Antelope Drive (south City boundary), and along 1000 East to just north of 450 South Street where it ties to the Canal Trail (fig. 5.6).

Length: 1.34 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: Falcon Tail is a shared-access trail providing users a connection to the Commuter Rail and Transportation Hub, Clearfield High School and the aquatic center. Falcon Drive is the primary access to the high school and precautions should be taken to provide adequate space and signage to identify the trail along this road. The paved width of the road and the automobile traffic on State Street (State Road 126) is less on the south end than on the north near the high school. Access will need to be created where this trail meets the Canal Trail.

Connections: This trail makes connections with Antelope Drive Trail at its south end, 700 South Street Trail near its midpoint, and Canal Trail at its north end. As mentioned above, this trail will provide alternate transportation access to the future Commuter Rail and Transportation Hub.

Implementation Strategies: The southern portion if this trail can be classified as Class II, and north of State Street can be classified as Class III. Appropriate lane markings and signage will identify the trail to users, and will caution automobile drivers of the existence of a trail and trail users. Provisions for an adequate pedestrian crosswalk must be implemented at the State Street and 700 South Street crossings.



Falcon Trail Photo Guide

Rail Trail

Location: Old Rail Trail is located along the old Denver & Rio Grande railroad bed (fig. 5.7). This route traverses the City from north to south. A large portion of the trail is parallel to and west of State Street.

Length: 3.52 miles

Anticipated Users: Pedestrians, bicyclists and equestrians

Description and Characteristics: The abandoned railroad bed easily accommodates trail development. The grade is minimal, and established base material is present and ready for use and the corridor passes through some very enjoyable spaces. Because the route has been used for railroad purposes, there is little development in close proximity to the future trail providing some limited natural spaces and a variety of land uses along the path.

The corridor is under the ownership and jurisdiction of Utah Transportation Authority (UTA). Currently UTA is making plans on how best to utilize the corridor. It is their intention to develop the corridor in conjunction with the communities where the old railroad is located. There are no guidelines and plans in place at this time. However, UTA is planning to allow trial development along the route and will seed input from communities on how they may best assist to have the trail(s) created.

The southern portion of the route is graded significantly lower than the surrounding land and gives a unique and interesting feeling as one traverses along the corridor. Being submerged makes much of the traffic and City noise unnoticeable. Further north, the trail passes Freeport Center and can provide alternate transportation access to this facility. The northern end passes by open agricultural lands (which will most likely become single-family subdivisions), existing subdivisions, Steed Park and Holt Elementary School.

Near Holt Elementary School there is potential to have a spur providing students access to the school from Barlow Street at approximately 550 North.

This trail is expected to become the backbone to the trail system and will be highly used. Its surroundings are beautiful, and it is separated from vehicular traffic. It is centrally located and traverses the entire City connecting several other trails. It is the primary trial adjacent to Freeport Center and will provide an alternate transportation route for individuals accessing the Center.

Connections: The Old Rail Trail connects with several trails of the City's trial network. These connecting trails include Antelope Drive Trail, 700 South Street Trail, South Main Trial, 200 South Street Trail, and 1000 West Street Trail.

The WFRC also designates this trail as one of their Class I regional trails and will make connections with adjoining cities. The trail will be recognized as a major regional trail.

Implementation Strategies: Because this trail corridor is regulated by UTA, close coordination with the agency will be key to developing the trail. Recently the steel rails and wood ties have been removed making construction of a trail on the old rail bed a relatively simple process. However, there are considerations that must be addressed in order to make this a successful trail. This trial crosses Antelope Drive and other streets in a location with some grade change causing restricted view for motorists and potential trail users. Signage and clear marking indicating trail/road crossing must be incorporated into the trail development. In addition, it is important to utilize the corridor to its fullest potential. This may cause special landscape improvements, allowing for trial spurs to access nearby recreation, civic and commercial areas, and providing access to the trail where it may be crossed over by bridges.

As previously mentioned, this trail has been completed in its entirety and is functioning well.



Old Rail Trail Photo Guide

South Main Trail

Location: South Main Trail begins at the south City boundary (Gordon Avenue) and goes north to Antelope Drive (fig. 5.8).

Length: Combined length 1.43 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: This trail is a shared-access trail where the southern portion follows a wide paved road with minimal automobile traffic. There is undeveloped agricultural land adjacent to the trail, which gives the potential for added automobile traffic as the land is developed into residential neighborhoods. At present, it appears bicycle lanes may be accommodated on this portion of the trail.

The north portion of the trail is in a somewhat more urban and industrial area. The current road is not fully developed, allowing for the future creation of bicycle lanes.

Connections: South Main Trail connects with Powerline Trail and Antelope Drive Trail in its southern section. Its northern section connects with 700 South Street Trail and 200 South Street Trail.

Implementation Strategies: The creation of this trail will require a determination of whether the route can accommodate a separate bicycle lane or shared lanes with automobile traffic. In either case, signage will be required to identify the trail to users and caution automobile traffic of the existence of a trail.











South Main Trail Photo Guide

1000 West Street Trail

Location: 1000 West Street Trail follows 1000 West Street from the City's south boundary at Antelope Drive north to approximately 550 North and Steed Park. At that point, it passes through Steed Park and terminates at Old Rail Trail (fig. 5.9).

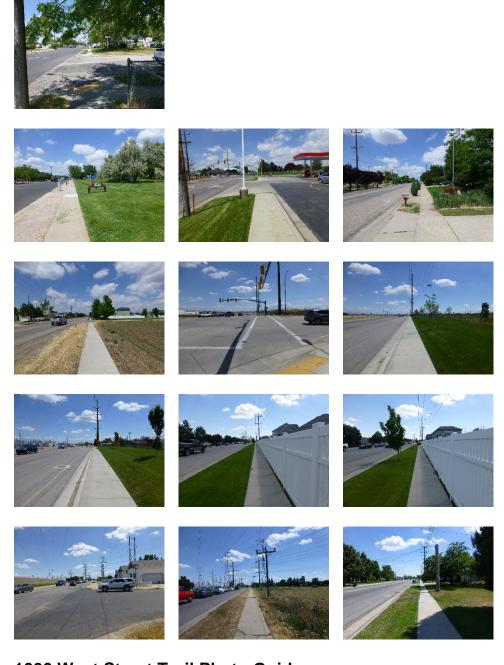
Length: 2.49 miles

Anticipated Users: Pedestrians and bicyclists

Description and Characteristics: This trail follows along 1000 West Street through residential neighborhoods, undeveloped agricultural land and some small commercial areas. The trail follows along the west side of Freeport Center and passes industrial facilities. There exists on this corridor some 'Bicycle Route' signs. The roadway it follows is designated as a major collector street and is not fully developed at this time. This may make incorporating designated bicycle lanes possible as the road is fully developed.

Connections: This trail makes connections with Antelope Drive Trail, West Powerline Trail, 200 South Street Trail and Old Rail Trail. This trail has also been designated as a Class III trail by the WFRC and will become a part of the regional trail network.

Implementation Strategies: At the current time, the road easily accommodates the traffic load. As the population increases over time in that area of the City, the road will experience increased traffic requiring it to be fully constructed. It is recommended that separate bicycle lanes be created along the road to accommodate bicycle traffic along the trail route. This would make the trail a Class II trail, differing from what the WFRC has designated it to be, as mentioned above. Signage and markings will be required to fully identify this street as a bicycle route.



1000 West Street Trail Photo Guide

West Powerline Trail

Location: West Powerline Trail traverses Clearfield City at its western edge. It follows the southeasterly curving power line corridor that crosses both Clearfield and Syracuse at the Cities' boundaries (fig. 5.10).

Length: 2.42 miles within Clearfield's Boundary

3.16 miles including sections that cross Syracuse

Anticipated Users: Pedestrians, bicyclists and equestrians

Description and Characteristics: The power line corridor is a wide path through the western portion of Clearfield. The neighboring lands are filled with residential neighborhoods; some include large lots having horses and farm animals. The actual corridor is zoned A-1 Agriculture. In some locations there are fences dividing the corridor. In others, it traverses open agriculture land. This route crosses several major roads and some residential neighborhood streets. Around 200 South, the route crosses over land Clearfield City owns and is planned for a future park. The southern end of the trail route follows neighborhood streets, 2300 South Street, 150 West Street and 2150 South Street. This accommodates the trail access without having to traverse subdivided private land.

Connections: Within Clearfield City limits the southern end of the trial connects South Main Trail at 2300 South Street. It also connects with Antelope Drive Trail, 1000 West Street Trail and 200 South Street Trail. The WFRC has designated it as a proposed Class I trail and in the future, may become part of the regional trail system.

Implementation Strategies: As mentioned above, this corridor is identified by the WFRC as a future regional trail. Trail planning and design efforts should be coordination with WFRC. Utah Power and Light (now Rocky Mountain Power) owns most of the corridor. Development strategies must include planning and approvals from UP&L. As the trail crosses several streets, proper crossing measures must be implemented to have the trail be safe and easily used. Land acquisitions and access easements may be required to develop the trail. Further study and surveys will be needed to determine the extent of acquisitions needed.



West Powerline Trail Photo Guide

300 North Street Trail

Location: 300 North Street Trail follows 300 North Street from the western city boundary with West Point and continues to join the canal trail at its intersection of 300 North (fig. 5.11).

Length: 1.91 miles within Clearfield's Boundary

Anticipated Users: Pedestrians, and bicyclists

Description and Characteristics: 300 North Street is a busy road with a higher traffic loads and speeds. This trail is located on the sidewalks and helps facilitate transportation to or from Steed Park, and Kiwanis Park. It also will be useful for Holt Elementary students to access the neighborhoods located off 500 W.

Connections: On the Western edge of the 300 North Street Trail it intersects the proposed West Powerline Trail. As the trail moves East it also intersects the 1000 West Trail, Old Rail Trail, and the Mainstreet Trail in that order and ends at the northern leg of the Canal Trail.

Implementation Strategies: This proposed trail is a class 3. The trail is lacking the proper signage designating the trails path, but sidewalks exist the entirety of the route. A bike lane will need to be added or designated. Most of the route has room for a shared bike lane already. The overpass over the rail lines will present a problem for bikes as it has limited space and the pedestrian section involves a large flight of very steep stairs.



300 North Street Trail Photo Guide

450 South - 500 East Trails

Location: The leg of 500 East extends from the intersection of the Canal Trail and 500 East and merges into the 450 South segment at their intersection. The 450 South leg runs from Main Street to the intersection at 750 East (fig. 5.12).

Length: 0.53 Miles on the 500 East segment.

0.38 Miles on the 450 South segment.

Anticipated Users: Pedestrians, bicyclists

Description and Characteristics: This trail extends through a primarily residential neighborhood with lite commercial influence. The 500 East segment runs along Mabey Pond and provides access to the water. This trail would provide a transition between the canal trail and other trail systems.

Connections: The 500 East trail segment will connect to the Center Street trail on its northern most edge. It then crosses the 200 South trail before connecting to the lower part of this trail on 450 South. The 450 South segment will connect to the State Street trail on the western edge of its reach and tie into the Canal trail where it makes a jog into the neighborhood at 750 East.

Implementation Strategies: The 450 South and 500 East Trails are proposed as class 3 trails. These trails have existing sidewalks that could be designated trails with signs. With restriping of the roads, the lanes could be shared between cars and bikes. These roads are slow residential use and can support multi use.



450 South – 500 East Trails Photo Guide

800 N Street Trail

Location: The 800 N Street Trail runs along the northern most border of Clearfield City following the entire length of Clearfield's 800 N Street. The trail reaches from 1000 W to Main Street on the East side (fig. 5.13).

Length: 1 Mile

Anticipated Users: Pedestrians, bicyclists

Description and Characteristics: 800 N Street Trail traverses an arterial road that serves several neighborhoods. It also crosses the rail lines with an overpass. The western end of the trail passes the Clinton City Cemetery. The 800 N Street Trail passes over the Rail Trail but does not connect with it. This trail would facilitate the safe movement of pedestrians and bikes along this area from the dense residential area to Doxey Elementary.

Connections: The 800 N Street Trail connects with two other trails. One on each of its ends. On the Western edge of 800 N is the 1000 W Trail. On the eastern edge the 800 N Trail connects to the Main Street Trail.

Implementation Strategies: The sidewalk is intermittent along this route. Priority should be connecting the existing sidewalks together so that foot traffic is not as dangerous. The road is narrow and has a higher traffic flow. Implementing a bike route on this section of road without modifications will be difficult. The overpass only has a pedestrian path on the north side of the bridge and has no extra room to spare. A connection path to the rail trail should be considered even with the elevation difference. This will make this trail more useful and keep more people away from the 800 N and 1000 W intersection which is less welcoming to pedestrians.



800 N Street Trail Photo Guide

Commuter Rail Connectors

Location: The commuter Rail Connectors is a collection of different legs of trail. One leg starts from the intersection of 700 S and HWY SR-193. It then would run adjacent to the rail line until it passed through the Commuter Rail station and continued to Antelope Dr. A different leg would extend from the Commuter Rail station directly east until it intersected with 1000 E Street (fig. 5.14). Depending upon final location, it may also connect to the Main Street Trail.

Length: 1.41 combined lengths.

Anticipated Users: Pedestrians, bicyclists

Description and Characteristics: Most of this trail would follow the existing rail lines. Another large section would be crossing or skirting a parking lot. This will allow increased access to the train station from the north, east, and south neighborhoods.

Connections: This proposed trail would connect the Clearfield Commuter Hub to several different trail systems. On the north side the Commuter Rail Connectors would join with the 700 s trail. On the East it would connect into the Falcon and 1000 E Trails. On the south the Commuter Rail Connectors join with the Antelope Drive Trail.

Implementation Strategies: The largest stretch of this trail runs alongside the rail and is proposed as a Class 1 trail. Permission and the land will need to be acquired next to the easement for this area and the trail will need to be built. As the trail is designed to connect to the Antelope Drive Trail a ramping structure will need to be constructed to accommodate the elevation difference in the intersection of these trails. The segment of trail that extends from the Clearfield Station needs to be constructed to minimize interaction with vehicles that will be arriving and departing the station. Once the trail has been extended to State Street, existing sidewalks can be used.

The northern most section of the trail where it connects to 700 South is proposed as a class 3 trail. This short segment has existing sidewalks in place as it moves through a residential block.



Commuter Rail Connectors Photo Guide

State Street Trail

Location: The State Street Trail follows State Street from Layton to the south, through Clearfield, and changes into Main Street at the northern section of the City (fig. 5.15).

Length: 2.72 miles inside Clearfield City

Anticipated Users: Pedestrians, bicyclists

Description and Characteristics: State Street is a major traffic artery for the area and is very busy. The State Street Trail is composed of sidewalks along State Street. Crossings at major intersections are not pedestrian friendly although are manageable. The northern most section of this trail merges into Main Street. The State Street Trail facilitates the movement of people along a major transportation corridor.

Connections: State Street Trail at the southern border of Clearfield City intersects with Antelope Dr trail. It intersects the Falcon Trail as it runs along 1000 E. At 700 South it connects to the trail with the same name. It also connects to 450 South Trail, 200 South Trail, and 300 N Trails at their respective intersections. The State Street Trail ends when it combines into the northern portion of the Main Street Trail.

Implementation Strategies: This is proposed as a class 3 trail. The sidewalks are in place and will function provided they are accompanied by signs. The bike paths will need to be painted into the street. The street looks large enough that no further improvements will be needed to finish this trail.



State Street Trail Photo Guide

Summary Maps

To help summarize how the various trails described in this section connect and network, separate maps have been prepared that show both existing and proposed trails and their respective service areas (see fig. 5.16 through fig. 5.19).

6. CITIZEN INPUT

6. Citizen Input

Developing a trail system for Clearfield City without the input from its citizens would be unproductive and inappropriate. A clear understanding of what is desired by potential trail users and the citizens of Clearfield is an important element of this planning effort. The tools used to gather citizen input included two separate open houses, telephone calls, e-mail and regular mail as well as conversations with City personnel and the planning team.

To establish a starting point for this planning, initial assumptions were made as to how to best develop a citywide trails system. These assumptions were based on experience with trail systems in similar communities, popular trends and successful trails in similar conditions. Objectives were identified for a trail system that would meet basic needs of trail users. These objectives included:

- Trails are to accommodate multiple users.
- Trails are to provide a safe and secure recreation and transportation experience.
- The planning and development efforts are to consider the long-range issues.
- Trails are to be convenient.
- Trails are to provide a variety of experiences for added interest and use.
- Trail development is to be sensitive to natural land conditions, adjacent landowners and properties.
- Trails are to be accessible.
- Trail and trail corridors are to be aesthetic.
- Trails are to have proper support facilities such as site furniture, lighting, restrooms, signage, etc.
- Trails are to be developed to meet established standards.

Using these objectives and assumptions for successful trails, preliminary trail routes were identified and mapped. Additionally, preliminary trailhead locations were mapped and proposed, and trail furnishings and amenities were identified. Successful trail types were also identified.

In a public open house held May 15, 2003, the preliminary trail plan was presented. Several citizens attended the open house. Generally, the preliminary trail routes were accepted without issue with the exception of the Canal Trail in the neighborhoods of Lynwood Drive, Bruce Street and Fern Drive. Several residents of those neighborhoods expressed concerns of having a trail adjacent to their back yards. The concerns that were brought up were similar to concerns expressed earlier when the City was considering building a trail along the canal in 1999. The concerns included safety of trail users, vandalism and theft of private property, harm to wildlife, trash left on private property, safety at trail/city street intersections, security, dogs and dog messes, and trespassing on private property. Additionally, citizens were unsure of the amount of property available to develop a trail along the canal.

Other citizens attending the open house were eager to see a trail system developed in the City and were looking forward to having this recreation amenity become part of the City.

Based on the comments and discussions of the first Open House, minimal revisions were required to the overall trail routing plan and the proposed trail system. However, the issues of Canal Trail needed to be addressed. Solutions were developed to focus on the concerns of the citizens adjacent to Canal Trail. The solutions included rerouting the trail to run along 1000 East Street, Maple Drive and North Terrace Drive.

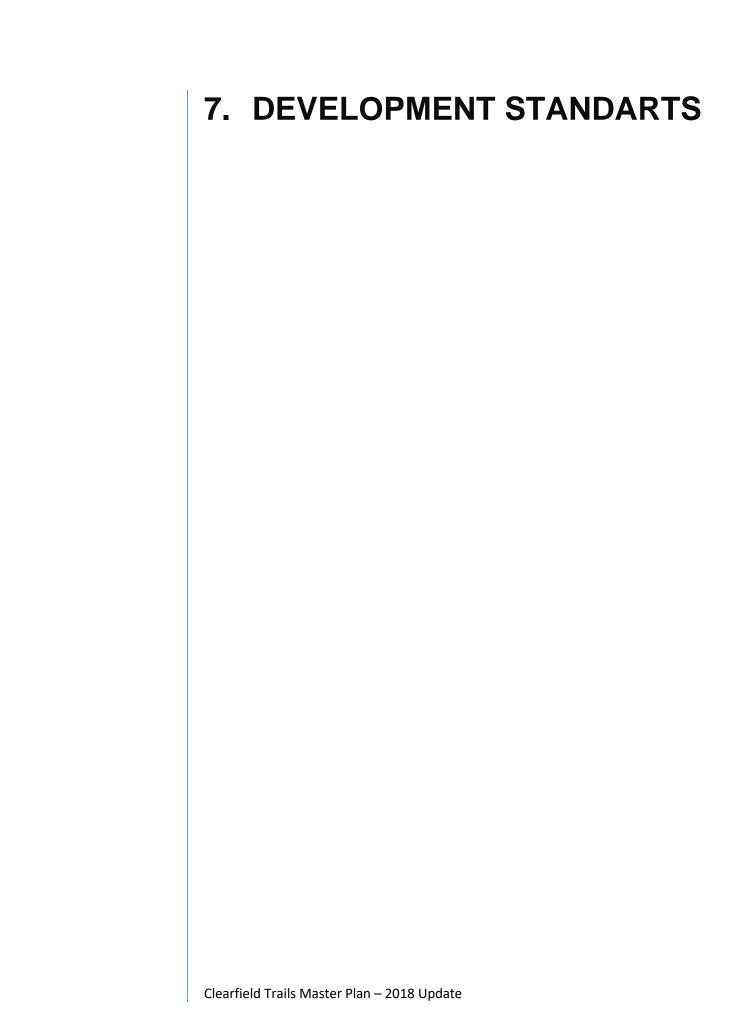
The revised trail plan was presented in a second Open House held June 19, 2003. Again, the trail system was generally accepted except for a portion of the Canal Trail in the neighborhoods of Fern Drive, Bruce Street and Lynwood Drive. The alternate routes of 1000 East Street, Maple Drive and North Terrace Drive were presented to several citizens expressing concerns. It was accepted by those attending that having the trail along the street was better than having the trail adjacent to the canal in this area.

The Open Houses provided an opportunity for citizens to see the proposed Trail Master Plan, give their recommendations to the Plan, identify their preferences and express their concerns to the Planning Team and the City staff. It also gave an opportunity for the Planning Team to meet the individuals who involve themselves with this planning process and hear firsthand their ideas concerning the trail system. It must be identified that the public participation at both Open Houses was less than expected. However, the discussions held were invaluable to the Planning Team and were an important resource for citizen involvement and identifying user needs.

Written comments were received at both Open Houses. These comments are included in the appendix.

In the 2018 update, it should be noted that the open canal along Fern Drive, Bruce Street and Lynwood Drive has now been piped. This provides more space to align the trail so that it is not adjacent to neighboring properties. Local resistance has lessened, and further negotiations regarding trail design are recommended to provide the privacy and screening residents may still need.

An open house was conducted on Wednesday, September 13, 2017 to receive public comment on the revised trail maps and plan. Only one person attended, and their comments were favorable regarding the plan.



7. Development Standards

A consistent and identifiable trail system requires particular standards that will guide the design and development of the trails and elements of the trail system. Standards are also required to insure accessibility and safety for trail users.

The following standards are to be used as guidelines in developing the Clearfield trails network. There may be occasions or situations where alterations to the standards will be required. However, close adherence to these standards will accomplish the goal of achieving a uniform trail system.

The following tables and details identify generally accepted trail design standards.

Trailheads

Trailheads are areas developed to give trail users a place to gather, get information about trails, load and unload bicycle equipment, have comfort facilities available (rest rooms, benches, and drinking fountains), and area lighting and accommodations for pets. Some may even include picnicking facilities. If the trail serviced by the trailhead allows equestrian use, appropriate vehicle and trailer parking should be provided.

Trailheads for Clearfield's proposed trail system are designated to be located at existing or future City parks and in locations yet to be constructed, which will be closely associated with trail development. These later trailheads will require their own off-street parking in addition to the other trailhead amenities listed. The extent and type of amenities available at a particular trailhead can be determined by the anticipated use of a trail and its proximity to other similar facilities.

Accessible Trails

Accessible trails benefit people with mobility impairments, older adults, and families with young children. They should enable access to outstanding or primary features or attractions within a recreational area.

The maximum grade for an accessible trail should be less than 5% for any distance. Grades can be greater than 5%, but rest areas should be placed at 50' maximum intervals above these higher grade sections. The maximum grade shall be permitted to be 8% where it is not feasible to comply.

For the latest and complete information and requirements of accessible trails please refer to The Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG) at www.access-board.gov/adaag,lhtml/intro.htm. ADAAG serves as the basis for standards used to enforce the design and requirements of the ADA. These standards are maintained by the US Department of Justice and the US Department of Transportation. These are the standards that municipalities are required to follow. Regulations issued from these agencies provide important information on using and applying the standards.

Slope and Curve Standards

Trail User Slope Requirements

Trail User	Average Speed (mph)	Longitudinal Slope	Cross Slope
Pedestrians	3-7	No restrictions	4% maximum
Person in Wheelchair	3-7	3% preferred; 5% maximum	2% maximum
Bicyclist	8-10	3% preferred; 8% maximum	2-4%
Equestrian	5-15	10% maximum	4% maximum
Skier	2-8	3% preferred; 5% maximum	2% preferred

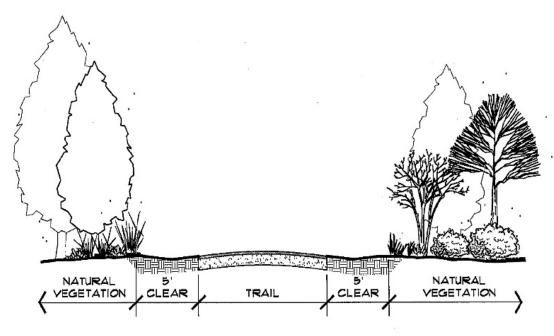
Slopes on paths should be kept to a minimum, especially on long inclines. Grades greater than 5% are undesirable because the ascents are difficult for many bicyclists to climb and the descents cause some bicyclists to exceed the speeds at which they are competent or comfortable. On some paths, where terrain dictates, it may be necessary to exceed the 5% grade recommended for bicycles for some short sections. As a general guide, the following slope restrictions and slope lengths are suggested:

Maximum Slope Length	
800 feet	
400 feet	
300 feet	
200 feet	
100 feet	
50 feet	

The radii of trail curves should be based on the anticipated maximum speed of trail users. Based upon various design speeds of 12-30 mph and a desirable maximum lean angle of 15 degrees, minimum radii for curvature for a paved path is indicated in the table below:

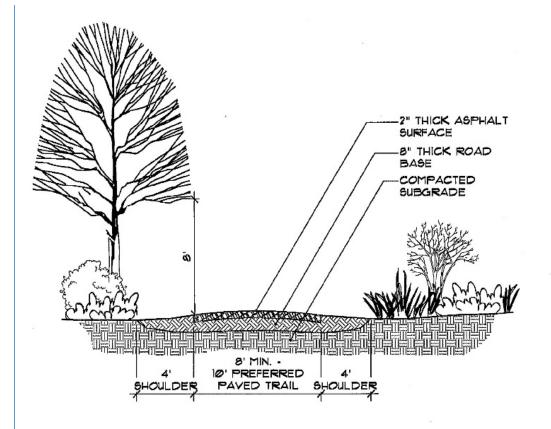
Design Speed {mph}	Minimum Radius	
12	36 feet	
20	100 feet	
25	156 feet	
30	225 feet	

The following six details (details 7.01-7.06) identify typical trail sections for the types of trails that will be built as part of Clearfield's trail system. The sections identify the various trails from dedicated pedestrian paths to shared bicycle routes.



NOTE: I, PRIOR TO TRAIL CONSTRUCTION CLEARING AND GRUBBING IS TO BE COMPLETED. CLEAR EXISTING VEGETATION FROM TRAIL CORRIDOR. REMOVE TOPSOIL FROM AREA OF TRAIL PAVEMENT AND STOCKPILE ON SITE FOR TRAIL LANDSCAPING.

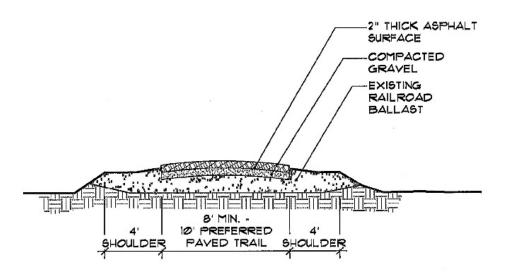
Vegetation Clearance for Trail Construction



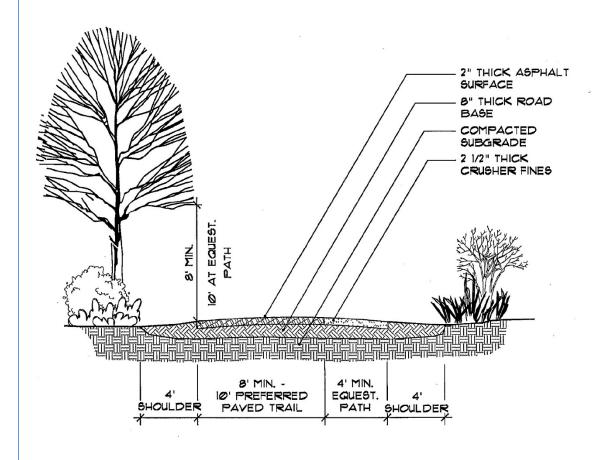
- I, MAX. SLOPE AT SHOULDER TO BE 6 HORIZONTAL: I VERTICAL.
- 2. SHOULDER TO BE CLEAR OF PLANTING.
- 3. EXCLUSIVE TRAIL FOR PEDESTRIAN AND BICYCLISTS. PHYSICALLY SEPARATED FROM MOTOR VEHICLE TRAFFIC.

Paved Trail

Not to Scale Detail 7.02



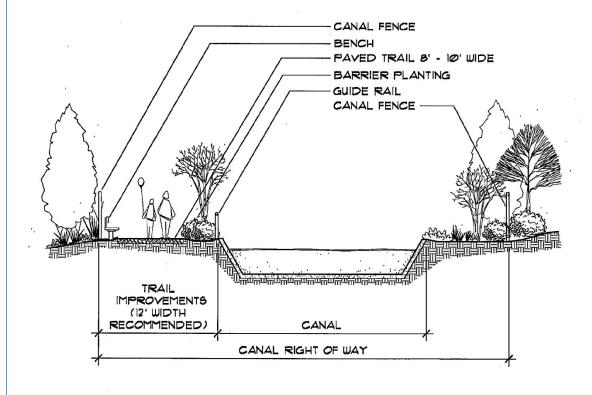
Trail at Abandoned Railroad Bed



NOTES

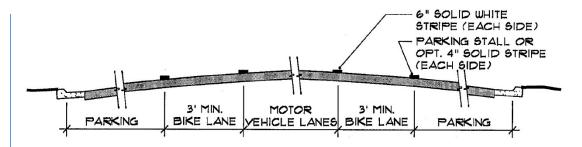
- 1. MAX, SLOPE AT SHOULDER TO BE 6 HORIZONTAL: 1 VERTICAL.
- 2. SHOULDER TO BE CLEAR OF PLANTING.
- 3. EXCLUSIVE TRAIL FOR PEDESTRIAN, EQUESTRIANS AND BICYCLISTS. PHYSICALLY SEPARATED FROM MOTOR VEHICLE TRAFFIC.
- 4. INSTALL CRUSHER FINES PAVING 1/2" DOWN FROM ASPHALT SURFACE.

Paved Trail with Equestrian Path

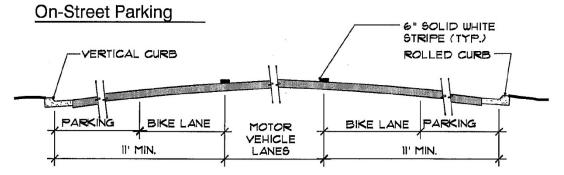


1. THIS CANAL TRAIL SECTION IDENTIFIES A PREFERRED CANAL / TRAIL RELATIONSHIP WITH BARRIER PLANTING, AND TRAIL AMENITIES SUCH AS BENCHES. SOME AREAS ALONG THE CANAL CORRIDOR MAY NOT ALLOW THIS EXTENSIVE LEVEL OF IMPROVEMENTS. IN ANY CASE BARRIER PLANTING OF SOME TYPE AND A GUIDE RAIL SHOULD BE LOCATED BETWEEN THE TRAIL AND THE CANAL BANK.

Canal Trail Section



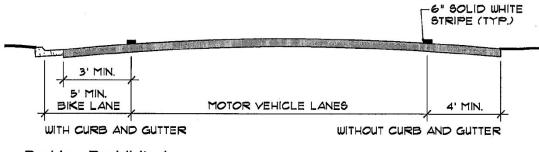
I. OPTIONAL SOLID WHITE STRIPE IS ADVISABLE WHERE STALLS ARE UNNECESSARY BECAUSE PARKING IS LIGHT, BUT THERE IS CONCERN THAT MOTORISTS MAY MISCONSTRUE BIKE LANE AS A TRAFFIC LANE.

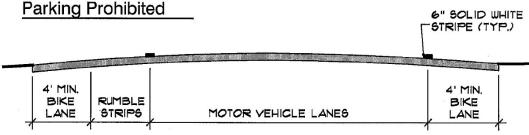


NOTE:

1. 13' 15 RECOMMENDED FOR PARKING / BIKE LANE WHERE THERE IS SUBSTANTIAL PARKING OR WHERE TURNOVER OF PARKED CARS IS HIGH (E.G. COMMERCIAL AREAS).

Parking Permitted without Parking Stripe or Stall





NOTE:

1. IF RUMBLE STRIPS EXIST THERE SHOULD BE 4' MIN, FROM RUMBLE STRIPS TO OUTSIDE EDGE OF SHOULDER.

Parking Protected

Bike Lane Cross Sections

Signage and Markings

Signs and pavement markings help manage the trail system by providing general information, regulations, warnings and interpretive information. Signage and markings should be consistent with the information style already used by the City and should conform to uniform traffic control codes. Signs should be located at trailheads, trail junctions, destinations, convergence points with roads and at interpretive locations.

Informational signs may suggest general rules of the trail system:

- Be courteous to other users.
- Be predictive.
- Do not block the trail.
- Stay on the trail keep right, except when passing.
- Pass on the left.
- Alert others when you are about to pass.
- Slower traffic has the right of way.
- Bikes yield to all users.
- Pedestrians yield to horses.
- Bicyclists dismount in yield to horses.
- Respect trail closures.
- Respect private property.

Trailhead Signs may include the following information:

- Permitted uses.
- Courtesy and user etiquette.
- Directional information and trail map.
- Interpretive information.
- Additional access points should be signed to a lesser degree.

Directional Signs are to identify:

- Route name, direction, mileage or trail and mileage to junction.
- Routes to park facilities.

Regulatory Signs are to include:

- Stop signs placed at all road crossings.
- Crosswalks should be well delineated on road surface.
- Accessible trails should be signed with appropriate symbols and warnings for both the trail user and motorist.

Interpretive Signs:

- Signs should be spaced to keep information and visitor use dispersed.
- Signs should be descriptive.
- Informative signs should be placed along trails to blend into the natural surroundings.

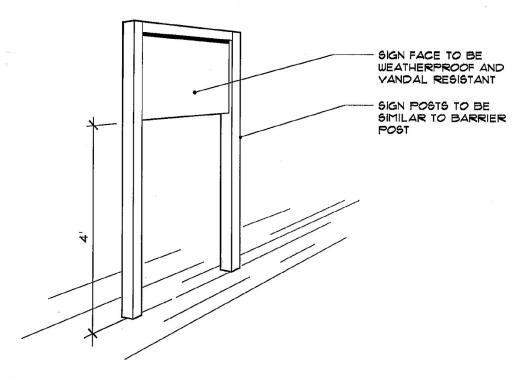
The current traffic control signage and marking code is available through the US Department of Transportation, Federal Highway Administration. The document is The Manual on Uniform Traffic Control Devices (MUTCD). It is available on the Internet at: http://mutcd.fhwa.dot.gov/kno-2003.htm.

Striping

Striping is recommended along the centerline of paved trails in the following locations:

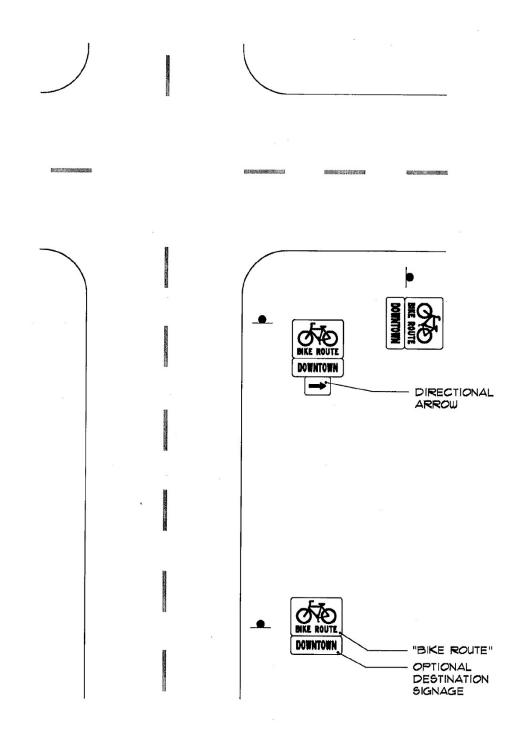
- On all curves tighter than 150 radius.
- At all locations with limited sight distances.
- Within 25 feet of all vehicular and trail intersections
- Around both sides of barrier posts and extending 10 feet beyond barrier posts.

The following eleven details (details 7.07-7 .17) identify recommended signage and markings in various situations that occur within the proposed trail system.



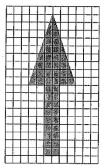
1. BURY SIGN POSTS IN CONCRETE 4" THICK AT ALL SIDES, 30" DEEP.
2. INTERPRETIVE SIGNS SHOULD IDENTIFY SIGNIFICANT INFORMATION ABOUT THE TRAIL, THE TRAIL SYSTEM OR THE AREA WHERE THE TRAIL IS LOCATED. THEY SHOULD BE INSTALLED AT TRAIL HEADS AND OTHER POINTS OF INTEREST WHERE SPACE WILL ALLOW USERS TO STOP AND REST AWAY FROM THE FLOW OF TRAIL TRAFFIC.

Interpretive Sign

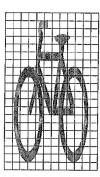


1. IN URBAN AREAS, SIGNS SHOULD BE PLACED EVERY 1/4 MILE, AT EVERY TURN, AND AT ALL INTERSECTIONS.

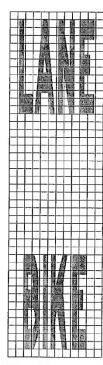
Shared Route Signing



Directional Arrow



Preferred Symbols

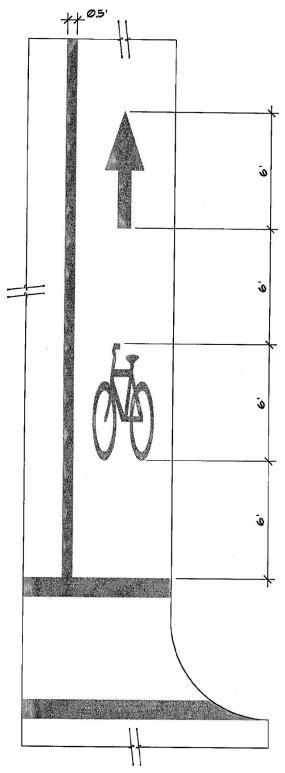


Word Legend (Opt.)

l. □ = 4" × 4"

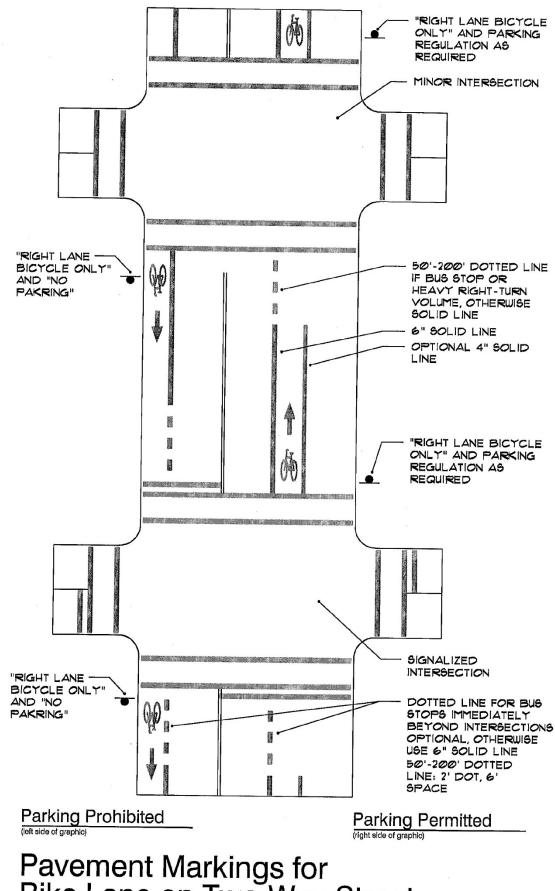
2. GRID IS SHOWN FOR LAYOUT GUIDE ONLY. DO NOT INCLUDE GRID ON ACTUAL PAVEMENT MARKING.

Typical Bike Lane Symbols

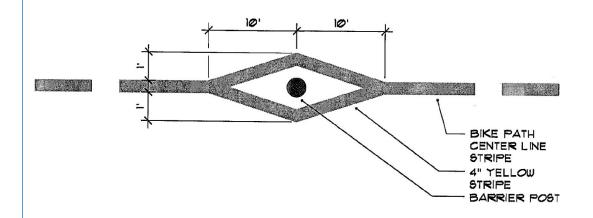


NOTE:
1. BICYCLE RIDER SYMBOL OR THE WORD PAVEMENT MARKING 'BIKE LANE' MAY BE USED INSTEAD OF BICYCLE-ONLY SYMBOL.

Bike Lane Marking on Far Side of Intersection

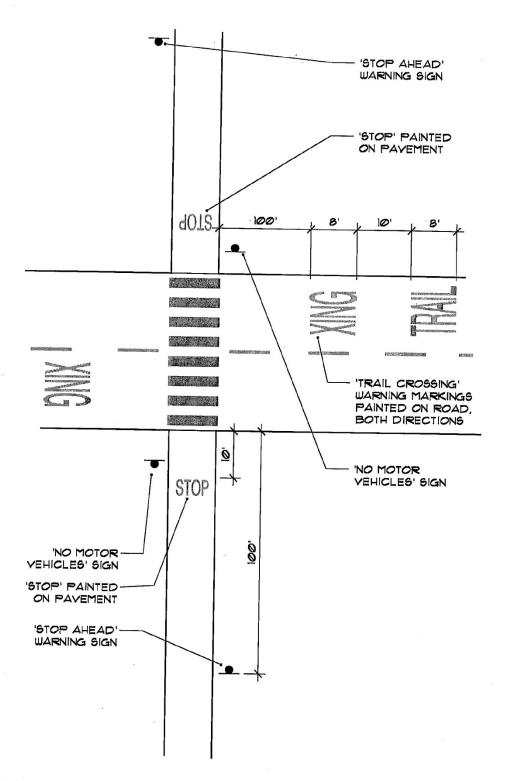


Pavement Markings for Bike Lane on Two-Way Street



- 1. 4" WIDE YELLOW STRIPING RECOMMENDED AT CENTER LINE IN THE FOLLOWING LOCATIONS:
 - CURVES TIGHTER THAN 150" RADIUS,
 - LOCATION WITH LIMITED SIGHT DISTANCE,
 - WITHIN 25' OF VEHICULAR AND TRAIL INTERSECTIONS,
 - AROUND BOTH SIDES OF BARRIER POSTS AS INDICATED.

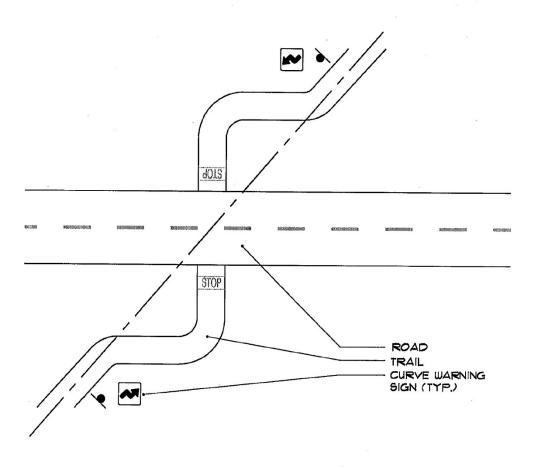
Barrier Post Striping



NOTE:

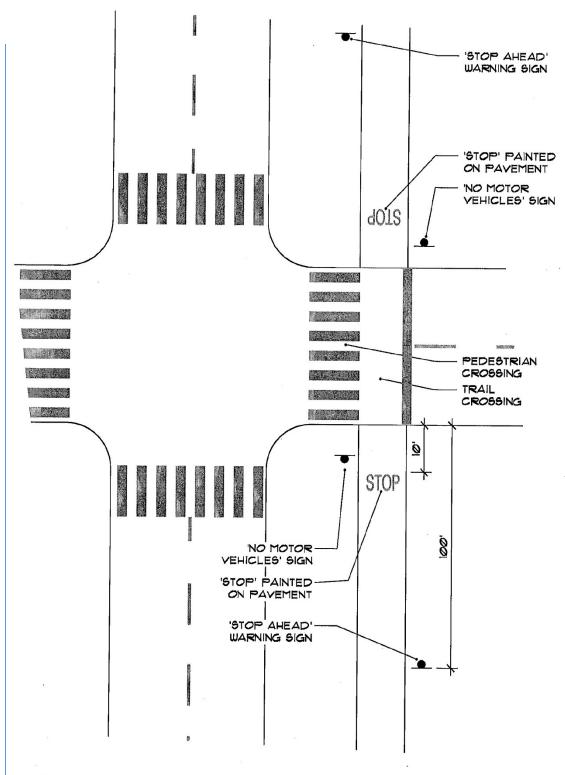
1. BARRIER POST MAY BE PLACED AT TRAIL ENTRANCES TO PREVENT ENTRY BY MOTOR VEHICLES.

Mid-Block Trail Crossing



Diagonal Road Crossing

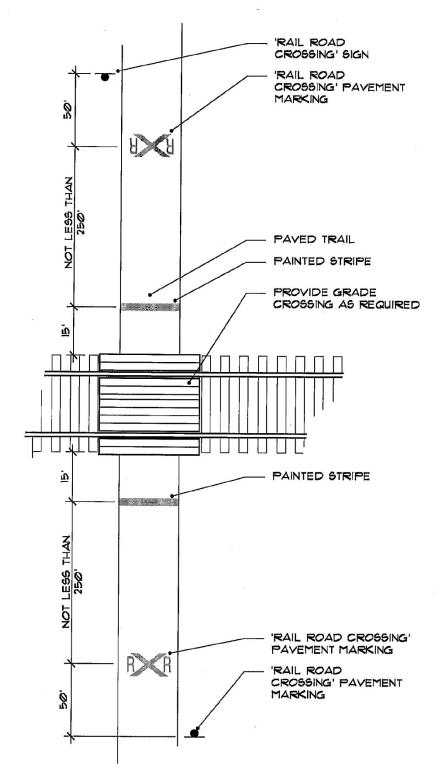
Not to Scale



NOTE:

1. BARRIER POST MAY BE PLACED AT TRAIL ENTRANCES TO PREVENT ENTRY BY MOTOR VEHICLES.

Adjacent Trail Intersection



NOTE:

1. GRADE CROSSING TO EXTEND BEYOND TRAIL WIDTH 4' EACH SIDE, 2. PROVIDE SMOOTH TRANSITION BETWEEN TRAIL PAVEMENT AND GRADE CROSSING.

Rail Road Crossing

Site Furnishings and Lighting

Site furnishings and lighting will provide trail users appropriate facilities to accommodate and enhance trail activities. Benches, tables, drinking fountains, etc. will allow trail users to rest, have a picnic, get a drink, wait for others in their party, or observe the goings on. In the evening hours, lighting will assist security and make trailheads and resting places feel more inviting.

Site furnishings and lighting should be located at trailheads and at key locations along the trails such as at highly used trail intersections. The amount and type of furnishings and lighting to install at a particular location should be based initially on anticipated trail use. As trail usage becomes evident for established trails, additional furnishings may need to be installed.

Two separate families of site furnishings and lighting have been identified for Clearfield City's trail system. Each of the two families of furnishing and lighting contain similar elements such as a picnic table, bench, trash receptacle, bike rack, drinking fountain and an area light. The families of furnishings are identified as *Series 'A'* and *Series 'B'*. Series 'A' has a simple style and is generally less costly. Series 'B' furnishings are more sophisticated and upscale. Both are designed for high outdoor use.

One or the other series of furnishings and lighting should be selected as a standard for Clearfield Trails. However, Clearfield City may already have standard equipment and furnishings in use. If this is the case, careful selection of furnishings and lighting can be made from the existing City standards.

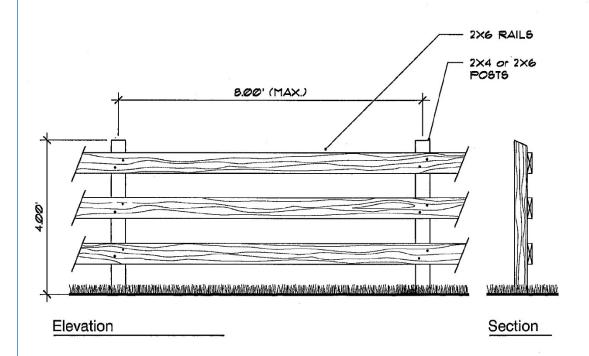
Manufactures of recommended furnishings, lighting and equipment are listed below:

Furnishings, Lighting and Equipment

Item	Model No.	Manufacture	Contact Information		
SERIES 'A' F	SERIES 'A' FURNISHINGS				
Table	P3100	Wabash Valley Manufacturing, Inc.	www.wabashvalley.com		
Bench	P3001	Wabash Valley Manufacturing, Inc.	www.wabashvalley.com		
Trash Receptacle	LRW32/DTL01	Wabash Valley Manufacturing, Inc.	www.wabashvalley.com		
Area Light	1040 post 7500 base CLX luminaire	Sun Valley Lighting	www.sunvalleylighting.com		
Drinking Fountain	3500D	Haws Corporation	www.hawsco.com		
Bike Rack	H36-7 -SF-P	Madrax	www.thomas-steele.com		

Item	Model No.	Manufacture	Contact Information
SERIES 'B' F	URNISHINGS		
Table	P6P-1RT	Keystone Ridge Designs	www.keystoneridgedesigns.com
Bench	2802-6	Columbia Cascade	www.timberform.com
Trash Receptacle	2811-DT	Columbia Cascade	www.timberform.com
Area Light	350 series post RA26SL arm 1040SM luminaire	J.W. Whatley	www.whatley.com
Drinking Fountain	3800	Haws Corporation	www.hawsco.com
Bike Rack	KEY-SF-P	Madrax	www.thomas-steele.com
Pet Waste Facility	1003	Dogipot, Inc.	www.dogipot.com
Bridge		Continental Bridge Excel Bridge Mfg. Co. Steadfast Bridges	www.continentalbridge.com www.excelbridge.com www.steadfastbridge.com

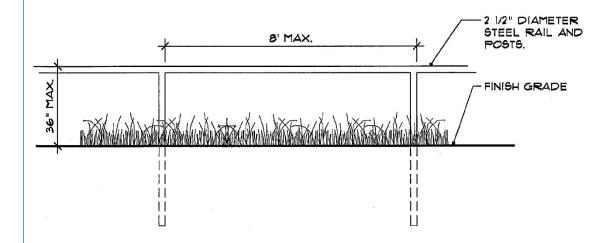
The following twelve details (details 7.18-7 .29) identify recommended furnishings, lighting, equipment and facilities for Clearfield's trail system.



NOTE:

- I. FENCE COLOR TO BE NON-WHITE EARTH TONE.
- 2. FENCE POST TO BE SET IN CONCRETE 30" DEEP. 3. ALL WOOD TO BE PRESSURE TREATED.

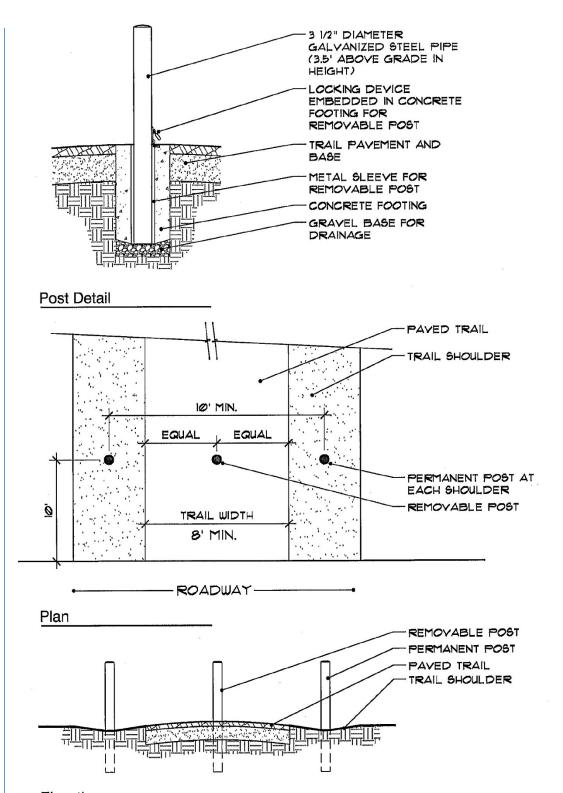
Fence



NOTE:

- I. LOCATE GUIDE RAIL ADJACENT TO CANAL BANK FOR SAFETY OF TRAIL USERS.
- 2. GUIDE RAIL TO BE BLACK VINYL COATED OR GALVANIZED STEEL PIPE
- 3. GUIDE RAIL POSTS TO BE SET IN CONCRETE FOOTING 4" THICK SURROUNDING POST, 30" DEEP.

Guide Rail

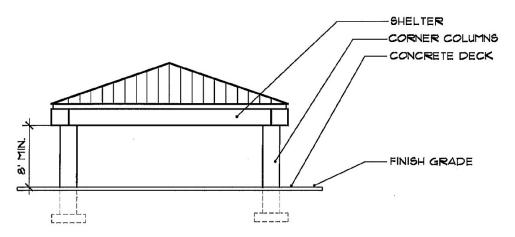


Elevation

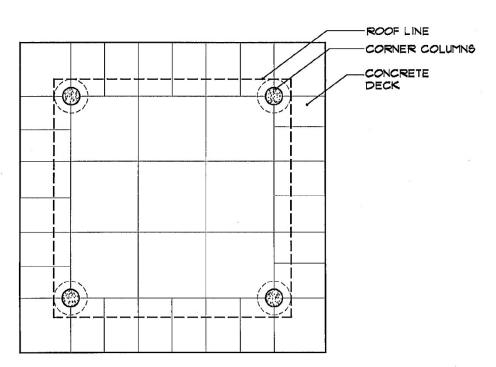
NOTE

- I. PERMANENT POST TO BE PLACED DIRECTLY INTO CONCRETE FOOTING.
- 2. POST FOOTING DEPTH TO BE 30" 36".

Barrier Posts



Shelter Elevation

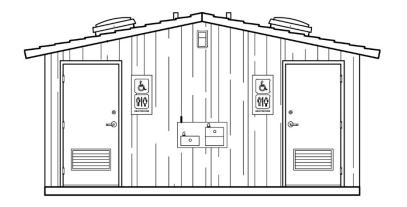


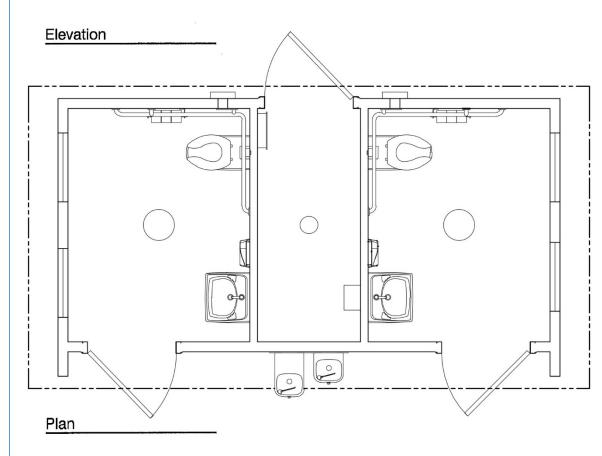
Paving / Floor Plan

NOTE:

- I, PICNIC SHELTERS SHOULD BE LARGE ENOUGH TO ACCOMMODATE AT LEAST ONE PICNIC TABLE.
- 2. STRUCTURES SHOULD BE CONSTRUCTED WHERE MINIMAL GRADING WILL BE REQUIRED AND USAGE CAN BE MONITORED.
- 3. LOCATE NEAR PARKING, ACCESSIBLE TO BOTH TRAIL USERS AND AND AUTOMOBILES
- 4. ARCHITECTURAL STYLE SHOULD HARMONIZE WITH OTHER CITY RECREATION STRUCTURES,

Shelter



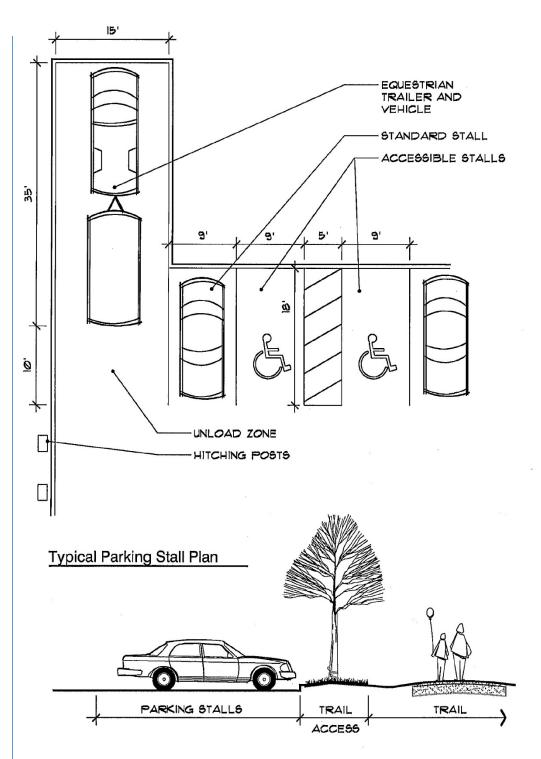


NOTE:

- I. REST ROOM FACILITIES ARE A NECESSARY ELEMENT FOR RECREATION AMENITIES. WITH ACTIVITY NODES LOCATED LONG DISTANCES FROM EACH OTHER, REST ROOMS SHOULD BE STRATEGICALLY LOCATED AT HIGH USE AREAS AND TRAIL HEADS.

 2. REST ROOMS MUST BE DURABLE AND BUILT TO WITHSTAND VANDALISM.
- 3. THE ARCHITECTURAL STYLE SHOULD HARMONIZE WITH OTHER RECREATION STRUCTURES.
- 4. INSURE SIZE AND DIMENSIONS OF THE REST ROOM FACILITY COMPLY WITH APPLICABLE ADA REQUIREMENTS.

Rest Room Facility (4 fixture)



Trail Section at Parking Lot

NOTE:

1. ACCE99IBLE STALL REQUIREMENTS: 1-25 TOTAL STALLS - 1 ACCE99IBLE STALL 26-50 TOTAL STALLS - 2 ACCE99IBLE STALLS

Recommended Parking



Trash Receptacle



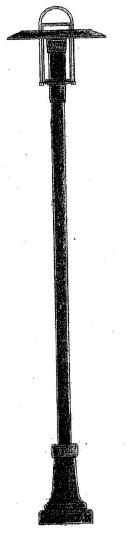
Bench

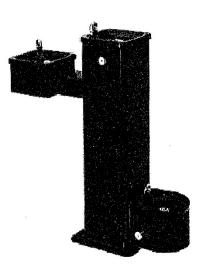


Picnic Table

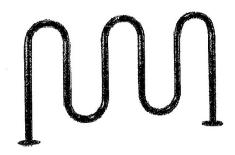
NOTE: 1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.

Site Furnishings - Series 'A'





Drinking Fountain with Doggie Drink



Area Light

Bike Rack

NOTE:
1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.
2. LIGHT SOURCE OF AREA LIGHT SHOULD BE MOUNTED BETWEEN 14' AND 20' HIGH DEPENDING ON TYPE OF SOURCE. IN ANY CASE KEEP AREA LIGHTING AT A PEDESTRIAN SCALE.

Site Furnishings - Series 'A'

Not to Scale

Detail 7.25



Trash Receptacle



Bench



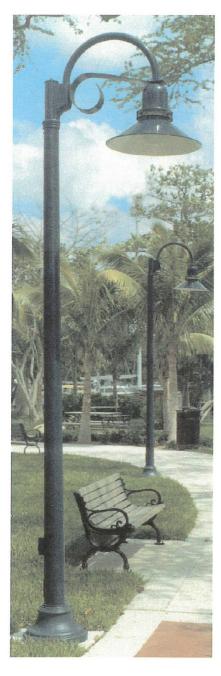
Picnic Table

NOTE: 1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.

Site Furnishings - Series 'B'

Not to Scale

Detail 7.26





Bike Rack



Area Light

Drinking Fountain

1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.
2. LIGHT SOURCE OF AREA LIGHT SHOULD BE MOUNTED BETWEEN 14' AND 20' HIGH DEPENDING ON TYPE OF LIGHT SOURCE, IN ANY CASE KEEP AREA LIGHTING AS A PEDESTRIAN SCALE.

Site Furnishings - Series 'B'





NOTE:

- 1. FOOTBRIDGE SHOWN IS AN EXAMPLE OF PREFABRICATED BRIDGE TYPE TO BE USED.
- 2. FOOTBRIDGE TO BE BUILT AND SIZED TO ACCOMMODATE EMERGENCY VEHICLES AS MAY BE REQUIRED.
 3. FOOTBRIDGE FOOTINGS TO BE DESIGNED BY ENGINEER FAMILIAR WITH SITE CONDITIONS.

Footbridge



NOTE:

I. PET WASTE FACILITY TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.

2. LOCATE AT TRAIL HEADS AND AT HIGH USE TRAIL INTERSECTIONS WHERE IT WILL BE EASILY VISIBLE AND CONVENIENT FOR MAINTENENCE.

Pet Waste Facility

Not to Scale

8.	TRAIL IMPLEMENTA	TION

Clearfield Trails Master Plan – 2018 Update

8. Trail Implementation

Several issues must be considered at this point in order to develop a trail system for Clearfield City. These include development costs, land acquisition *I* rights of way, design, construction, priority of trail development, maintenance, and life cycle costs. This section will address each of these issues in an effort to guide Clearfield City in a logical approach to getting trails built and used.

Costs

Based on the standards identified in the previous section, development cost for the trails will be as indicated in the following table. Please note that these costs do not reflect the cost of land or right of way acquisition, land surveying and trail design. However, professional fees for survey work, trail design and engineering are to be considered when identifying costs for trail development. A rule of thumb that may be considered when budgeting for professional design costs is 8% - 10% of construction costs.

The anticipated costs given are current at the date of this document. Adjustments to the costs will need to be made throughout the period of trail development.

Anticipated Costs for Trail Construction

Description of Work	Material and Labor in 2004 \$	Material and Labor in 2017 \$	Unit of Measure
Clear and grub	2650.00		AC
Strip Topsoil	1.60		CY
Rough Grading	0.30		SY
Spread Topsoil, Fine Grading	3.70		CY
Road Base (8")	0.80		SF
Asphalt (2")	1.00		SF
Hydroseed (4' each side of trail pavement)	0.18		SF
Furnishing and Lighting - Series 'A'			
Table	950.00		EA
Bench	600.00		EA
Trash Receptacle	450.00		EA
Area Light	6000.00		EA
Drinking Fountain	3200.00		EA
Bike Rack (7 stalls)	700.00		EA
Furnishing and Lighting - Series 'B'			

Table	2600.00	EA
Bench	1300.00	EA
Trash Receptacle	1000.00	EA
Area Light	8000.00	EA
Drinking Fountain	5500.00	EA
Bike Rack (two bicycles)	400.00	EA
Pet Waste Facility	550.00	EA
Pedestrian Bridge	16,500.00	EA
Interpretive Sign	4000.00	EA
Roadway Sign	200.00	EA
Trail Sign	150.00	EA
Pavement Marking		
Stripe (4" wide)	0.20	LF
Arrow	1.10	SF
Letters and Numbers	1.40	SSF
Handicap Symbol	30.00	EA
Barrier Post (vinyl coated)	250.00	EA
Guide Rail	8.40	LF
Fence	12.00	LF
Shelter	15,000.00	EA
Restroom (4 fixture)	45,000.00	EA

Land Acquisition / Rights-of-Way

There are varieties of ways lands and rights-of-way can be acquired for trail development. Often combining several strategies proves to be successful when acquiring land and establishing corridors. Please keep in mind that a real estate attorney should be consulted when preparing and executing agreements for land and trails. Make every possible effort to avoid condemning property for trails. Acquisitions should involve only willing sellers or voluntary donors. Condemnation is a proven way of generating controversy and damaging publicity for trail projects.

<u>Donations</u> - Before paying cash, always ask for donations. The best way to solicit donations is to negotiate with landowners on an individual basis, making sure to explain all of the income tax deductions and tax benefits (donations of land for public recreation purposes are considered charitable gifts).¹

<u>Trail Easements, Licenses, and Revocable Permits</u> - Easements, licenses, and revocable permits are ways to acquire the use of land for trail purposes without obtaining full ownership of the land. A trail easement is a legally binding agreement between a landowner and a public agency in which the landowner grants rights of public access, such as a trail, or forgoes

Clearfield Trails Master Plan – 2018 Update

¹ Charles A. Flink, et al, *Trails for the Twenty-First Century*, 2nd Edition, Island Press, p.126

development rights on the land, either for a specified period of time or permanently, for conservation purposes. An easement is a powerful way to protect trail corridors while maintaining land in private ownership. Easements may be donated, sold, or traded. Full title to the land is not purchased, only those rights granted in the easement agreement, so the easement purchase price is less than full title value.²

<u>Land Dedication</u> - Landowners and developers may dedicate corridors for trail use, typically accomplished when tracts are subdivided. Dedication for trails involves setting aside a portion of the parcel being developed, limiting the use of the dedicated portion to trail uses, and conveying the land to a government entity or non-profit land trust organization.³

<u>Fee-Simple Purchase</u> - Fee-simple ownership means that an agency is purchasing full title to a property and all rights associated with it. Fee-simple purchase is the most costly method of acquiring land for trails, but is effective in achieving full ownership of a trail corridor.⁴

<u>Bargain Sale</u> - A bargain sale occurs when landowners voluntary sell land or an easement on land at a below-market value for trail purposes. The benefit of a bargain sale is that the landowner may be eligible to take charitable deductions from federal and state income taxes.⁵

<u>Right of First Refusal</u> - A right of first refusal provides the opportunity to match a purchase offer received by the landowner at a future time, if and when the owner decides to sell the property. The main disadvantage of the right of first refusal is the potentially higher future cost of the land when the landowner decides to sell.⁶

<u>Lease Purchase</u> - Some organizations and agencies have acquired right-of way and open space lands through a lease purchase agreement. Through this method, the land is secured through a five-, ten-, or twenty-year lease, with conveyance of ownership interest at the end of the lease term.

Design

While this master plan document provides guidelines, standards and ideas for trail system development throughout Clearfield, it does not provide detailed trail design. As each of the trails are considered for actual development, specific trail design should be completed prior to implementation. The traditional tasks to be completed prior to construction include completing an accurate property, boundary and topographic survey of the trail corridor. This survey information is then transferred to a qualified trail designer who will complete the trail design, including trail layout, trail sections, and identifying

^{2.} Flink, Trails, p.127

^{3.} Ibid

^{4.} Ibid

^{5.} Ibid

^{6.} Ibid

^{7.} Ibid

appropriate trail facilities, furnishings, lighting and equipment. Complete details and specification of the trail design are a part of the trail designer's duties as well as estimating anticipated construction costs. The trail design should identify the complete trail and associated amenities for review and approval by the City prior to construction. This will give Clearfield City control on the trail development, its costs and the construction process. With an approved trail design in hand, the City is able to move on to the construction phase of trail implementation.

Construction

A competent contractor experienced in trail building should complete trail construction. During construction, the contractor must be conscientious of adjacent landowners and their property. Care should be taken to minimize the negative impacts of construction such as noise, dust, dirt on roadways, litter and damage to property. The methods and process of construction should be monitored to insure the trail is constructed to proper standards, specifications and code. A properly constructed trail will provide Clearfield City with a recreational facility that requires less maintenance and causes fewer headaches.

Landscaping

Landscaping for the trail system is primarily limited to trail heads and trails that are separate from roadways. This planning effort recommends limiting the impact of trails on the landscape while improving the trails' immediate surroundings. Generally, a four-foot wide shoulder on each side of the trail should be incorporated into each trail where possible. This shoulder should be hydro-seeded with a grass seed mix requiring minimal maintenance and water. Irrigating the trail shoulders is not recommended due to the costs involved in construction, operation and maintenance of the irrigation system. A hardy seed mix is essential. See the recommended seed mix below. Seeding time is also important. Seeding should be completed in late fall or early spring to take advantage of spring rains for establishing the grasses.

Recommended Seed Mix:

1 partAgropyron cristatum 'FariwayChrested Wheatgrass1 partAgropyron ripariumStreambank Wheatgrass

1/2 part Festuca ovina Sheep Fescue

Seeding Rate: 2 lbs /1,000 square feet. Parts determined by weight.

Shrub and small tree planting should also be included in trail landscaping. Placing shrubs and small trees periodically along a trail adds interest and variety. Trees and shrubs should be kept in groupings and placed just beyond the trail shoulder. Please see the appropriate design standards. Spacing of plant groupings can be varied to enhance views and break up the sameness that may occur along a trail route. The trees and shrubs should be native or adapted and able to survive, once established, without supplementary watering. To establish newly planted trees and shrubs, supplemental watering will be required for at least the first growing season.

Recommended small trees and shrubs:

BOTANICAL NAME	COMMON NAME	
<u>Trees</u>		
Populus angustifolia	Narrowleaf Cottonwood	
Quercus gambelli	Scrub Oak	
Rhus glabra	Smooth Sumac	
Robina ambigua	Idaho Locust	
Salix scouleriana	Mountain Willow	
<u>Shrubs</u>		
Amelanchier utahensis	Utah Serviceberry	
Artemisia tridentate	Big Sagebrush	
Chrysothamnus naueosus	Rubber Rabbitbrush -	
Cornus stolonifera	Red-Osier Dogwood	
Purshia tridentate	Antelope Bitterbrush	
Rhus trilobata 'Wasatch'	Squawbush	
Rosa woodsii	Woods Rose	
Salix rigida	Sandbar Willow	

Many trailheads will be located in existing or future City parks. Landscaping for these should be consistent with the park in which they are located. In other locations, landscaping for trailheads can be a manicured type landscape, or a native low-water landscape, or a mix of each. When trails and trailheads are designed, care should be taken to have the trailhead landscape fit within its surrounding. If in an established neighborhood, a more manicured landscape would be more appropriate. In a more remote, rural area, a landscape scheme using native vegetation is recommended.

Priority

A citywide trail system must be completed one step at a time. To accomplish this in an orderly manner, priorities must be established. The priorities for trail development for Clearfield City include identifying which trail should be developed in which order. Considerations for identifying trail development priorities include the following: user needs (demand for a particular trail), available land, available access, and routing and budgetary constraints. A solid set of trail development priorities will guide Clearfield City in a logical manner to complete a citywide trail system.

Many of the trails identified in this master plan are shared routes with city and state roads. Coordination with appropriate agencies is required to identify the accessibility of these routes and their capacity to accommodate trail development. The process of establishing a trail on an existing roadway is simple in comparison to creating a trail on undeveloped land. Improvements

needed to create such a trail include signage for automobile traffic, signage for bicycle traffic, and possibly lane marking.

The recommended priority of trail development for these shared routes, based on current understanding of user needs, is Antelope Drive Trail. The trail development on this route will be hindered now as Antelope Drive is currently under reconstruction. Following Antelope Drive Trail, a combination of trails should be developed. These are 700 South Street Trail, South Main Street Trail (central portion) and 200 South Street Trail. This combination of trails will give a central east-west route through the City. Following these should be 1000 West Street Trail and the southern portion of South Main Street Trail. Falcon Trail and Center Street Trail should be developed in conjunction with Canal Trail as they junction with this trail and will bring trail users to and from Canal Trail.

Recommendations for prioritizing development of trails that are separate from roads places the south end (from the south City boundary to approximately 400 South) of Canal Trail first. The access and corridor of this route is available as the City currently holds an agreement with the canal company to develop a trail on this land. This will become a showpiece for the Clearfield City trail system and a point from which citizens will become familiar with and excited about the City's trails. As usage and property concerns are settled with the adjacent neighborhoods at the northern end of this trail, it should be extended north to the City's border.

Second in priority for the separated trails should be Old Rail Trail. Development of this trail should be coordinated with Utah Transit Authority. As mentioned earlier, they are currently in the process of defining trail usage on this corridor and are soliciting input from impacted cities.

Finally, West Powerline Trail should be developed. Development of this trail should include coordination with Syracuse City to have a continuous trail as this route crosses Clearfield and Syracuse's borders in several locations. Also, coordination with and approval by the utility company and property owners must be achieved to allow this trail to be developed.

It should be noted that there are plans for Clearfield City to have a Transportation Hub centered on a proposed Commuter Rail System. This Hub, planned to be located on the west side of State Street at about 1200 South, will become a major inter-modal traffic link. Trails for access to this Hub from the trails outlined in this plan should be planned and implemented as part of the Hub's development.

Maintenance

Maintenance is a key to having successful trails. Well-maintained trails are more inviting and enjoyable to use. They are easier to use and in the long run are less costly. Periodic maintenance on a small scale is less costly than large-scale maintenance after a long period of neglect.

Trail maintenance includes insuring signage is intact and legible; paving is smooth and has a consistent surface; vegetation is under control and not

overgrowing the trail; furnishings, lighting and other trail related facilities are well-repaired, painted and showing minimal if any signs of vandalism. Should any of the facilities be vandalized, repairs must be made as quickly as possible. Some signs of vandalism spawn more vandalism. Keeping things in good working order and appearing neat and clean is a great deterrent to abuse.

Time for City staff to complete regular inspections and maintenance operations should be included when planning and budgeting for trail development. Trail inspections and maintenance should be completed on a weekly basis.

Life Cycle Costs

When planning and budgeting for trails, it is important to budget for the design and construction, and for costs incurred during the life of the facility. Costs to the City for trails once completed include regular maintenance, repair and upkeep, trash removal, seasonal cleanup, re-paving, utility costs (water and power), and equipment costs for maintenance, security, safety and upkeep. These costs need to be considered in budgeting and planning. Following is a more detailed outline of life cycle costs to be considered. These are recommendations. The list may need to be adjusted yearly as trails are developed and actual costs are more clearly defined.

Maintenance

Tasks that should be routinely completed:

- Replace missing and damaged regulatory and directional signs
- Repaint worn pavement markings
- Trim trees, shrubs and grass to maintain required sight distances
- Patch holes, fill cracks and feather edges
- Clean drainage systems; modify to eliminate puddling
- Sweep to remove leaves, mud, gravel and other debris
- Mow selected areas where a groomed look is desirable
- Pick up trash, empty trash receptacles and replace pet waste bags
- Clean out ditches, culverts and other drainage structures
- Maintain furniture and other support facilities
- Clean rest rooms and drinking fountains; repair as needed
- Remove graffiti from rest rooms, retaining walls, rocks and other surfaces
- Prune dense understory growth to promote user safety
- Inspect structures for deterioration
- Remove fallen trees
- Clean and replace lights
- Spray for weed control
- Remove snow and ice as may be required in certain location and on certain routes

Although there are no exact rules for calculating the frequency for maintenance activities, the following table provides some guidelines:

Resurfacing	
Asphalt	every 5-12 years (resurface with top coat and replace sections)
Concrete	every 20+ years
Crushed Stone	every 5-8 years (with frequent repair)
Routine Maintenance	
Inspections	weekly or by-weekly
Sweeping or blowing debris	once every 3-4 weeks
Trash Removal	once every 2-4 weeks
Vegetation Management	2-3 times during the spring, summer, and fall season
Repair/ Replace signage, furnishings, equipment and paving	as indicated through inspections
Cleaning and Replenishing Rest Room Facilities	1-2 times each week

Security and Safety

Security and safety is a major factor for determining the amount of use a trail receives. Users need to have a secure feeling and have safe facilities. Trail users themselves do a majority of the patrolling on trails. A byproduct of a highly used trail is that with people close-by and visible there is a more secure feeling while using the trail. When trails are used, there is a self-policing effect.

Even though highly used trails provide self-policing, there still needs to be patrolling by law enforcement officers on a regular and routine basis. Patrolling by law enforcement officers gives added security and they will be available to provide assistance when needed. Bicycles are an effective tool for Officers to successfully cover a large number of trail miles when patrolling. The City, having trails as a part of its infrastructure and amenities, must include in the budgeting process time and equipment for law enforcement officers to patrol the trails.

Safety of trails and their related facilities is largely dependent on good design and regular maintenance and upkeep. These issues have been thoroughly discussed earlier in this document.

Utility Costs

Utility costs that can be incurred by a trail system come from providing restroom facilities, drinking fountains, area lighting and maintaining these facilities. Care should be taken to provide adequate facilities and be cautious to insure these facilities will be efficient in design and effective in use.

Costs to keep trails in a good and safe working order can be substantial and must be planned. As a method of helping to reduce these costs, Clearfield City may consider using service groups, volunteers, donated time and funds to assist in trail operations. In some communities, garden clubs, scouts and other service-oriented organizations have successfully improved trail systems by providing their areas of expertise. Another area to consider is an Adopt-a-Trail program where individuals and/or groups may want to adopt a trail or portion of a trail to provide routine service and upkeep.

9. FUNDING

9. Funding

Funding sources for trail design, development and management can come from a variety of sources in addition to regular City capital improvement funds. These sources are available from the private sector as well as from state and federal sources. The following funding sources represent some of the opportunities typically available.

Federal and State Sources of Funds

The largest source of funding for trails is authorized through federal surface transportation legislation. This is codified in title 23 of the US Code. In 1991 the title was amended to include pedestrian and bicycle transportation, mainly trails. This was known as ISTEA (Intermodal Surface Transportation Efficiency Act). The current form of this act is SAFETEA and is proposed to authorize funding beyond 2003. It however is proposed funding and at the time of this document, the bill has not officially been approved. Further information on federal funding for trails is available at www.americantrails.org/resources/fedfund/index/html. General information on federal funding can be obtained through the National Transportation Enhancements Clearinghouse at www.enhancements.org.

Under the federal surface transportation legislation and other federal legislation there are several federal funding sources. They include:

- Surface Transportation Program (STP)
- Transportation Enhancement Program
- Congestion Mitigating and Air Quality Improvements Program (CMAQ)
- Recreation Trails Program (RTP)
- Community Development Block Grant Program
- Land and Water Conservation Fund Grants (LWCF)

The state of Utah has an agency for trail funding that works with both state and federal funding sources. This is administered under the Utah Division of Parks and Recreation by John Knudson, Trails Coordinator. He can be reached at:

801.538.7344 nrdpr.jknudson@state.ut.us www.stateparks.utah.gov/parks/trails/trails.htm

A 2004 conversation with Mr. Knudson revealed that the state has funding on a matching basis for community trails. The trail funding through the Department of Natural Resources, Division of Parks and Recreation comes from two sources. Federal funds available for the fiscal year 2004-5 will be about \$200,000.00; half of what was available the previous year. The second source is funding from the state budget. At the time of printing, the budget for community trails for the 2004-5 fiscal year is undetermined. However, based on the current state budget conditions the monies that will be available for community trails will be limited.

Application for both federal and state funding is made to the State Division of Parks and Recreation. Application deadline is May 1st. A review committee considers the applications and funding is awarded in early August.

Mr. Knudson recommended holding a discussion with him prior to making application. The discussion will provide valuable information to Clearfield on how to best make the application for funding and determine trails that will be most likely to receive funding. The best time for this is during the winter months. The types of trails that the state is looking to fund are trails or portions of trails that will work into a system of regional or statewide trails connecting cities and towns.

Another state funding source is through the Utah Department of Transportation Enhancement Program. This program is administered by the Local Government Programs Engineer, UDOT Program Development. The administrator is George Thompson. He can be contacted at:

801.965.4366 gthompso@dot.state.utBox www.dot.utah.gov/progdev/enhance/

Sandy Weinrauch, Bicycle and Pedestrian Planner, is another contact at this agency. She can be contacted at:

801.965.3897 <u>sweinrauch@dot.state.ut.us</u> www.dot.state.ut.us/progdev/bike/

John Knudson, listed above, also administers state funding under the Utah State Trail Funding Source.

Other state/federal funding sources can be investigated and researched through Klass Strategies, Trail Funding Sources for Utah at:

www.klass-strategies.com/IraiiBuilding.asp

Local Government

In addition to capital improvement funding from the City budget, other funding sources available to Clearfield may include taxes, impact fees or bond referendums.

Private Sector

Private sector funding sources can be available in the form of land trusts or from foundations, local businesspersons, individual sponsors, volunteer work and "Buy-a-Foot" programs.

Funding assistance is available in many forms for Clearfield City to develop its trail system. It is recommended that initial contacts be made with the state agents listed for their assistance and guidance on the available state and federal funds. In addition, the potential for private sector funding should not be overlooked.

10. REFERENCES and APPENDIX

References

The following references were used in preparing this planning document. They contain a wealth of information related to trail planning and development. It is recommended that Clearfield City staff keep these close at hand when considering the implementation of this trail system.

Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, 1999.

Trails for the Twenty-First Century, Planning, Design, and Management Manual for Multi-Use Trails, Second Edition, Charles A. Flink, et al, Rails to Trails Conservancy, Island Press, 2001.

Salt Lake County Regional Trails Plan, NE Intra Group, 1993

.

Manual on Uniform Traffic Control Devices (MUTCD), US Department of Transportation, Federal Highway Administration, 2003 also at http://mutcd.fhwa.dot.gov/kno-2003.htm.

American Trails, http://americantrails.org

Under the heading of News and Alerts information, several research articles regarding the latest on federal funding are available through this web site can be found. Under the heading of *Resources and Archives*, sub-topic: *Planning-Statewide Trails*, there are articles and research that address some of Clearfield City's trail development issues such as:

- Carlson, James G., Utilizing Irrigation Canals in Northern Utah for Recreational Trail Use: An Evaluation of Issues and Concerns, Utah State Department of Landscape Architecture and Environmental Planning, Logan, Utah 2000.
- Holisko, Gary, *Power Line Trails:* Safe *Management and Development*, 2003.

Contacts

- Utah Department of Transportation, Region 1, Bruce Uhaas, 801.620.1600
- Utah Transit Authority, Michelle Rust, 801.626.5626 ex 3255
- Utah Division of Parks and Recreation, John Knudson –Trail Coordinator, 801.538.7344
- Federal Recreational Trails Program, Local Government Programs Engineer, George Thompson, UDOT Program Development, 801.965.4366
- Davis-Weber Canals Company, 801.774.6373
- Envision Utah, 801.973.3307
- Wasatch Front Regional Council, Jory Johner, 801.292.4469
- Utah Power and Light, 1.888.221. 7070

Appendix

The Citizens of Clearfield City made the following statements to the planning team. Following are written comments received from the Public Open Houses held on 15 May 2003 and 19 June 2003, an email message received, and notes from a telephone conversation.

Comments from Open House held 15 May 2003

I walk five times a week, four to five miles a day. Trails would be very welcomed and appreciated, especially along the old DRG railroad corridor. The trails could eliminate gang activity, offer safety, lighting, and an escape from the fast-paced world. The older looking lights would create an ambiance with the old railroad. - Kristi Bush

I recommend that the canal trail be removed from the plan. A real danger exists in children falling in and being unable to get out. Also, there are numerous busy streets to cross which poses a real danger. Underpasses at these busy streets would be prohibitively costly as would fencing along the canal. Many homes border the canal, which puts the trail practically in their back yards. Other options seem to be much more practical overall. - George Budd

I live on Lynnwood Drive and feel the Canal Trail is not in my best interests because:

- Loss of privacy
- Garden vandalism
- Noise
- Nuisance from all hours
- Safety of some users that will be forced off the trail into the canal. -Robert Stephens

Comments from Open House held 19 June 2003

I see a lot of danger if someone were to fall into the canal and drown. I'm told there is no plan to fence the canal from the trail. I see people throwing garbage into the yards of people living along the trails. I'm against it! - Duane Nye

With the trail - you would want to consider phone booths - with connection to dispatch for emergency purposes. Also, if someone were to fall in run ropes or cables across canal for a person to reach.- Clay Rigby

I realize my typed comments are more focused on the 'canal' portion of the trails project. However, I still do not see the necessity of it. Why develop 'trails' when there are streets throughout Clearfield that do not have adequate sidewalks for pedestrian traffic anyway? - Shellie Ferry

Typed Comments of Shellie Ferry:

Please note that Mrs. Ferry expressed that she was expecting to make a statement at a public hearing at the time of the open house she attended.

These comments were prepared to assist her in that anticipated public hearing. The meeting held, however, was not a public hearing as such. Her comments are included herein to show her feelings and concerns about the canal trail. The text is shown as originally written.

1. Safety:

A. Signs along canal fence now say "Hazardous" and "No trespassing". What has changed to make the canal less hazardous?

2 Security:

- A. I'm concerned about the safety and security of the property owners whose backyards this walk-way would go through.
 - i. Peeping Tom at the apartments: Police were able to apprehend him because there were very few ways for him to go. What if he would have had access to any backyard?
 - ii I already have people who walk in front of my house every day and leave their garbage and cigarette butts in my bushes and flowers. I do not want that same garbage in my backyard.

3. Privacy:

A. I like my privacy in my backyard. I do not want to share it with anyone but my neighbors, and not strangers walking up and down the canal in my backyard.

4. Funding:

- A. Who pays for this? Who gets the money for this? How is this going to benefit me -the Clearfield City tax and utility payer?
 - i. Six years ago, I was paying \$40.00 every OTHER month for utilities. I now pay over \$50.00 EVERY month for utilities. My taxes have gone up consistently every year more for Clearfield City than for Utah State. Explain to me how this would benefit me in away that I cannot refuse? Am I going to have secondary water access?

5. Ongoing Upkeep:

- A. Who is going to pay for the maintenance? Right now, the canal is a fire hazard. One cigarette butt in those weeds and peoples' homes are endangered. How do fire trucks, or firemen get back there for a fire?
- B. Is it supposed to be paved? Have sprinkler systems? Garbage clean up?
- C. Theft drop off. (Bikes, grocery carts, etc.).
- D. What about the ducks and geese that inhabit the banks of the canal? We see ducks and geese in there all the time.

6. Closing Statement:

I am a Mom. I am a property owner in Clearfield City. Tonight my husband is working and my children are with a babysitter so I can be here tonight. I should not have to be here tonight because I took the time way back when to vote people into these offices here to make good decisions for me here in the community, to protect my interests as a community member. Having this walkway does not protect my interests. I do not think it is a good decision.

Email received

I wanted to quickly drop you a note and give my approval, my gratitude, my hope for the success of this "Trail Master Plan."

The trails plan is a wonderful opportunity to invigorate our community and what it has to offer. The benefits are countless and all of which you probably know. Health and strength, to body and mind, a place for families, and increased real estate value to name just a few that come to my mind. I have no negative comments and just one concern, that you can't move forward with this fast enough.

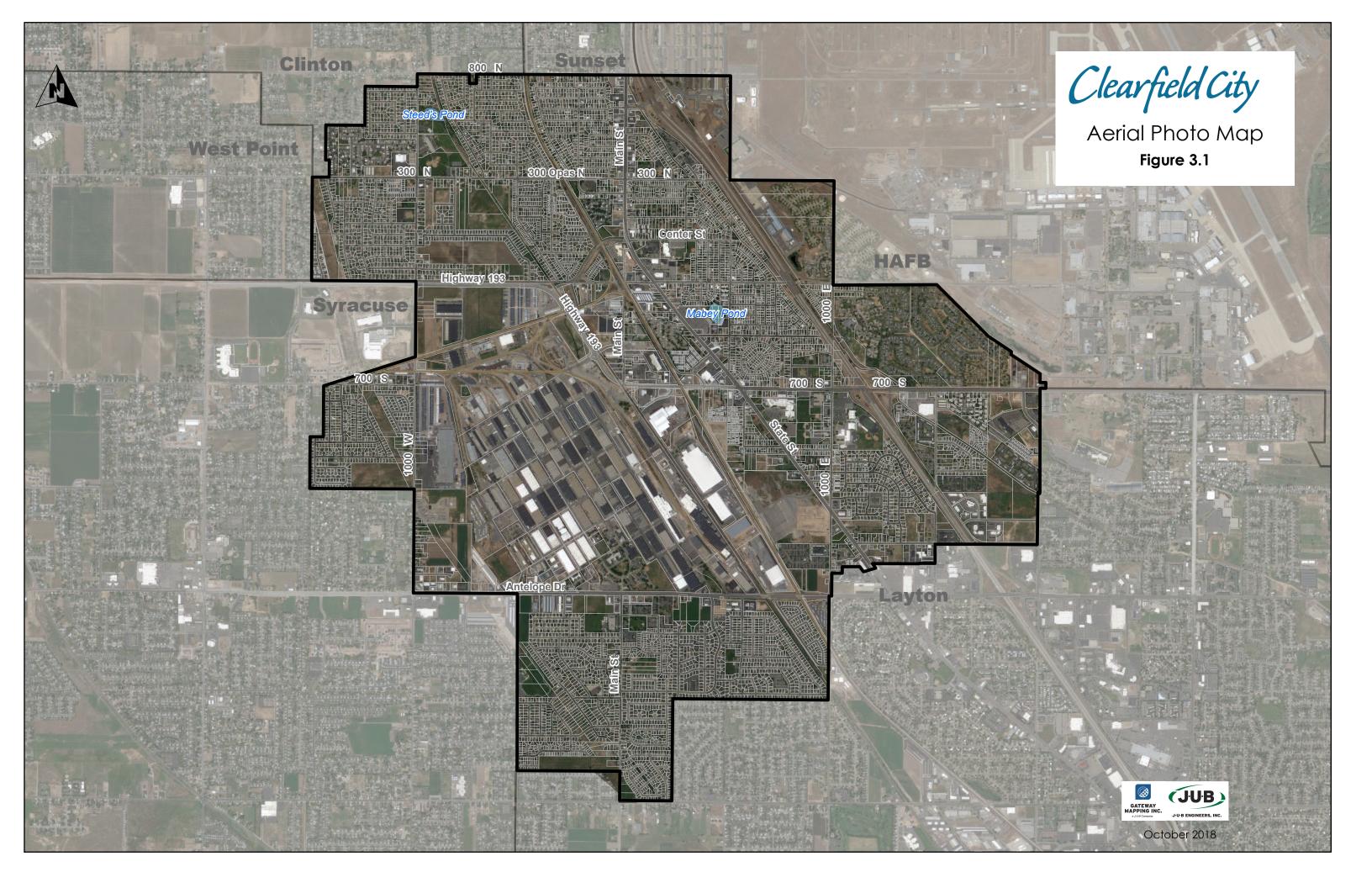
Please let me know of any community discussions, polls or information that I can get or be involved with. I would love to be a part of the discussion and moving forward with this project.

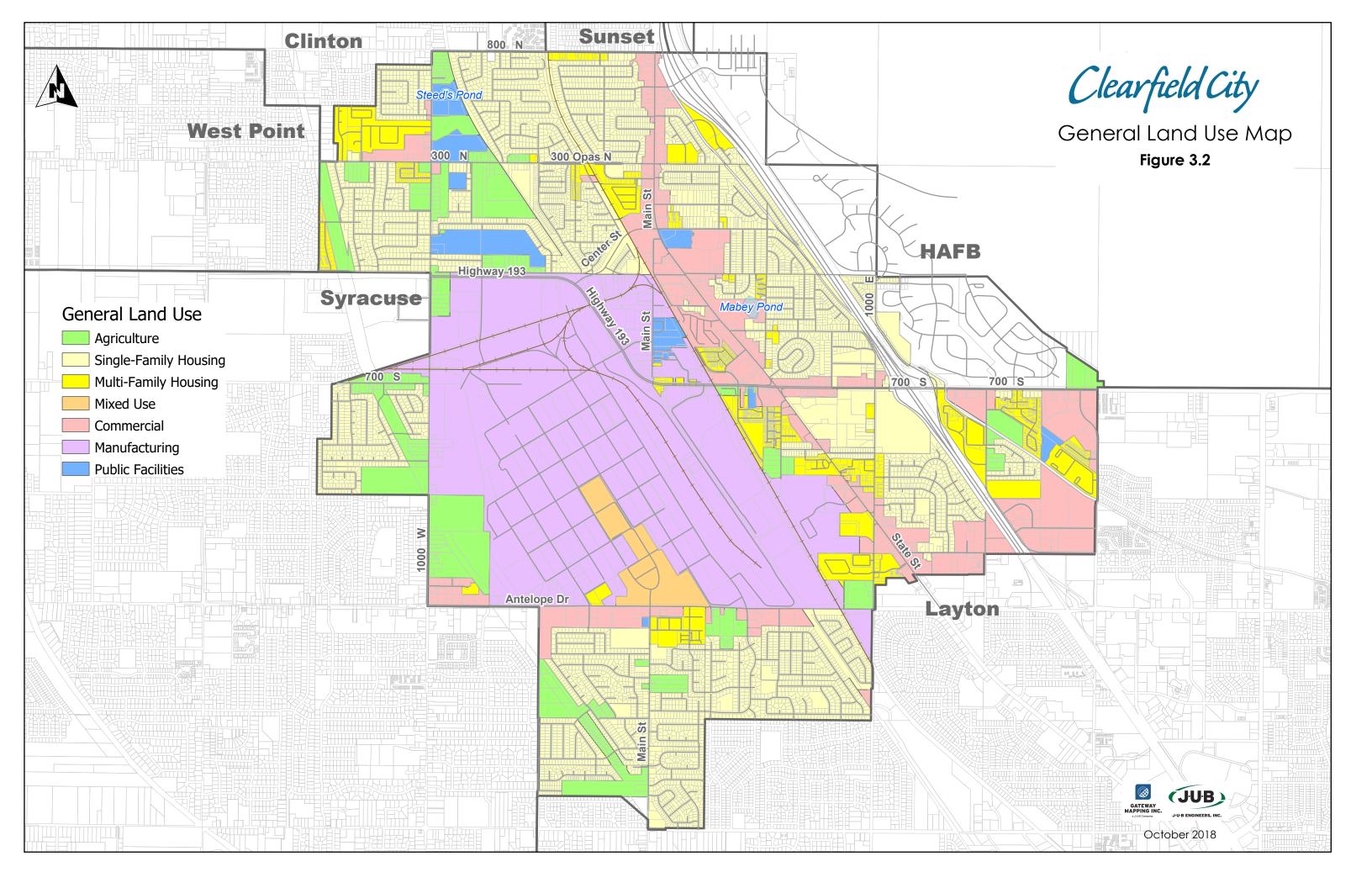
- Aaron Smith, 7 November 1003

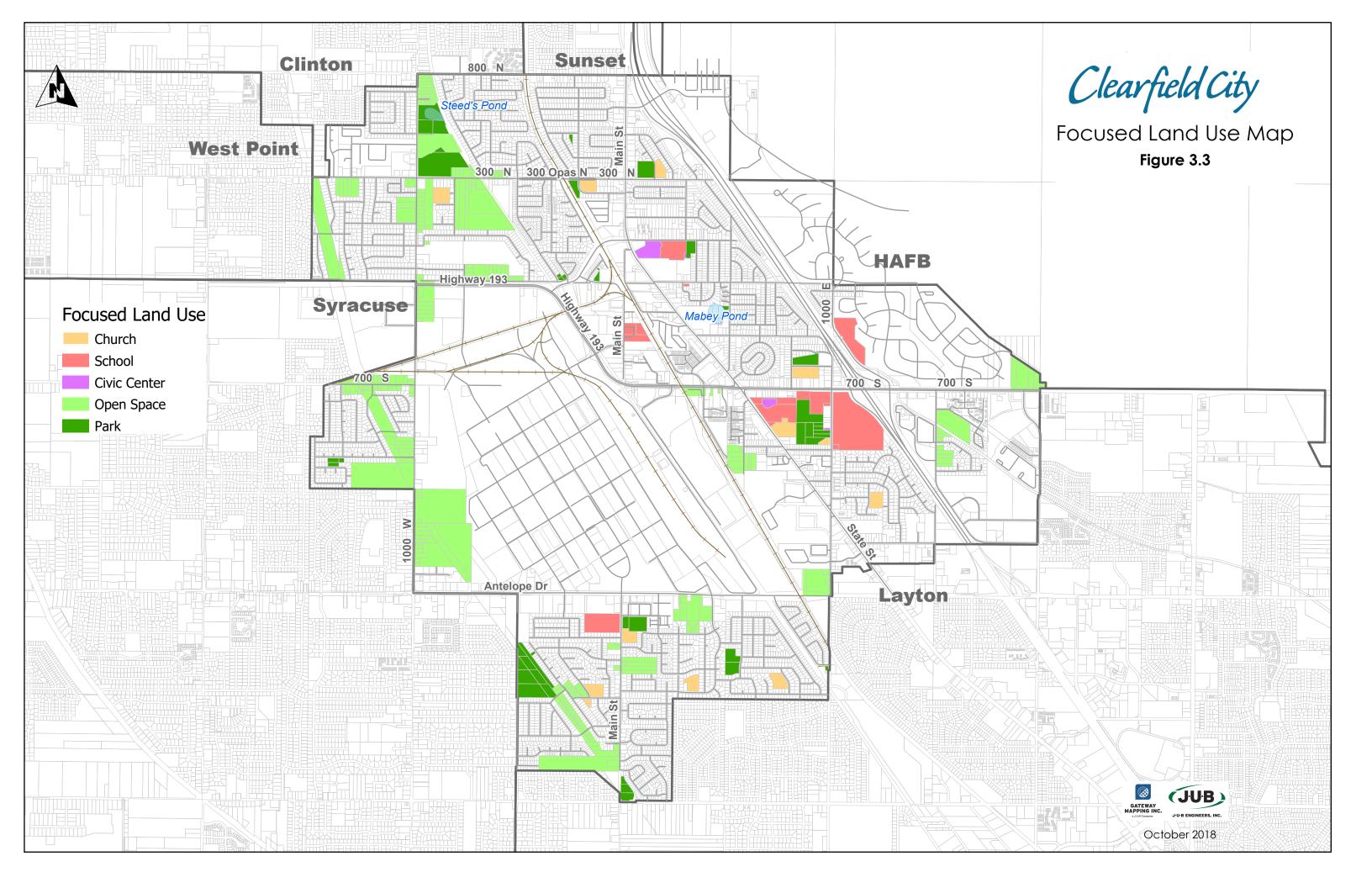
Telephoned Comments

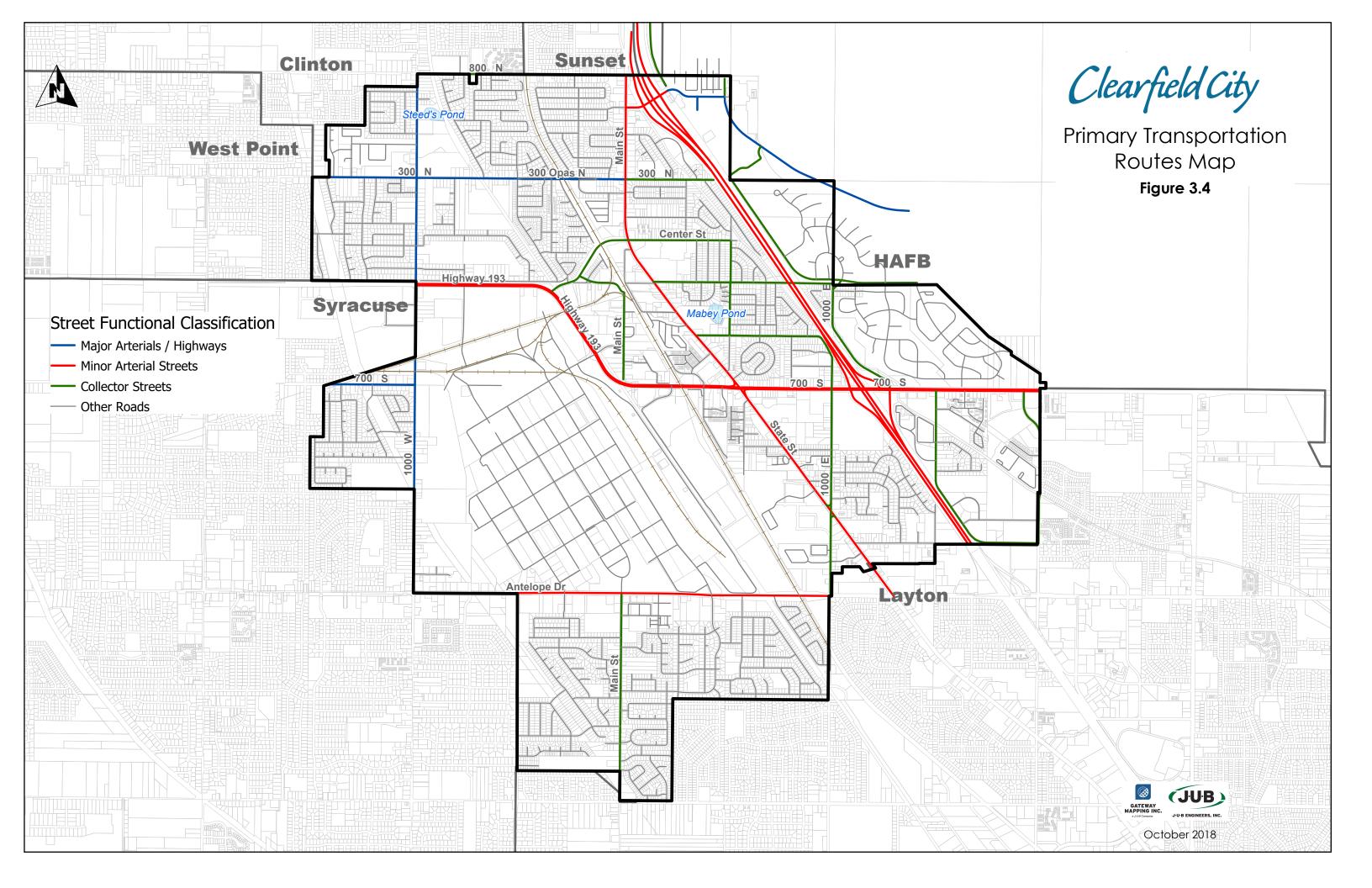
A member of the planning team had a telephone conversation with Mr. Mel Thompson and his wife Shauna early in the planning process. The purpose of the call was to get Mr. Thompson's input on the proposed Canal Trail. The following are concerns Mr. and Mrs. Thompson mentioned:

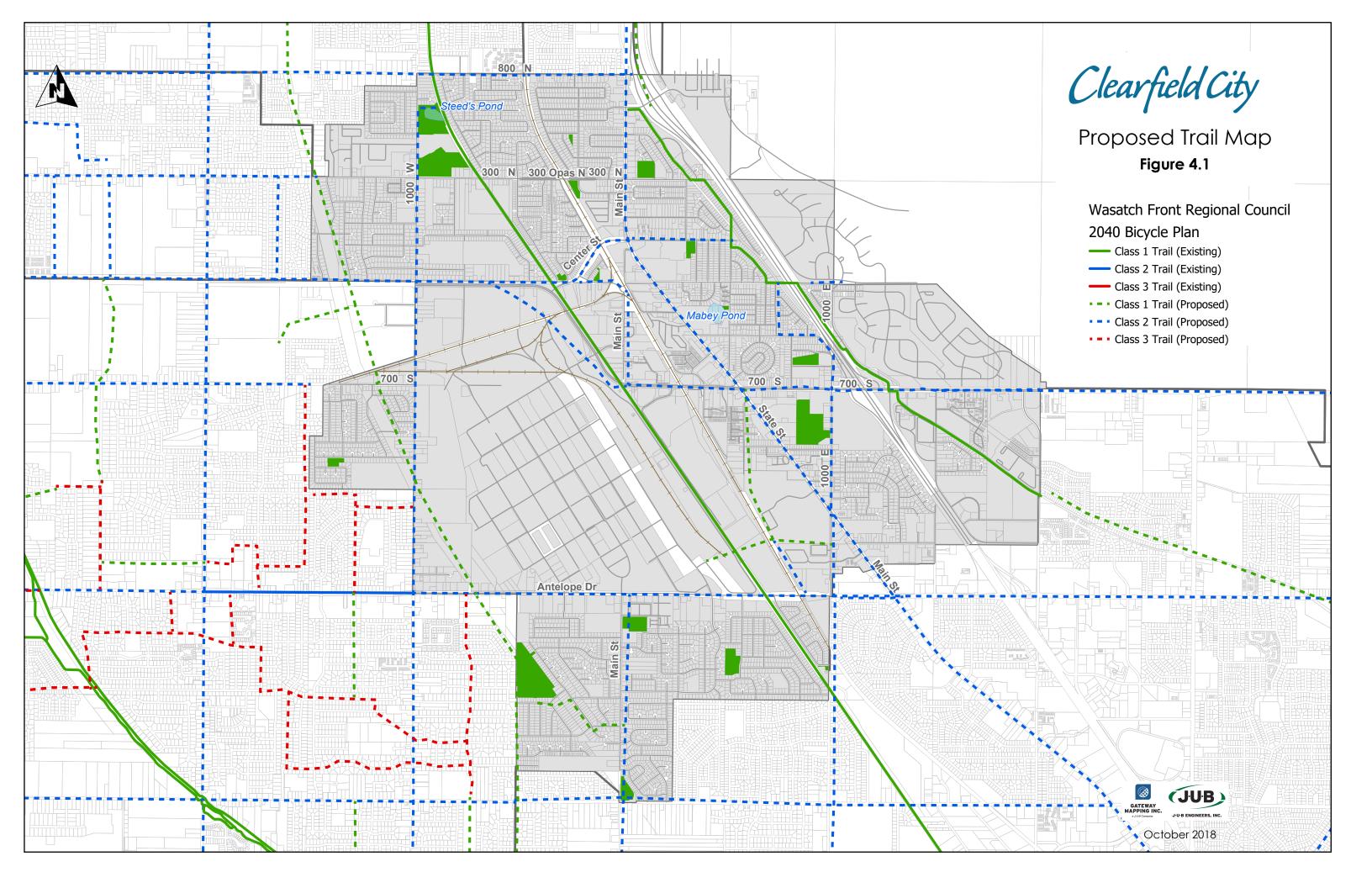
- Safety- children falling into the canal.
- City's liability for accidents.
- Dogs on trails and dog mess.
- Trail traffic will discourage and scare wild waterfowl from canal.
- Safety fence is needed at canal edge and at private property edge.
- There is not adequate property for a trail.
- Trash.
- He would prefer a trail at Steed Park.
- Motorcycles in the dry canal will continue, and trail will encourage motorcycles.
- Road crossings -trail users and road crossing conflicts.
- Multiple road crossings at 300 North, 500 East and 200 South.
- There has been a car that drove off the bridge into people's yard.
- Rear yards at canal.
- Fence needed at private property line.

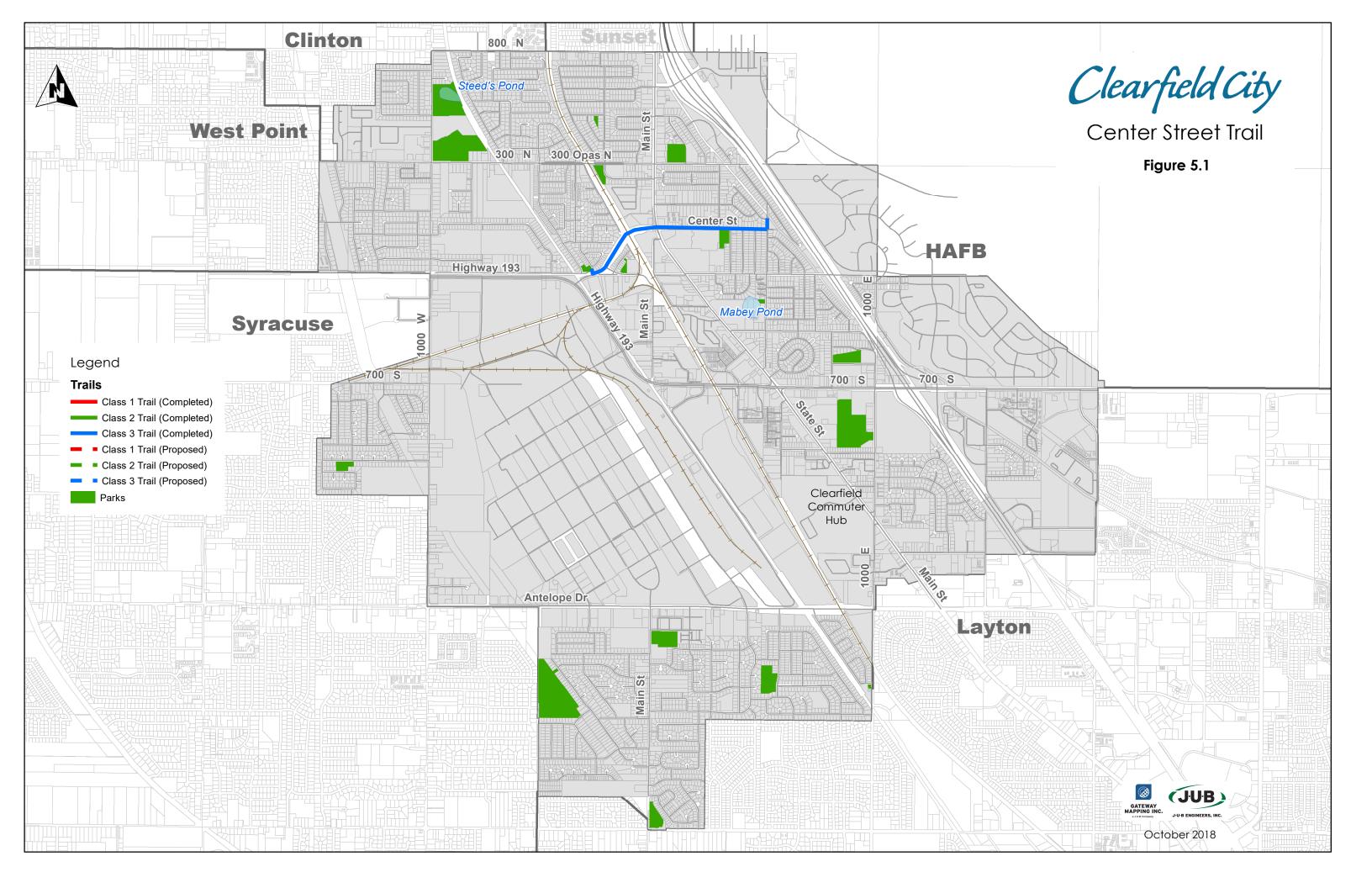


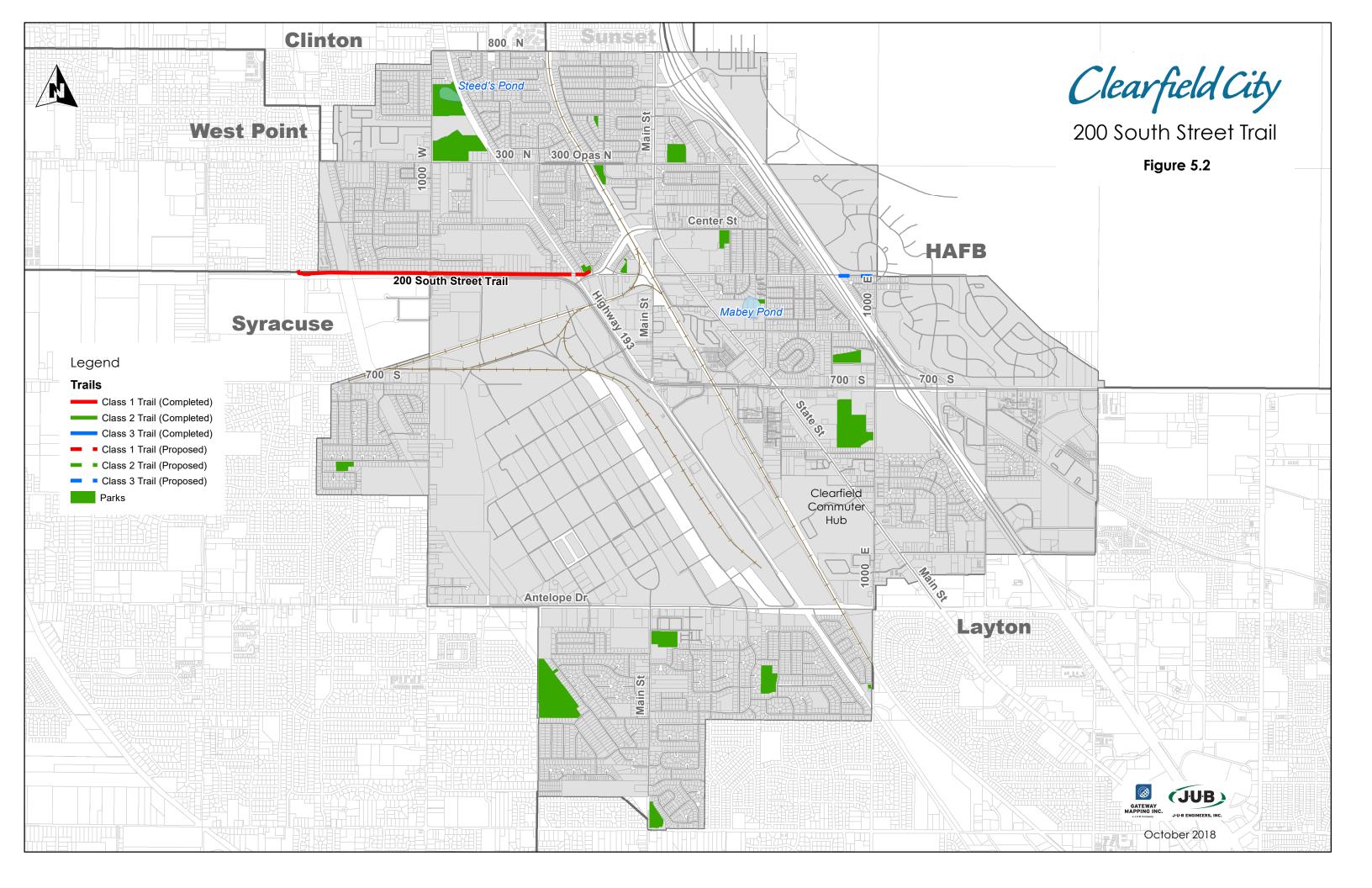


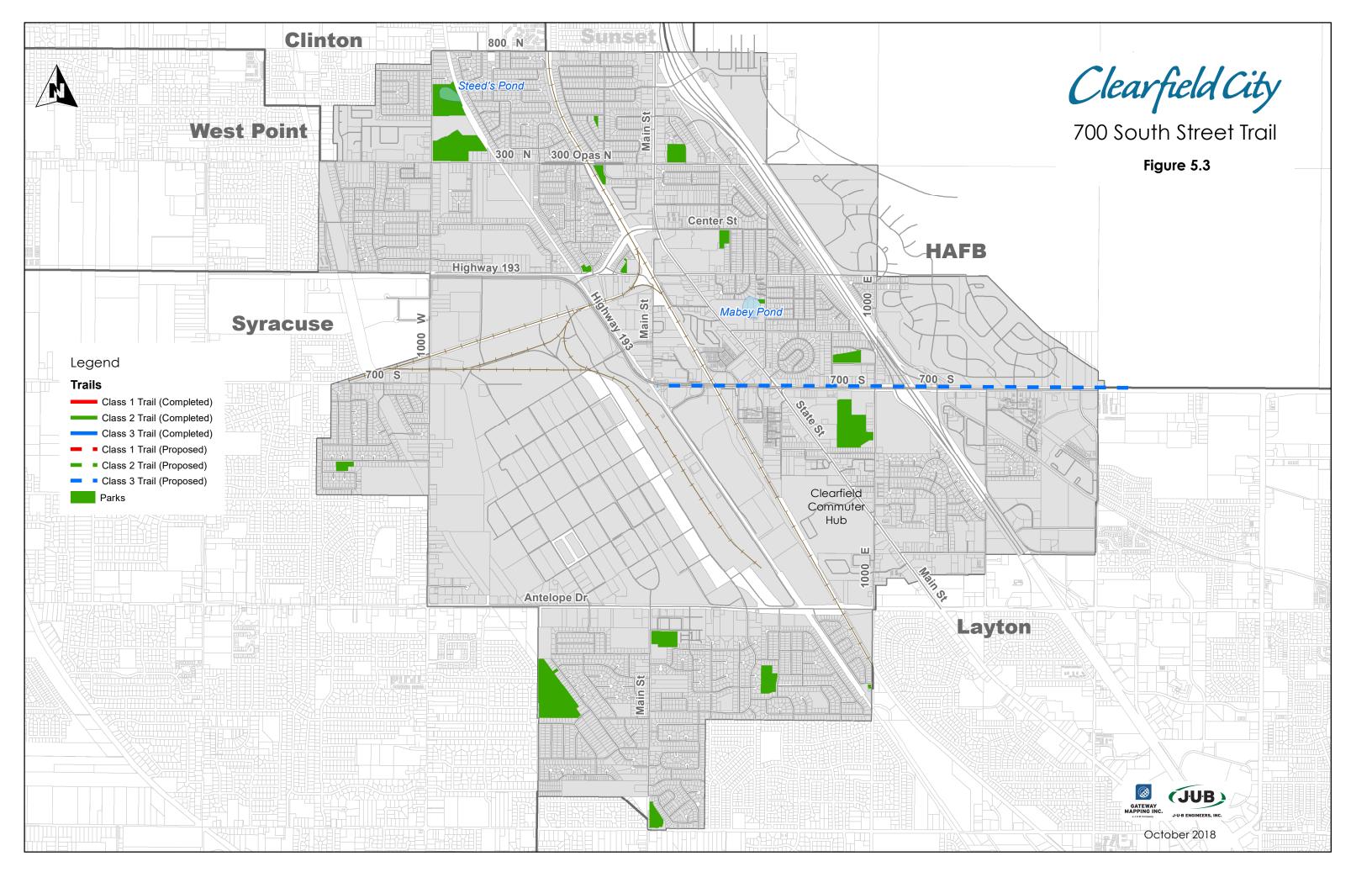


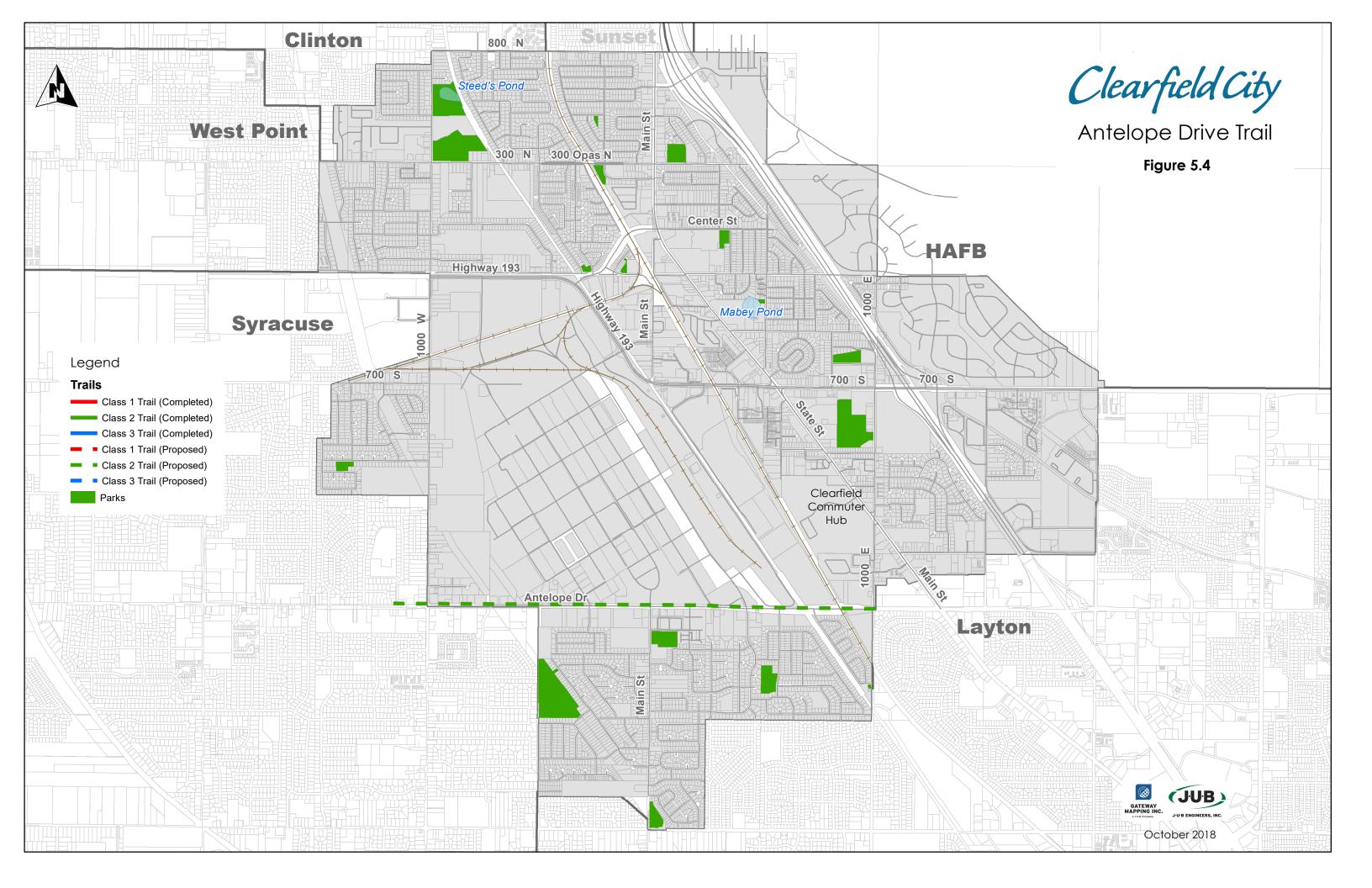


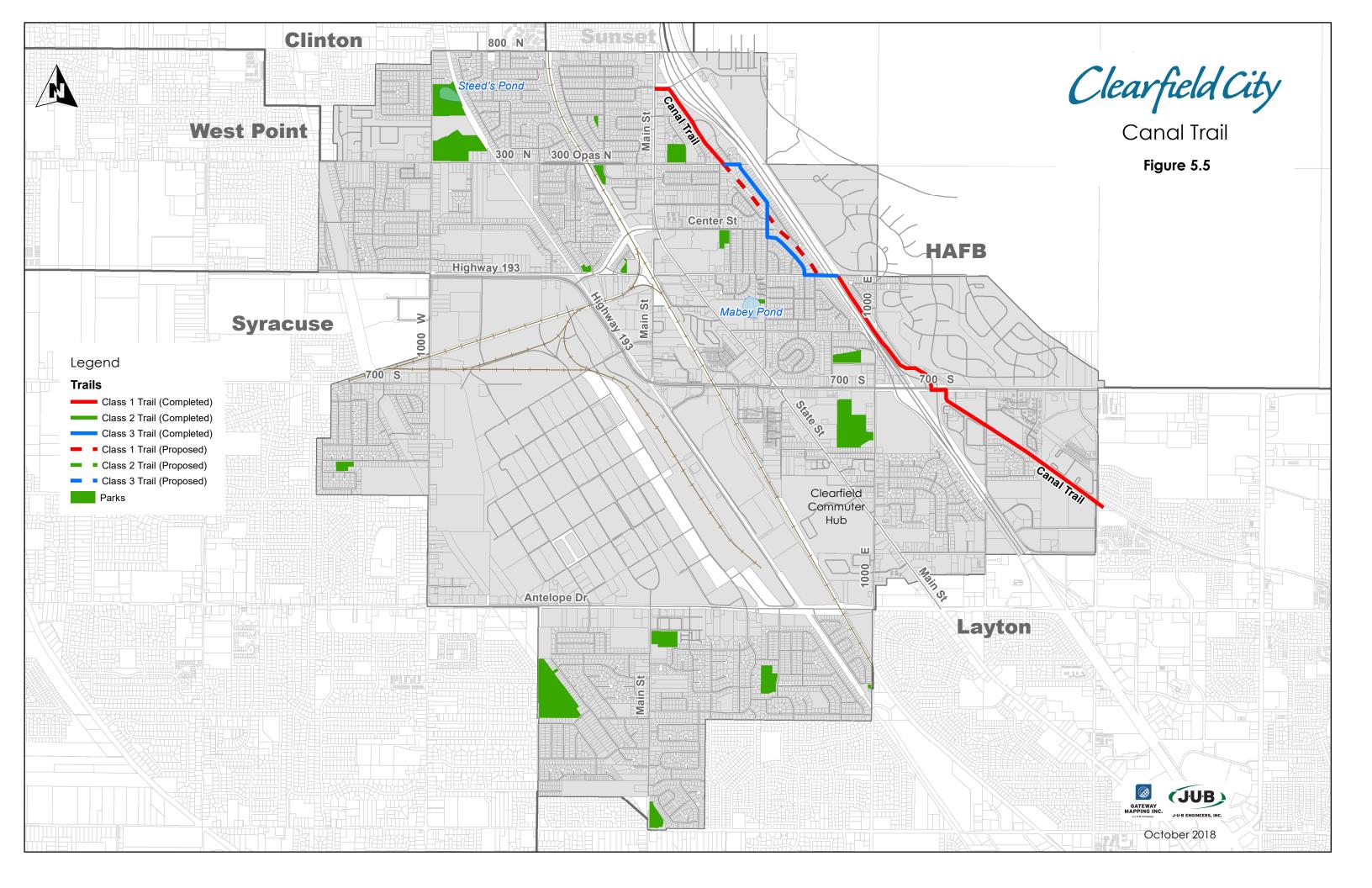


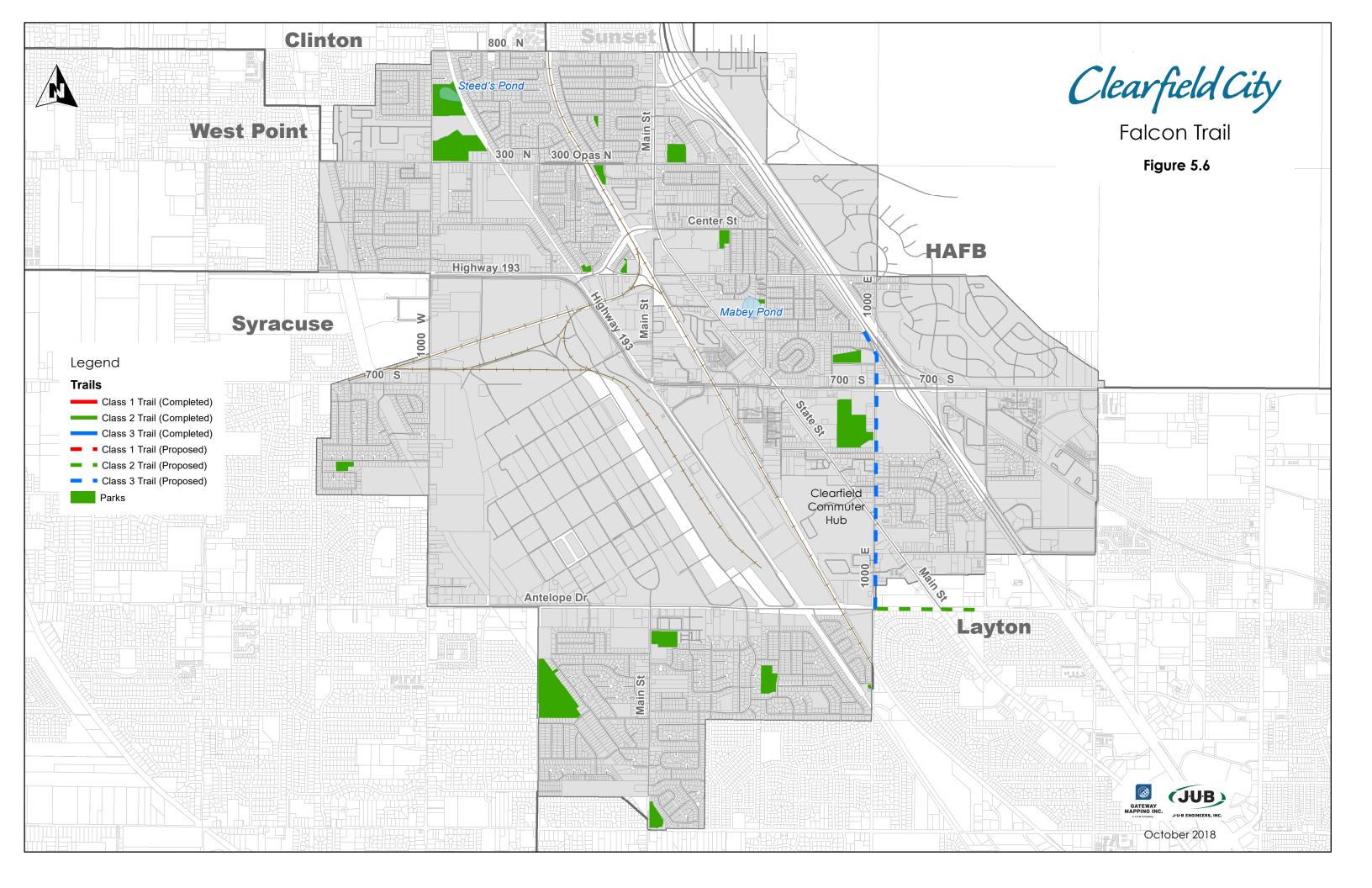


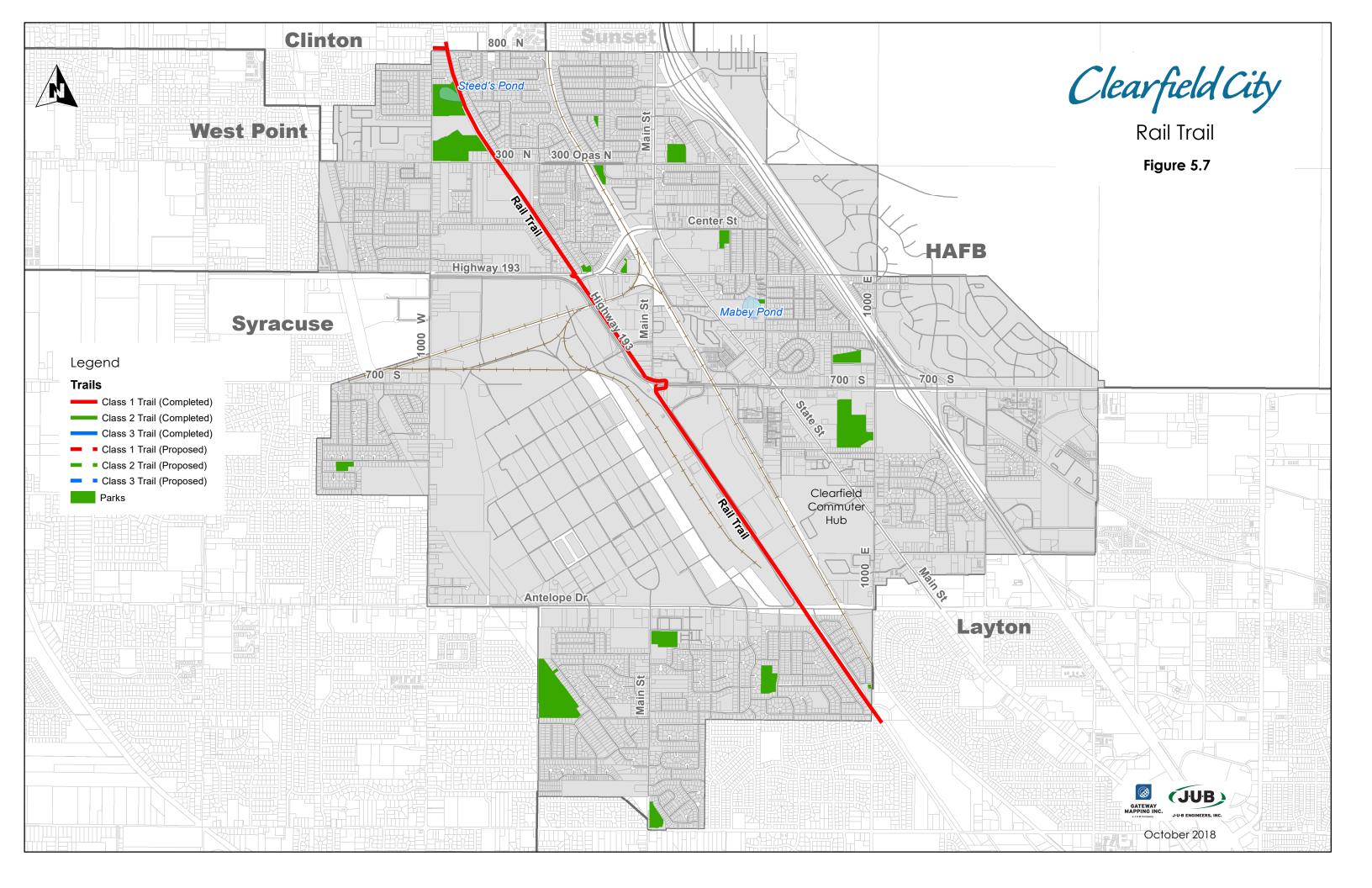


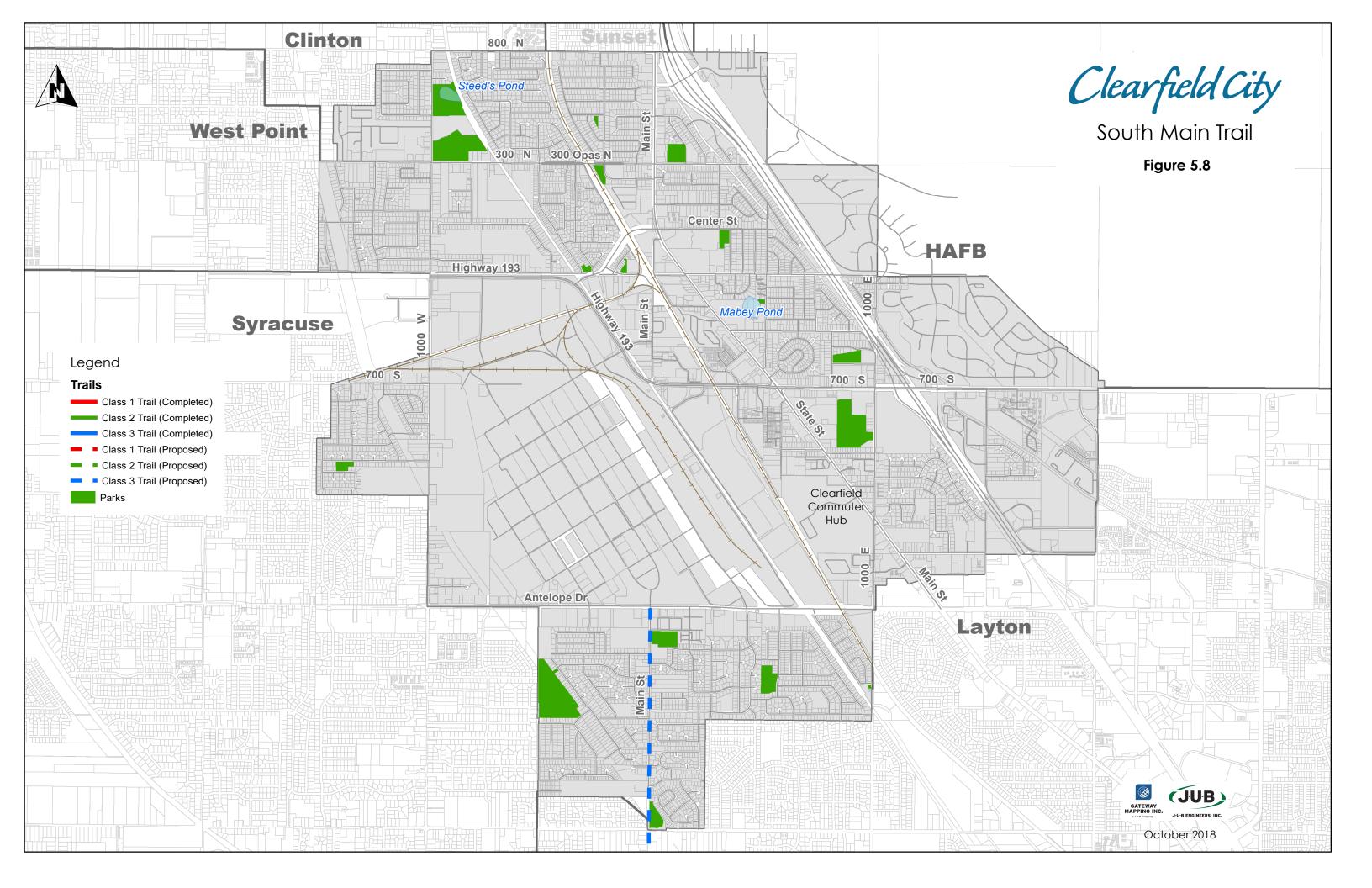


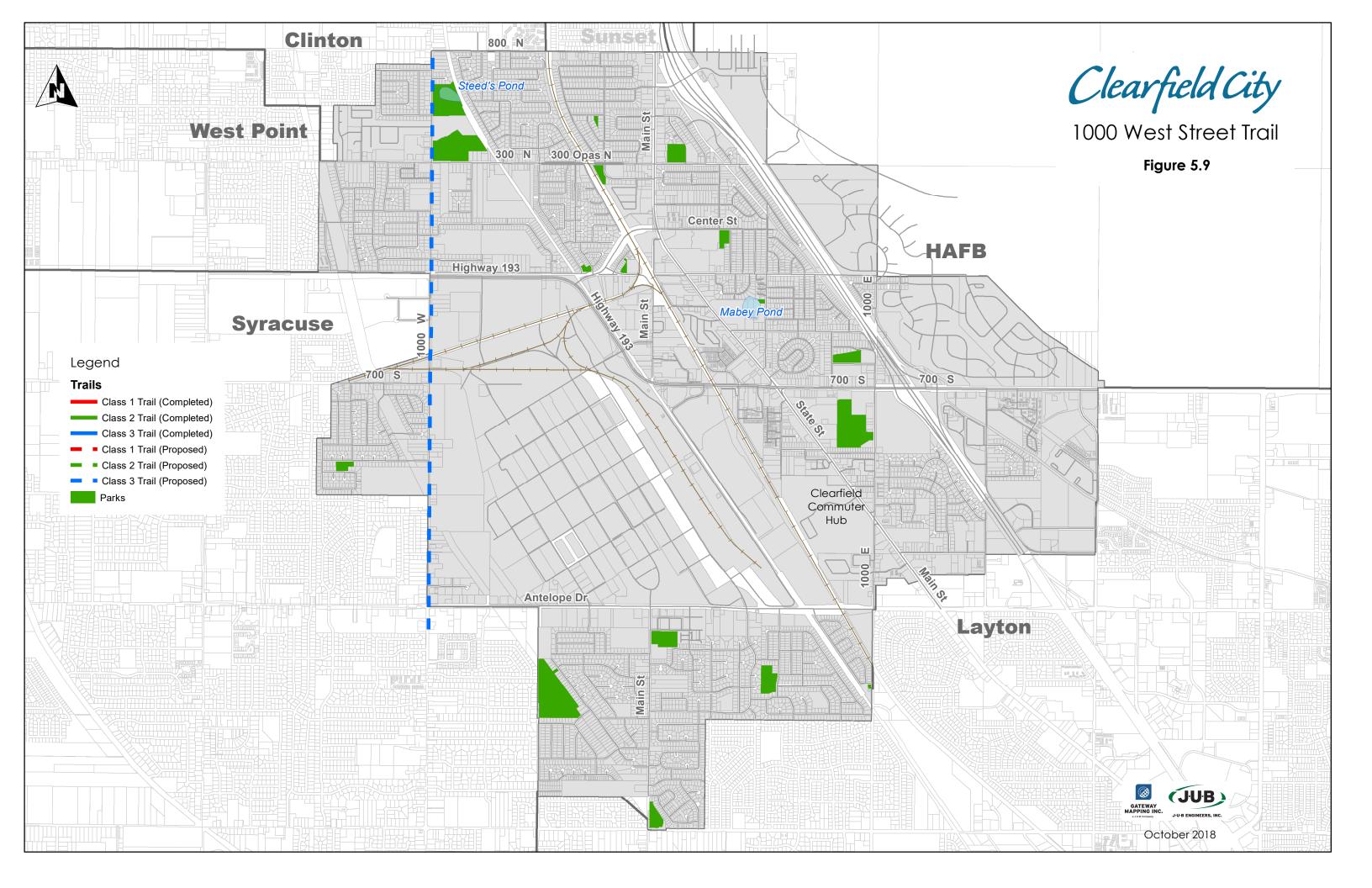


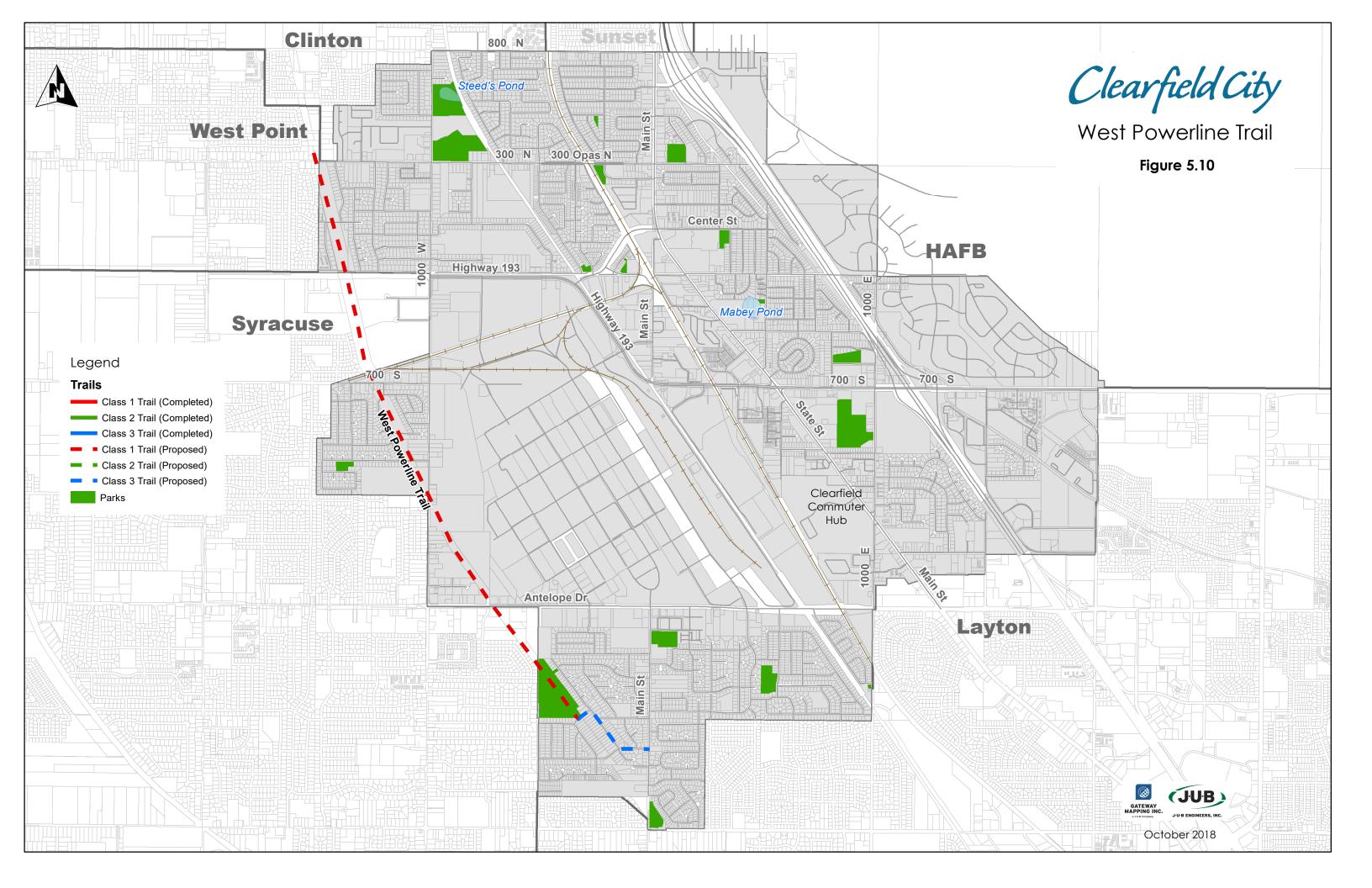


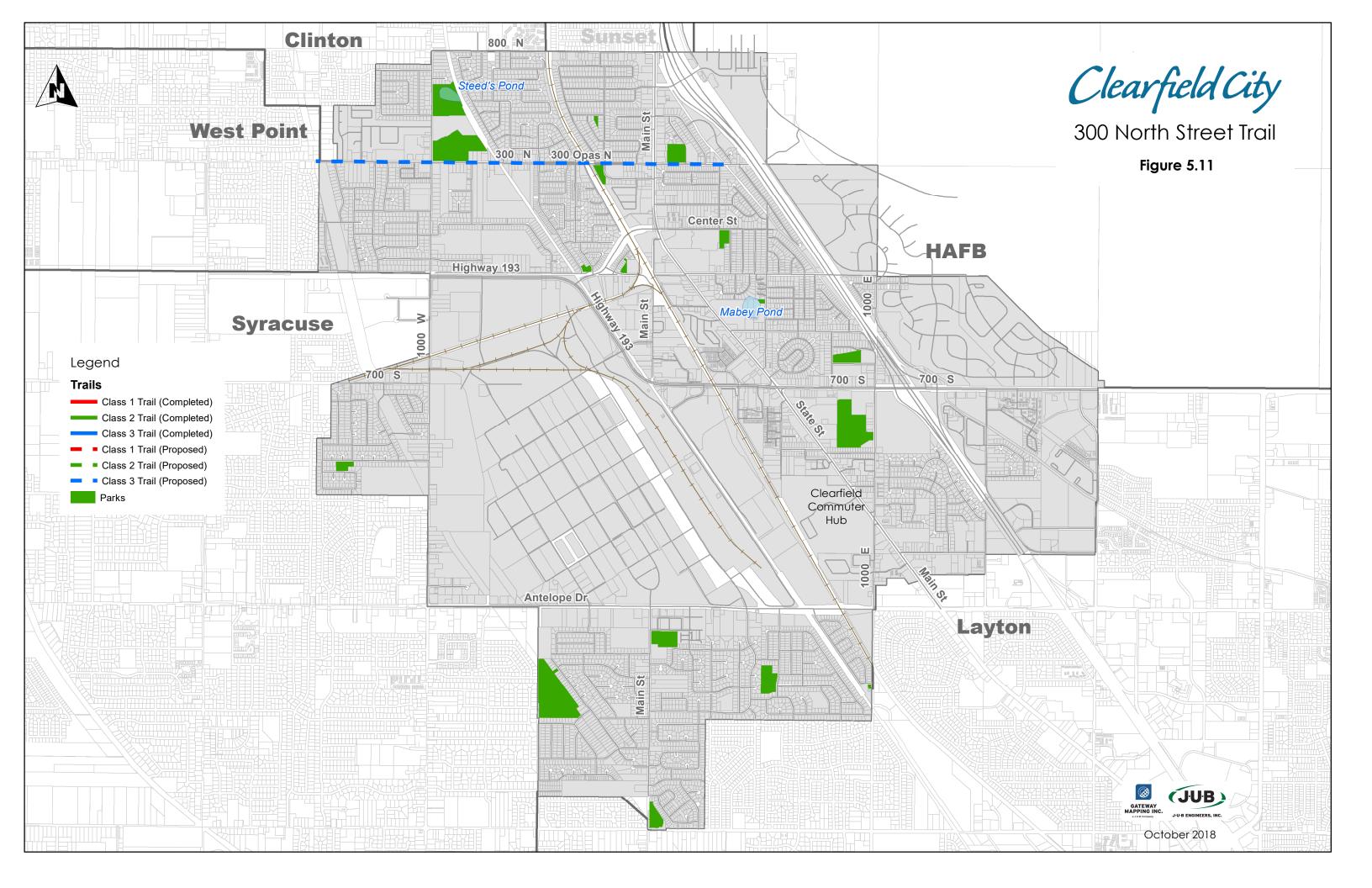


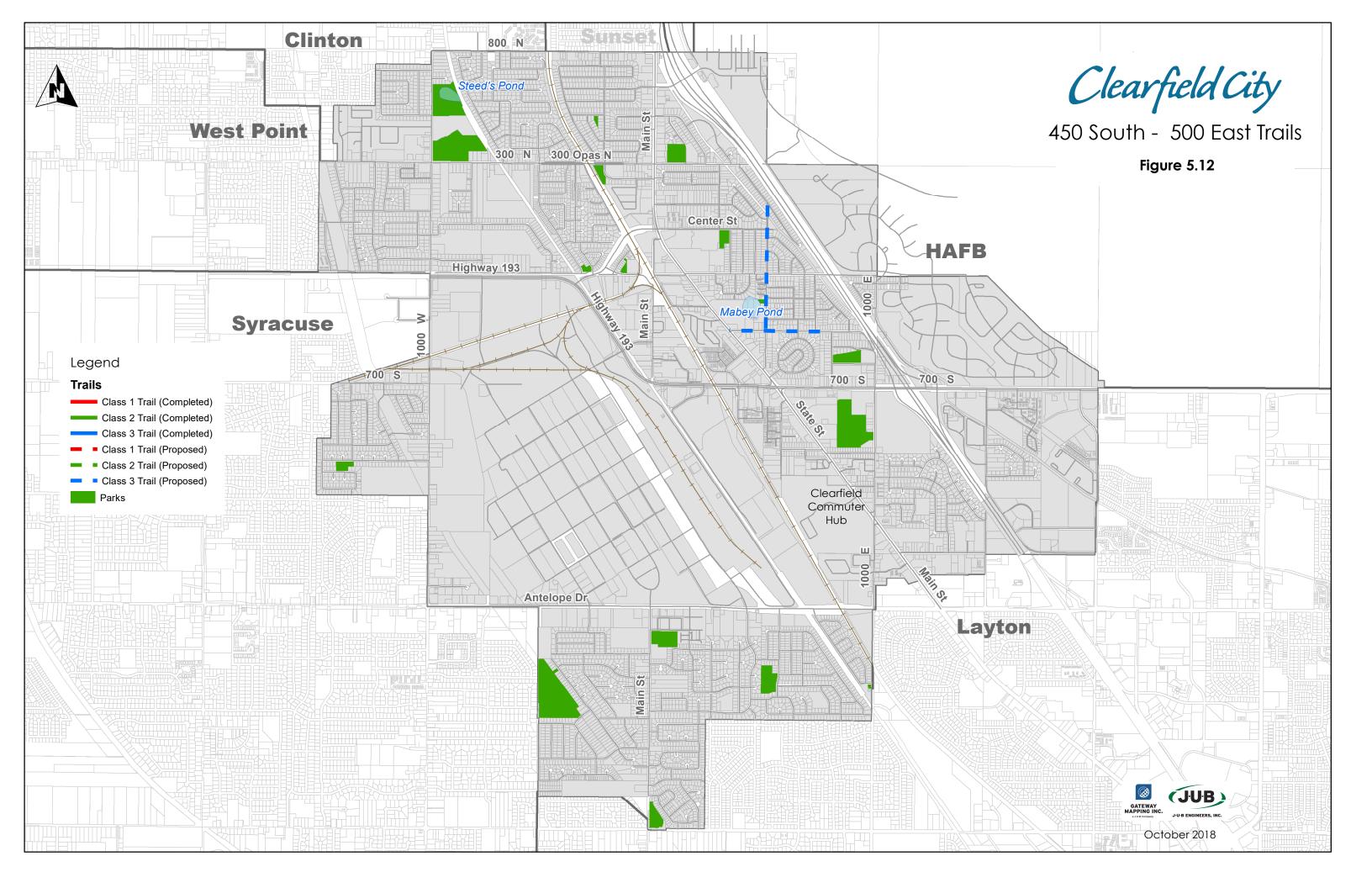


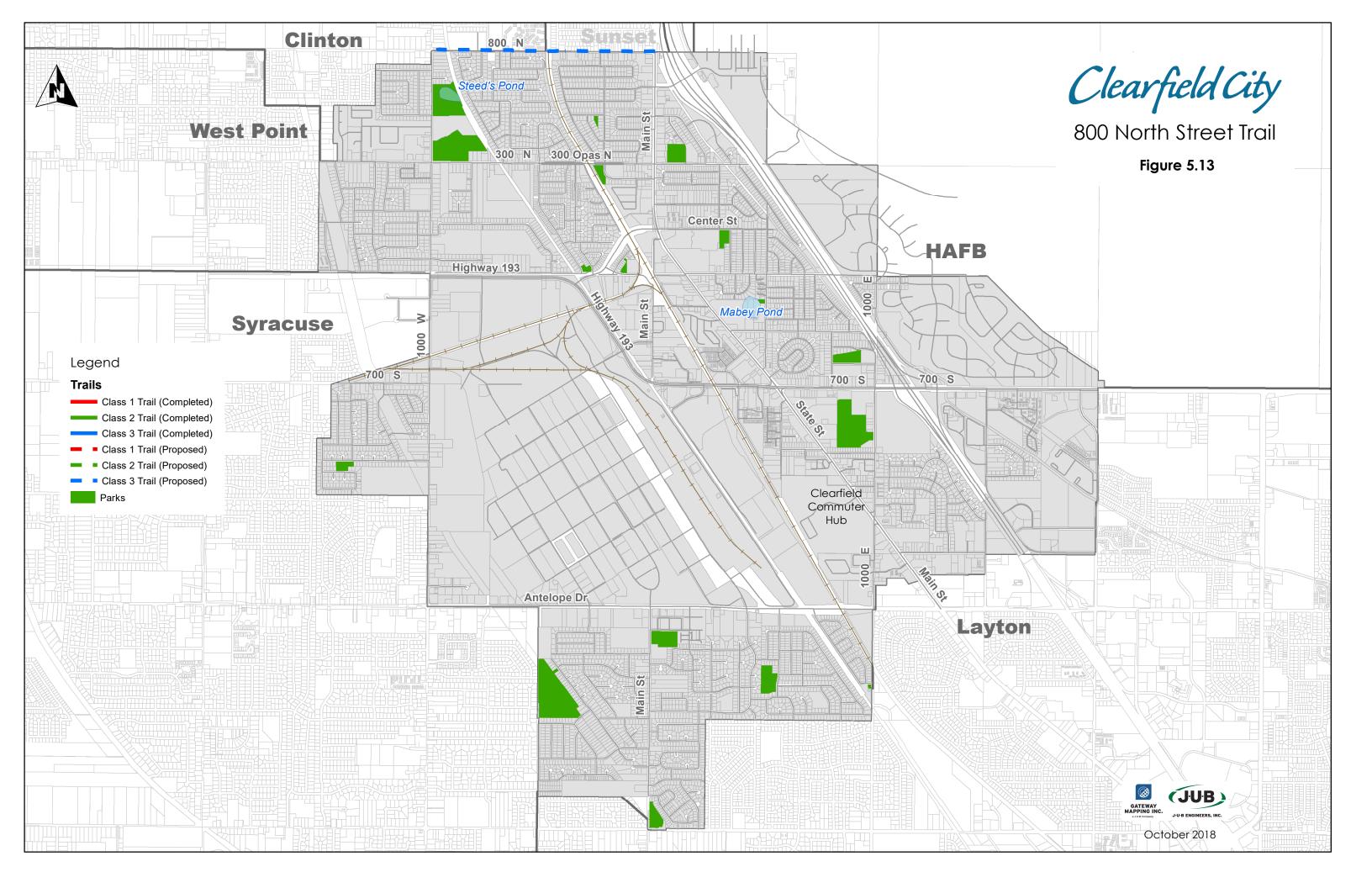


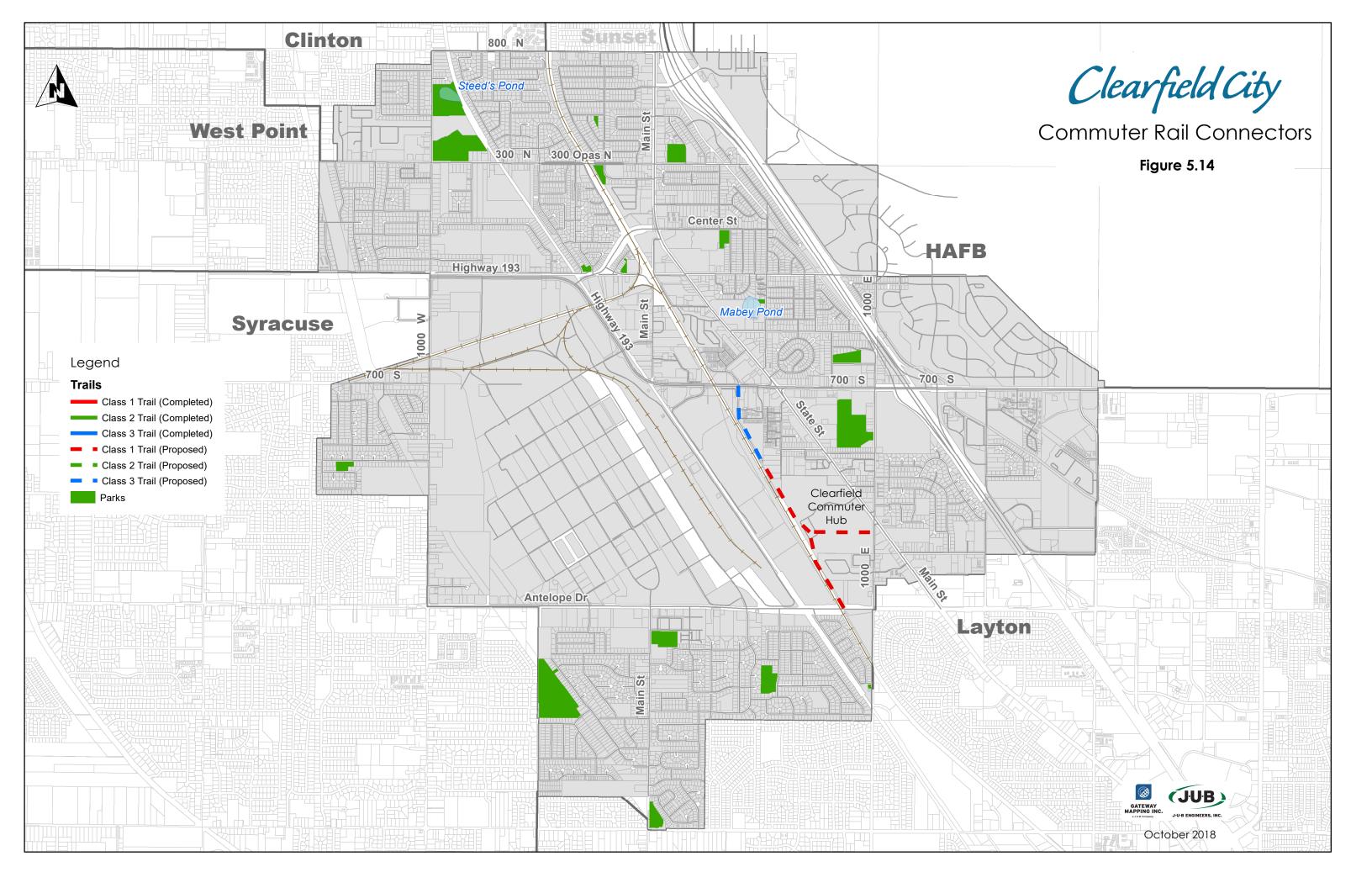


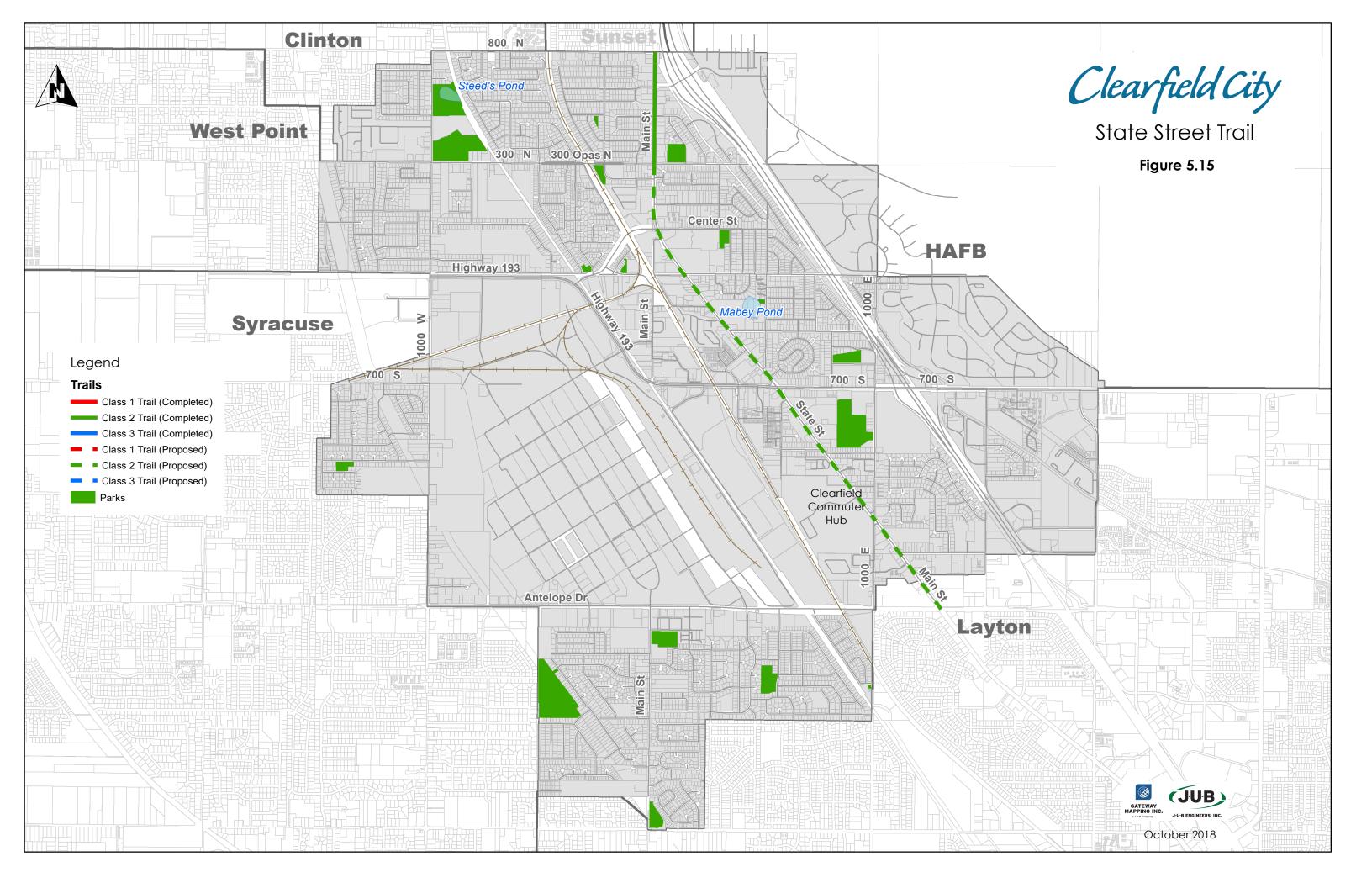


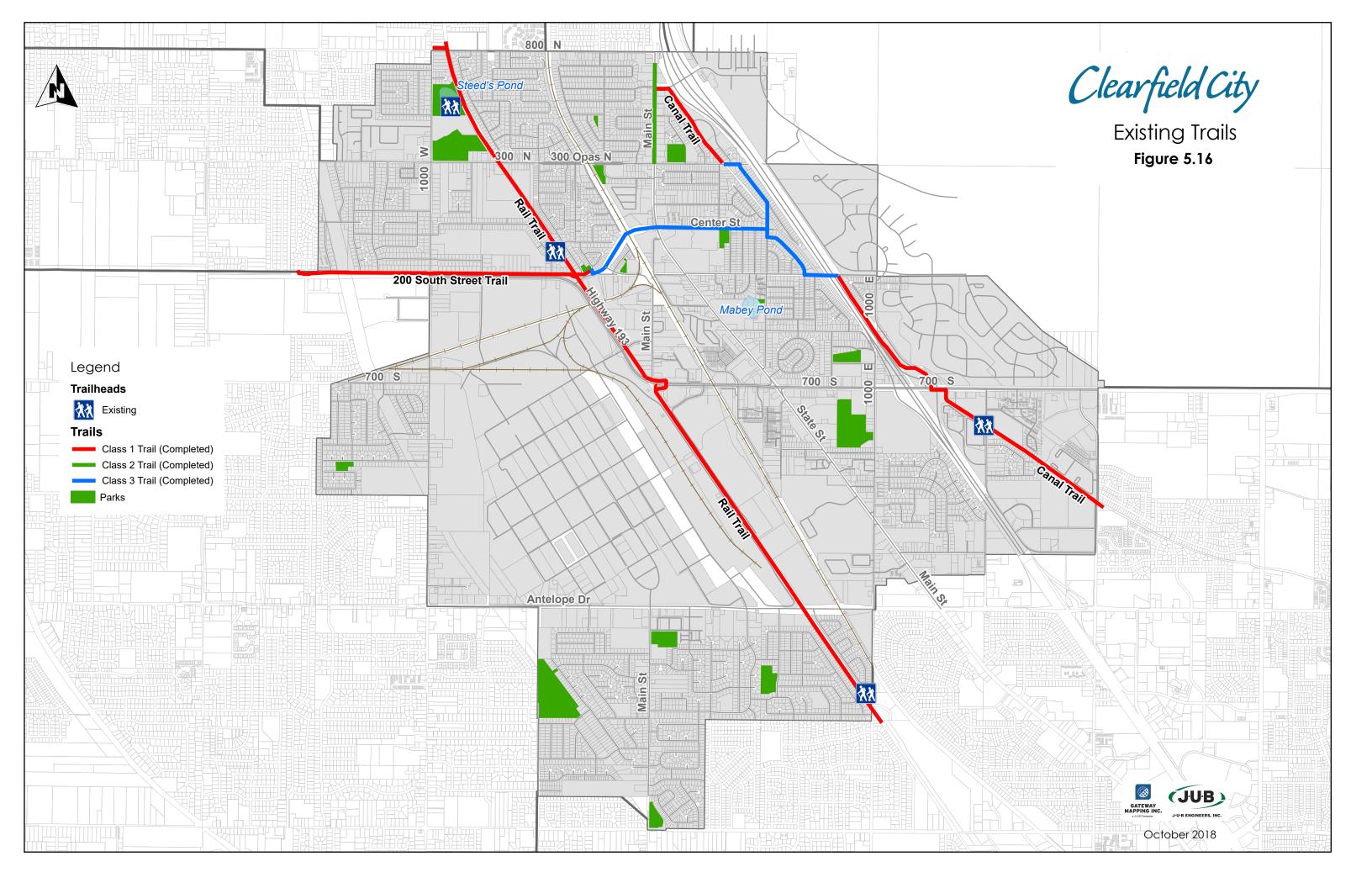


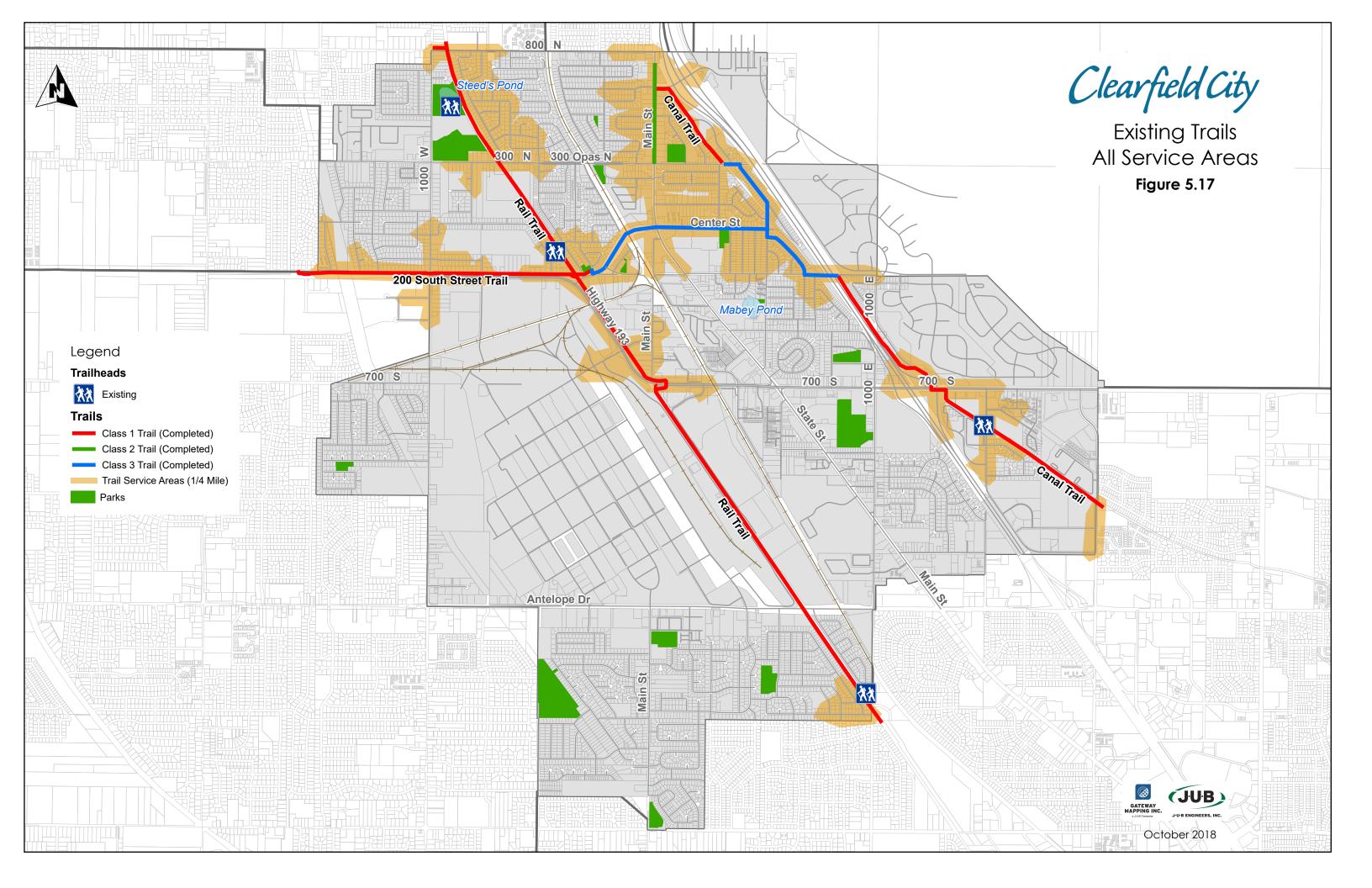


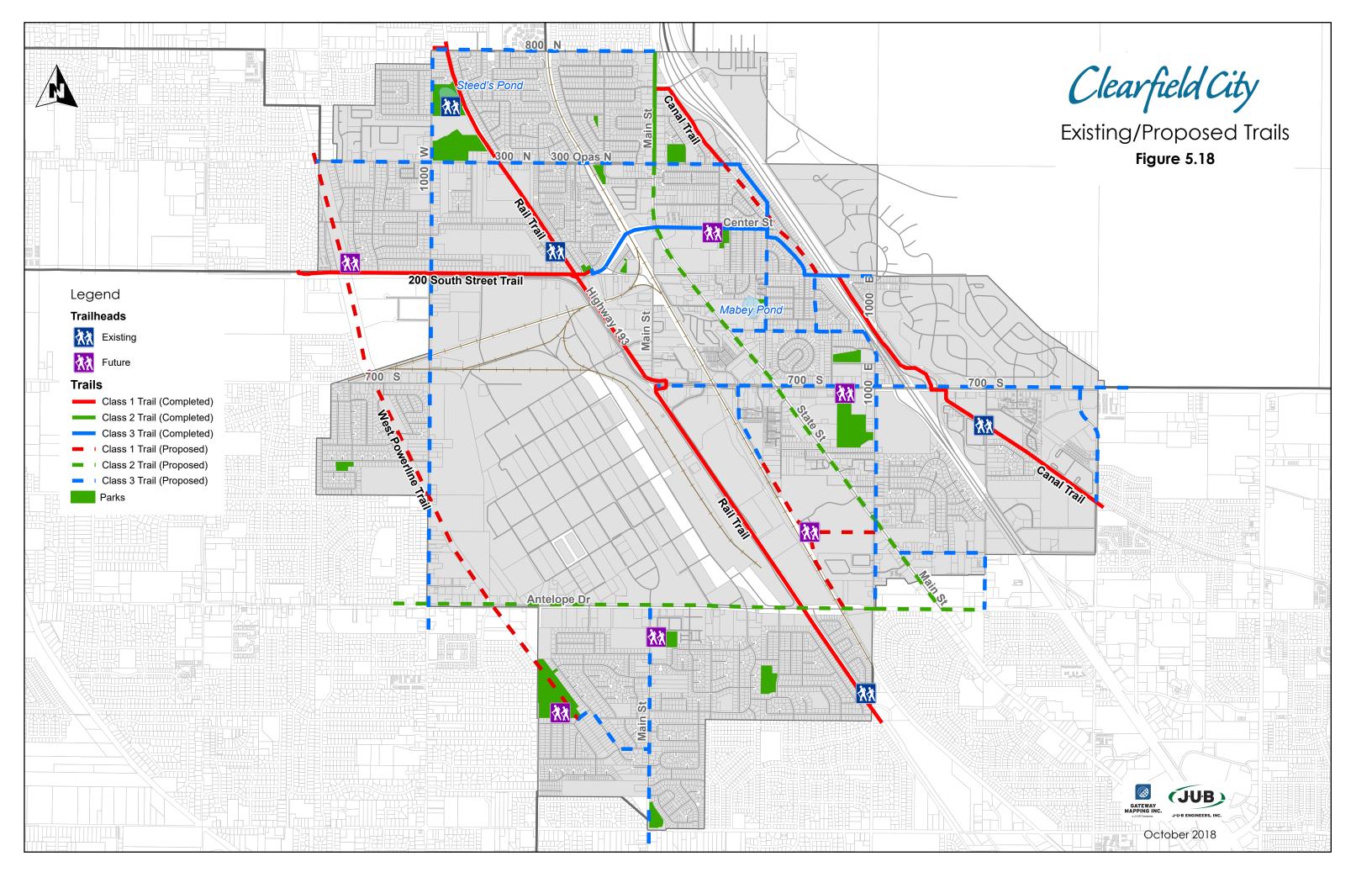


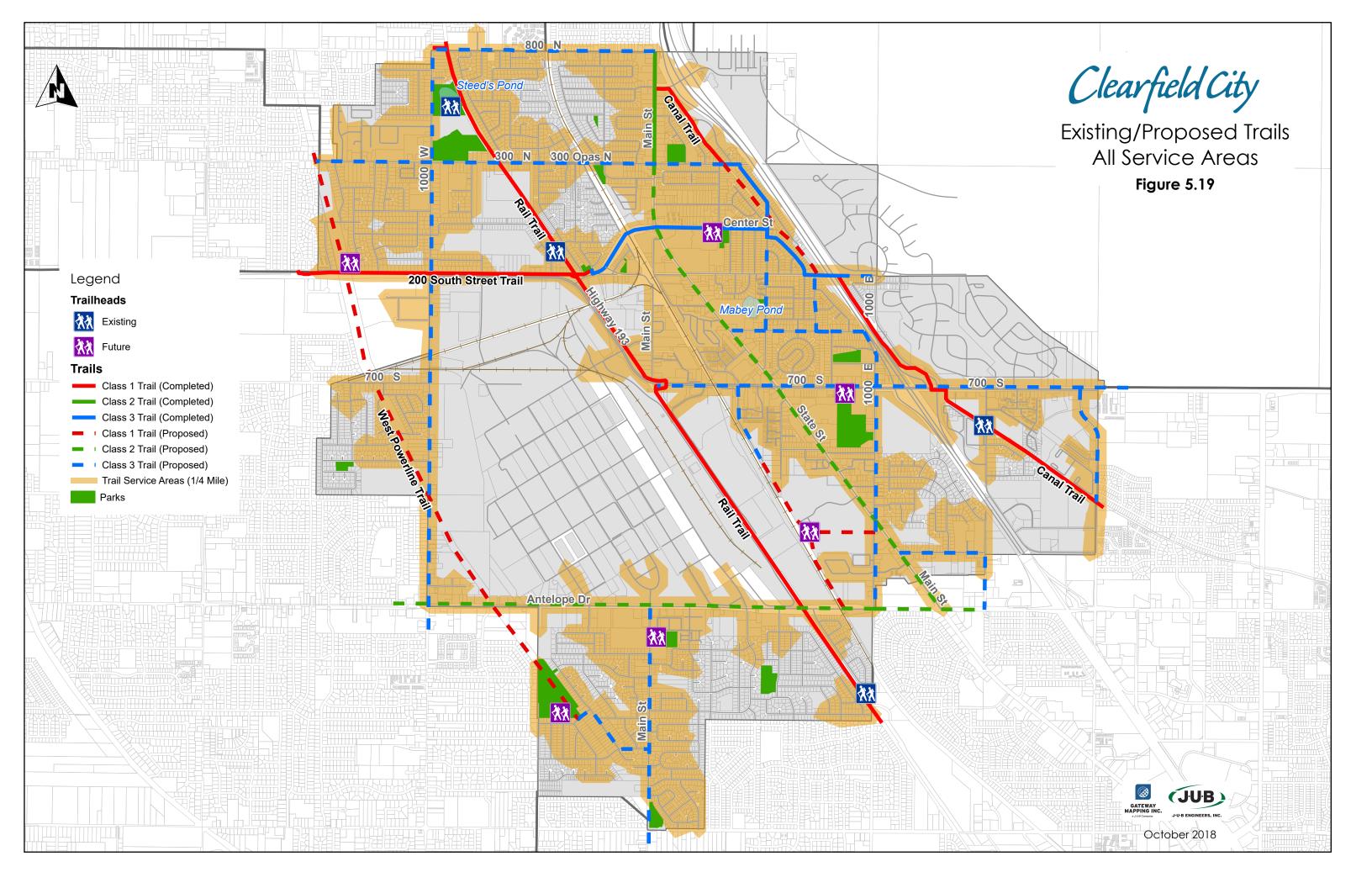






























March 2004

Clearfield City Trails Master Plan

Clearfield City Department of Community Development





March 2004

Clearfield City Trails Master Plan

Clearfield City Department of Community Development



801.775.8899 FAX 801.775.9933

1827 WEST 2000 NORTH SUITE 4 LAYTON UTAH 84041



Acknowledgements

This Trails Master Plan is the beginning step in accomplishing the many tasks necessary to implement a network of recreation and transportation trails throughout Clearfield City. The preparation of this plan has employed the efforts of many people. Curtis Tanner Associates wishes to acknowledge and thank those individuals for their efforts and assistance in the preparation of this planning document.

Clearfield City Administration and Staff:

Thomas C. Waggoner, Mayor
Alan D. Hansen, City Council Member
Curtis Oda, City Council Member
David Monson, City Council Member
Ivan D. Anderson, City Council Member
James W. Barlow, City Council Member
Tracy Heun, Community Services Director
Kent Bush, Planning and Zoning Administrator
Scott K. Hodge, Public Works Director

and

the many Citizens who participated in the public open houses and offered written comment - for your insights, comments and involvement.



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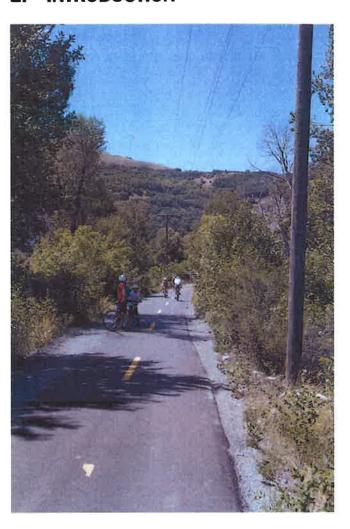
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1.	Introduction
2.	Methodology
3.	Existing Conditions
4.	Trails Beyond Clearfield
5.	Trail Routes
6.	Citizen Input
7.	Development Standards
8.	Trail Implementation
9.	Funding

References and Appendix



1. INTRODUCTION





1. INTRODUCTION

Generally speaking, there are many ways to get around town, and Clearfield is a beautiful town to get around in. In an effort to enhance the methods one might travel from place to place and see the community without using a car, Clearfield City has undertaken the task to create a citywide trail system master plan. The master plan contained in the following pages identifies the City's effort to identify this trail system.

Cities and towns across the nation are working hard to improve their quality of life through developing trail systems. Trails and their associated greenway corridors are increasingly viewed as vital infrastructure, taking their place along with roads, parks, utilities, and storm drainage improvements as important and essential public assets and recourse.

The main objective of this planning effort is to identify trails that are available to many users, safe and secure, convenient, accessible and aesthetic. A variety of enjoyable experiences will be available to those using the trail system. The trails for Clearfield will not only provide recreational opportunities but will also function as an alternate means of transportation for travel from one point in the community to another providing access to the City center, commercial areas, parks, schools and other important areas. The trail system also plans for connections with other communities' trails allowing an extended range of travel.

Some of the trails identified in this plan are located on existing streets and roads and will be shared routes with automobile traffic. These trails will be identified by special signage and where possible road striping, creating a bicycle lane. Other trails will be located on routes separate from vehicle traffic. These trails will be dedicated entirely to pedestrians and non-motorized vehicles. Trailheads are proposed to be located throughout the City and are planned to be developed either at existing parks or created in conjunction with trail development. The trail development as outlined in this master plan will include design standards and propose furnishings for trails and trailheads.

As a part of this planning effort, two separate open houses were held to receive community input on the trail planning. The open houses were a good communication tool whereby citizens were able to see proposed trail routes, get information as to the rational for the proposed trail locations and offer their comments on what was presented.

The economic aspects of trail development, usage and maintenance is identified in this planning effort. Initial trail development costs were considered as well as life-cycle costs.

The trails proposed in this planning effort, when developed, will enhance Clearfield City by allowing its citizens a means of traveling throughout the City and beyond without the use of an automobile. The trails will provide an opportunity for recreation, and an opportunity for citizens to get to know the



community and their neighbors. Trail development in similar communities has shown that as the initial trails are developed and used, a spark of interest and excitement ignites and the demand for creating other planned trials increases. With the vision of the community leaders and this plan to guide the development effort, Clearfield City can expect a highly functional and well-used trail system.

Trials provide a vital opportunity for all people to participate in outdoor recreation and outdoor adventure pursuits. Trails welcome all people regardless of age, income, ethnic background or beliefs. Trails provide benefits to a dramatically wider population than golf courses, soccer fields, tennis courts and other so-called "indispensable" public facilities.

What is a Trail?

Definition: For the most part, a trail is a narrow corridor of open space designated for public access and use. Trails are typically categorized by use designation and the standards by which they are constructed. The classification of trails used in this planning effort follows the standard set by the American Society of State Highway and Transportation Officials (AASHTO). These trail classifications are as follows:

- CLASS I an exclusive trail for bicycles, pedestrians, etc., physically separated from motor vehicle traffic. The safest but most costly.
- CLASS II a restricted segment of a shared street or roadway for bicycles, separated from motor vehicle traffic by lane marking or barrier.
- CLASS III a shared right-of-way located on lightly traveled streets and roadways. Designated solely by "BIKE ROUTE" signage.

Acceptable activities permitted on trails in this plan will focus on non-motorized transportation and recreation.

In Clearfield City trails will be located both in corridors separated from vehicle traffic and in automobile traffic routes. The nature of Clearfield and the existing land uses limits the amount of trails that can be dedicated solely to non-motorized use. Where trails are apart from streets and roads users can enjoy the opportunity of seeing nature while exercising or traveling. Trails located on City streets allow users an opportunity to employ alternate methods of transportation, take the occasion to increase physical activity and see the community in an unhurried perspective.

Economic Benefits of Recreation Trails: An organized trail system is an asset that can contribute to the economic vitality of a community. National data indicates that proximity to an urban trail system substantially increases property values. A trail not only provides recreation opportunities, but also can help support businesses by providing pedestrian and bicycle access to commercial districts for both tourists and residents.



Trails can be very cost effective in comparison to other recreational facilities. They occupy minimal land and may be located in floodplains, utility corridors, irrigation canals, along roads and in areas that cannot be developed. The simplistic nature of trails lends themselves to less maintenance, less vandalism and fewer chances for lawsuits.

Resource Protection: Designated trail corridors effectively preserve open space. Trail corridors can be used to buffer conflicting land uses, separating commercial and residential areas. Trails can also be used to define areas where population growth is planned or they can protect unique environments such as flood plains or critical habitat areas. Trails and linear parks can be a means to buffer urban development from natural open space and resources.

Nature Education: While trail corridors encourage protection of natural resources by prohibiting disruptive uses, they also provide first-hand experiences to educate people about the importance of natural environments. Whether a trail is used for a formal course or a simple afternoon walk, the user is exposed to countless outdoor experiences. Education about and hands-on involvement with trails can also foster an appreciation and respect for natural environments.

Schools often use trails as dynamic living laboratories. By allowing children to have fun learning about their environment, they may genuinely begin to understand its ecological systems and develop life-long stewardship to minimize their impact upon it.

Alternate Transportation: Transportation is typically characterized by the movement of cars, buses or other motorized vehicles. Yet growing numbers of people are walking or bicycling to work, school and other destinations using sidewalks, paths, and roadways as routes of transportation. Trails can be designed as much for transportation as they are for recreation and allow people the freedom of movement in safer environments.

Close to Home Recreation: Today more than 80 percent of the Nation's population resides in urban areas. The growing number of two-career couples, single parent families, physical and economic limits to travel, and a decrease in leisure time influence recreation options and restrict the ability of more and more Americans to travel to recreation areas and facilities. Close-to-home opportunities are a priority. Existing streets, sidewalks and parks minutes from home are the starting points for local recreation. These however are inadequate to satisfy the full range of needs that an extended trail system is capable of providing close to home.

Additional Benefits of Trails: Trails have multiple values and their benefits reach far beyond recreation. Trails can enrich the quality of life for individuals; make communities more livable; and protect, nurture and showcase natural environment, distinctive geography, historic significance and ecological diversity.



Health Awareness: Awareness of health and physical fitness is a growing concern for a majority of people. The availability of safe opportunities for exercise and fitness is critical in every community. Local trails can provide such opportunities and accommodate a variety of users and activities. Walking, bicycling, jogging, and other aerobic activities can all be accomplished on trails.

The Demand for Trails

Trail Development - A National Trend: Americans are seeking trail opportunities as never before. No longer are trails only for the "rugged individualist" pursuing a solitary trek through breathtaking wilderness. Natural environments and open spaces conducive for trail development can be found within cities as well as in designated wilderness areas. Trail use can be expanded to include users of all ages and abilities; young people, senior citizens, families, individuals and organized groups, people with disabilities and the physically fit.

Activities that occur on trails are as diverse as the users. From walking to horseback riding, roller-blading to mountain biking, cross county skiing to skate boarding, bicycling to backpacking, trails are used by people for all types of outdoor experiences.

An April 2000 survey of two thousand recent homebuyers indicated walking/jogging and bike trails second from the top of the "important to very important" amenity list — behind highway access. According to Gopal Ahluwalia, NAHB Director of Research, trails consistently rank in the top five important amenities in making purchase decisions.

-www.nahb.com/news/smartsurvey2002.htm

A 1994 survey by American Lives, Inc. conducted for a group of large volume homebuilders showed that 77% of consumers surveyed ranked significant natural open space as a "must-deliver" category, second behind low traffic and quiet. Plenty of walking and biking paths ranked next highest. –Denver Post 1/10/95

Pittsburgh faced with mass exodus of skilled workers and professionals after failure of the steel market in late 1970's redeveloped its riverfront with trails and greenways that spun off adjacent development. It has since seen a remergence of its economy and has moved up in range to one of the top five best cities in the US to raise a family. —City of Pittsburgh, Mayor's Office

A 2002 reader survey by the Kansas Star ranked creation of a regional trail and greenway network at the top of the list in fifteen desired public investments over and above police buildings, zoo, stadium improvements, etc. –*KC Starr* 1/20/2002



Federal Government Response To Public Demand For Trails: In 1987, trails became a national priority, with the President's Commission on Americans Outdoors calling for a nationwide system of greenways within easy access of all Americans.

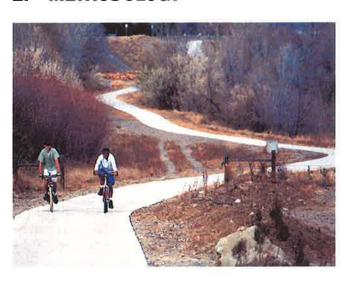
Following suit in 1988, the National Park Service provided its vision on a national trail system with its report, "Trails for All Americans". It included the following goals:

- Trail opportunities should exist within 15 minutes of most American Homes;
- The system should be made up of a combination of federal, state, local and private trails, with entities working together to make an interconnected system;
- Planning for trail corridors and networks should be a grassroots effort to ensure there is adequate support for their development, management and long-term protection.

The demand for trails and their benefit is well documented. With the guidance provided by this master plan Clearfield City may begin the process of developing a trail system that will enhance the City and provide its citizens additional recreation and transportation opportunities.



2. METHODOLOGY





2. METHODOLOGY

The master planning process consisted of several tasks that led to a systematic and logical method, creating a guide for development of a complete trail system for Clearfield City. The following outlines that process and is given for the reader to understand how this plan came about.

Data Gathering

Curtis Tanner Associates (CTA), with assistance from City staff was able to gather the appropriate physical data of the City from which various types of mapping was completed. That data included:

- Aerial photography
- Road maps
- Utility maps
- Zoning maps
- Property maps
- Transportation maps
- Soil and topography maps

Additional data was also gathered that included trail information from adjoining communities, Davis County, Wasatch Front Regional Council and the State of Utah. This information identified existing and proposed trails and trail systems that are adjacent to Clearfield City. This information was used to help guide trail route locations in Clearfield so as to create ties and connections to a broader scope of trails allowing users to easily travel beyond the City's borders to an expanded trail network. Thus providing access to major trails along the Wasatch Front such as Bonneville Shoreline Trail, Great Western Trail, Pony Express Trail and Discover America Trail.

After a study of the mapped information, in-the-field studies were conducted to verify that data. Personnel from CTA observed the City's neighborhoods, open spaces, commercial districts, parks, schools and churches in order to get a "hands on" feel for what Clearfield is made of and personally see the potential that lies throughout its neighborhoods.

An investigation was also conducted to identify the latest in trail design standards and requirements. This added to the background knowledge requisite to locate potential trail routes that will conform to current required standards.

From mapped information and data gathered during the field studies CTA was able to identify various land uses, transportation routes, open space and the natural characteristics of the land within the City's boundaries. Using the raw data and mapping, composite maps were prepared. These maps included:

Land Use Map, identifying:

- Single family housing
- Multi-family housing



- Commercial / Professional areas
- Manufacturing areas
- Hill Air Force Base
- Open Space
- Open Water

Transportation Map showing existing and proposed traffic routes and whether they are designated as:

- Major Collector Streets streets collecting traffic from local neighborhood roads
- Minor Arterial Streets streets collecting traffic from Collector streets and feeding to Highways and Freeways
- Major Arterial Highways and Freeways traffic routes without residential frontage that have reduced or no driveway access. In the case of freeways there is limited access allowing traffic the least interrupted route.

Investigation into the types of soils that occur in the City's boundaries showed that all were compatible to trail development with little modification. Also, a study of the topography of Clearfield showed that there are no areas where trails could not be located based on slope. It is easy to recognize that Clearfield is in the broad valley floor of the Wasatch Basin.

After the mapping and research was completed proposed trail routes were identified. Additionally, sample trail furnishings were selected and trail design standards were established.

With base information gathered and studied and the proposed trails identified a Public Open House was held. The purpose of this open house was two-fold. First, to present to the citizens of Clearfield in a casual atmosphere the proposed trail routes and the analysis that went into guiding the locations of those routes, and second, to receive comments and input from the Citizenry on the trails and their planning. Issues were discussed and questions answered. Both verbal and written comments were taken from those who attended the open house.

Comments received at the open house required slight modifications to the trail routing plan. Those modifications were made and additional planning was completed.

A second open house was held in the same format as the first. The revised routing plan was presented and comments were taken from the attendees.

With the trail locations identified, additional planning efforts were completed to assist the City to realize actual trail development. Additional planning includes trail development considerations that are broken into several categories such as land acquisition, design standards, construction methods and recommendations, recommendations for trail development priority, trail

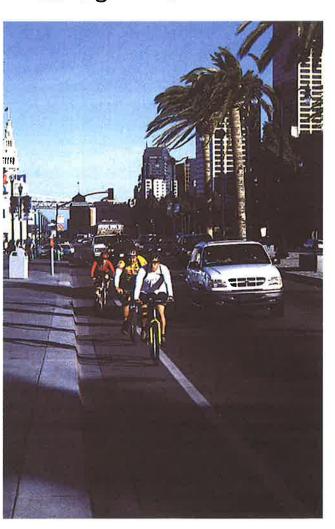


maintenance and life cycle costs. Funding sources are also identified as part of the master planning process.

This planning methodology provides for a complete and extensive trails master plan covering the broad spectrum of issues concerned with trail creation. It is intended that this document will assist Clearfield City to create a citywide trail system using logical methods today and in the future.



3. Existing Conditions





3. Existing Conditions - The City Today

To provide an adequate trails plan a clear understanding of the City and its many characteristics must be understood. CTA completed an in-depth study of the City to see what it is made of in many aspects.

Initially, a general familiarity of Clearfield was gained through seeing the City by automobile, on bicycle and on foot. Also a study was completed from aerial photography of the City (fig .3.1). Key elements of the City were identified such as the City offices, schools, parks, churches, commercial/retail centers and natural geologic features.

Additionally, property ownership and City zoning maps were studied to identify the land uses of Clearfield. The result of this study is shown in a General Land Use Map (fig, 3.2). This map classifies land uses occurring in Clearfield in seven major categories; Single Family Housing, Multi-Family Housing, Commercial / Office Space, Manufacturing, Hill Air Force Base, Open Space, and Open Water.

A second, more specialized land use map was prepared to identify specific land uses that are related to trails by their activities and the potential for them to become a starting point or destination for a trail user. This Focused Land Use Map (fig. 3.3) identifies the locations of Civic Centers, Commercial Centers, Schools, Churches, Existing and Future Parks and Open Water.

A study of automobile transportation routes was also conducted using field observations and City transportation planning maps. The Primary Transportation Routes map (fig. 3.4) identifies Major Collector Streets, Minor Arterial Streets and Major Arterial Highways / Freeways.

These land use and transportation maps help identify where neighborhoods are, where people will be coming from when starting on a trail experience and where they might be heading. The maps also show routes where high vehicle traffic occurs and where there is a high probability of potential pedestrian/bicyclist and automobile conflicts.

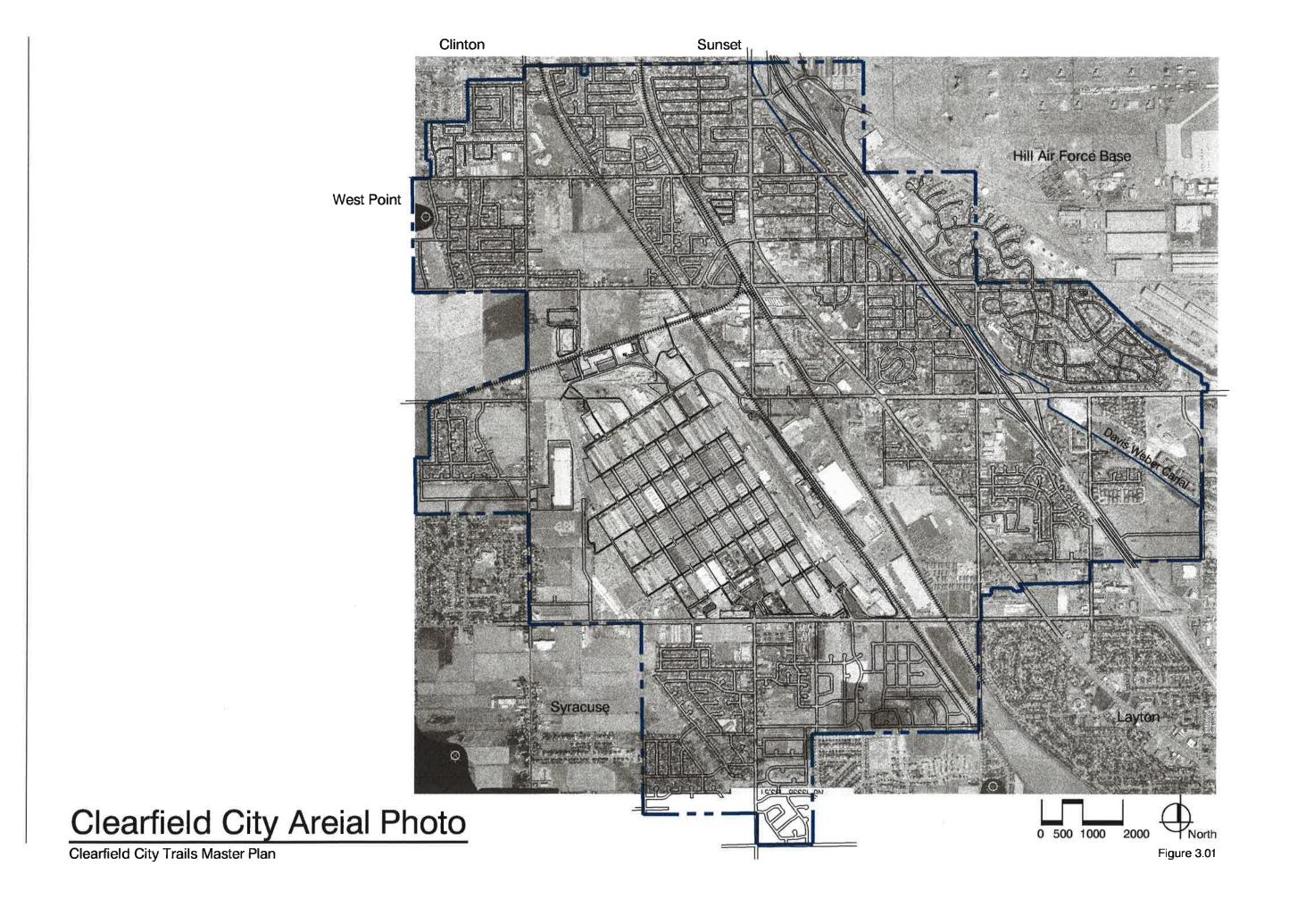
City utility maps were studied to identify locations where utilities exist. Locating trailheads where there are existing utilities will reduce development cost of the trailhead, therefore having an understanding of where utilities are assists in locating trailheads in the most advantageous locations.

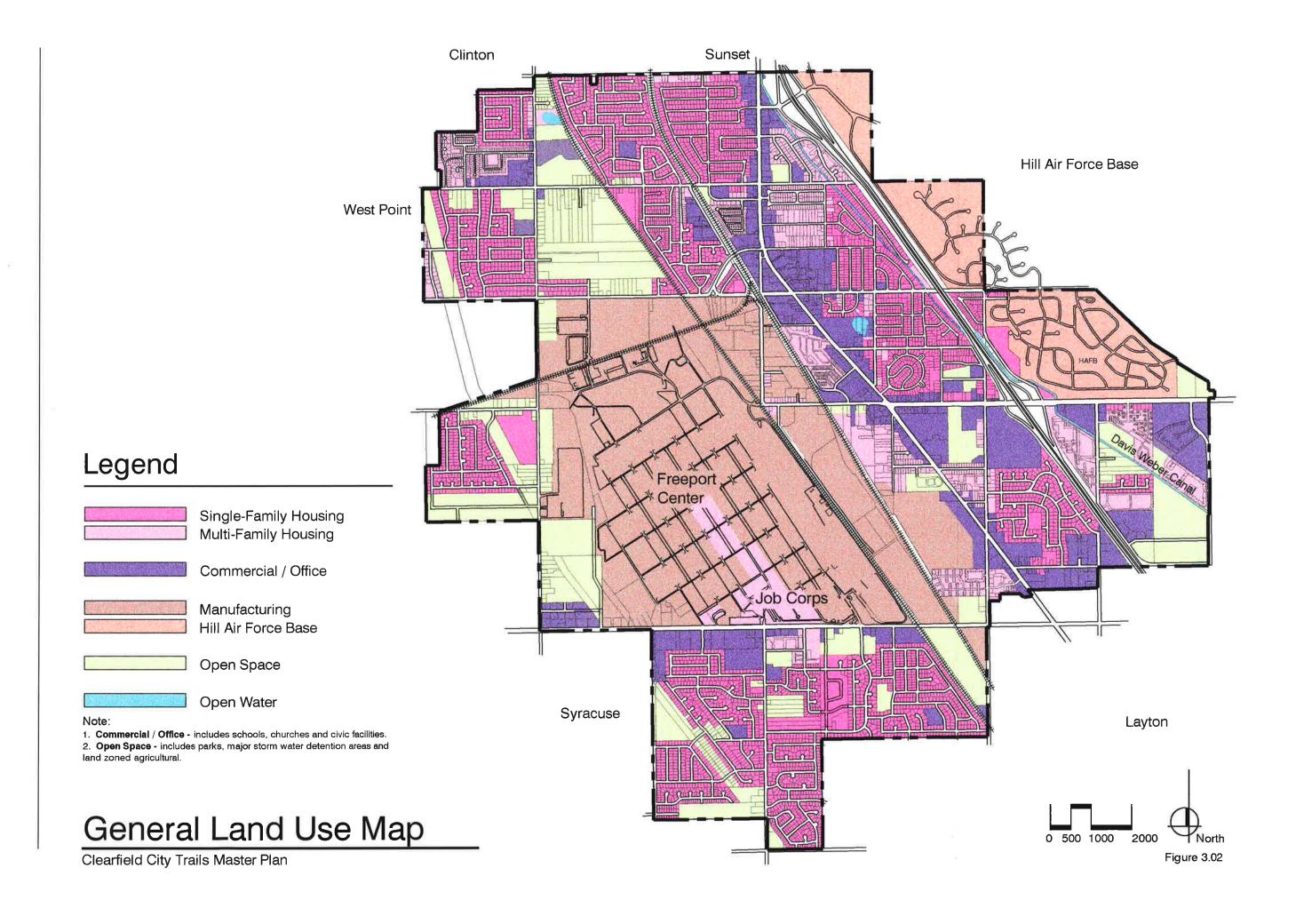
A study was conducted to determine the soils and topography of Clearfield. Clearfield is located in the lake plain of the Great Salt Lake and has minimal slopes and topographic variation. There is an overall gentle westerly slope toward the Great Salt Lake. A few micro-regions have notable slopes but nothing occurs within the City's boundaries that is prohibitive to trail development. Soils of Clearfield are of the Kidman Series and Parley Series, consisting of deep well drained and moderately well drained soils medium to moderately coarse in texture. These soils have slight to very slight limitations

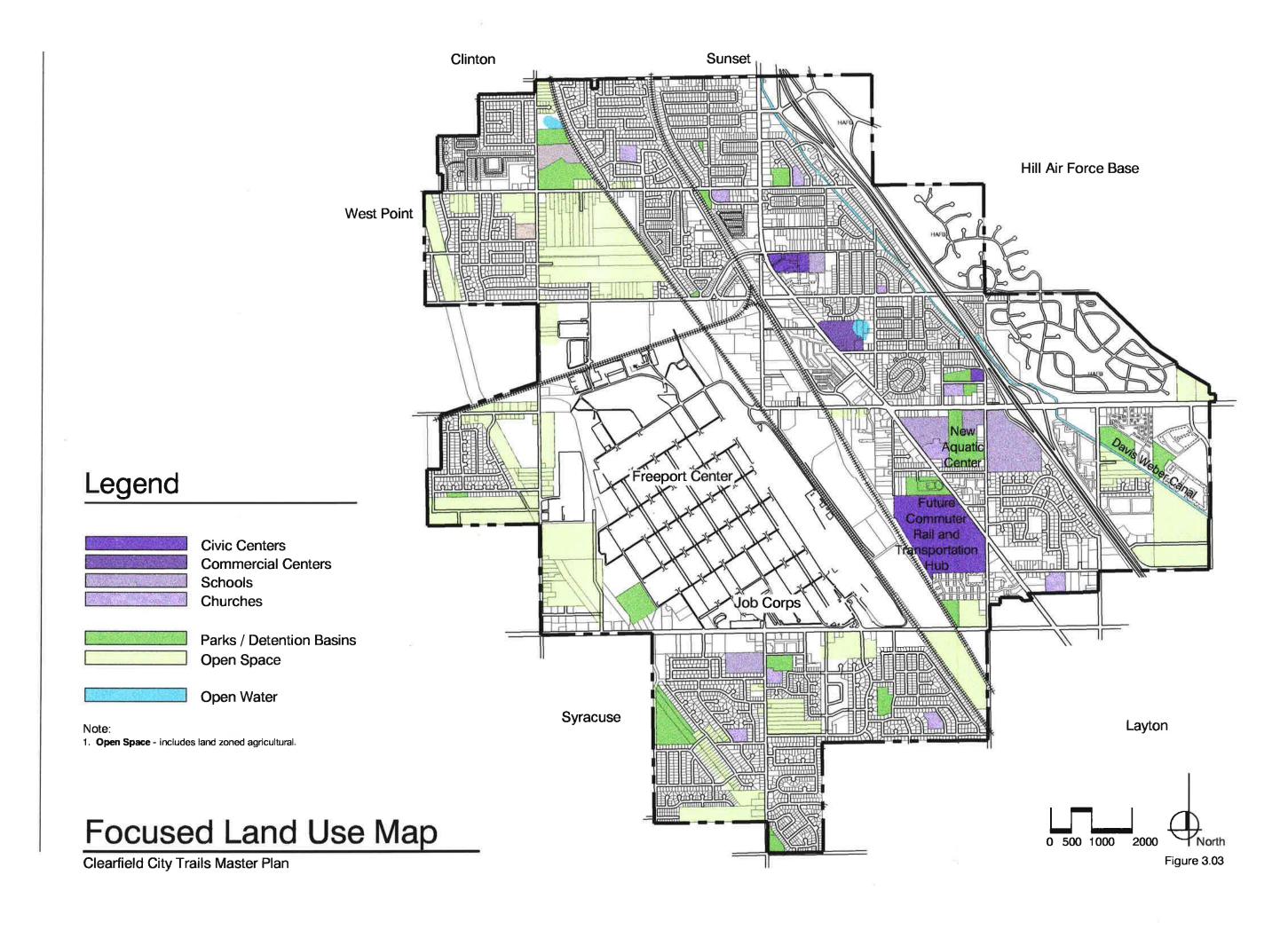


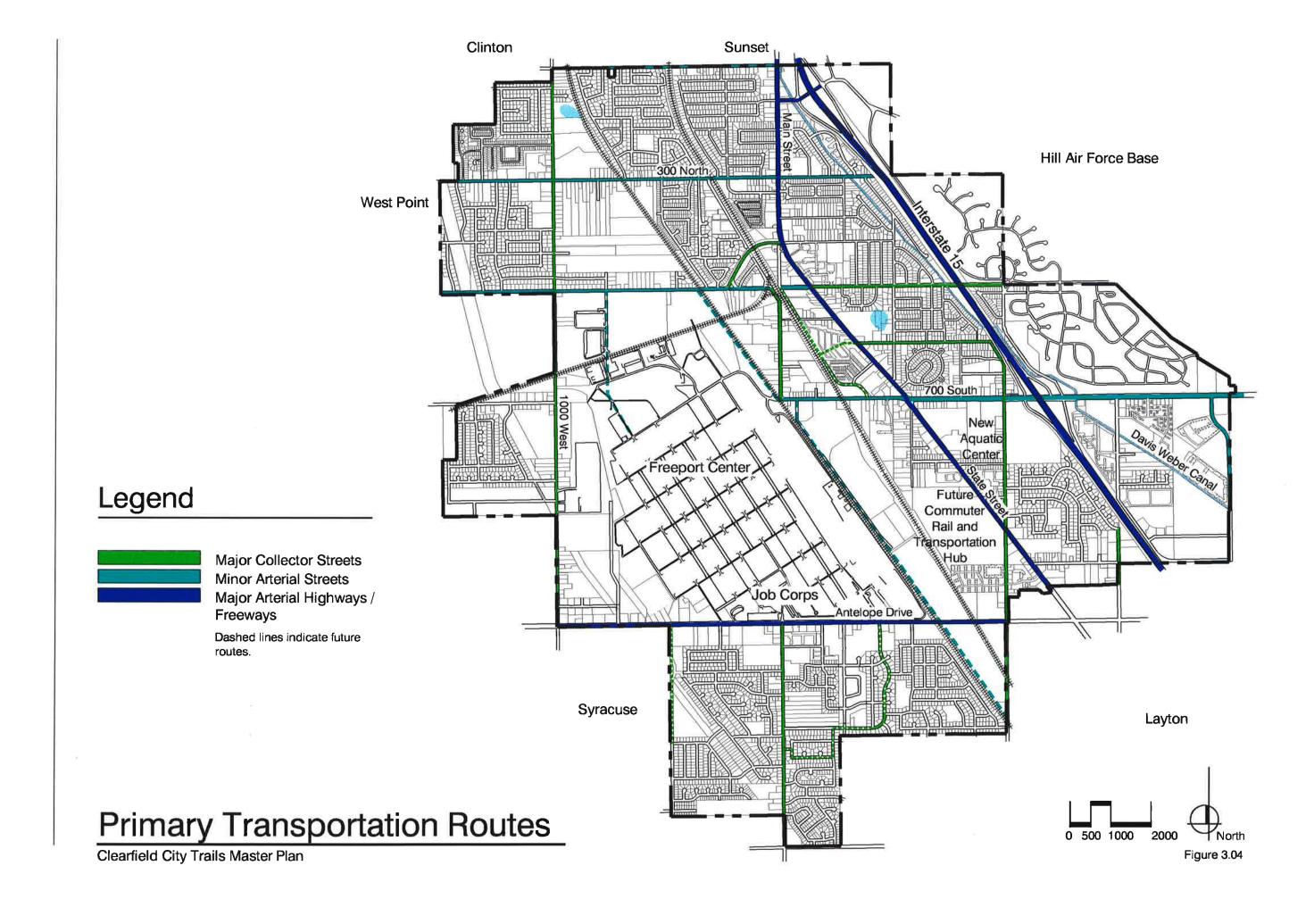
for recreation type improvements. –USDA, Soil Conservation Service, Soil Survey, Davis-Weber Area, Utah, July 1968.

On site field observations were made to compliment the studies and research conducted on the data gathered and interpreted. The field studies verified the mapping and analysis, and also gave opportunity for the staff of CTA to observe again the character and feel of Clearfield City.











4. TRAILS BEYOND CLEARFIELD





4. Trail Planning Beyond Clearfield City's Borders

In order to create a trail system that functions within Clearfield City and beyond its boundaries CTA contacted the communities adjacent to Clearfield to discuss each of their trail systems and trail planning efforts. Trail related planning was also discussed with agencies beyond the immediate surrounding of Clearfield. These included Davis County, Wasatch Front Regional Council and State of Utah.

The majority of the communities bordering Clearfield City reported little trail planning completed at the time of this plan and reported no existing trails in place that run to Clearfield City's limits. Layton City however, is pursuing development of trails in two locations that will affect Clearfield. One trail is planned to be located on the Old Denver and Rio Grande Railroad right-of-way. The other is planned to be developed along the Davis Weber Counties Canal, within the Canal Company's property. A management agreement among the Davis and Weber Counties Canal Company, Clearfield City, and Layton City has been signed for the development, administration, operation and maintenance of recreational amenities (trails) on the Davis and Weber Counties Canal Company property. This agreement grants an exclusive right to develop, administer, operate and maintain a continuous recreational trail within the limits of the Canal Company's land for a designated distance.

Davis County is working to promote trails throughout the county. The County's Department of Economic and Community Development is focusing efforts on two trail routes. The Bonneville Shoreline Trail is a primary trail for the county and has been the center of their trail planning and development efforts. This trial is along the east bench of the Wasatch Front and out of Clearfield City limits.

The second trail the County is focusing on, one that effects Clearfield City, is the potential trail located at the old Denver and Rio Grande rail corridor. The County considers this route as having a high probability of becoming a countywide trail. It is however, under the jurisdiction of Utah Transit Authority (UTA) and coordinated development efforts must be made between Clearfield City, Davis County and UTA. Currently UTA is making efforts to organize an orchestrated effort to plan and develop this trail with appropriate communities, of which Clearfield City is included.

The individual in charge of trail planning and development for Davis County is Mr. Barry Burton. He can be contacted at:

Mr. Barry Burton, Assistant Director of Community Development Department of Community and Economic Development Davis County 28 East State Street PO Box 618 Farmington, Utah 84025 801.451.32778

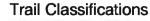


Wasatch Front Regional Council (WFRC) is a volunteer council of governments made up of city and county leaders from Davis, Morgan, Salt Lake, Tooele and Weber Counties. Its functions are to provide a forum for discussion and cooperation on regional-wide problems and provide a general approach to solutions, to assist with coordination of local programs, plans, and projects with Federal and State programs, and to provide a more effective organizational structure for local governments to coordinate local programs that overlap county boundaries or are regional in nature.

This Council has prepared a regional trails map. This map identifies trails throughout the Wasatch Front. Clearfield City is identified on this map (fig. 4.1) and shows several proposed trails traversing the City. The identified trails make connections with the region wide trail system.

State of Utah, under the Department of Natural Resources, Division of Parks and Recreation has no direct trail planning per se but works with communities with their trail planning and development efforts primarily through funding. For the Wasatch Front, the State has charged WFRC with the matters of regional trail planning.

Additional information on the State's involvement in local trails can be found in the Funding section of this document.



Class 1: An exclusive trail for bicycles, physically separated from motor vehicle traffic. The safest but most costly.

Class 2: A restricted segment of a shared street or roadway for bicycles, separated from motor vehicle traffic by lane marking or barrier.

Class 3: A shared right-of-way located on lightly traveled streets and roadways, designated solely by "Bike Route" signage.

Wasatch Front Urban Area 2030 Bicycle Plan Map

Wasatch Front Regional Council





5. TRAIL ROUTES







5. Trail Routes

The information collected in the data gathering tasks, from adjacent communities and from regional agencies, establishes the foundation to locate potential trail routes. The majority of land in Clearfield City is developed into residential neighborhoods and manufacturing (primarily Freeport Center), or is occupied by the facilities of Hill Air Force Base. A small percentage of land is open space. For the most part it is scattered in the western sections of the City, west of Freeport Center and the Old Denver & Rio Grande Railroad. Very little open space is east of Interstate 15. This limits the potential for trails to be located in natural areas.

In order for this trail system to function well it should be enjoyable to use, have scenic opportunities, link neighborhoods with recreation facilities and open spaces, serve as transportation routes for pedestrians and bicyclists, and be a resource for recreation and outdoor experiences. From a long list of reasonable criteria, the standards that surfaced as the most important in evaluating the suitability and selection of proposed trail alignments were, 1) proximity to residential neighborhoods, with a designated trail at least one-quarter mile from any home; 2) providing access to major civic, commercial centers, parks and schools; and 3) staying away from major automobile routes with the exception of Antelope Drive.

Ten trail routes are proposed. Some of the trails are located on existing streets and will be shared routes with automobile traffic. These trails will be identified by special signage and where possible, road striping, creating a bicycle lane. Other trials will be located on routes separate from vehicle traffic. These trails will be dedicated entirely to pedestrians and non-motorized vehicles.

The trail names given to each of the routes in this plan are for reference and identifying the trails through this planning process. It is recommended that each trail be named with an inspiring name easily identifiable by the community, a name that can associate a kind of ownership and relate with the community.

Running generally east-west proposed trail routes are located at Center Street from 500 East to where Center Street ties to 200 South Street, and along 200 South Street from South Main to the west City boundary. Another route is proposed to run along 700 South Street from the east City boundary to South Main Street. A trail is also proposed along Antelope Drive from the east City boundary to the west boundary.

North-south proposed routes include trails located within the Davis Weber Canal property running the length of the City with some alternate routes at 1000 East Street, Maple Drive and North Terrace Street. Another route is at Falcon Drive / 1000 East Street from 450 South Street to Antelope Drive. Trials are also proposed along South Main Street from 200 South Street to the Old Denver & Rio Grande rail corridor and picking up again at Antelope



Drive and running south to the City boundary at Gordon Avenue. Trails are proposed to run along the Old Denver & Rio Grande rail line and the electrical utility corridor at the western edge of the City. These trails will run the length of the City and are likely to provide for equestrian use. Lastly, a trail is proposed to run along 1000 West Street from Steed Park to the south City boundary.

The proposed trail system will connect to the future Commuter Rail and Transportation Hub that will be located on State Street. Trails will also connect with Hill Air Force Base at 200 South Street and Freeport Center from Antelope Drive.

The next few pages of this planning document describes the ten proposed trail alignments with a trail summary, trail map and a photographic record of the existing conditions along each trail route. The trail summary generally describes the location, landscape character, type and an overview of an implementation strategy. Development of these proposed tails will net Clearfield City with approximately 20.5 miles of recreation and transportation trails. More significantly, the close to home recreational needs will be better met with the utilization of these lands and corridors.

In the following trail descriptions reference is made to trail users. This plan defines trail users as follows:

- Pedestrians: Individuals or groups who use a trail for walking, jogging, running and roller blading for recreation or transportation.
- Bicyclists: Individuals or groups who use trails for bicycling for recreation or transportation.
- Equestrian: Individuals or groups who use trails for horseback riding.
 No facilities that allow holding horses for an extended period of time will be part of the trail development.
- Cross-country skiing: Individuals or groups who use a trail for recreational cross-country skiing. No warming facilities are planned or proposed in this phase of trail planning.

As stated in the Methodology section of this document trail classifications are defined as:

- CLASS I an exclusive trail separated from motor vehicle traffic.
- CLASS II a restricted segment of shared street or roadway, separated from motor vehicle traffic by lane marking or barrier.
- CLASS III a shared right-of-way located on lightly traveled streets and roadways, designated solely by "BIKE ROUTE" signage.



Following the trail summaries, maps and photographic records is an overall map identifying the entire Proposed Trail System Routes (fig. 5.12). This same map in a larger format with more detailed labeling is in the pocket folder included as part of this document. Also, following the Proposed Trail System Routes are Trailhead Photo Guides 1-3 (photo set 5.11-5.13). These photo guides photographically identify proposed trailhead locations.



Center Street Trail

LOCATION: Center Street Trail is the northern most east-west trail. It follows Center Street from 500 East Street west to where Center Street connects to 200 South Street. At the easterly end it passes through established neighborhoods of Clearfield. It also runs past the new Clearfield City Municipal and Justice Center, the Heritage Senior Center and one of the City's fire stations. Past the Municipal Center the trail crosses State/Main Street, follows over the overpass and then to 200 South Street.

LENGTH: 0.92 miles

ANTICIPATED USERS: Pedestrians and bicyclists

DESCRIPTION AND CHARACTERISTICS: This trail is the shortest of the proposed trail routes. As it follows Center Street it can be developed as either a Class II or III trail. The street right of way is rather narrow and may restrict the creation of a designated bike lane. However bicyclists using this trail should use the roadway as regulated for bicycle use. Pedestrians at this trail are to use existing sidewalks.

CONNECTIONS: This trail makes a connection to Canal Trail at its eastern end and 200 South Street Trail at its west end. A trailhead is planned near the Municipal Center. The commercial district along State/Main Street is also accessible from this trail.

IMPLEMENTATION STRATEGIES: Minimum facilities required to develop this trail include signage identifying the route as a City Trail, sign(s) identifying the trail by location and name, and "BIKE ROUTE" signage, (see the Development Standards Section). Should modifications be made to the automobile traffic lanes and allow creation of a bicycle lane, improvements will include lane striping in addition to signage. Additional signage may include directional signage to the trailhead at the Municipal Center.



Legend Proposed Trail Route Proposed Trailhead Location

Center Street Trail





200 South Street Trail

LOCATION: 200 South Street Trail has two sections and runs along 200 South Street. The easterly section runs from the Canal Trail at 750 East to the west gate of Hill Air Force Base. The western section runs from South Main Street to the City boundary just west of 1450 West Street.

LENGTH: 1.62 miles

ANTICIPATED USERS: Pedestrians and bicyclists

DESCRIPTION AND CHARACTERISTICS: The eastern portion of this trail runs under an Interstate 15 (I-15) overpass with a very narrow sidewalk that will require widening should the usage demand. From the east side of the freeway it travels up a slight hill to the Hill Field gate. The west portion of the trail travels from the South Main Street Trail west past newer neighborhoods on the north and undeveloped, agriculture fields on the south.

CONNECTIONS: This trail connects with Canal Trail in the eastern portion and will coincide with Canal Trail as it crosses under the I-15 overpass. The west terminus of the eastern portion of the trail is Canal Trail. The primary objective of this section of trail is to provide access to Hill Air Force Base.

The western portion of the trail continues South Main Street Trail as it curves west. There are some railroad crossings at this east end. Connections with other trails include the Center Street Trail, Old Rail Trail, 1000 West Street Trail and West Powerline Trail. This trail is in close proximity to a proposed trailhead at 525 West 50 South. This address is currently undeveloped and proposed for a future subdivision. When development occurs on this parcel, space should be set aside for the development of a trailhead. A second trailhead is proposed at the western end of the trail near its intersection with West Powerline Trail.

The Wasatch Front Regional Council (WFRC) has identified this trail as a part of their overall trail system.

IMPLEMENTATION STRATEGIES: This trail can be classified as part Class II and part Class III. The eastern portion, due to the nature of the road and neighborhood would restrict the creation of a bicycle lane and therefore will be identified with signage. The western portion of the trail is located on a street that is designated to be a minor arterial street and has a broad right-of-way. Currently the street has minimal traffic for the width of constructed pavement and could accommodate a bicycle lane designated by striping and signage. In the future as the southern property is developed and the street fully constructed it is recommended that accommodations are made to continue the trail route with separate bicycle lanes.

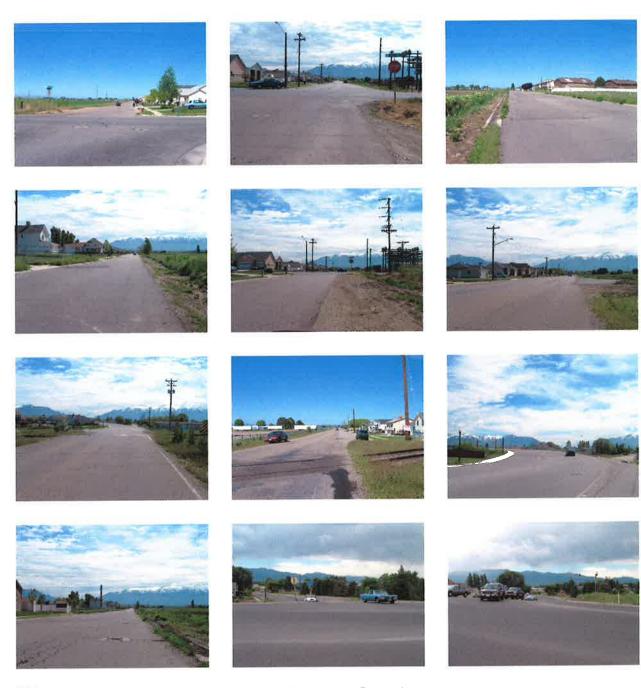


This trail runs to Syracuse City. Implementation should be coordinated with Syracuse in order to have a continuous trail system that extends beyond Clearfield's borders, allowing users easy access to and from Clearfield.



Legend Proposed Trail Route Proposed Trailhead Location

200 South Street Trail



200 South Street Trail Photo Guide Clearfield City Trails Master Plan



700 South Street Trail

LOCATION: 700 South Street Trail runs accordingly along 700 South Street / State Highway 193 from the east City boundary to South Main Street.

LENGTH: 2.00 miles

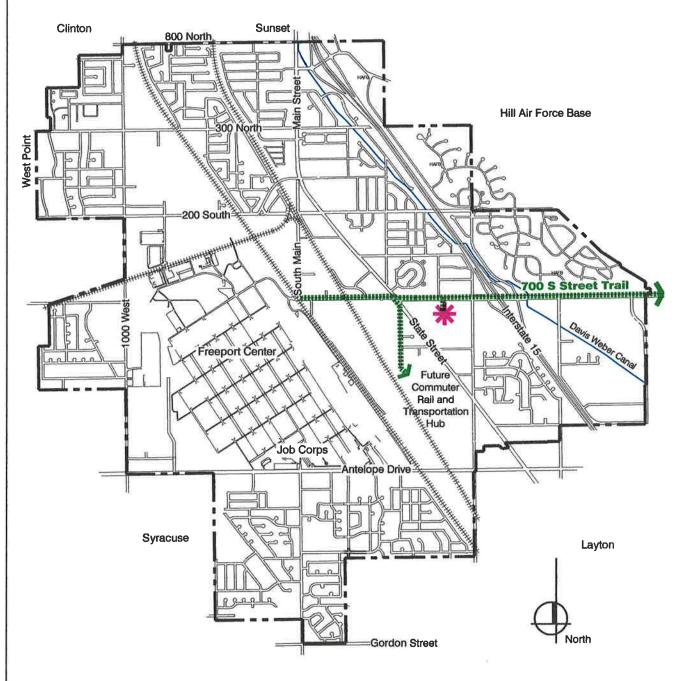
ANTICIPATED USERS: Pedestrians and bicyclists

DESCRIPTION AND CHARACTERISTICS: This trail is located on one of the busiest traffic corridors of the trail system. Highway 193 carries much traffic to and from I-15. West of State Street automobile traffic is calmer. The eastern portion of the trail route passes by the south edge of Hill Air Force Base with few roads and driveways accessing the highway on the north side of the route. The south side of the route runs past mixed commercial land use and undeveloped land. There are some streets and several driveways accessing the highway. This will require trail users to be more aware and cautious while using the trail. West of I-15 the trail runs near Clearfield High School and the new aquatic center currently under construction. West of State Street the trail runs past areas of mixed use, commercial, residential and open space and terminates at South Main Trail.

CONNECTIONS: Canal Trail and Falcon Trail are two proposed trails that traverse 700 South Street Trail alignment. Also, two trail spurs diverge from this trail. One spur leads to and from the new aquatic center that will serve as a trailhead. The second follows 550 East Street to an area that is planned to become a new Commuter Rail and Transportation Hub. Currently this site is used for transferring new automobiles from rail cars to car-haul trucks.

The east end of this trail runs to the boundary between Clearfield and Layton. The development of this portion of the trail should be coordinated with Layton City. The trail is also designated by the WFRC as part of their overall Wasatch Front trail system.

IMPLEMENTATION STRATEGIES: The Utah Department of Transportation has jurisdiction of Highway 193. All trail development activities are to have their approval. The type of trail planned for the alignment from State Street east is a Class II, which provides for bicycle lanes identified by striping and signage. West of State Street a Class III trail is designated, meaning the trail is identified by signage only. Signage cautioning trail users of major street crossings should be installed at the State Street crossing. Also caution signs should be installed at the on-grade railroad crossing where the proposed trail will cross the Union Pacific railroad tracks.



Legend
Proposed Trail Route
Proposed Trailhead Location

700 South Street Trail



























700 South Street Trail Photo Guide
Clearfield City Trails Master Plan



Antelope Drive Trail

LOCATION: Antelope Drive Trail runs the length of Antelope Drive from the east City boundary to the west boundary.

LENGTH: 2.02 miles

ANTICIPATED USERS: Pedestrians and bicyclists

DESCRIPTION AND CHARACTERISTICS: Like 700 South Street Trail this route runs along a state highway (SR 108), and is also one of the most automobile traveled routes in this trail system. This route continues the bicycle trail established on Antelope Drive north of Clearfield. It is a direct route to Antelope Island and the Great Salt Lake, the most visited natural tourist destinations in Davis County. Bicyclists use it today to access the lake and island. The route passes open space that will most likely be developed into commercial developments and residential neighborhoods at the northern end. There is an above grade railroad crossing at the Union Pacific and the Old Denver & Rio Grande railroad lines. West of the rail lines, on the north side of Antelope Drive the route passes Freeport Center and Clearfield Job Corps. Along the south side there is commercial development. Beyond the commercial development further south are fairly new neighborhoods and single-family subdivisions.

CONNECTIONS: This trail route intersects Old Rail Trail, and the crossing is above grade. Special trail development that will traverse the grade change will be required to access Old Rail Trail from Antelope Drive Trail. South Main Trail connects with this trail at its mid point. The west portion of the trail crosses West Powerline Trail and 1000 West Trail. A trailhead is located on South Main Trail approximately 200 yards from this trail.

Access to Freeport Center and Clearfield Job Corps can be made from this trail. Also, a trail spur just east of the Union Pacific Railroad will tie this trail to the future Commuter Rail and Transportation Hub.

IMPLEMENTATION STRATEGIES: This trail is identified by the WFRC as a Class II trail and is included in their overall trail system. It is planned that this trail be developed to travel on the street with exclusive bike lanes.

As the trail extends to the City's east and west limits, implementation efforts are to be coordinated with both Layton City and Syracuse City. Also, the trail is located on a state highway and is under the jurisdiction of Utah Department of Transportation. Currently Antelope Drive is under street widening construction. Bicycle lanes have not been considered in the current project although 12' shoulders are being provided.



Legend Proposed Trail Route



Antelope DriveTrail



























Antelope Drive Trail Photo Guide Clearfield City Trails Master Plan





Falcon Trail

LOCATION: Falcon Trail (named for Clearfield High School mascot) runs along Falcon Drive from Antelope Drive (south City boundary), and along 1000 East to just north of 450 South Street where it ties to Canal Trail.

LENGTH: 1.34 miles

ANTICIPATED USERS: Pedestrians and bicyclists

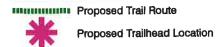
DESCRIPTION AND CHARACTERISTICS: Falcon Tail is a shared access trail providing users access to the future Commuter Rail and Transportation Hub, Clearfield High School and the future aquatic center. Falcon Drive is the primary access to the high school and precautions are to be taken to provide adequate space and signage to identify the trail along this road. The paved width of the road and the automobile traffic on State Street (State Road 126) is less on the south end than on the north near the high school. Access will need to be created where this trail meets Canal Trail.

CONNECTIONS: This trail makes connections with Antelope Drive Trail at its south end, 700 South Street Trail near its mid point and Canal Trail at its north end. As mentioned above, this trail will provide alternate transportation access to the future Commuter Rail and Transportation Hub.

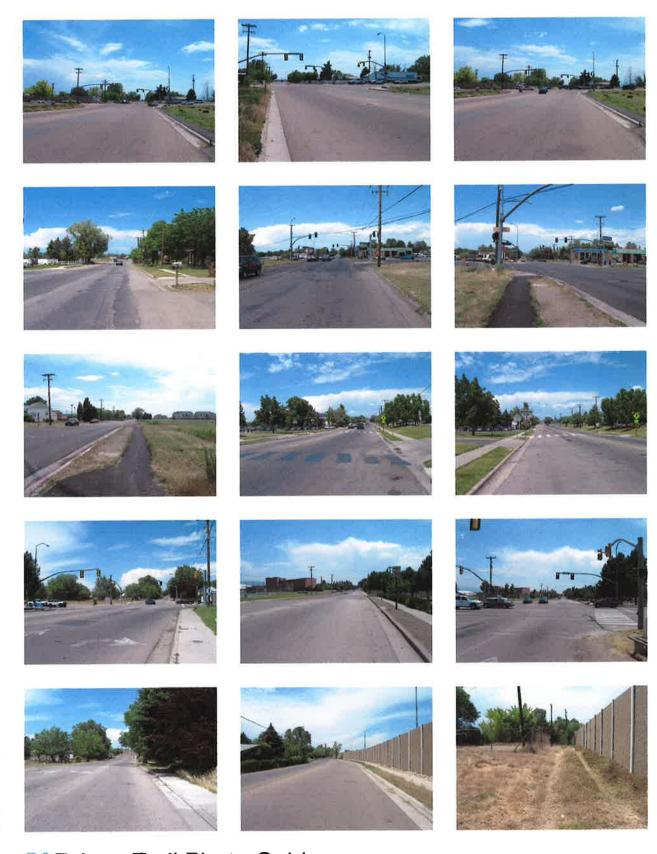
IMPLEMENTATION STRATEGIES: The southern portion if this trail can be classified as Class II, and north of State Street can be classified as Class III. Appropriate lane markings and signage will identify the trail to users, and will caution automobile drivers of the existence of a trail and trail users. Provisions for an adequate pedestrian crosswalk must be implemented at the State Street and 700 South Street crossings.

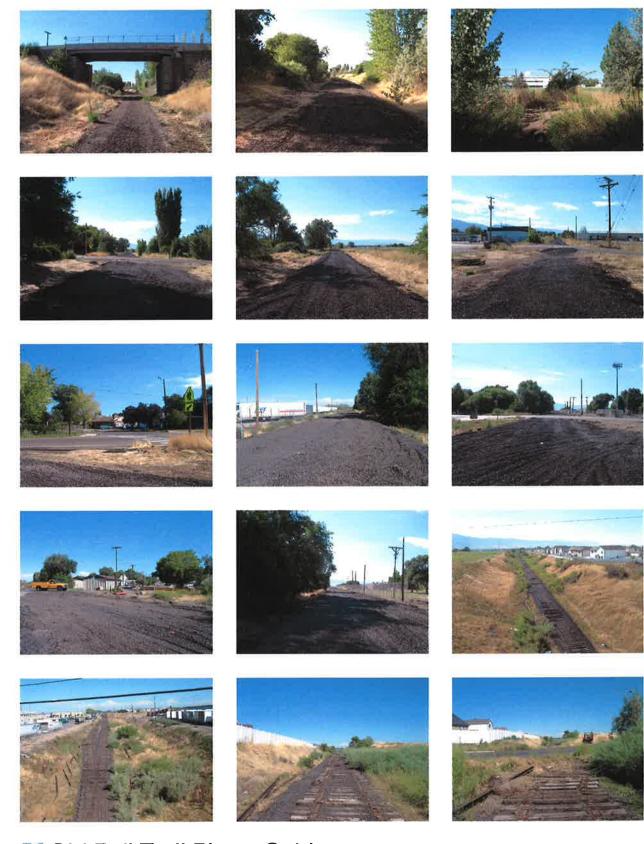


Legend



Falcon Trail







South Main Trail

LOCATION: South Main Trail follows South Main Street in two locations. The southern portion begins at the south City boundary (Gordon Avenue) and goes north to Antelope Drive. The northern portion follows along several blocks from 700 South Street to 200 South Street.

LENGTH: Combined length 1.43 miles

ANTICIPATED USERS: Pedestrians and bicyclists

DESCRIPTION AND CHARACTERISTICS: This trail is a shared access trail where the southern portion follows a wide paved road with minimal automobile traffic. There is undeveloped agricultural land adjacent to the trail, which gives the potential for added automobile traffic as the land is developed into residential neighborhoods. At present, it appears bicycle lanes may be accommodated on this portion of the trail.

The north portion of the trail is located in a somewhat more urban and industrial area. The current road is not fully developed allowing for the potential of creating bicycle lanes now and when the road is fully developed.

CONNECTIONS: South Main Trail connects with Powerline Trail and Antelope Drive Trail in its southern section. Its northern section connects with 700 South Street Trail and 200 South Street Trail.

IMPLEMENTATION STRATEGIES: The creation of this trail will require a determination of whether the route can accommodate a separate bicycle lane or shared lanes with automobile traffic. In either case signage will be required to identify the trail to users and caution automobile traffic of the existence of a trail.



Legend Proposed Trail Route Proposed Trailhead Location

South Main Trail









Northern Section













Southern Section



1000 West Street Trail

LOCATION: 1000 West Street Trail follows 1000 West Street from the City's south boundary at Antelope Drive north to approximately 550 North and Steed Park. At that point it passes through Steed Park and terminates at Old Rail Trail.

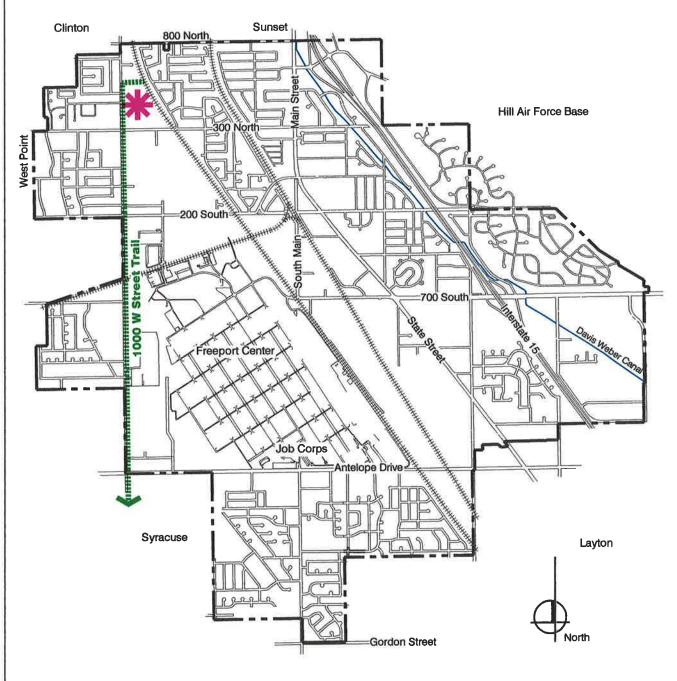
LENGTH: 2.27 miles

ANTICIPATED USERS: Pedestrians and bicyclists

DESCRIPTION AND CHARACTERISTICS: This trail follows along 1000 West Street through residential neighborhoods, undeveloped agricultural land and some small commercial areas. The trail follows along the west side of Freeport Center and passes industrial facilities. There exists on this corridor some 'Bicycle Route' signs. The roadway it follows is designated as a major collector street and is not fully developed at this time. This may make incorporating designated bicycle lanes possible as the road is fully developed.

CONNECTIONS: This trail makes connections with Antelope Drive Trail, West Powerline Trail, 200 South Street Trail and Old Rail Trail. This trail has also been designated as a Class III trail by the WFRC and will become a part of the regional trail network.

IMPLEMENTATION STRATEGIES: At the current time the road easily accommodates the traffic load. As the population increases over time in that area of the City, the road will experience increased traffic requiring it to be fully constructed. It is recommended that separate bicycle lanes be created along the road to accommodate bicycle traffic along the trail route. This would make the trail a Class II trail, differing from what the WFRC has designated it to be, as mentioned above. Signage and markings will be required to fully identify this street as a bicycle route.



Legend
Proposed Trail Route
Proposed Trailhead Location

1000 West Street Trail



1000 West Street Trail Photo Guide
Clearfield City Trails Master Plan



West Powerline Trail

LOCATION: West Powerline Trail traverses Clearfield City at its western edge. It follows the power line corridor that crosses both Clearfield and Syracuse at the Cities' boundary jogs to the east.

LENGTH: 2.42 miles within Clearfield's Boundary

3.16 miles including section that crosses Syracuse

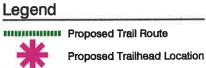
ANTICIPATED USERS: Pedestrians, bicyclists and equestrians

DESCRIPTION AND CHARACTERISTICS: The power line corridor is a wide path through the western portion of Clearfield. The neighboring lands are filled with residential neighborhoods; some include large lots having horses and farm animals. The actual corridor is zoned A-1 Agriculture. In some locations there are fences dividing the corridor. In others it traverses open agriculture land. This route crosses several major roads and some residential neighborhood streets. In the area of 2000 South the route crosses over land Clearfield City owns and is planned for a future park. The southern end of the trail route follows neighborhood streets, 2300 South Street, 150 West Street and 2150 South Street. This accommodates the trail access without having to traverse subdivided private land.

CONNECTIONS: Within Clearfield City limits the southern end of the trial connects South Main Trail at 2300 South Street. It also connects with Antelope Drive Trail, 1000 West Street Trail and 200 South Street Trail. The WFRC has designated it as a proposed Class I trail and in the future may become part of the regional trail system.

IMPLEMENTATION STRATEGIES: As mentioned above this corridor is identified by the WFRC as a future regional trail. Trail planning and design efforts should be coordination with the Council. Utah Power and Light (UP&L) own the majority of the corridor. Development strategies must include planning and approvals from UP&L. As the trail crosses several streets, proper crossing measures must be implemented to have the trail be safe and easily used. Land acquisitions and access easements may be required to develop the trail. Further study and surveys will be needed to determine the extent of acquisitions needed.





West Powerline Trail



















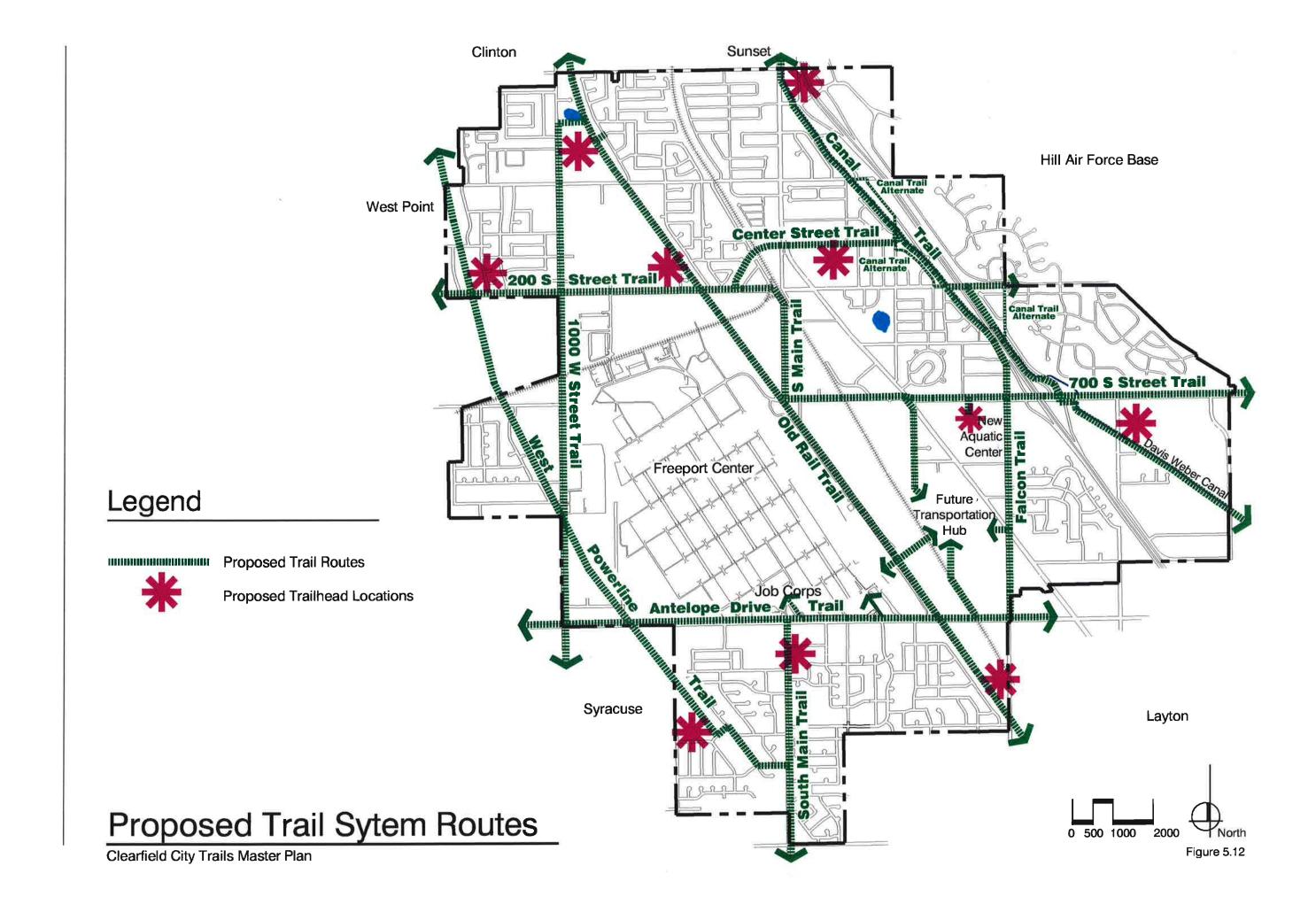








West Powerline Trail Photo Guide















Trailhead at 1000 West Street Trail and Old Rail Trail





Trailhead at State Street and Canal Trail







Trailhead at West Powerline Trail and 200 South Street Trail







Trailhead at Old Rail Trail and 200 South Street Trail







Trailhead at Center Street Trail





Trailhead at Future Aquatic Center





Trailhead at 1500 East and Canal Trail







Trailhead at South End of West Powerline Trail







Trailhead at 1800 South and South Main Trail







Trailhead at South End of Old Rail Trail





6. CITIZEN INPUT





6. Citizen Input

Developing a trail system for Clearfield City without the input from its citizenry would be unproductive and inappropriate. A clear understanding of what is desired by potential trail users and the citizens of Clearfield is an important element of this planning effort. The tools whereby citizen input was received were two separate open houses, telephone calls, e-mail and regular mail as well as conversations with City personnel and the planning team.

Initially, and in an effort to establish a starting point for this planning, assumptions were made as to how to best develop a citywide trails system. These assumptions were based on experience with trail systems in similar communities, popular trends and successful trails in similar conditions. Objectives were identified for this trail system that would meet basic needs of trail users. These objectives included:

- Trails are to accommodate multiple users.
- Trails are to provide a safe and secure recreation and transportation experience.
- The planning and development efforts are to consider the long-range issues.
- Trails are to be convenient.
- Trails are to provide a variety of experiences for added interest and use.
- Trail development is to be sensitive to natural land conditions, adjacent landowners and properties.
- Trails are to be accessible.
- Trail and trail corridors are to be aesthetic.
- Trails are to have proper support facilities such as furnishings, lighting, restrooms, signage, etc.
- Trails are to be developed to meet established standards.

Using these objectives and assumptions for successful trails, preliminary trail routes were identified and mapped. Additionally, preliminary trailhead locations were mapped and proposed, and trail furnishings and amenities were identified. Successful trail types were also identified.

In a public open house held May 15, 2003 the preliminary trail planning was presented. Several citizens attended the open house. Generally the preliminary trail routes were accepted without issue with the exception of the Canal Trail in the neighborhoods of Lynwood Drive, Bruce Street and Fern Drive. Several residents of those neighborhoods expressed concerns of having a trail adjacent to their back yards. The concerns that were brought up were similar to concerns expressed earlier when the City was considering building a trail along the canal in 1999. The concerns included safety of trail users, vandalism and theft of private property, harm to wildlife, trash left on private property, safety at trail/city street intersections, security, dogs and dog messes and trespassing on private property. Additionally, citizens were unsure of the amount of property available to develop a trail along the canal.



Other citizens attending the open house were eager to see a trail system developed in the City and were looking forward to having this recreation amenity become part of the City.

Based on the comments and discussions of the first Open House minimal revisions were required to the overall trail routing plan and the proposed trail system. However, the issues of Canal Trail needed to be addressed. Solutions were developed to focus on the concerns of the citizens adjacent to Canal Trail. The solutions included rerouting the trail to run along 1000 East Street, Maple Drive and North Terrace Drive.



revised trail plan presented in a second Open 19, 2003. House held June Again the trail system generally accepted with the exception of a portion of the Canal Trail in the neighborhoods of Fern Drive, Bruce Street and Lynwood The alternate routes of Drive. 1000 East Street, Maple Drive and North Terrace Drive were presented to several citizens

expressing concerns. It was accepted by those attending that having the trail along the street was better than having the trail adjacent to the canal in this area.

The Open Houses provided an opportunity for citizens to see the proposed Trail Master Plan, give their recommendations to the Plan, identify their preferences and express their concerns to the Planning Team and the City staff. It also gave an opportunity for the Planning Team to meet the individuals who involve themselves with this planning process and hear firsthand their ideas concerning the trail system. It must be identified that the public participation at both Open Houses was less than hoped for. However, the discussions held were invaluable to the Planning Team and were an important resource for citizen involvement and identifying user needs.

Written comments were received at both Open Houses. These comments are included in the appendix.



7. DEVELOPMENT STANDARDS





7. Development Standards

A consistent and identifiable trail system requires particular standards that will guide the design and development of the trails and elements of the trail system. Standards are also required to insure accessibility and safety for trail users.

The following standards are to be used as guidelines in developing the Clearfield trials network. There may be occasions or situations where alterations to the standards will be required. However, for the most part, close adherence to these standards will accomplish the goal of achieving a uniform trail system.

The following tables and details identify generally accepted trail design standards.

Trailheads

Trailheads are areas developed to give trail users a place to gather, get information about trails, load and unload equipment such as bicycles, have available comfort facilities such as benches, rest rooms and drinking fountains, area lighting and accommodations for pets. Some may include picnicking facilities. If the trail serviced by the trailhead allows equestrian use appropriate vehicle and trailer parking should be provided.

Trailheads for Clearfield's proposed trail system are designated to be located at existing or future City parks and in locations yet to be constructed which will be closely associated with trail development. These latter trailheads will require their own off-street parking in addition to the other trailhead amenities listed. The extent and type of amenities available at a particular trailhead can be determined by the anticipated use of a trail and its proximity to other similar facilities.

Accessible Trails

Accessible trails benefit people with mobility impairments, older adults, and families with young children. They should enable access to outstanding or primary features or attractions within a recreational area.

The maximum grade for an accessible trail should be less than 5% for any distance. Grades can be greater than 5%, but rest areas should be placed at 50' maximum intervals above these higher grade sections. The maximum grade shall be permitted to be 8% where it is not feasible to comply.

For the latest and complete information and requirements of accessible trails please refer to The Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG) at www.access-board.gov/adaag/html/intro.htm. ADAAG serves as the basis for standards used to enforce the design and requirements of the ADA. These standards are maintained by the US Department of Justice and the US Department of Transportation. It is these standards that the



public is required to follow. Regulations issued from these agencies provide important information on using and applying the standards.

Slope and Curve Standards

Trail User Slope Requirements

Trail User	Average Speed (mph)	Longitudinal Slope	Cross Slope
Pedestrians	3-7	No restrictions	4% maximum
Person in Wheelchair	3-7	3% preferred; 5% maximum	2% maximum
Bicyclist	8-10	3% preferred; 8% maximum	2-4%
Equestrian	5-15	10% maximum	4% maximum
Skier	2-8	3% preferred; 5% maximum	2% preferred

Slopes on paths should be kept to a minimum, especially on long inclines. Grades greater than 5% are undesirable because the ascents are difficult for many bicyclists to climb and the descents cause some bicyclists to exceed the speeds at which they are competent or comfortable. On some paths, where terrain dictates, it may be necessary to exceed the 5% grade recommended for bicycles for some short sections. As a general guide, the following slope restrictions and slope lengths are suggested:

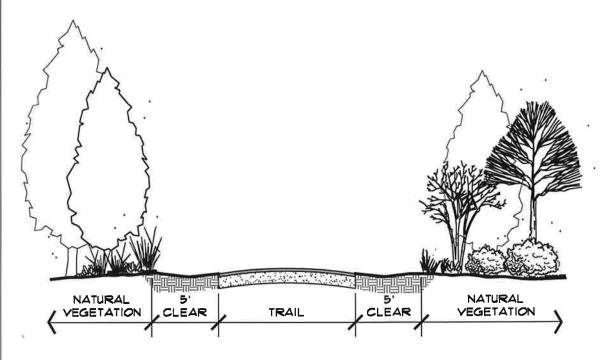
Slope Grade	Maximum Slope Length
5-6%	800 feet
7%	400 feet
8%	300 feet
9%	200 feet
10%	100 feet
11+%	50 feet

The radii of trail curves should be based on the anticipated maximum speed of trail users. Generally based upon various design speeds of 12-30 mph and a desirable maximum lean angle of 15 degrees, minimum radii for curvature for a paved path is indicated in the table below:

Design Speed (mph)	Minimum Radius
12	36 feet
20	100 feet
25	156 feet
30	225 feet

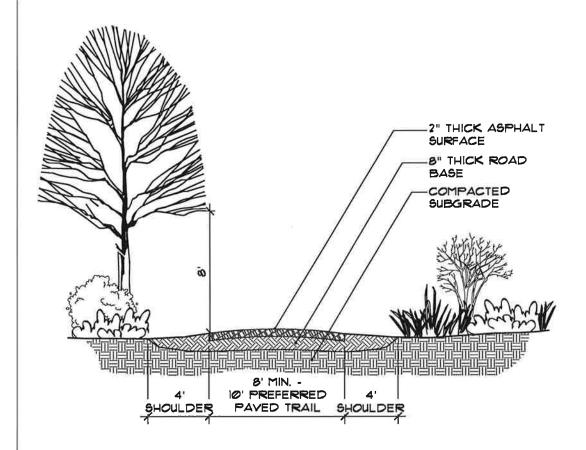


The following six details (details 7.01-7.06) identify typical trail sections for the types of trails that will be built as part of Clearfield's trail system. The sections identify the various trails from dedicated pedestrian paths to shared bicycle routes.



1. PRIOR TO TRAIL CONSTRUCTION CLEARING AND GRUBBING IS TO BE COMPLETED. CLEAR EXISTING VEGETATION FROM TRAIL CORRIDOR. REMOVE TOPSOIL FROM AREA OF TRAIL PAVEMENT AND STOCKPILE ON SITE FOR TRAIL LANDSCAPING.

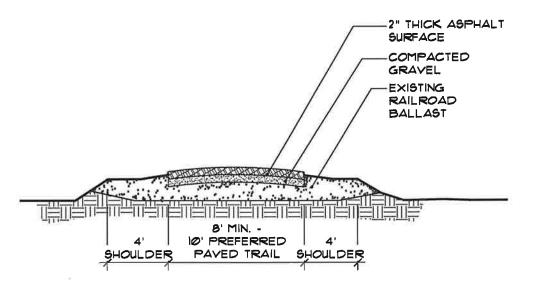
Vegetation Clearance for Trail Construction



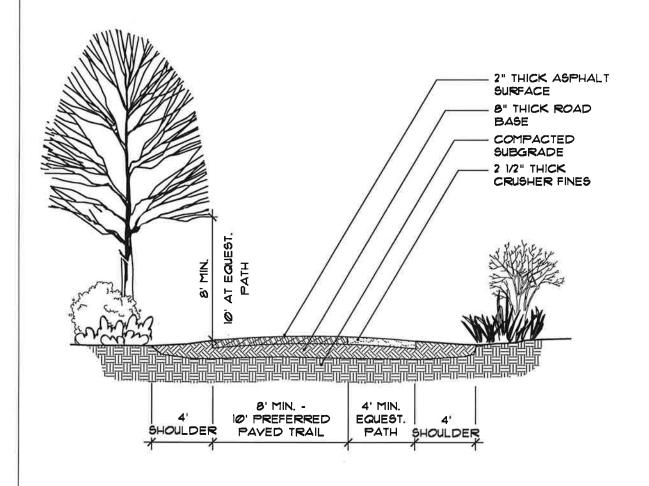
- I, MAX. SLOPE AT SHOULDER TO BE 6 HORIZONTAL: I VERTICAL.
- 2. SHOULDER TO BE CLEAR OF PLANTING.
- 3. EXCLUSIVE TRAIL FOR PEDESTRIAN AND BICYCLISTS. PHYSICALLY SEPARATED FROM MOTOR VEHICLE TRAFFIC.

Paved Trail

Not to Scale Detail 7.02



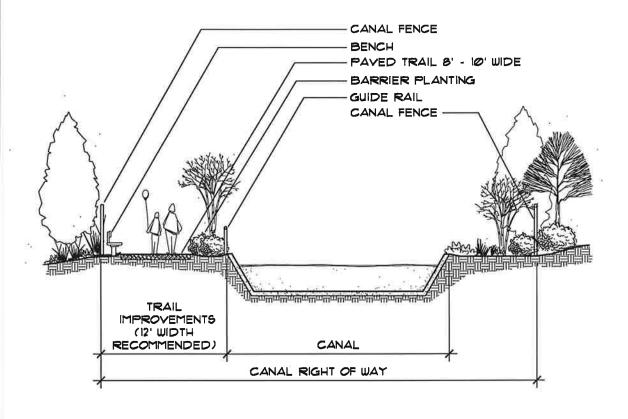
Trail at Abandoned Railroad Bed



NOTES

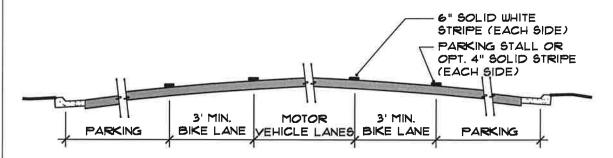
- 1. MAX. SLOPE AT SHOULDER TO BE 6 HORIZONTAL: 1 VERTICAL.
- 2. SHOULDER TO BE CLEAR OF PLANTING.
- 3. EXCLUSIVE TRAIL FOR PEDESTRIAN, EQUESTRIANS AND BICYCLISTS. PHYSICALLY SEPARATED FROM MOTOR VEHICLE TRAFFIC.
- 4. INSTALL CRUSHER FINES PAVING 1/2" DOWN FROM ASPHALT SURFACE.

Paved Trail with Equestrian Path

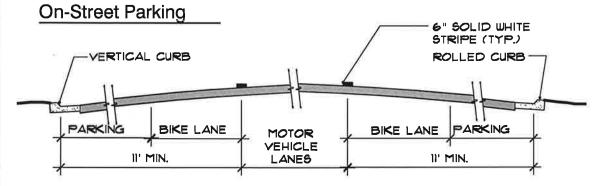


I. THIS CANAL TRAIL SECTION IDENTIFIES A PREFERRED CANAL / TRAIL RELATIONSHIP WITH BARRIER PLANTING, AND TRAIL AMENITIES SUCH AS BENCHES. SOME AREAS ALONG THE CANAL CORRIDOR MAY NOT ALLOW THIS EXTENSIVE LEVEL OF IMPROVEMENTS. IN ANY CASE BARRIER PLANTING OF SOME TYPE AND A GUIDE RAIL SHOULD BE LOCATED BETWEEN THE TRAIL AND THE CANAL BANK.

Canal Trail Section



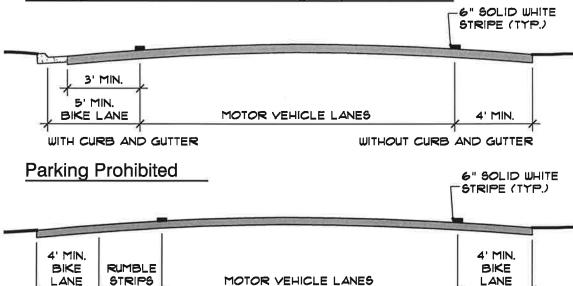
I. OPTIONAL SOLID WHITE STRIPE IS ADVISABLE WHERE STALLS ARE UNNECESSARY BECAUSE PARKING IS LIGHT, BUT THERE IS CONCERN THAT MOTORISTS MAY MISCONSTRUE BIKE LANE AS A TRAFFIC LANE.



NOTE

1. 13' 19 RECOMMENDED FOR PARKING / BIKE LANE WHERE THERE 19 SUBSTANTIAL PARKING OR WHERE TURNOVER OF PARKED CARS IS HIGH (E.G. COMMERCIAL AREAS).

Parking Permitted without Parking Stripe or Stall



NOTE:

). IF RUMBLE STRIPS EXIST THERE SHOULD BE 4' MIN, FROM RUMBLE STRIPS TO OUTSIDE EDGE OF SHOULDER.

Parking Protected

Bike Lane Cross Sections



Signage and Markings

Signs and pavement markings help manage the trail system by providing general information, regulations, warnings and interpretive information. Signage and markings should be consistent with the information style already used by the City and should conform to uniform traffic control codes. Signs should be located at trailheads, trail junctions, destinations, convergence points with roads and at interpretive locations.

Informational signs may suggest general rules of the trail system:

- Be courteous to other users
- Be predictive
- Do not block the trail
- Stay on the trail keep right, except when passing
- Pass on the left
- Alert others when you are about to pass
- Slower traffic has the right of way
- Bikes yield to all users
- Pedestrians yield to horses
- Bicyclists dismount in yield to horses
- Respect trail closures
- Respect private property

Trailhead Signs may include the following information:

- Permitted uses
- · Courtesy and user etiquette
- Directional information and trail map
- Interpretive information
- Additional access points should be signed to a lesser degree

Directional Signs are to identify:

- Route name, direction, mileage or trail and mileage to junction.
- Routes to park facilities

Regulatory Signs are to include:

- Stop signs placed at all road crossings
- Cross-walks should be well delineated on road surface
- Accessible trails should be signed with appropriate symbols and warnings for both the trail user and motorist.

Interpretive Signs:

- Signs should be spaced to keep information and visitor use dispersed
- Signs should be descriptive
- Informative signs should be placed along trails to blend into the natural surroundings



The current traffic control signage and marking code is available through the US Department of Transportation, Federal Highway Administration. The document is <u>The Manual on Uniform Traffic Control Devices (MUTCD)</u>. It is available on the Internet at: http://mutcd.fhwa.dot.gov/kno-2003.htm.

Striping

Striping is recommended along the centerline of paved trails in the following locations:

- 1. On all curves tighter than 150 radius.
- 2. At all locations with limited sight distances.
- 3. Within 25 feet of all vehicular and trail intersections
- 4. Around both sides of barrier posts and extending 10 feet beyond barrier posts.

The following eleven details (details 7.07-7.17) identify recommended signage and markings in various situations that occur within the proposed trail system.



WHITE ON RED



BLACK ON YELLOW



BLACK ON YELLOW



BLACK ON WHITE



BLACK ON YELLOW 24"

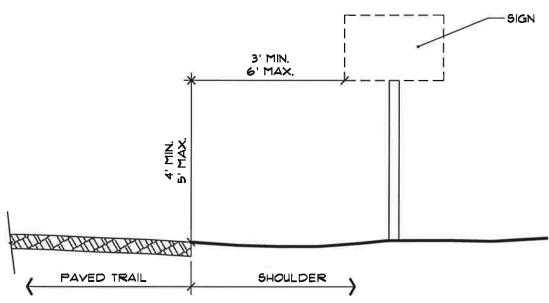


BLACK ON YELLOW 24" × 24"

Detail 7.07

Regulatory Trail Signs

Warning Trail Signs



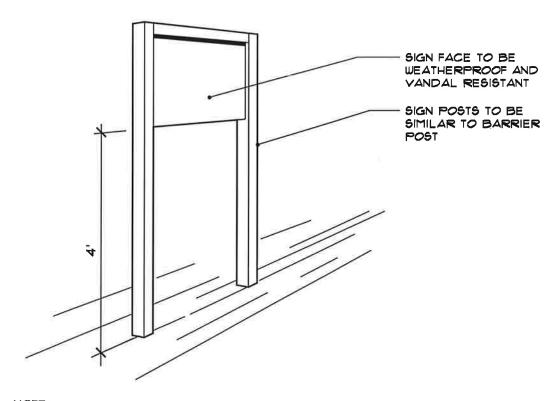
Sign Placement at Trail Side

NOTES:

1. THE CURRENT TRAFFIC CONTROL SIGNAGE AND MARKING CODE IS AVAILABLE THROUGH THE US DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. THE DOCUMENT IS THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). IT IS AVAILABLE ON THE INTERNET AT: http://mutcd.fhwa.dot.gov/kno-2003.htm

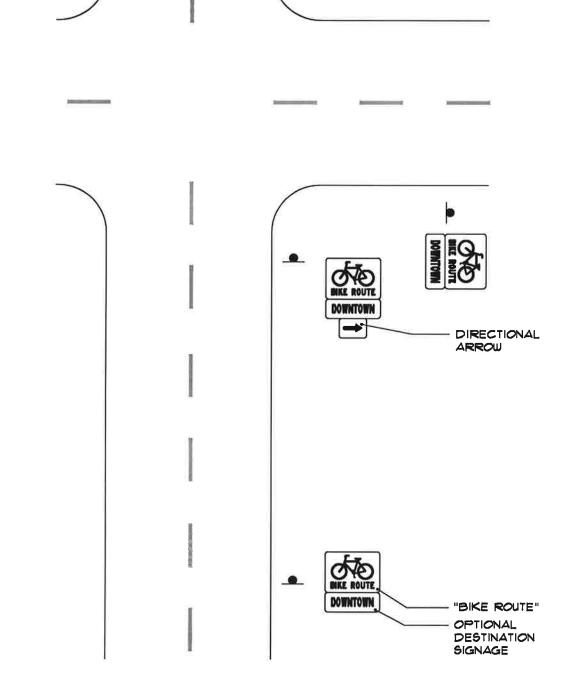
Regulatory/ Warning Sign

Not to Scale



- 1. BURY SIGN POSTS IN CONCRETE 4" THICK AT ALL SIDES, 30" DEEP.
- 2. INTERPRETIVE SIGNS SHOULD IDENTIFY SIGNIFICANT INFORMATION ABOUT THE TRAIL, THE TRAIL SYSTEM OR THE AREA WHERE THE TRAIL IS LOCATED. THEY SHOULD BE INSTALLED AT TRAIL HEADS AND OTHER POINTS OF INTEREST WHERE SPACE WILL ALLOW USERS TO STOP AND REST AWAY FROM THE FLOW OF TRAIL TRAFFIC.

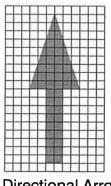
Interpretive Sign



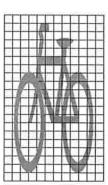
NOTE

1. IN URBAN AREAS, SIGNS SHOULD BE PLACED EVERY 1/4 MILE, AT EVERY TURN, AND AT ALL INTERSECTIONS.

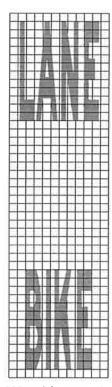
Shared Route Signing



Directional Arrow



Preferred Symbols

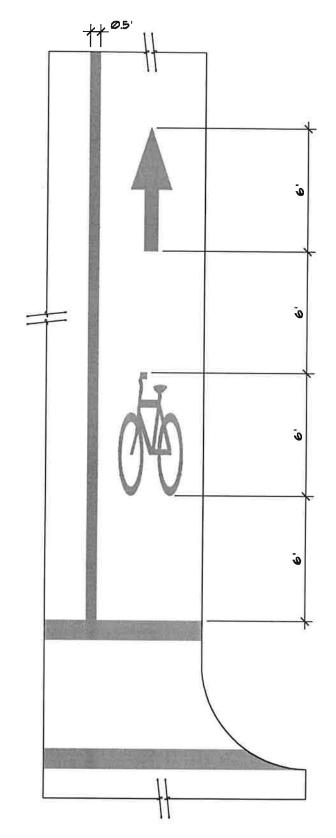


Word Legend (Opt.)

1. 🗆 🔹 4" × 4"

2. GRID 19 SHOWN FOR LAYOUT GUIDE ONLY. DO NOT INCLUDE GRID ON ACTUAL PAVEMENT MARKING.

Typical Bike Lane Symbols

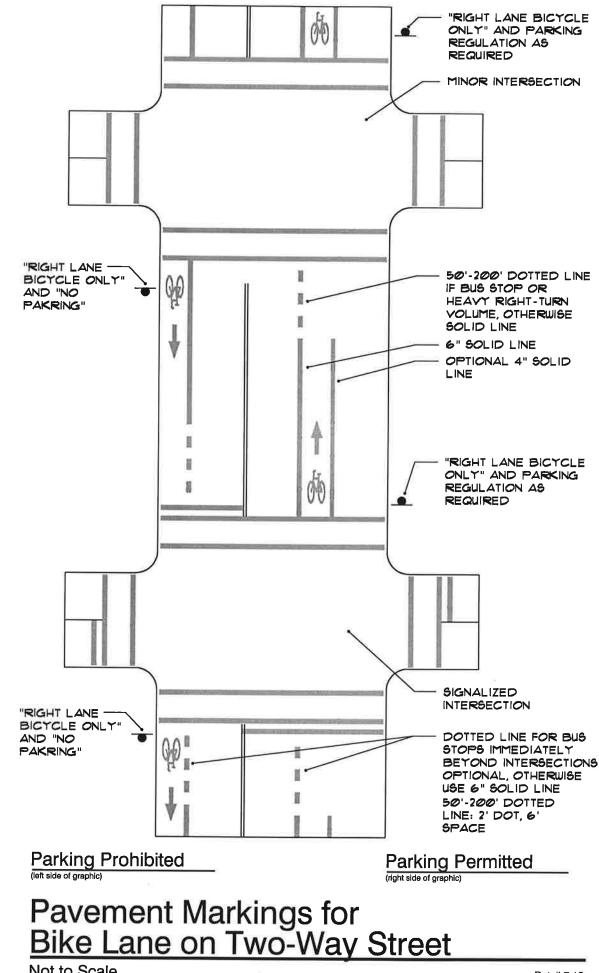


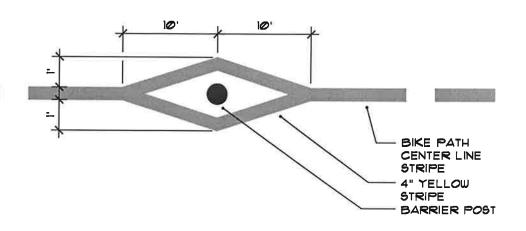
NOTE:

1. BICYCLE RIDER SYMBOL OR THE WORD PAVEMENT MARKING 'BIKE LANE' MAY BE USED INSTEAD OF BICYCLE-ONLY SYMBOL.

Bike Lane Marking on Far Side of Intersection

Not to Scale

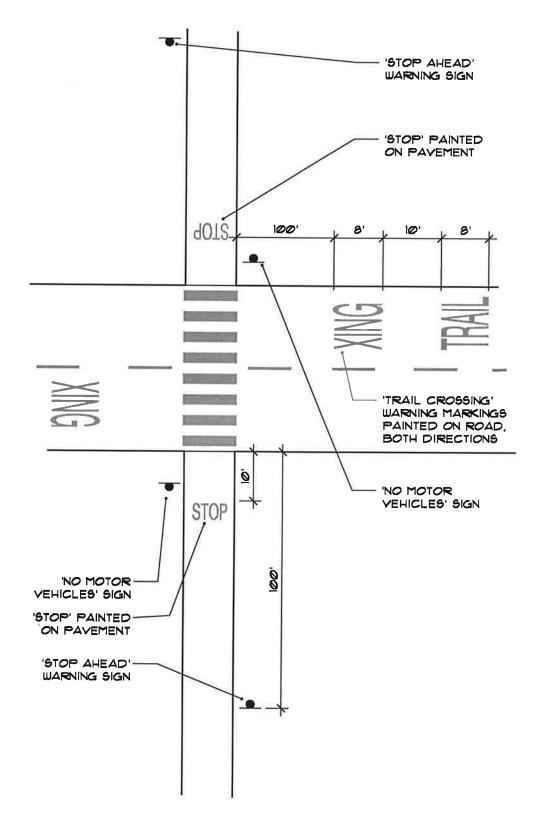




- 1. 4" WIDE YELLOW STRIPING RECOMMENDED AT CENTER LINE IN THE FOLLOWING LOCATIONS:
 - CURVES TIGHTER THAN 150° RADIUS,
 - LOCATION WITH LIMITED SIGHT DISTANCE,
 - WITHIN 25' OF VEHICULAR AND TRAIL INTERSECTIONS,
 - AROUND BOTH SIDES OF BARRIER POSTS AS INDICATED.

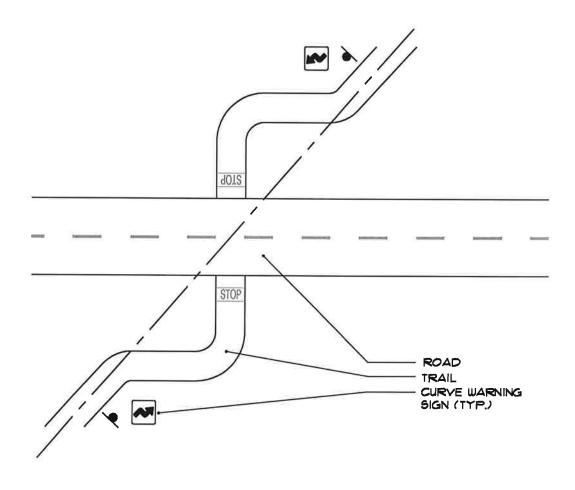
Barrier Post Striping

Not to Scale



). BARRIER POST MAY BE PLACED AT TRAIL ENTRANCES TO PREVENT ENTRY BY MOTOR VEHICLES.

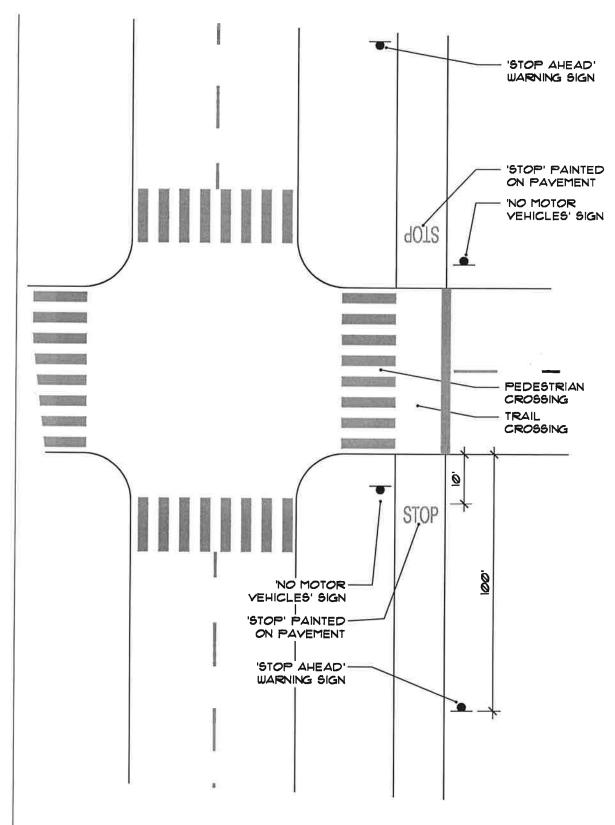
Mid-Block Trail Crossing



Detail 7.15

Diagonal Road Crossing

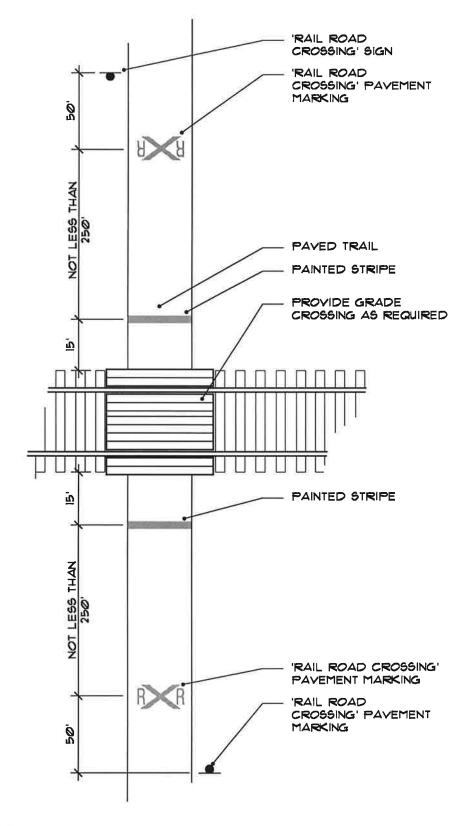
Not to Scale



NOTE:

1. BARRIER POST MAY BE PLACED AT TRAIL ENTRANCES TO PREVENT ENTRY BY MOTOR VEHICLES.

Adjacent Trail Intersection



- 1. GRADE CROSSING TO EXTEND BEYOND TRAIL WIDTH 4' EACH SIDE.
- 2. PROVIDE SMOOTH TRANSITION BETWEEN TRAIL PAVEMENT AND GRADE CROSSING.

Rail Road Crossing



Site Furnishings and Lighting

Site furnishings and lighting will provide trail users appropriate facilities to accommodate and enhance trail activities. Benches, tables, drinking fountains, etc. will allow trail users to rest, have a picnic, get a drink, wait for others in their party and observe the goings on. In the evening hours lighting will assists security and make trailheads and resting places feel more inviting.

Site furnishings and lighting should be located at trailheads and at key locations along the trails such as at highly used trail intersections. The amount and type of furnishings and lighting to install at a particular location should be based initially on anticipated trail use. As trail usage becomes evident for established trails additional furnishings may need to be installed depending on demand.

Two separate families of site furnishings and lighting have been identified for Clearfield City's trail system. Each of the two families of furnishing and lighting contain similar elements such as a picnic table, bench, trash receptacle, bike rack, drinking fountain and an area light. The families of furnishings are identified as **Series 'A'** and **Series 'B'**. Series 'A' is a simpler style of furnishings and are generally less costly. The Series 'B' furnishings are more stylish and upscale. Both are designed for high use outdoors.

One or the other series of furnishings and lighting should be selected as a standard for Clearfield Trails. However, Clearfield City may already have standard equipment and furnishings in use. If this is the case careful selection of furnishings and lighting can be made from the existing City's standards.

Manufactures of the recommended furnishings, lighting and equipment are listed below:

Furnishings, Lighting and Equipment

Item	Model No.	Manufacture	Contact Information
SERIES 'A' FUF	RNISHINGS		
Table	P3100	Wabash Valley Manufacturing, Inc.	www.wabashvalley.com
Bench	P3001	Wabash Valley Manufacturing, Inc.	www.wabashvalley.com
Trash Receptacle	LRW32/DTL01	Wabash Valley Manufacturing, Inc.	www.wabashvalley.com
Area Light	1040 post 7500 base CLX luminaire	Sun Valley Lighting	www.sunvalleylighting.com



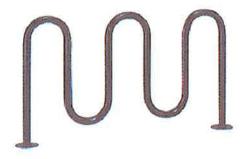
Furnishings,	Lighting and Equip	ment, continued	
Item	Model No.	Manufacture	Contact Information
Drinking Fountain	3500D	Haws Corporation	www.hawsco.com
Bike Rack	H36-7-SF-P	Madrax	www.thomas-steele.com
SERIES 'B' FI	URNISHINGS		
Table	P6P-1RT	Keystone Ridge Designs	www.keystoneridgedesigns.com
Bench	2802-6	Columbia Cascade	www.timberform.com
Trash Receptacle	2811-DT	Columbia Cascade	www.timberform.com
Area Light	350 series post RA26SL arm 1040SM Iuminaire	J.W. Whatley	www.whatley.com
Drinking Fountain	3800	Haws Corporation	www.hawsco.com
Bike Rack	KEY-SF-P	Madrax	www.thomas-steele.com
Pet Waste Facility	1003	Dogipot, Inc.	www.dogipot.com
Bridge	Continental Bridg	е	www.continentalbridge.com
	Excel Bridge Mfg.	Co.	www.excelbridge.com
	Steadfast Bridges	3	www.steadfastbridge.com

The following twelve details (details 7.18-7.29) identify recommended furnishings, lighting, equipment and facilities for Clearfield's trail system.





Drinking Fountain with Doggie Drink



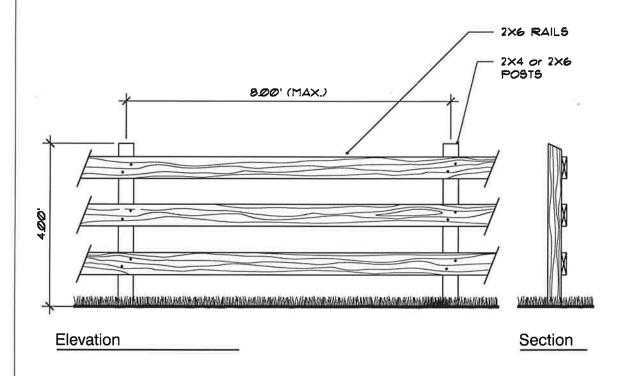
Area Light

Bike Rack

NOTE:

1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.
2. LIGHT SOURCE OF AREA LIGHT SHOULD BE MOUNTED BETWEEN 14' AND 20' HIGH DEPENDING ON TYPE OF SOURCE. IN ANY CASE KEEP AREA LIGHTING AT A PEDESTRIAN SCALE.

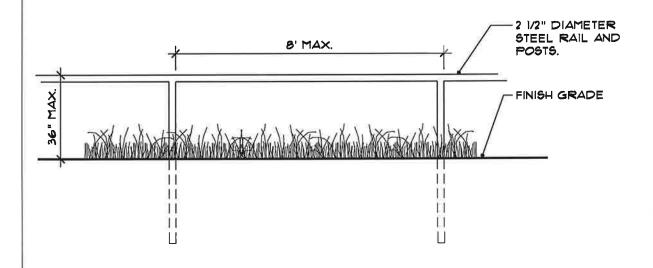
Site Furnishings - Series 'A'



NOTE:

- 1. FENCE COLOR TO BE NON-WHITE EARTH TONE. 2. FENCE POST TO BE SET IN CONCRETE 30" DEEP.
- 3. ALL WOOD TO BE PRESSURE TREATED.

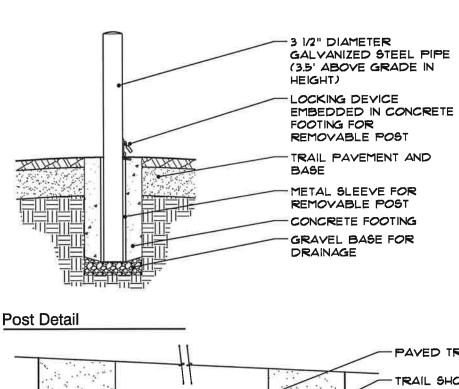
Fence

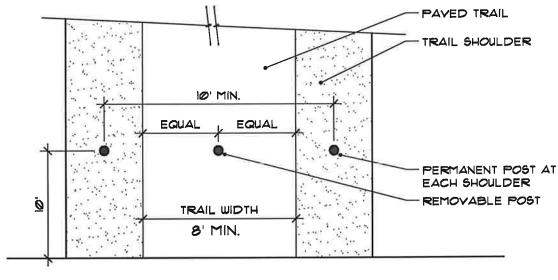


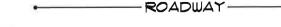
NOTE:

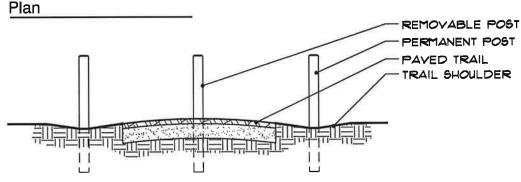
-). LOCATE GUIDE RAIL ADJACENT TO CANAL BANK FOR SAFETY OF TRAIL USERS.
- 2. GUIDE RAIL TO BE BLACK VINYL COATED OR GALVANIZED STEEL PIPE.
- 3. GUIDE RAIL POSTS TO BE SET IN CONCRETE FOOTING 4" THICK SURROUNDING POST, 30" DEEP.

Guide Rail





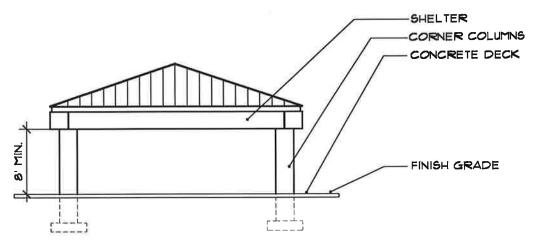




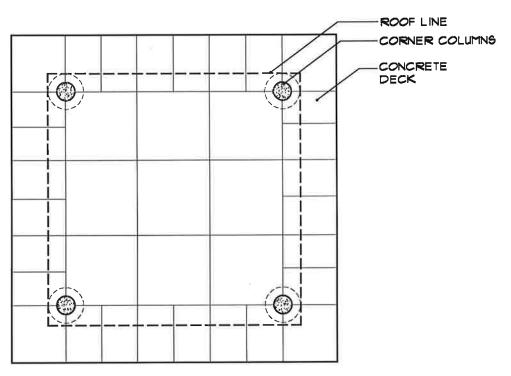
Elevation

- I. PERMANENT POST TO BE PLACED DIRECTLY INTO CONCRETE FOOTING.
- 2. POST FOOTING DEPTH TO BE 30" 36".

Barrier Posts



Shelter Elevation

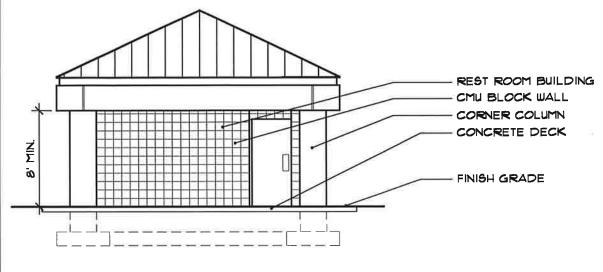


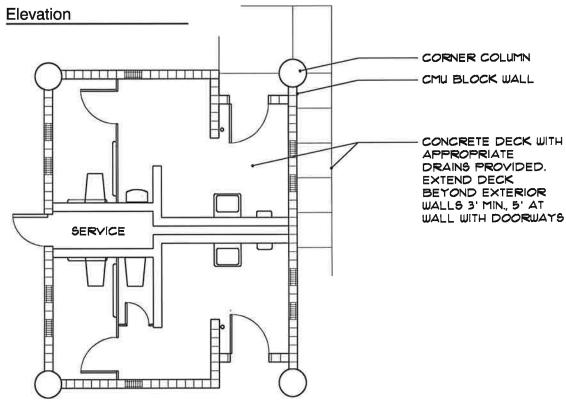
Paving / Floor Plan

NOTE:

- 1. PICNIC SHELTERS SHOULD BE LARGE ENOUGH TO ACCOMMODATE AT LEAST ONE PICNIC TABLE.
- 2. STRUCTURES SHOULD BE CONSTRUCTED WHERE MINIMAL GRADING WILL BE REQUIRED AND USAGE CAN BE MONITORED.
- 3. LOCATE NEAR PARKING, ACCESSIBLE TO BOTH TRAIL USERS AND AND AUTOMOBILES
- 4. ARCHITECTURAL STYLE SHOULD HARMONIZE WITH OTHER CITY RECREATION STRUCTURES.

Shelter



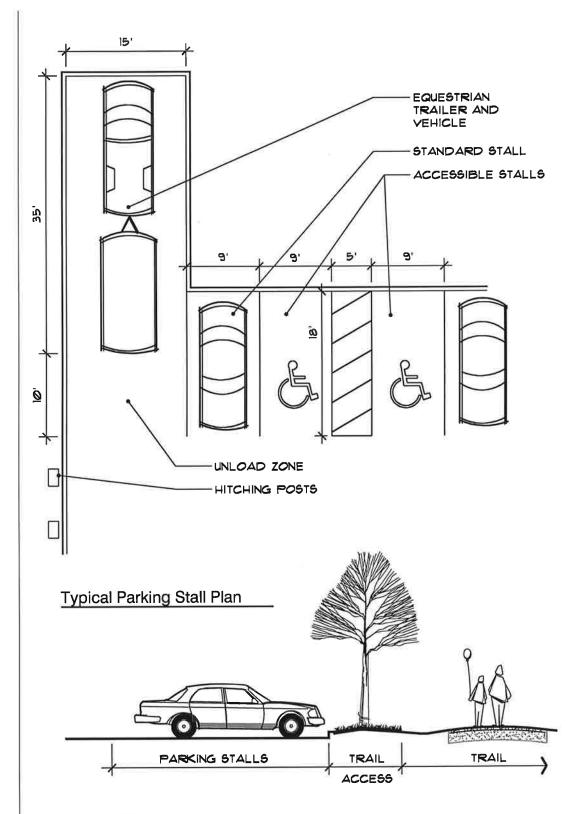


Plan

NOTE:

- I. REST ROOM FACILITIES ARE A NECESSARY ELEMENT FOR RECREATION AMENITIES. WITH ACTIVITY NODES LOCATED LONG DISTANCES FROM EACH OTHER, REST ROOMS SHOULD BE STRATEGICALLY LOCATED AT HIGH USE AREAS AND TRAIL HEADS.
- 2. REST ROOMS MUST BE DURABLE AND BUILT TO WITHSTAND VANDALISM.
- 3. THE ARCHITECTURAL STYLE SHOULD HARMONIZE WITH OTHER RECREATION STRUCTURES.
- 4. INSURE SIZE AND DIMENSIONS OF THE REST ROOM FACILITY COMPLY WITH APPLICABLE ADA REQUIREMENTS.

Rest Room Facility (4 fixture)



Trail Section at Parking Lot

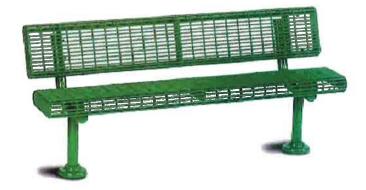
NOTE:

1. ACCESSIBLE STALL REQUIREMENTS: 1-25 TOTAL STALLS - 1 ACCESSIBLE STALL 26-50 TOTAL STALLS - 2 ACCESSIBLE STALLS

Recommended Parking



Trash Receptacle



Bench



Picnic Table

NOTE: 1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.

Site Furnishings - Series 'A'



Trash Receptacle



Bench



Picnic Table

NOTE: 1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.

Site Furnishings - Series 'B'





Bike Rack



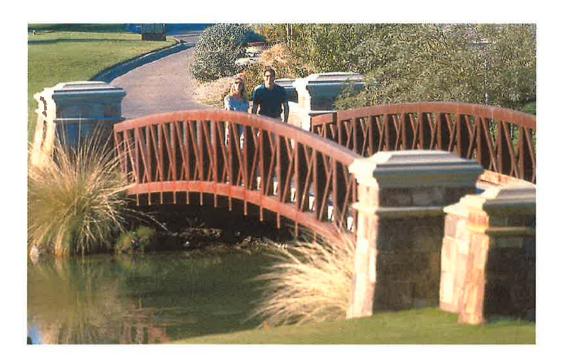
Area Light Drinking Fountain

NOTE:

1. SITE FURNISHINGS TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER.
2. LIGHT SOURCE OF AREA LIGHT SHOULD BE MOUNTED BETWEEN 14' AND 20' HIGH DEPENDING ON TYPE OF LIGHT SOURCE. IN ANY CASE KEEP AREA LIGHTING AS A PEDESTRIAN SCALE.

Site Furnishings - Series 'B'





NOTE:

- 1. FOOTBRIDGE SHOWN IS AN EXAMPLE OF PREFABRICATED BRIDGE
- TYPE TO BE USED.

 2. FOOTBRIDGE TO BE BUILT AND SIZED TO ACCOMMODATE EMERGENCY VEHICLES AS MAY BE REQUIRED.

 3. FOOTBRIDGE FOOTINGS TO BE DESIGNED BY ENGINEER FAMILIAR WITH SITE CONDITIONS.

Footbridge



NOTE

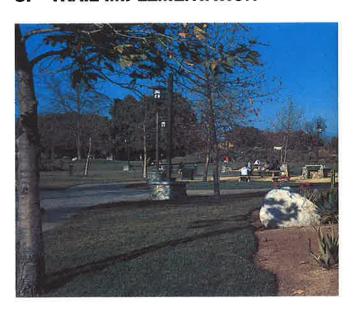
L PET WASTE FACILITY TO BE INSTALLED AS RECOMMENDED BY MANUFACTURER

2. LOCATE AT TRAIL HEADS AND AT HIGH USE TRAIL INTERSECTIONS WHERE IT WILL BE EASILY VISIBLE AND CONVENIENT FOR MAINTENENCE.

Pet Waste Facility



B. TRAIL IMPLEMENTATION





8. Trail Implementation

Several issues must be considered at this point in order to develop a trail system for Clearfield City. These include development costs, land acquisition / rights of way, design, construction, priority of trail development, maintenance, and life cycle costs. This section will address each of these issues in an effort to guide Clearfield City in a logical approach to getting trails built and used.

Costs

Based on the standards identified in the previous section development cost for the trails will be as indicated in the following table. Please note that these costs do not reflect the cost of land or right of way acquisition, land surveying and trail design. However, professional fees for survey work, trail design and engineering are to be considered when identifying costs for trail development. A rule of thumb that may be considered when budgeting for these costs is 8% to 10% of cost of construction.

The anticipated costs given are current at the date of this document. Adjustments to the costs will need to be made throughout the period of trail development.

Anticipated	Costs for	Iraii	Construction

Description of Work	Material and Labor in \$	Unit of Measure
Clear and grub	2650.00	acre
Strip Topsoil	1.60	cubic yard
Rough Grading	0.30	square yard
Spread Topsoil, Fine Grading	3.70	cubic yard
Road Base (8")	0.80	square foot
Asphalt (2")	1.00	square foot
Hydroseed (4' each side of trail pavement)	0.18	square foot
Furnishing and Lighting – Series 'A'		
Table	950.00	each
Bench	600.00	each
Trash Receptacle	450.00	each
Area Light	6000.00	each
Drinking Fountain	3200.00	each
Bike Rack (seven bicycles)	700.00	each
Furnishing and Lighting – Series 'B'		
Table	2600.00	each
Bench	1300.00	each



Trash Receptacle	1000.00	each
Area Light	8000.00	each
Drinking Fountain	5500.00	each
Bike Rack (two bicycles)	400.00	each
Pet Waste Facility	550.00	each
Pedestrian Bridge	16,500.00	each
Interpretive Sign	4000.00	each
Roadway Sign	200.00	each
Trail Sign	150.00	each
Pavement Marking		
Stripe (4" wide)	0.20	linear foot
Arrow	1.10	square foot
Letters and Numbers	1.40	square foot
Handicap Symbol	30.00	each
Barrier Post (vinyl coated)	250.00	each
Guide Rail	8.40	linear foot
Fence	12.00	linear foot
Shelter	15,000.00	each
Restroom (4 fixture)	45,000.00	each
Restroom (4 fixture)	45,000.00	ea

Land Acquisition / Rights-of-Way

There are a variety of ways lands and rights-of-way can be acquired for trail development. Often combining several strategies proves to be successful when acquiring land and establishing corridors. Please keep in mind that a real estate attorney should be consulted when preparing and executing agreements for land and trails. Make every possible effort to avoid condemning property for trails. Acquisitions should involve only willing sellers or voluntary donors. Condemnation is a proven way of generating controversy and damaging publicity for trail projects.

Donations. Before paying cash always ask for donations. The best way to solicit donations is to negotiate with landowners on an individual basis, making sure to explain all of the income tax deductions and tax benefits (donations of land for public recreation purposes are considered charitable gifts).¹

Trail Easements, Licenses, and Revocable Permits. Easements, licenses, and revocable permits are ways to acquire the use of land for trail purposes without obtaining full ownership of the land. A trail easement is a legally

¹ Charles A. Flink, et al, *Trails for the Twenty-First Century*, 2nd Edition, Island Press, p. 126



binding agreement between a landowner and a public agency in which the landowner grants rights of public access, such as a trail, or forgoes development rights on the land, either for a specified period of time or permanently, for conservation purposes. An easement is a powerful way to protect trail corridors while maintaining land in private ownership. Easements may be donated, sold, or traded. Full title to the land is not purchased, only those rights granted in the easement agreement, so the easement purchase price is less than full title value.²

Land Dedication. Landowners and developers may dedicate corridors for trail use, typically accomplished when tracts are subdivided. Dedication for trails involves setting aside a portion of the parcel being developed, limiting the use of the dedicated portion to trail uses, and conveying the land to a government entity or non-profit land trust organization.³

Fee-Simple Purchase. Fee-simple ownership means that an agency is purchasing full title to a property and all rights associated with it. Fee-simple purchase is the most costly method of acquiring land for trails, but is effective in achieving full ownership of a trail corridor.⁴

Bargain Sale. A bargain sale occurs when landowners voluntary sell land or an easement on land at a below-market value for trail purposes. The benefit of a bargain sale is that the landowner may be eligible to take charitable deductions from federal and state income taxes.⁵

Right of First Refusal. A right of first refusal provides the opportunity to match a purchase offer received by the landowner at a future time, if and when the owner decides to sell the property. The main disadvantage of the right of first refusal is the potentially higher future cost of the land when the landowner decides to sell.⁶

Lease Purchase. Some organizations and agencies have acquired right-of-way and open space lands through a lease purchase agreement. Through this method, the land is secured through a five-, ten-, or twenty-year lease, with conveyance of ownership interest at the end of the lease term.⁷

Design

While this master plan document provides guidelines, standards and ideas for trail system development throughout Clearfield it does not provide detailed trail design. As each of the trails are considered for actual development specific trail design should be completed prior to implementation. The traditional tasks to be completed prior to construction include completing an accurate

² Flink, *Trails*, p.127

³ ibid

⁴ ibid

⁵ ibid

⁶ ibid

⁷ ibid



property, boundary and topographic survey of the trail corridor. This survey information is then transferred to a qualified trail designer who will complete the trail design including trail layout, trail sections and identifying appropriate trail facilities, furnishings, lighting and equipment. Complete details and specification of the trail design are a part of the trail designer's duties as well as estimating anticipated construction costs. The trail design should identify the complete trail and associated amenities for review and approval by the City prior to construction. This will give Clearfield City control on the trail development, its costs and the construction process. With an approved trail design in hand the City is able to move onto the construction phase of trail implementation.

Construction

A competent contractor experienced in trail building should complete trail construction. During construction the contractor must be conscientious of adjacent landowners and their property. Care should be taken to minimize the negative impacts of construction such as noise, dust, dirt on roadways, litter and damage to property. The methods and process of construction should be monitored and inspected to insure the trail is constructed to proper standards, specifications and code. A properly constructed trail will provide Clearfield City a recreational facility requiring less maintenance and fewer headaches.

Landscaping

Landscaping for the trail system is primarily limited to trail heads and trails that are separate from roadways. It is these trails and trailheads that are considered for this discussion of trail landscaping. This planning effort recommends limiting the impact of trails on the landscape while improving the trails immediate surroundings. Generally a four-foot wide shoulder on each side of the trail should be incorporated into each trail where possible. This shoulder should be hydroseeded with a grass seed mix requiring minimal maintenance and water. Irrigating the trail shoulders is not recommended due to the costs involved in construction, operation and maintenance of the irrigation system. A hardy seed mix is essential. See the recommended seed mix below. Seeding time is also important. Seeding should be completed in early spring to take advantage of spring rains for establishing the grasses.

Recommended Seed Mix:

1 part Agropyron cristatum 'Fariway Chrested Wheatgrass

1 part Agropyron riparium Streambank Wheatgrass

1/2 part Festuca ovina Sheep Fescue

Seeding Rate: 2 lbs / 1000 square feet. Parts determined by weight.

Shrub and small tree planting should also be included in trail landscaping. Placing shrubs and small trees periodically along a trail adds interest and variety. Trees and shrubs should be kept in groupings and placed just beyond the trail shoulder. Please see the appropriate design standards. Spacing of



plant groupings can be varied to enhance views and break up the sameness that may occur along a trail route. The trees and shrubs should be native and able to survive, once established, without supplementary watering. To establish newly planted trees and shrubs supplemental watering will be required for at least the first growing season.

Recommended small trees and shrubs include:

Botanical Name

Common Name

Trees

Populus angustifolia

Narrowleaf Cottonwood

Quercus gambelli

Scrub Oak

Rhus glabra

Smooth Sumac

Robina ambigua

Idaho Locust

Salix scoulerana

Mountain Willow

Shrubs

Amelanchier utahensis

Utah Serviceberry

Artemisia tridentate

Big Sagebrush

Chrysothamnus naueosus

Rubber Rabbitbrush

Cornus stolonifera

Red-Osier Dogwood

Purshia tridentate

Antelope Bitterbrush

Rhus trilobata 'Wasatch'

Squawbush

Rosa woodsii

Woods Rose

Salix rigida

Sandbar Willow

Many trailheads will be located on existing or future City parks. Landscaping for these should be consistent with the park in which they are located. In other locations landscaping for trailheads can be a manicured type landscape or a native, low water requiring landscape or a mix of each. When trails and trailheads are designed care should be taken to have the trailhead landscape fit within its surrounding. If in an established neighborhood a more manicured landscape would be more appropriate. In a more remote, rural area a landscape scheme using native vegetation is recommended.

Priority

A citywide trail system must be completed one step at a time. To accomplish this in an orderly manner priorities must be established. The priorities for trail development for Clearfield City include identifying which trail should be developed in which order. Considerations for identifying trail development priorities include: user needs (demand for a particular trail), available land, available access and routing and budgetary constraints. A solid set of trail development priorities will guide Clearfield City in a logical manner to complete a citywide trail system.



Many of the trails identified in this master plan are shared routes with city and state roads. Coordination with appropriate agencies is required to identify the accessibility of these routes and their capacity to accommodate trail development. The process of establishing a trail on an existing roadway is in comparison simple to creating a trail on undeveloped land. Improvements needed to create such a trail include signage for automobile traffic, signage for bicycle traffic and possibly lane marking.

The recommended priority of trail development for these shared routes, based on current understanding of user needs are first, Antelope Drive Trail. The trail development on this route will be hindered at the present time as Antelope Drive is currently under reconstruction. Following Antelope Drive Trail, a combination of trails should be developed. These are 700 South Street Trail, South Main Street Trail (central portion) and 200 South Street Trail. This combination of trails will give a central east-west route through the City. Following these should be 1000 West Street Trail and the southern portion of South Main Street Trail. Falcon Trail and Center Street Trail should be developed in conjunction with Canal Trail as they junction with this trail and will bring trail users to and from Canal Trail.

Recommendations for prioritizing development of trails that are separate from roads places the south end (from the south City boundary to approximately 400 South) of Canal Trail first. The access and corridor of this route is available as the City currently holds an agreement with the canal company to develop a trail on this land. This will become a showpiece for the Clearfield City trail system and a point from which citizens will become familiar with and excited about the City's trails. As usage and property concerns are settled with the adjacent neighborhoods at the northern end of this trail it should be extended north to the City's border.

Second on priority for the separated trails should be Old Rail Trail. Development of this trail should be coordinated with Utah Transit Authority. As mentioned earlier they are currently in the process of defining trail usage on this corridor and are soliciting input from impacted cities.

Finally, West Powerline Trail should be developed. Development of this trail should include coordination with Syracuse City to have a continuous trail as this route crosses Clearfield's and Syracuse's borders in several locations. Also, coordination with and approval by the utility company and property owners must be achieved to allow this trail to be developed.

It should be noted that there are plans for Clearfield City to have a Transportation Hub centered on a proposed Commuter Rail System. This Hub, planned to be located on the west side of State Street at about 1200 South, will become a major Intermodal traffic link. Trails for access to this Hub from the trails outlined in this plan should be planned and implemented as part of the Hub's development



Maintenance

Maintenance is a key to having successful trails. Well maintained trails are more inviting and enjoyable to use. They are easier to use and in the long run are less costly. Periodic maintenance on a small scale is more economic than large-scale maintenance after a long period of neglect.

Trail maintenance includes insuring signage is intact and legible, paving is smooth and has a consistent surface, vegetation is under control and not overgrowing the trail, furnishings, lighting and other trail related facilities are well repaired, painted and showing minimal if any signs of vandalism. Should any of the facilities be vandalized repairs must be made as quickly as possible. Some signs of vandalism spawn more vandalism. Keeping things in good working order and appearing neat and clean is a great deterrent to abuse.

Time for City staff to complete regular inspections and maintenance operations should be included when planning and budgeting for trail development. Trail inspections and maintenance should be completed on a weekly basis.

Life Cycle Costs

When planning and budgeting for trails it is important to budget for the design and construction, and for costs incurred during the life of the facility. Costs to the City for trails once completed include regular maintenance, repair and upkeep, trash removal, seasonal cleanup, re-paving, utility costs (water and power), and equipment costs for maintenance, security, safety and upkeep. These costs need to be considered in budgeting and planning. Following is a more detailed outline of life cycle costs to be considered. These are recommendations. The list may need to be adjusted yearly as trails are developed and actual costs are more clearly defined.

Maintenance

- Replace missing and damaged regulatory and directional signs
- Repaint worn pavement markings
- Trim trees, shrubs and grass to maintain required sight distances
- Patch holes, fill cracks and feather edges
- Clean drainage systems; modify to eliminate puddling
- Sweep to remove leaves, mud, gravel and other debris
- Mow selected areas where a groomed look is desirable
- Pick up trash, empty trash receptacles and replace pet waste bags
- Clean out ditches, culverts and other drainage structures
- Maintain furniture and other support facilities
- Clean rest rooms and drinking fountains; repair as needed
- Remove graffiti from rest rooms, retaining walls, rocks and other surfaces
- Prune dense understory growth to promote user safety
- Inspect structures for deterioration
- Remove fallen trees



- Clean and replace lights
- Spray for weed control
- Remove snow and ice as may be required in certain location and on certain routes

Although there are no exact rules for calculating the frequency for maintenance activities the following table provides some guidelines:

Resurfacing		
Surface	Schedule	
Asphalt	every 5-12 years (resurface with top coat and replace sections	
Concrete	every 20+ years	
Crushed Stone	every 5-8 years (with frequent repair)	
Routine Maintenance		
Task	Schedule	
Inspections	weekly or by-weekly	
Sweeping or blowing debris	once every 3-4 weeks	
Trash Removal	once every 2-4 weeks	
Vegetation Management	2-3 times during the spring, summer and fall season	
Repair / Replace signage, furnishings, equipment and paving	as indicated through inspections	
Cleaning and Replenishing Rest Room Facilities	1-2 times each week	

Security and Safety

Security and safety is a major factor in the amount of use a trail receives. Users need to have a secure feeling and have safe facilities. Trail users themselves do a majority of the patrolling that is done on trails. A byproduct of a highly used trail is that with people close-by and visible there is a more secure feeling while using the trail. When trails are used there is a self-policing effect.

Given that highly used trails provide self-policing there still needs to be patrolling by law enforcement officers on a regular and routine basis. Patrolling by law enforcement officers gives added security and they will be available to provide assistance when needed. Bicycles are an effective tool for Officers to successfully cover a large number of trail miles when patrolling. The City, having trails as a part of its infrastructure and amenities must include in the budgeting process time and equipment for law enforcement officers to patrol the trails.



Safety of trails and their related facilities is largely dependant on good design and regular maintenance and upkeep. These issues have been thoroughly discussed earlier.

Utility Costs

Utility costs that can be incurred by a trail system come from providing restroom facilities, drinking fountains, area lighting and maintaining these facilities. Care should be taken to provide adequate facilities and be cautious to insure these facilities will be efficient in design and effective in use.

Costs to keep trails in a good and safe working order can be substantial and must be planned for. As a method of helping to reduce these costs Clearfield City may consider using service groups, volunteers, donated time and funds to assist in trail operations. In some communities garden clubs, scouts and other service oriented organizations have successfully improved trail systems by providing their areas of expertise. Another area to consider is an Adopt-a-Trail program where individuals and/or groups may want to adopt a trail or portion of a trail to provide routine service and upkeep.



9. Funding









9. Funding

Funding sources for trail design, development and management can come from a variety of sources in addition to regular City capitol improvement funds. These sources are available from the private sector as well as from state and federal sources. The following funding sources represent some of the opportunities typically available.

Federal and State Sources of Funds

The largest source of funding for trails is authorized through federal surface transportation legislation. This is codified in title 23 of the US Code. In 1991 the title was amended to include pedestrian and bicycle transportation, mainly trails. This was known as ISTEA (Intermodal Surface Transportation Efficiency Act). The current form of this act is SAFETEA and is proposed to authorize funding beyond 2003. It however is proposed funding and at the time of this document the bill has not officially been approved. Further information on federal funding for trails is available at www.americantrails.org/resources/fedfund/index/html. General information on federal funding can be obtained through the National Transportation Enhancements Clearinghouse at www.enhancements.org.

Under the federal surface transportation legislation and other federal legislation there are several federal funding sources. They include:

- Surface Transportation Program (STP)
- Transportation Enhancement Program
- Congestion Mitigating and Air Quality Improvements Program (CMAQ)
- Recreation Trails Program (RTP)
- Community Development Block Grant Program
- Land and Water Conservation Fund Grants (LWCF)

The state of Utah has an agency for trail funding that works with both state and federal funding sources this is administered under the Utah Division of Parks and Recreation by John Knudson, Trails Coordinator, he can be reached at:

801.538.7344 <u>nrdpr.jknudson@state.ut.us</u> <u>www.stateparks.utah.gov/parks/trails/trails.htm</u>

A conversation with Mr. Knudson, revealed that the state has funding on a matching basis for community trails. The trail funding through the Department of Natural Resources, Division of Parks and Recreation comes from two sources. Federal funds available for the fiscal year 2004-5 will be about \$200,000.00; half of what was available the previous year. The second source is funding from the state budget. At the time of printing the budget for community trails for the 2004-5 fiscal year is undetermined. However, based on the current state budget conditions the monies that will be available for community trails will be limited.



Application for both federal and state funding is made to the State Division of Parks and Recreation. Application deadline is May 1st. A review committee considers the applications and funding is awarded in early August.

Mr. Knudson recommended holding a discussion with him prior to making application. The discussion will provide valuable information to Clearfield on how to best make the application for funding and determine trails that will be most likely to receive funding. The best time for this is during the winter months.

The types of trails that the state is looking to fund are trails or portions of trails that will work into a system of regional or statewide trails connecting cities and towns.

Another state funding source is through the Utah Department of Transportation Enhancement Program this program is administered by the Local Government Programs Engineer, UDOT Program Development, c/o George Thompson who can be contacted at:

801.965.4366 gthompso@dot.state.utBox www.dot.utah.gov/progdev/enhance/

Sandy Weinrauch, Bicycle and Pedestrian Planner, is another contact at this agency. She can be contacted at:

801.965.3897 <u>sweinrauch@dot.state.ut.us</u> <u>www.dot.state.ut.us/progdev/bike/</u>

John Knudson, listed above, also administers state funding under the Utah State Trail Funding Source.

Other state/federal funding sources can be investigated and researched through Klass Strategies, Trail Funding Sources for Utah at:

www.klass-strategies.com/TrailBuilding.asp

Local Government

In addition to capitol improvement funding from the City budget other funding sources available to Clearfield may include taxes, impact fees or bond referendums.

Private Sector

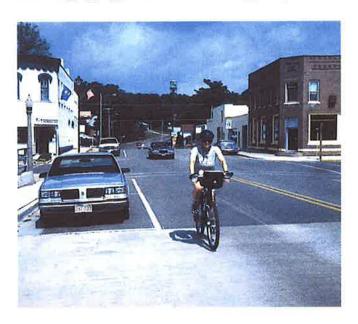
Private sector funding sources can be available in the form of land trusts or from foundations, local businessmen, individual sponsors, volunteer work and "Buy-a-Foot" programs.



Funding assistance is available in many forms for Clearfield City to develop its trail system. It is recommended that initially contacts be made with the state agents listed for their assistance and guidance on the available state and federal funds. It is also recommended to not overlook the potential for private sector funding.



10. REFERENCES and APPENDIX





Appendix

The Citizens of Clearfield City made the following statements to the planning team. Following are written comments received from the Public Open Houses held on 15 May 2003 and 19 June 2003, an email message received and notes from a telephone conversation.

Comments from Open House held 15 May 2003

I walk five times a week, four to five miles a day. Trails would be very welcomed and appreciated, especially along the old DRG railroad corridor. The trails could eliminate gang activity, offer safety, lighting, and an escape from the fast paced world. The older looking lights would create an ambiance with the old railroad.

-Kristi Bush

I recommend that the canal trail be removed from the plan. A real danger exists in children falling in and being unable to get out. Also there are numerous busy streets to cross which poses a real danger. Underpasses at these busy streets would be prohibitively costly as would fencing along the canal. Many homes border the canal which puts the trail practically in their back yards. Other options seem to be much more practical overall.

-George Budd

I live on Lynnwood Drive and feel the Canal Trail is not in my best interests because:

- 1. Loss of privacy
- 2. Garden vandalism
- 3. Noise
- 4. Nuisance from all hours
- 5. Safety of some users that will be forced off the trail into the canal -Robert Stephens

Comments from Open House held 19 June 2003

I see a lot of danger if someone were to fall into the canal and drown. I'm told there is no plan to fence the canal from the trail. I see people throwing garbage into the yards of people living along the trails. I'm against it!

-Duane Nye

With the trail - you would want to consider phone booths - with connection to dispatch for emergency purposes. Also, if someone were to fall in run ropes or cables across canal for a person to reach.

- Clay Rigby

I realize my typed comments are more focused on the 'canal' portion of the trails project. However, I still do not see the necessity of it. Why develop



'trails' when there are streets throughout Clearfield that do not have adequate sidewalks for pedestrian traffic anyway?

-Shellie Ferry

Typed Comments of Shellie Ferry:

Please note that Mrs. Ferry expressed that she was expecting to make a statement at a public hearing at the time of the open house she attended. These comments were prepared to assist her in that anticipated public hearing. The meeting held, however was not a public hearing as such. Her comments are included herewith to show her feelings and concerns about the canal trail. The text is shown as originally written.

1. Safety:

A. Signs along canal fence now say "Hazardous" and "No trespassing". What has changed to make the canal less hazardous?

2. Security:

- A. I'm concerned about the safety and security of the property owners whose BACKyards this walk- way would go through.
 - I. Peeping Tom at the apartments.

Police were able to aprehend him because there were very few ways for him to go. What if he would have had access to any backyard?

II. I already have people who walk in front of my house every day and leave their garbage and cigarette butts in my bushes and flowers. I do not want that same garbage in my BACKyard.

3. Privacy:

A. I like my privacy in my BACKyard. I do not want to share it with anyone, but my neighbors, and not strangers walking up and down the canal in my backyard.

4. Funding:

A. Who pays for this?

Who gets the money for this?

How is this going to benefit me -the Clearfield City tax and utility payer?

I. Six years ago I was paying \$40.00 every OTHER month for utilities. I now pay over I \$50.00 EVERY month for utilities. My taxes have gone up consisitently every year more for Clearfield City than for Utah State. Explain to me how this would benefit me in away that I cannot refuse? Am I going to have secondary water access?

5. Ongoing Upkeep:

- A. Who is going to pay for the maintainence? Right now the canal is a firehazard. One cigerette butt in those weeds and peoples' homes are endangered. How do fire trucks, or fire men get back there for afire?
- B. Is it supposed to be paved? Have sprinkler systems? Garbage clean up?
- C. Theft drop off. (Bikes, grocery carts, etc...).
- D. What about the ducks and geese that inhabit the banks of the canal? We see ducks and geese in there all the time.

6. Closing Statement:

I am a Mom. I am a property owner in Clearfield City. Tonight my husband is working and my children are with a babysitter so I can be here tonight. I should



not have to be here tonight because I took the time way back when to vote people into these offices here to make good decisions for me here in the community .-To protect my interests as a community member. Having this walkway does not protect my interests. I do not think it is a good decision.

Email received

I wanted to quickly drop you a note and give my approval, my gratitude, my hope for the success of this "Trail Master Plan."

The trails plan is a wonderful opportunity to invigorate our community and what it has to offer. The benefits are countless and all of which you probably know. Health and strength, to body and mind, a place for families, and increased real estate value to name just a few that come to my mind. I have no negative comments and just one concern, that you can't move forward with this fast enough...

Please let me know of any community discussions, polls or information that I can get or be involved with. I would love to be apart of the discussion and moving forward with this project.

-Aaron Smith, 7 November 1003

Telephoned Comments

A member of the planning team had a telephone conversation with Mr. Mel Thompson and his wife Shauna early in the planning process. The purpose of the call was to get Mr. Thompson's input on the proposed Canal Trail. The following are concerns Mr. and Mrs. Thompson mentioned.

- · Safety children falling into the canal
- City's liability for accidents
- Dogs on trails and dog mess
- Trail traffic will discourage and scare wild waterfowl from canal
- Safety fence is needed at canal edge and at private property edge
- There is not adequate property for a trail
- · Trash
- He would prefer a trail at Steed Park
- Motorcycles in the dry canal will continue, and trail will encourage motorcycles
- Road crossings trail users and road crossing conflicts
- Multiple road crossings at 300 North, 500 East and 200 South
- There has been a car that drove off the bridge into people's yard
- Rear yards at canal
- Fence needed at private property line



References

The following references were used in preparing this planning document. They contain a wealth of information related to trail planning and development. It is recommended that Clearfield City staff keep these close at hand when considering the implementation of this trail system.

Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials, 1999.

Trails for the Twenty-First Century, Planning, Design, and Management Manual for Multi-Use Trails, Second Edition, Charles A. Flink, et al, Rails to Trails Conservancy, Island Press, 2001.

Salt Lake County Regional Trails Plan, A/E Intra Group, 1993.

Manual on Uniform Traffic Control Devices (MUTCD), US Department of Transportation, Federal Highway Administration, 2003 also at http://mutcd.fhwa.dot.gov/kno-2003.htm.

American Trails, http://americantrails.org

Several research articles are available through this web site. Under the heading of News and Alerts information can be found regarding the latest on federal funding. Under the heading of Resources and Archives, sub-topic: Planning-Statewide Trails there are articles and research that address some of Clearfield City's trail development issues such as:

- Carlson, James G., Utilizing Irrigation Canals in Northern Utah for Recreational Trail Use: An Evaluation of Issues and Concerns, Utah State Department of Landscape Architecture and Environmental Planning, Logan, Utah 2000.
- Holisko, Gary, Power Line Trails: Safe Management and Development, 2003.

Contacts

- Utah Department of Transportation, Region 1, Bruce Uhaas, 801.620.1600
- Utah Transit Authority, Michelle Rust, 801.626.5626 ex 3255
- Utah Division of Parks and Recreation, John Knudson Trails Coordinator, 801.538.7344
- Federal Recreational Trails Program, Local Government Programs Engineer, George Thompson, UDOT Program Development, 801.965.4366
- Davis-Weber Canals Company, 801.774.6373
- Envision Utah, 801.973.3307
- Wasatch Front Regional Council, Jory Johner, 801.292.4469
- Utah Power and Light, 1.888.221.7070

CLEARFIELD CITY COUNCIL MEETING MINUTES 6:00 P.M. WORK SESSION October 9, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

Nike Peterson Councilmember
Vern Phipps Councilmember
Tim Roper Councilmember
Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

Summer Palmer Assistant City Manager

Stuart Williams City Attorney
Devin Rogers Police Lieutenant
Scott Hodge Public Works Director

Eric Howes Community Services Director
Spencer Brimley Community Development Director

Brad McIlrath Senior Planner Rich Knapp Finance Manager

Trevor Cahoon Communications Coordinator

Nancy Dean City Recorder Wendy Page Deputy Recorder

Mayor Shepherd called the meeting to order at 6:00 p.m.

<u>DISCUSSION ON A REQUEST TO REZONE PROPERTY LOCATED AT</u>
APPROXIMATELY 1017 EAST 700 SOUTH AND 1029 EAST 700 SOUTH (TIN:09-017-0009, 09-017-0010, AND 09-017-0011) FROM R-1-8 (RESIDENTIAL) TO C-2 (COMMERCIAL)

Brad McIlrath, Senior Planner, informed the Council that Maverik requested a rezone for properties located at 1017 East 700 South and 1029 East 700 South from R-1-8, Residential, to C-2, Commercial. He indicated the request was supported by the General Plan. He explained Maverik would be working with Dominion Energy to move its utility to another part of the property and also need to work with the City vacating the side street on the property that serviced the homes that were previously on the property. There was a question about whether the 1000 East would need to be widened to accommodate traffic. Mr. McIlrath responded there would need to at least be an additional turn lane to accommodate larger vehicles. He informed the Council that the Planning Commission reviewed the request and recommended approval.

DISCUSSION ON A ZONING TEXT AMENDMENT TO CITY CODE TITLE 11 CHAPTER 3 MAKING CHANGES TO DEFINITIONS FOR DAYCARE RESIDENTIAL AND DAYCARE FACILITY WHICH WOULD ALLOW MORE CHILDREN TO BE CARED FOR AT A RESIDENTIAL DAYCARE

Brad McIlrath, Senior Planner, informed the Council that the City received a request to increase the number of children allowed as part of a residential daycare. Mr. McIlrath reviewed the following:

- The City's ordinance currently allowed up to eight (8) children at a residential daycare.
- Residential daycare providers were required to be licensend by the State of Utah.
- State licensing allowed daycare providers to care for up to sixteen (16) children.
- Residential daycares were only allowed in residential zones and daycare facilities were only allowed in commercial zones.
- Surrounding cities were allowing twelve (12) to sixteen (16) children in residential daycares.
- If the ordinance was changed residential daycare providers would need to come to the City and amend their current business licenses.

There was a discussion about the amount of square footage needed to properly care for sixteen (16) children in a residential daycare. Mr. McIlrath explained the State regulated that requirement, as well as other requirements, and applicants needed to have the State license prior to applying for a City business license. He also commented the State required a ratio of 1 adult per 8 children. There was a discussion about impacts of allowing additional children: traffic, square footage, lot sizes, code compliance, and enforcement. Mr. McIlrath explained that in most cases the increase in children being cared for was related to families already using the provider having additional children. The Council expressed a desire to keep children as safe as possible and there might need to be additional requirements in place before approving an increase to the number of children that could be cared for at one location. Mr. McIlrath stated he would reach out to the State to determine what things were actually being regulated by it when a license was granted.

DISCUSSION ON A ZONING TEXT AMENDMENT TO CITY CODE TITLE 11 CHAPTER 19 – FORM BASED CODE (FBC) THAT WOULD REDUCE VISITOR PARKING PERCENTAGES, OPEN SPACE/LANDSCAPING PERCENTAGES, AND THE SETBACK FOR BUILDINGS LOCATED ADJACENT TO PARCELS NOT LOCATED IN THE FBC AREA

Brad McIlrath, Senior Planner, stated there had been a request to consider changes to various parts of the Form Based Code (FBC). The following items were requested to be amended:

- Reduce the visitor parking space requirement from twenty-five (25) percent to fifteen (15) percent of required amounts;
- Allow an overlap of the ten (10) percent open space and ten (10) percent landscaping requirement so as not to require a full twenty (20) percent of site in open space and landscaping combined; and

• Reduce the required twenty-foot (20') setback for new buildings with yards adjacent to existing single family or townhome residential not in the FBC area to be more flexible in width by also allowing other uses other than landscaping.

Mr. McIlrath reviewed options for setback visitor parking and open space and landscaping standards. He also reviewed the same standards in the form based codes adopted by South Salt Lake and South Ogden, as well as the template from Wasatch Front Regional Council.

There was a discussion about whether deviations from the FBC standards were better addressed through development agreements for unique properties or amending the ordinance applying new standards to all development in the FBC areas. Mr. McIlrath commented there were multiple properties on the east side of State Street that could have width issues making development problematic under the current standards of FBC. He also proposed simplifying the language for understanding of landscaping requirements in regards to setbacks.

There was discussion on an appropriate number for visitor parking and percentage of open space and landscaping requirements. There was a debate about abandoning standards that created greater appeal with more open space and landscaping. Mr. McIrath reviewed the Planning Commission's recommended amendments to the ordinance.

- Reduce the visitor parking space requirement from 25 percent of amount required amounts to 15 percent.
- Amend the open space and landscaping percentages to require that the total site shall have a combined open space and landscaping percentage of 20 percent and in no case shall either be less than 5 percent of the site.
- Amend the required 20 foot setback for new buildings adjacent to existing single family or townhome residential to be a building setback and allow more than landscaping to be located in that area.
- Amend Table 7.5 (2) to correctly read TC/CC in both columns and to require a minimum 5 foot buffer landscaping between TR (Town Residential) and TR (Town Residential) and also existing single family and townhome residential and TR.

Councilmember Bush moved to adjourn the work session and reconvene in policy session at 6:59 p.m., seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

The meeting reconvened at 8:19 p.m.

DISCUSSION ON A ZONING TEXT AMENDMENT TO CITY CODE TITLE 11 CHAPTER 19 – FORM BASED CODE (FBC) THAT WOULD REDUCE VISITOR PARKING PERCENTAGES, OPEN SPACE/LANDSCAPING PERCENTAGES, AND THE SETBACK FOR BUILDINGS LOCATED ADJACENT TO PARCELS NOT LOCATED IN THE FBC AREA - CONTINUED

Mr. McIlrath provided the City map and talked about how the proposed amendments would affect various properties in the FBC areas. He commented the City wanted to make sure it protected its single family neighborhoods while providing flexibility for new development. He also recommended a 20 foot building side and rear setbacks not specific landscape setbacks. JJ Allen, City Manager, commented if the setback were changed to 20 feet it would be important to require at least five feet of that setback to be landscaping. Mr. McIlrath agreed. Mayor Shepherd and members of the Council commented they would be unwilling to allow anything less than 20 feet on the side and rear setbacks.

There was a discussion on acceptable parking standards for the FBC. The Council expressed concern with dropping the visitor parking requirement to 15 percent because the intent was to create a walkable community and visitors would need somewhere to park so they could walk the downtown area. There was further discussion about encouraging structured parking rather than ground level parking and the cost of structured parking. Mr. McIlrath commented developers were pushing back on structured parking and wanting other concessions because of the cost.

Mr. McIlrath asked if there were any concerns with the proposed amendments to the open space and landscape requirements. The Council appeared comfortable with the proposed amendments to open space and landscaping requirements.

<u>DISCUSSION ON A ZONING TEXT AMENDMENT TO CITY CODE TITLE 11 CHAPTERS 4 AND 5 MAKING CHANGES TO CONDITIONAL USE PERMIT REQUIREMENTS AND SITE PLAN REVIEW</u>

Brad McIlrath, Senior Planner, explained conditional use permits and site plan review were administrative actions as defined by Utah State Code. He proposed updating the City's ordinances to more fully align with State Code requirements by including clarification that site plan review would only be completed for permitted uses in a zone or for minor changes to the site or development of permitted uses. He also reviewed new language, which aligned with State Code, for the conditional use permit ordinance that clarified the process was to mitigate impacts from development not eliminate those impacts.

JJ Allen, City Manager, further explained the proposed amendments would simplify the process for the applicant by only requiring site plan review for permitted uses, whereas currently site plan review was required for both. He continued conditional use permits would not require a separate site plan review rather it would be handled as part of the same process which should save time and money for applicants.

Councilmember Peterson moved to adjourn at 8:55 p.m., seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmember Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.



CLEARFIELD CITY COUNCIL AND PLANNING COMMISSION JOINT MEETING MINUTES 6:00 P.M. WORK SESSION October 16, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

Nike Peterson Councilmember
Vern Phipps Councilmember
Tim Roper Councilmember
Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

Stuart Williams City Attorney

Scott Hodge Public Works Director

Greg Krusi Police Chief

Eric Howes Community Services Director Spencer Brimley Community Development Director

Brad McIlrath Senior Planner Rich Knapp Finance Manager

Trevor Cahoon Communications Coordinator

Nancy Dean City Recorder Wendy Page Deputy Recorder

EXCUSED: Summer Palmer Assistant City Manager

PLANNING COMMISSION MEMBERS: Ruth Jones, Chris Uccardi, Robert Browning, Nicole Bigelow, Levi Lloyd, Eden Bush

VISITORS: Vicki Martin, Donovan Gilliland – DG Construction, Jerome Curran, Kalub Curran

Mayor Shepherd called the meeting to order at 6:15 p.m.

SITUATIONAL SAFETY TRAINING

Curtis Nielsen, Police Officer, provided the Mayor, Councilmembers and Planning Commissioners safety training. He reviewed information about active shooter situations which included historical data from the FBI, typical locations, and the OODA (Observe, Orient, Decide, Act) Loop. He explained how the OODA Loop was interrupted by noise, movement, or distractions. He encouraged using objects to distract the suspect to mess with the perpetrator's OODA Loop. A video was shown. Officer Nielsen reviewed emergency exits from the Council Chambers and encouraged those in attendance to be conscious of surroundings and unusual circumstances.

There was a short break in the meeting while the group moved to the multi-purpose room for the remainder of the meeting.

<u>DISCUSSION ON ACCESSORY DWELLINGS UNITS</u>

Spencer Brimley, Community Development Director, introduced the concept of accessory dwellings units. He explained an accessory dwelling unit was a residential dwelling unit meant for one additional single family located on the same lot as an owner-occupied single family dwelling unit, either within the same building or in a detached building. He stated the building included a separate entrance, wall, bathroom, kitchen, and so forth. He emphasized accessory dwelling units would only be allowed in single-family residential zones and were not short-term rentals. He explained the owner would need to reside in one of the buildings rather than allowing the dwelling units to be used strictly for investment properties. JJ Allen, City Manager, added the topic of accessory dwelling units was being entertained by various communities as a way to address the housing affordability issues and growth currently faced by the State of Utah, more particularly along the Wasatch Front area.

Mr. Brimley stated there were two types of accessory dwelling units: attached and detached. He reviewed the general accepted regulations for each type. Attached units generally included the following:

- No separate utility meter
- No separate entrance in the front yard
- Two (2) additional parking spaces required, minimum of three (3) total
- Landscaping required

Detached units general included the following:

- No separate utility meter
- Two (2) additional parking spaces required; minimum of four (4) total
- Landscaping required
- Must conform to accessory building size, height, and coverage requirements
- Must conform to primary structure setbacks

Potential benefits were presumed to be the following:

- Residents could age in place/lifecycle housing
- Property rights could be maintained
- Home ownership might be more affordable
- Money stayed in the local community
- Added an affordability options to renters
- Potentially complied with current codes
- Better emergency management
- Reduced on-street parking

Potential concerns were presented to be the following:

- Parking
- Building Code compliance
- More renters in single family neighborhoods
- Administration and enforcement issues
- Location for emergency response

- Perceived loss of privacy
- Increased density in single family neighborhoods

Mr. Brimley stated staff had been reviewing accessory dwelling unit regulations used by other communities but had not started drafting any language for the City Council to discuss. He recognized the following:

- Accessory dwelling units could be a viable option for diverse housing in the community.
- Allowing accessory dwelling units was not a decision to allow short-term rentals.
- Many other cities in the region had made allowances for accessory dwelling units.
- Owner occupancy was required in one of the units.
- Additional parking was required.
- There were likely existing accessory dwelling units in the City that would need compliance addressed if the City chose to define and regulate them.

Mr. Brimley also reviewed the regional best practices for parking, owner occupancy, annual permits, further stringency for detached units, separate entrances, design guidelines, high sound insulation, and separate bathrooms and kitchens.

There was a discussion about the following:

- The possibility there were existing accessory dwelling units and how to address regulating them for health and safety reasons.
- The need to address housing affordability in a way that lessened the impact to single family neighborhoods.
- The need to address parking as part of any regulation.
- The need to require a building permit in order to make sure the units were built in compliance with exiting codes and regulations.
- The need to address possible impact fees associated with the use.
- Timeframe to start working toward drafting regulations for accessory dwelling units.

DISCUSSION ON LAND USE PUBLIC HEARINGS AND NOTICE REQUIREMENTS

Brad McIlrath, Senior Planner, reviewed land use public hearing and noticing requirements in the Utah State Code. He explained State Code separated land use actions into two separate categories: legislative and administrative. Legislative items were considered to be the adoption or amendments of ordinances or the General Plan and annexations. Administrative items were considered to be site plan review, conditional use permits, subdivisions, and vacations of various land use related items.

Mr. McIlrath also reviewed the City Code requirements for the same items. He recommended amending the City Code to remove any public hearing requirements for administrative items. He also suggested addressing the best practice for noticing the public on administrative items and when it was appropriate to allow for public input on those items.

There was a discussion about the expectation created by a public hearing on administrative items where uses could not be denied if the impacts could be mitigated. Councilmember Peterson suggested providing some sort of notice that was prepared in such a way that it informed the

recipient of the request and what type of input was appropriate from residents. The group agreed residents wanted to know what was happening near them, so noticing was good with defined parameters. There was a discussion about tailoring the notices to provide more education for residents and whether a public hearing could be used as a mitigation tool. There was consensus that a mailed notice in advance of consideration of administrative items was an important way to keep residents informed about what was happening near them, when necessary, while allowing time for them to offer insight that could potentially help the City identify those issues that needed to be mitigated. It was also suggested that public notices might be linked to the City's Facebook page in advance of the items consideration. There also appeared to be general consensus that public hearings should be limited to those required by the State Code.

Eden Bush left the meeting at 7:30 p.m.

<u>DISCUSSION ON THE MODERATE INCOME HOUSING PLAN AND REPORT</u> REQUIREMENTS

Spencer Brimley, Community Development Director, explained that housing affordability was a growing concern for the State Legislature so it was asking cities to make better efforts with reporting data on housing availability and affordability. He stated the reporting requirement was not new but it was determined the reporting needed to be more thorough especially the affordability data. JJ Allen, City Manager, explained the affordability issue was difficult for cities to address because they had little control over it. He mentioned the Utah League of Cities and Towns (ULCT) was busy working to help the Legislature understand that concept. There was a discussion regarding comparing housing affordability in various communities and how the availability was impacting certain cities more than other cities.

Mr. Brimley explained the City would need to file a Moderate Income Housing Report by the end of 2018. He indicated the City had a Moderate Income Housing Plan, which was last amended in 2013 and would need to adopt a new plan before the end of 2019. He stated the report and the plan were two separate requirements.

Mr. Brimley explained the report required the City to analyze data supplied by the State on housing affordability and availability, then report on the deficiencies in Clearfield and how the City planned to address those gaps. He emphasized it was important for Clearfield to tell its story through the report. He indicated the ultimate goal was for communities to have affordable and available housing stock. He stated it was estimated that the Wasatch Front was one-third short in current housing stock.

Mr. Brimley reviewed the data that would be presented to the State representing Clearfield's current statistics and its approach for addressing concerns with housing affordability and availability in the future. He reported, based on the data, the City was doing a good job in providing a diversity of housing options for the community but there needed to be more balance. Mr. Allen commented on a survey he recently participated in where a question was asked about whether the City would be interested in a benchmark for different income levels. He reported his response was the City might consider a benchmark if the goal was to accomplish a better stock in housing that created more balance. He suggested the City was interested in development that

supplied affordable units for high-quality, workforce housing that could potentially replace older housing stock so the current population would have better living conditions.

Councilmember Peterson moved to adjourn the Joint City Council/Planning Commission work session and reconvene in the City Council work session at 8:30 p.m., seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.



CLEARFIELD CITY COUNCIL MEETING MINUTES 6:00 P.M. WORK SESSION October 16, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

Nike Peterson Mayor Pro Tem
Vern Phipps Councilmember
Tim Roper Councilmember
Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

Stuart Williams City Attorney

Scott Hodge Public Works Director

Greg Krusi Police Chief

Eric Howes Community Services Director Spencer Brimley Community Development Director

Brad McIlrath Senior Planner Rich Knapp Finance Manager

Trevor Cahoon Communications Coordinator

Nancy Dean City Recorder Wendy Page Deputy Recorder

EXCUSED: Summer Palmer Assistant City Manager

VISITORS: Julie Barreda – Waste Management, Blake Leonelli – Waste Management, Beth Holbrook – Waste Management, Vicki Martin, Donovan Gilliland – DG Construction, Ruth Jones, Chris Uccardi, Robert Browning, Jermoe Curran, Kalub Curran, Nicole Bigelow, Levi Lloyd, Eden Bush

Mayor Pro Tem Peterson called the meeting to order at 6:03 p.m.

Mayor Shepherd arrived at 6:10 p.m.

PRESENTATION BY WASTE MANAGEMENT

Beth Holbrook, Waste Management, introduced Blake Leonelli and Julie Barreda with Waste Management and explained she would soon be turning her duties over to Mr. Leonelli as the new contact for the northern Utah area. She mentioned Waste Management looked forward to a continued relationship with the City. Mr. Leonelli stated he had a passion for Waste Management and planned to keep current relationships moving forward. He noted he would be sharing his contact information with the City. He expressed appreciation for the City's support during the transition and future working relationship.

Councilmember Roper moved to adjourn the work session and reconvene in the Joint City Council/Planning Commission work session at 6:08 p.m., seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

The City Council work session reconvened at 8:36 p.m.

<u>DISCUSSION ON AMENDMENTS TO THE COMMUNITY DEVELOPMENT BLOCK</u> GRANT (CDBG) ONE YEAR ACTION PLAN FOR 2018/2019

Brad McIlrath, Senior Planner, explained there were funds remaining from the 2017/2018 Community Development Block Grant (CDBG) One Year Action Plan that needed to be spent. He recommended the total unspent funds of \$36,515.39 be reprogrammed to continue the Housing Rehabilitation Program during the 2018/2019 CDBG program year. He mentioned the Housing Rehabilitation Program had been very successful since the spring of 2018 and all of the currently allocated funds were projected to be spent by November 30, 2018. He reported the current funding level had completed twelve projects.

Councilmember Peterson asked if there was a way to use the funding for roll-off dumpsters at various locations throughout the City for cleanup projects that would rejuvenate neighborhoods. Mayor Shepherd explained money for dumpsters would need to come from other funds given the HUD requirements for the allocation of CDBG funds. There was consensus that the funds could reprogrammed to expand the Housing Rehabilitation Program.

DISCUSSION ON AN ADDENDUM TO THE DEVELOPMENT AGREEMENT WITH DG CONSTRUCTION SPECIFIC TO THE PROJECT KNOWN AS CLEARFIELD JUNCTION PROJECT

Spencer Brimley, Community Development Director, reminded the Council that a Development Agreement had been entered into with DG Construction for the development of Clearfield Junction. He explained the developer was asking for some exceptions to the FBC regulations to accommodate the development that would need to be addressed through an addendum to the agreement.

He reviewed the proposed items the developer was asking the City Council to consider:

- Not require a six-foot (6') step back for buildings taller than three (3) stories.
- Mixed use entry type that would not to be recessed as required by FBC. (Staff recommended additional architectural features over the door to identify entries if the amendment were approved by the Council.)
- Front property line coverage of 60 percent for multi-family buildings located behind library.
- Allow parking as podium parking on the ground floor of building three (3) and between the multi-family buildings and streets.
- Allow the principal entries for the multi-family buildings not to front the street.
- Allow the upper story windows to not be recessed and not all to be double hung. (Staff recommended additional articulation be added to the windows located between balconies if the amendment were approved by the Council.)

Donovan Gilliland, developer, provided samples of the materials proposed for the construction of the development. There was a discussion about the materials proposed for the development, as well as the colors being proposed, and the need to provide alternatives that would help the project's quality standout. Mayor Shepherd commented the materials proposed by the developer met the requirements of FBC. He acknowledged it might look better to alternate the materials creating more distinction. Mr. Gilliland was willing to consider other alternatives that would enhance the look of the development.

Brad McIlrath, Senior Planner, asked the Council for feedback on the six items the developer was asking to address through an addendum to the Development Agreement. He commented staff had recommendations on only a few of them but the Council could change those recommendations if it desired. There was further discussion on the use of materials, more specifically about the color and contrast for the development. Mr. Gilliland offered to come back to the Council in a few months to address the color and contrast of the exteriors of the buildings.

Mr. McIlrath summarized the desires of the Council to allow the addendum with the following details:

- The development agreement should indicate the developer will submit alternative colors adding contrast to the look and feel of the development.
- The deviation on the entry type needed to have language added that identified why the deviation was allowed.
- Allow the upper story windows to not be recessed and not all double hung. Do not require additional articulation as recommended by staff.

DISCUSSION ON THE INTERLOCAL COOPERATIVE AGREEMENT WITH SUNSET CITY FOR THE 800 NORTH STREET ROADWAY IMPROVEMENT

Scott Hodge, Public Works Director, informed the Council that four or five years ago Sunset City and Clearfield jointly applied for federal funds to improve 800 North Street. He reported the required environmental study had been completed and approved, so the cities were waiting for the funds to be released so the design for the project could commence. He commented there was a potential to change the funding from federal to state funds which would ultimately help keep costs down so the cities were pursing that option with the Utah Department of Transportation. He acknowledged the change in funding would take a little time so the Interlocal Agreement needed to be executed to keep the project moving forward in the meantime. He stated the cities hoped to start construction in the spring of 2019.

Councilmember Phipps commented the longer the cities waited to start the project the more likely it was the costs would increase. He asked how the costs were estimated. Mr. Hodge responded a new cost estimate would be completed and the hope was the funding would still be sufficient to complete the project.

Councilmember Thompson moved to adjourn at 9:43 p.m., seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.



CLEARFIELD CITY COUNCIL MEETING MINUTES 6:30 P.M. WORK SESSION October 23, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

Nike Peterson Councilmember
Vern Phipps Councilmember
Tim Roper Councilmember
Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

Stuart Williams City Attorney
Greg Krusi Police Chief

Scott Hodge Public Works Director

Eric Howes Community Services Director
Curtis Dickson Community Services Deputy Dir.
Spencer Brimley Community Development Director

Brad McIlrath Senior Planner

Trevor Cahoon Communications Coordinator

Wendy Page Deputy Recorder

EXCUSED: Summer Palmer Assistant City Manager

Nancy Dean City Recorder

VISITORS: Donovan Gilliland – Clearfield Junction, Bob Bercher, Robert Donigan – Blu Line Designs, Gavin Spraker, Abby Shinn, Brandon Maki

Mayor Shepherd called the meeting to order at 6:32 p.m.

<u>DISCUSSION ON THE CONCEPTUAL DESIGN FOR A VETERANS MONUMENT AND NEW AMPHITHEATER AT BICENTENNIAL PARK</u>

Veterans Monument Design

Eric Howes, Community Services Director, stated staff had been working with Blu Line Designs to develop conceptual designs for a proposed Veterans Monument and new amphitheater at Bicentennial Park. He indicated the proposed designs were preliminary in nature and represented an initial attempt to put ideas on paper as a starting point for discussion. He mentioned the feedback and input from Council would be used to help refine the ideas and generate a single concept that could be developed and utilized for final design, cost estimates for construction, and construction documents.

Mr. Howes reviewed the concept designs included in the Agenda Packet. He noted staff planned to have the design and cost estimates completed prior to the start of the budgeting process for

Fiscal Year 2020 (FY20) budget so the project could be considered for funding with the hope that the construction would take place during that budget cycle.

Two concept plans were provided. Concept A was described as a circular design with the United States flag in the center and the flags from each branch of the military and the State of Utah on one end of the circle. The shape of a star was designed into the paved area and outside of the star would be red and white stripes. There was a memorial wall on the opposite end of the flags. Mr. Howes suggested the memorial wall could include stories and plaques. Concept B was described as an oval design with the United States flag in the center and flags from each branch of the military and the State of Utah on one end of the oval with an entry plaza along 650 South. It included more trees, proposed a memorial statute at the base of the United States flag, and stone plinths that could include individual stories and plaques. Both designs included small seating areas. Councilmember Phipps asked if there would be lighting on the United States Flag. Rob Donigan, Blu Line Designs, explained lighting would be a key component for the memorial, especially on the flag. He also commented Concept B had a larger footprint and more detail that would make the cost of construction higher.

There was a discussion about the preferences for the monument designs. The following ideas were expressed that might be considered in future renditions:

- Using the flags and having them lit was preferred.
- Stories from each branch could be included in some form.
- A plaza entrance was preferred.
- Leave the mounded look already existing in the park so the monument stood out.
- Concern was expressed that a sculpture, as designed in Concept B, could be an expensive inclusion
- Honoring all branches of the military was preferred.
- The star design from Concept A was preferred.
- Stone plinths with an angled top around the outside of the circle were preferred.

Bicentennial Park Amphitheater Design

Mr. Howes shared a concept design for a new Bicentennial Park Amphitheater. It placed the amphitheater in the area where the Davis County Library currently sat and would include approximately 1,000 seats. The proposal was to construct short, grass terraces that could be easily maintained. There would also be ADA accessibility. The building area would include a stage, concession stand, ticket booth, and entry. Sufficient Parking was the greatest challenge. The Council generally liked the overall design.

Councilmember Bush moved to adjourn the work session and reconvene in policy session at 7:00 p.m., seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

CLEARFIELD CITY COUNCIL MEETING MINUTES 6:00 P.M. WORK SESSION November 13, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

Nike Peterson Councilmember
Vern Phipps Councilmember
Tim Roper Councilmember
Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

Summer Palmer Assistant City Manager

Stuart Williams City Attorney Greg Krusi Police Chief

Scott Hodge Public Works Director

Kamilla Schultz Engineer

Eric Howes Community Services Director
Curtis Dickson Community Services Deputy Dir.
Spencer Brimley Community Development Director

Brad McIlrath Senior Planner

Stacy Millgate Customer Service Center Manager

Rich Knapp Finance Manager

Lee Naylor Accountant

Trevor Cahoon Communications Coordinator

Rose Long Marketing Specialist

Nancy Dean City Recorder Wendy Page Deputy Recorder

VISITORS: Kathryn Murray, Jared Hadley

Mayor Shepherd called the meeting to order at 6:01 p.m.

DISCUSSION ON ADDENDUM 1 TO THE INTERLOCAL AGREEMENT FOR SCHOOL RESOURCE OFFICERS WITH THE BOARD OF EDUCATION OF DAVIS SCHOOL DISTRICT

Greg Krusi, Police Chief, explained the Council was being asked to consider an addendum to the Interlocal Agreement with the Davis School District for School Resource Officers (SROs). He stated the addendum would allow the City access to the security feed from school security cameras in the case of emergencies. He added there was no cost to the City for the access, which would give the police department better situational awareness when emergencies arose.

DISCUSSION ON AMENDMENTS TO THE CITY'S CONSOLIDATED FEE SCHEDULE DELETING THE COMBINED SITE PLAN REVIEW/CONDITIONAL USE PERMIT FEE AND ENACTING A FEE FOR DOWNTOWN CLEARFIELD FORM-BASED CODE SITE PLAN REVIEW

Brad McIlrath, Senior Planner, stated staff was proposing amendments to some of the fees associated with land use applications. He reminded the Council that changes were recently made to the processes for issuing conditional use permits and site plan review which meant the fees for those processes needed to be adjusted. The proposed amendments to fees were as follows:

- Remove the fee for Site Plan Review Conditional Use Permit running concurrently.
- Add a Downtown Clearfield Form-based Code Site Plan Review Fee in the amount of \$700.

Mr. McIlrath explained Form Based Code site plan review was an intensive staff review, creating a need to establish a fee appropriate for the review level. There was a discussion about whether the fee would cover the actual costs associated with processing the applications. Mr. McIlrath stated it was unlikely the proposed fee captured the actual cost to process the applications.

<u>DISCUSSION ON THE BID AWARD FOR THE HAWK PEDESTRIAN CROSSWALK AT</u> 300 NORTH STREET AND RAIL TRAIL

Scott Hodge, Public Works Director, informed the Council that the City recently solicited bids for the HAWK Pedestrian Crosswalk at 300 North and Rail Trail project. He reported five contractors submitted bids and Hunt Electric was deemed the lowest responsible bidder with a bid amount of \$58,505. He explained the reason the price for the crossing was lower than the one installed near the high school was because the City purchased the steel to save the mark up costs and to avoid any delays in the project. He stated contingency and engineering fees for the project were projected to be \$21,171 bringing the project cost to \$79,676, minus the steel.

$\frac{ \hbox{DISCUSSION ON THE BID AWARD FOR THE FREEPORT PUMP HOUSE REMODEL} { \hbox{PROJECT} }$

Scott Hodge, Public Works Director, reported the City recently solicited bids for the Freeport Pump House Remodel project. He stated seven contractors submitted bids and Saunders Construction was deemed the lowest responsible bidder with a bid amount of \$223,076. He informed the Council that ValCon Inc. submitted a lower bid, which was disqualified because of issues associated with the company's bid bond. He reviewed the project details with the Council and commented the hope was to have the project completed by April or May of 2019.

<u>DISCUSSION ON AMENDMENTS TO TITLE 9, CHAPTER 2 – WATER AND SEWER,</u> BACKFLOW AND CROSS-CONNECTIONS IN THE CITY CODE

Scott Hodge, Public Works Director, informed the Council that the City currently had a backflow and cross-connection ordinance in place but it needed to be updated. He stated the ordinance was a guideline for protecting the City's public drinking water system from contamination by its users. Mark Baird, Public Works Deputy Director, reported the proposed changes incorporated

changes to the State of Utah's policy as well as recent changes in the structure of the City's Public Works Department. He added the State required annual testing of the system but the City could do the testing more frequently, if it deemed it necessary.

<u>DISCUSSION ON A REQUEST TO REZONE PROPERTIES LOCATED AT</u> <u>APPROXIMATELY 320, 340, AND 360 WEST ANTELOPE DRIVE (TINS: 12-787-0003, 12-787-0002, 12-787-0001) FROM M-1 (MANUFACTURING) TO C-2 (COMMERCIAL)</u>

Brad McIlrath, Senior Planner, informed the Council that the City received a request to rezone the properties at 320, 340 and 360 West Antelope Drive from M-1 (Manufacturing) to C-2 (Commercial), which was consistent with the City's General Plan. He reported the Planning Commission held a public hearing and reviewed the request at its meeting on November 7, 2018, and recommended approval. Mr. McIlrath reported the developer intended to add some food establishments and other commercial opportunities on the properties in order to capitalize on the properties' proximities to the Freeport Center.

Councilmember Peterson asked if there was still an intention to remove the traffic signal currently at 300 West. Mr. McIlrath responded that was currently the intent for that traffic signal and the developer was made aware of that detail.

Councilmember Bush asked about the utility easements through the properties. Mr. McIlrath responded the developer was made aware of the old utility lines and easements in the area.

<u>DISCUSSION ON LARSEN COMMERCIAL SUBDIVISION, LOT 2, SECOND</u> <u>AMENDMENT SUBDIVISION PLAT LOCATED AT APPROXIMATELY 325 WEST</u> <u>ANTELOPE DRIVE (TIN: 12-809-0001)</u>

Brad McIlrath, Senior Planner, informed the Council that a request was made to amend the Larsen Commercial Subdivision a second time, which would split Lot 2 into two new lots. He explained when a property was subdivided the new lots needed to meet all subdivision standards. He indicated the new lots would not meet the subdivision landscaping requirements with the proposed configuration because there wasn't much room for additional landscaping given the parking requirements.

Mr. McIlrath stated the Planning Commission reviewed the request at its meeting on November 7, 2018, and recommended approval with six conditions. One of the conditions was to allow the deviation from the landscaping requirement by negotiating a development agreement with the property owners. There was a discussion about the necessity of property owners and developers meeting landscaping requirements to help beautify the City and buffer development, the configuration of the existing buildings, parking requirements, and whether modifying the requirement mutually benefitted the City and the property owner or just the property owner. The Council acknowledged there appeared to be little space available for additional landscaping but was reluctant to modify the landscaping requirement arbitrarily.

<u>DISCUSSION ON AMENDMENTS TO THE WEST SQUARE SUBDIVISION PLAT</u> LOCATED AT APPROXIMATELY 875 SOUTH DEPOT STREET (TIN: 12-850-0001)

Brad McIlrath, Senior Planner, informed the Council that a request was made to amend the West Square Subdivision Plat to create a condominium subdivision plat for buildings B and C. He reported the Planning Commission reviewed the request at its meeting on November 7, 2018, and recommended approval with four conditions.

REVIEW OF THE CITY'S MODERATE INCOME HOUSING PLAN

Spencer Brimley, Community Development Director, informed the Council that the State of Utah required the City to file the Moderate Income Housing Report every two years. He explained the State provided data to the City and asked the City to provide the details associated with the data. He reminded the Council of a previous discussion on the gap analysis that determined that Clearfield had an abundance of affordable housing but it was not available.

Mr. Brimley presented the data in the Moderate Income Housing Report. He explained the City updated its Moderate Income Housing Plan two years ago but needed to create a more substantive plan for the future by the end of 2019. He stated staff would be asking the Council to consider a budget amendment that would fund hiring a consultant to put the plan together.

There was a discussion about how the data was analyzed by the State, the need to compare the City's data with that of other communities, and the need to understand the median income for the City when looking at the data. Mr. Brimley explained the City would be submitting its report and acknowledging that it needed to create a plan based on the City's individual data. He acknowledged there was imbalance and housing affordability needed to be addressed by all communities. JJ Allen, City Manager, cautioned there were some State Legislators that wanted to regulate local government and its efforts or lack of efforts to provide affordable housing. He stated the Utah League of Cities and Towns (ULCT) was working to turn the conversation to providing resources to cities that were willing to work on addressing the gap in affordable housing by possibly making it incentive based.

Councilmember Phipps asked if the plan would be a dynamic document. Mr. Brimley explained the plan would be adopted as a part of the City's General Plan and the City would be held to the standard of the plan in its reporting. He continued the City was required to file a report every two years and update its plan every five years.

QUARTERLY COMMUNICATIONS REPORT

Rose Long, Marketing Specialist, provided a review of the City's email marketing campaigns for recreation and the Clearfield Aquatic and Fitness Center (CAFC) programs. She recapped the successes and areas that could be improved for Junior Jazz, Tiny Tot Soccer, WFFL Tackle Football, and the CAFC's Member News. The key takeaways were presented as the following:

- The most success was seen when the emails included tailored content, delivered from the start of a program.
- It was important to find a balance in the number of emails so there wasn't burnout

causing people to unsubscribe from the service.

• Trackable reports on the open rate and engagement would help develop the strategy for future campaigns.

Trevor Cahoon, Communications Coordinator, provided information to the Council on communication campaigns for the following program and events:

- WFFL Email Campaign
- Networking Luncheons
- New CAFC Playground
- City Council Recaps
- Night out Against Crime
- Junior Jazz
- Search the City
- The Freeway Standoff
- Boonanza
- Code Compliance Sweet 16
- Don't be Plow Bait
- Victims Advocate Live Stream
- Weber State Survey

He indicated data would also be collected over the next few months for the following campaigns and events:

- Don't Be Plow Bait
- Tree Lighting Ceremony
- Holiday Light Contest
- Swim with Santa
- Youth Commission Toy Drive
- CAFC Membership Sale and Health Fair
- Mary Poppins Junior Auditions
- Storytelling Festival

There was a discussion about whether to add a member of the Council to the City Council Recaps on Facebook. It appeared the members of the Council would participate best by sharing the recap on social media and encouraging residents to watch them

Councilmember Thompson moved to adjourn the work session and reconvene in policy session at 6:59 p.m., seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

The meeting reconvened at 8:23 p.m.

Mr. Cahoon thanked the Council for providing resources for training for the communications team. He highlighted information obtained from a recent training that would help the City bridge its communication gap. He also shared some insight obtained regarding the use of social media by public officials. He identified the top three risk areas for public officials:

- Viewpoint discrimination or first amendment concerns such as removing comments and blocking users
- Public officials generating public records that the City was responsible to maintain and produce upon request.
- Sharing political views

He suggested developing a policy that could guide the use of social media by elected and appointed officials.

Mr. Cahoon also reviewed the plans for "Celebrate Clearfield Week" scheduled for April 26, 2019 through May 2, 2019, which included the following:

- Arbor Day Celebration
- Summer Blitz (Summer Program Registration Preview)
- Take Pride in Clearfield Day
- Dumpster Drops
- Everyone Matters/Celebrate Clearfield Kids
- City Council Meeting
- A possible choir/band concert
- Planning Commission Meeting, and
- Police Community Outreach Event

Councilmember Peterson moved to adjourn as the City Council and reconvene as the CDRA in work session at 8:55 p.m., seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Phipps, Roper, Shepherd and Thompson. Voting NO – None.

The minutes for the CDRA are in a separate location

CLEARFIELD CITY COUNCIL MEETING MINUTES 11:00 A.M. WORK SESSION November 13, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

Nike Peterson Councilmember
Vern Phipps Councilmember
Tim Roper Councilmember
Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

Summer Palmer Assistant City Manager

Stuart Williams City Attorney
Greg Krusi Police Chief

Eric Howes Community Services Director Spencer Brimley Development Services Manager

Brad McIlrath Senior Planner
Tyler Seaman Building Official

Trevor Cahoon Communications Coordinator

Nancy Dean City Recorder

VISITORS: Mark Becraft – NDFD Fire Chief, Greg Donohoo – G4CE, Trent Porter – G4CE, Andrew Bossman – G4CE, Paul Snow – G4CE

TOUR OF G4CE, 1400 EAST 700 SOUTH CLEARFIELD

Mayor Shepherd informed the Council that G4CE was expected to open by the end of the year. Andrew Bossman, G4CE General Manager, led the tour of the facility.

The tour concluded and the meeting adjourned at 11:45 a.m.

CLEARFIELD CITY COUNCIL MEETING MINUTES 7:00 P.M. POLICY SESSION December 11, 2018

PRESIDING: Mark Shepherd Mayor

PRESENT: Kent Bush Councilmember

> Nike Peterson Councilmember Vern Phipps Councilmember Tim Roper Councilmember Karece Thompson Councilmember

STAFF PRESENT: JJ Allen City Manager

> Assistant City Manager Summer Palmer

City Attorney **Stuart Williams**

Kelly Bennett **Assistant Police Chief** Scott Hodge **Public Works Director**

Eric Howes Community Services Director Spencer Brimley Community Development Director

Brad McIlrath Senior Planner Finance Manager Rich Knapp

Lee Naylor Accountant

Trevor Cahoon **Communications Coordinator**

Nancy Dean City Recorder Wendy Page Deputy Recorder

VISITORS: Jeff Smith, Dean Cotter, Mack McDonald – Davis County, Nicola Corbin, Bob Bercher, Heather Christopherson, Cameron Winguist, Natalie Winguist, Jake Woodward – JW Properties, Aliza Kimabry, Craig Winder, Leslie Mascaro, Adam Hughes – Better City, Cameron Dibb – Duffin and Dibb PC, Jared Hadley, Joe Torman – Lotus

Mayor Shepherd called the meeting to order at 7:02 p.m.

Mayor Shepherd informed the audience that if they would like to comment during the Public Hearing or Open Comment Period there were forms to fill out by the door.

Councilmember Peterson led the opening ceremonies.

APPROVAL OF THE MINUTES FROM THE NOVEMBER 20, 2018 COMMUNITY NETWORKING MEETING AND THE NOVEMBER 27, 2018 POLICY SESSION

Councilmember Phipps moved to approve the minutes from the November 20, 2018 community networking meeting and the November 27, 2018 policy session; as written, seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None. PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON A GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE CLASSIFICATION ON THE CITY'S FUTURE LAND USE MAP FROM RESIDENTIAL TO COMMERCIAL FOR THE PROPERTY LOCATED AT 755 EAST 200 SOUTH (TIN: 12-002-0015)

Spencer Brimley, Community Development Director, stated the applicant was requesting an amendment to the City's General Plan and Future Land Use Map from Residential to Commercial for approximately 1.35 acres located at 755 East 200 South. He explained the request for a General Plan amendment would allow the applicant to proceed with a rezone to make the zoning more consistent with the use of the property, currently a storage facility. He noted the Planning Commission reviewed the request at its meeting on December 5, 2018 and recommended approval.

Mayor Shepherd opened the public hearing at 7:06 p.m.

Mayor Shepherd asked for public comments.

There were no public comments.

Councilmember Peterson moved to close the public hearing at 7:07 p.m. seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON THE REZONE REQUEST FOR THE PROPERTY LOCATED AT 755 EAST 200 SOUTH (TIN: 12-002-0015) FROM R-1-8 (SINGLE-FAMILY RESIDENTIAL) TO C-2 (COMMERCIAL)

Spencer Brimley, Community Development Director, indicated the applicant was requesting a rezone for the property located at 755 East 200 South. He acknowledged the request would rezone the property from R-1-8 (Single-family Residential) to C-2 (Commercial) and would make the zoning more consistent with the use of the property, which was currently commercial storage. He stated the Planning Commission reviewed the request at its meeting on December 5, 2018 and recommended approval.

Mayor Shepherd opened the public hearing at 7:08 p.m.

Mayor Shepherd asked for public comments.

There were no public comments.

Councilmember Bush moved to close the public hearing at 7:09 p.m. seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

<u>PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON THE STREET VACATION IN</u> THE VICINITY OF 700 SOUTH AND 1000 EAST

Brad McIlrath, Senior Planner, commented the City received a request to vacate a portion of the right-of-way in the vicinity of 700 South and 1000 East. He noted the right-of-way was previously used as an access road for residential properties but those homes had all been demolished and it was no longer needed by the new property owner. He explained the request would be contingent upon allowing for a twenty-foot public utility easement in place of the right-of-way which would allow continual access to the utility lines for water, sewer, and natural gas. Mr. McIlrath reviewed the aerial image of the property and drawings of the proposed area to vacate along with the area that would remain intact for the utility easement. He mentioned the size proposed for the easement had been verified by Public Works staff and it would be adequate for the utility lines. He stated staff recommended approval of the requested street right-of-way vacation subject to the provision of a utility easement for the existing utilities located within that right-of-way.

Mayor Shepherd opened the public hearing at 7:11 p.m.

Mayor Shepherd asked for public comments.

There were no public comments.

Councilmember Roper moved to close the public hearing at 7:12 p.m. seconded by Councilmember Phipps. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON THE REZONE REQUEST FOR THE PROPERTY LOCATED AT 1295 WEST 300 NORTH (TIN: 12-024-0014) FROM A-1 (AGRICULTURAL) TO R-2 (MULTI-FAMILY RESIDENTIAL)

Brad McIlrath, Senior Planner, stated the property at 1295 West 300 North was one of five properties located along the south side of 300 North currently zoned A-1 (Agricultural). He noted the General Plan designation for the area was residential. He indicated most of the surrounding uses were single-family; however, there were some higher density areas nearby including a mobile home park and some duplexes. He reviewed the current zoning and General Plan's Future Land Use Map.

Mr. McIlrath commented the applicant was requesting to rezone the property from A-1 (Agricultural) to R-2 (Multi-family Residential) to develop the property with a smaller lot single-family development. He explained staff recommended the Planning Commission deny the rezone request based upon the following four findings:

- Surrounding residential uses were single-family and shared an existing single-family zoning classification.
- This rezone would increase the residential density of the area without support from public transportation or additional pedestrian infrastructure and connections.

- The General Plan supported the increased use of the R-1-8 Zone as the preferred zone for development of single-family residential neighborhoods.
- The City was focused on higher density in the downtown area and single-family development outside of the downtown corridor.

He noted the R-1-6 Zone had been discussed by the Council during work session as a possible option; however, acknowledged the General Plan currently did not allow that zoning. Mr. McIlrath stated the Planning Commission reviewed the request at its meeting on December 5, 2018, and recommended denial.

Mayor Shepherd opened the public hearing at 7:14 p.m.

Mayor Shepherd asked for public comments.

PUBLIC COMMENT

Opposed

Jeff Smith, resident, stated the proposed property was next to his backyard. He expressed his opposition to allowing townhomes in the area because he thought if the City changed the zoning it would increase congestion as well as decrease the value of his home.

In Favor

Dean Kotter, nonresident, mentioned he was in favor of the rezone request. He clarified the development was not planned for multi-family or high density as the agenda had suggested. He stated the potential buyers of the property were willing to commit contractually to a limited number of homes for the development. He reported a condition of approval could be for the zoning to revert back to A-1 if the contractual number of homes were not built. He indicated the planned development of patio style homes was not intended to hurt the neighborhood and suggested it could potentially raise the value of homes in the area. He added transportation concerns were brought up during the work session so he pointed out the nearest bus stop was at 1000 West and 300 North. He asked if there were any questions.

Mayor Shepherd thanked them for the comments.

Councilmember Peterson moved to close the public hearing at 7:17 p.m. seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON AN AMENDMENT TO THE FINAL SUBDIVISION PLAT LOT 2 FOR DOLLAR TREE SUBDIVISION LOCATED AT APPROXIMATELY 585 NORTH MAIN STREET

Brad McIlrath, Senior Planner, explained the applicant had asked to have the item tabled from the December 5, 2018 Planning Commission meeting and moved to its meeting in January. He

noted the Planning Commission voted to table the item until its meeting on January 9, 2019; therefore, staff recommended tabling the public hearing and consideration on the item until the City Council meeting scheduled for January 22, 2019.

Councilmember Bush moved to table the public hearing at 7:19 p.m. to January 22, 2019 at 7:00 p.m. seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON AN AMENDMENT TO THE FINAL SUBDIVISION PLAT FOR WEST SQUARE SUBDIVISION LOCATED AT APPROXIMATELY 875 SOUTH DEPOT STREET

Brad McIlrath, Senior Planner, stated the West Square development was a 144 unit multi-family development which was originally approved as apartments, but had since been proposed to be developed as condominiums. He indicated the request was to amend the subdivision plat to create residential condominiums units for buildings B and C of the multi-family development, which was a continuation of what had been done previously for building A and the club house. He acknowledged the Planning Commission reviewed the request at its meeting on November 7, 2018 and recommended approval with the following four conditions:

- The final condominium plat should meet City standards and be to the satisfaction of the City Engineer.
- Construction of the units should comply with current building code standards for condominiums with sufficient separation, materials, and connections for utilities.
- Final review of the private covenants and restriction documents should be completed by the City Attorney and any comments generated be appropriately addressed, prior to recordation of the associated documents along with the condominium plat.
- The private covenants and restrictions required (pursuant to 11-13-24 of the City land Use Ordinance), any amendment, and any instrument affecting the property or any unit therein, should be approved by the City Attorney, Planning Commission, and City Council, and should be recorded with the County Recorder.

Mayor Shepherd opened the public hearing at 7:21 p.m.

Mayor Shepherd asked for public comments.

There were no public comments.

Councilmember Bush moved to close the public hearing at 7:22 p.m. seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON AN AMENDMENT TO THE LARSEN COMMERCIAL SUBDIVISION, LOT 2, SECOND AMENDMENT SUBDIVISION PLAT LOCATED AT APPROXIMATELY 325 WEST ANTELOPE DRIVE

Brad McIlrath, Senior Planner, explained it was the second amendment to the previously amended subdivision, which included the creation of a new lot. He reviewed the first and proposed second amendments for the Larsen Commercial Subdivision, Lot 2 located at approximately 325 West Antelope Drive. He indicated when considering a new lots were required by ordinance to comply with all subdivision standards such as lot width, setbacks, access, landscaping, and parking. Mr. McIlrath mentioned the applicant was proposing an amendment to the existing Larsen Commercial Subdivision that would subdivide an existing lot into two (2) new lots. He commented the proposal would split the existing Lot 2A into two new lots and would not vacate or amend any existing utility easements, access points, or public rights-of way. He acknowledged both lots would continue to be served by the existing infrastructure in place and benefit from the existing twenty-five (25) foot ingress and egress easement located along the center of the common driveway and parking area.

Mr. McIlrath continued the proposal complied with setback and parking standards; however, it would not meet the landscaping requirement for the C-2 (Commercial) Zone. He reported the C-2 Zone currently required a minimum of 10 percent landscaping. He reviewed the existing landscaping areas and noted the difficulty to achieve the minimal 10 percent required without eliminating parking which was required by other businesses currently in operation. He explained he had discussed the landscaping issues with the applicant as well as the Planning Commission at its meeting on November 7, 2018. Mr. McIlrath acknowledged the Planning Commission forwarded a recommendation of approval subject to the following conditions:

- The applicant should work with the Clearfield City Engineer to address the items outlined in the engineering review letter dated October 15, 2018.
- Items noted by the City Engineer should be addressed prior to the recording of the mylar for the amended subdivision.
- If the storm water detention basin located in the southwest corner of Lot 2C was to be used for both lots, language should be added to the subdivision plat to indicate the maintenance and use of the detention for both lots.
- The amended plat should maintain existing utility and access easements as required by the City Engineer.
- The proposed lots should comply with lot frontage, width, setback, and development standards required by Title 11 of the Clearfield City Code.
- The applicant should execute a development agreement with the Clearfield City Council to allow the site landscaping to be under the required ten percent as mandated by the C-2 Zone, and to preserve and maintain the existing site landscaping.
- The monument sign located on Lot 2D should not be used for signage of businesses located on Lot 2C.

He added the property was not initially designed to accommodate that much landscaping and it was originally developed under old standards so the Planning Commission felt the existing landscaping should be preserved and maintained; however, if there were a deviation from the standard, a development agreement would be an appropriate way to allow for any modifications.

Councilmember Phipps asked if it did not meet the ten percent landscaping standard what percentage could be reached. Mr. McIlrath responded his calculations had been between six to seven percent landscaping which was keeping the current landscaping around the building and in the corner area.

Mayor Shepherd opened the public hearing at 7:29 p.m.

Mayor Shepherd asked for public comments.

Cameron Dibb, non-resident, stated he was an attorney representing those involved with the property ownership. He commented the plan was to split the properties but continue with the detention basin and leave it as open space. He noted the applicants were requesting the City Council allow the six to seven percent landscaping on the new lot so the properties could be split.

Councilmember Roper moved to close the public hearing at 7:30 p.m. seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PRESENTATION OF THE COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE YEAR ENDING JUNE 30, 2018

Heather Christopherson of Ulrich and Associates, P.C. reviewed Clearfield City's Comprehensive Annual Financial Report (CAFR) for the year ending June 30, 2018, and pointed out the following:

- Page 15 through 17 Independent Auditors' Report provided a clean audit opinion of the City's financial statements and activities. She announced there was one State finding documented later in the report.
- Pages 18 through 30 Management's Discussion and Analysis which included a narrative overview of the financial activities of the City through the year.
- Pages 32 and 33 Statement of Net Position identifying all funds, similar to what would be reported if the City were a business including items such as capital assets, net pension liabilities, and other long term liabilities.

Councilmember Peterson requested a summary of the cash and cash equivalents called out in the report of about nine million dollars and how it was reflected throughout the information. Ms. Christopherson answered the biggest portion of cash was from the issuance of new debt during the year. She explained the City issued debt to acquire land and there was cash left over which accounted for about seven million dollars.

Ms. Christopherson continued with the review of the CAFR.

 Page 34 – Statement of Activities listed each governmental function and accounted for its expenditures, charges for services, operating grants and contributions to measure its ability to cover the cost of its services. She explained if there was a shortfall the City was required to support its service through its general revenues collected from property and sales taxes. She pointed out about \$10.3 million of

- governmental activities were supported by other revenues not charged for services or through other grants and contributions.
- Pages 36 through 37 Governmental Fund Balance Sheets mentioned the unreserved fund balance was approximately 41 percent of the current year's revenues. She informed the Council that State compliance required the City to be under 25 percent; consequently, the City had received a finding associated with that number on page 152. Ms. Christopherson explained it essentially meant the City had excess funds which could be used towards infrastructure projects.
- Page 41 The line identified as Net Change in Fund Balances showed the General Fund was up \$2,906,460 and Community Development and Renewal Agency (CDRA) was down \$526,616, but overall the total governmental funds were up \$1,354,675.
- Pages 50 through 51 Balance Sheets for business type activities. She pointed out unrestricted funds balance totaled \$10,361,768 for all utility funds.
- Pages 52 through 53 Income statement for Enterprise Funds.
- Pages 122 through 144 Ten year comparison schedules which would provide information specific to fund balances. She commented that particular section was a good review of the City's financial history to see where the City had been and where it was now.

Ms. Christopherson thanked Rich Knapp, Finance Manager, and his staff for their assistance in allowing for a timely preparation of the audit. Mayor Shepherd thanked Ms. Christopherson for the report and expressed appreciation to Mr. Knapp for his efforts.

OPEN COMMENT PERIOD

There were no public comments.

APPROVAL OF AND CONSENT TO THE MAYOR'S PROPOSED APPOINTMENT OF AN INDIVIDUAL TO THE PLANNING COMMISSION

Mayor Shepherd indicated there was currently a vacancy on the Planning Commission because Michael Britton had resigned. He noted two alternates had been participating with the Planning Commission and recommended appointing Ruth Jones as a regular member of the Planning Commission with a term expiring February 2021.

Councilmember Peterson moved to approve and consent to the Mayor's appointment of Ruth Jones as a regular member of the Planning Commission with a term expiring February 2021, and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

APPROVAL OF ORDINANCE 2018-31 AMENDING THE CITY'S GENERAL PLAN BY CHANGING THE LAND USE DESIGNATION FROM RESIDENTIAL TO COMMERCIAL FOR PROPERTY LOCATED AT 755 EAST 200 SOUTH (TIN: 12-00-0015)

Councilmember Phipps moved to approve Ordinance 2018-31 amending the City's General Plan Future Land Use Map by changing the land use classification from Residential to Commercial for property located at 755 East 200 South and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

<u>APPROVAL OF ORDINANCE 2018-28 REZONING PROPERTY LOCATED AT 755 EAST 200 SOUTH (TIN: 12-002-0015) FROM R-1-8 (SINGLE-FAMILY RESIDENTIAL) TO C-2 (COMMERCIAL)</u>

Councilmember Bush moved to approve Ordinance 2018-28 rezoning property located at 755 East 200 South from R-1-8 (Single-family Residential) to C-2 (Commercial) and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

<u>APPROVAL OF ORDINANCE 2018-29 VACATING A STREET IN THE VICINITY OF 700</u> SOUTH 1000 EAST

Councilmember Roper moved to approve Ordinance 2018-29 vacating a street in the vicinity of 700 South 1000 East and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

APPROVAL OF ORDINANCE 2018-30 REZONING PROPERTY LOCATED AT 1295 WEST 300 NORTH FROM A-1 (AGRICULTURAL) TO R-2 (MULTI-FAMILY RESIDENTIAL)

Councilmember Bush moved to table consideration of rezoning the property located at 1295 West 300 North from A-1 (Agricultural) to R-2 (Multi-family Residential) until January 22, 2019 at 7:00 p.m., seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE - Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO - None.

Councilmember Peterson stated she had a concern which was also reflected in the staff report about the recommendation that came from the Planning Commission. She explained the current rezone request had some inherent conflicts with the City's General Plan. She identified the R-2 Zone allowed for a higher density and even though, as mentioned during the public hearing, duplexes were not the developer's intention, they would be allowed by that type of zoning classification. She commented that the City's General Plan encouraged higher density along its corridors; and single-family development in surrounding neighborhoods. She continued the General Plan also called out the R-1-8 Zone as the preferred and the policy pursued for future development of residential properties. Councilmember Peterson added the discussion held in

work session prior to the policy session highlighted concerns with approval of the request as presented. She noted there was also a discussion about working with the applicant to see if an alternative proposal might help develop the land in a manner consistent with the City's established land use policy.

Councilmember Bush mentioned the City Council planned to consider amending the General Plan to allow for the R-1-6 (Residential) Zone which allowed for smaller lot size developments and could help accomplish the desired development. He explained staff would work with the developer and propose the necessary ordinance changes which could be considered at a later date. He indicated he requested to table the consideration so it would allow additional time for any amendments.

<u>APPROVAL OF AMENDMENTS TO THE WEST SQUARE SUBDIVISION PLAT</u> LOCATED AT APPROXIMATELY 875 SOUTH DEPOT STREET (TIN: 12-850-0001)

Councilmember Bush moved to approve amendments to the West Square Subdivision Plat located at approximately 875 South Depot (TIN: 12-850-0001) with the conditions recommended by the Planning Commission and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

APPROVAL OF AMENDMENTS TO THE LARSEN COMMERCIAL SUBDIVISION PLAT LOT 2 LOCATED AT APPROXIMATELY 325 WEST ANTELOPE DRIVE (TIN: 12-809-0001)

Councilmember Peterson mentioned she had been contacted by two local business owners currently operating in the area proposed as Lot 2D identified as Richard from Hellmonkey Cycles and Scott from DIY Photography. She commented both were unable to attend the meeting but wanted to express concerns about anything that would limit parking and accesses to already established business.

Brad McIlrath, Senior Planner, stated the applicant had requested to address the Council and speak to any concerns. Mayor Shepherd invited him to speak. Cameron Winquist identified himself as one of the property owners of 325 West Antelope Drive. He indicated he had also spoken with some of the tenants and many were concerned about adding the necessary landscaping which could be done only if parking were eliminated along Antelope Drive. He shared alternative ideas for landscape improvements which included adding plants and trees in the park strip along Antelope Drive.

Councilmember Phipps stated the landscaping had been in place for some time and it seemed unfair to impose landscaping requirements with the lot configuration changes. He said he did not have an issue with retaining what was there, especially if adding landscaping would impact businesses currently in operation.

Councilmember Bush noted the suggested tree additions could be problematic and unnecessary. He mentioned from the business perspective the only thing changing would be a line on the

paper so it did not seem appropriate to require additional landscaping with the subdivision amendment.

Councilmember Peterson acknowledged the request to limit landscaping was a deviation from the standards set for subdivisions. She expressed concern with setting precedence by altering the development standards for one property along Antelope Drive. She stated she was sympathetic to the business transaction; however, the recommendation to approve was not meeting the C-2 Zone requirements. She explained typically a development agreement was executed as an option for a deviation because it was mutually beneficial to the City and developer to make concessions; however, the proposal to amend the existing plat did not offer any benefit to the City. There was a discussion about the proposal not meeting all of the requirements and the associated impacts.

Mr. Winquist asked if a development agreement could address how the landscaping requirements could be shared by both lots similar to the sharing of the retention pond and open space. Councilmember Peterson answered the development agreement process had flexibility for a mutually agreed standard deviation that would be voted upon by the Council. There was a discussion about options for landscaping, parking standards being at minimum currently, and difficulty with meeting the standards for the parcel with the proposed amendment.

Councilmember Thompson left the meeting at 7:57 p.m.

Spencer Brimley, Community Development Director, reviewed the parking standards and how quantity of parking stalls was based on the uses of the property. He commented there could be additional impacts if more intense uses came to the area which would make it further out of compliance if parking were reduced. He indicated there were ways to address additional parking on the site; however, there were many issues for the site and the impacts of it which made it difficult to resolve some of the outstanding issues if the amendment to the subdivision were approved.

Councilmember Peterson moved to deny amendments to the Larsen Commercial Subdivision Plat Lot 2 located at approximately 325 West Antelope Drive (TIN: 12-809-0001), seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Peterson, Roper and Mayor Shepherd. Voting NO – Councilmembers Bush and Phipps. Councilmember Thompson was not present for the vote.

Councilmember Thompson returned at 8:11 p.m.

<u>APPROVAL OF THE FINAL SUBDIVISION PLAT FOR THE 700 SOUTH MAVERIK</u> <u>SUBDIVISION LOCATED AT APPROXIMATELY 700 SOUTH 1000 EAST (TINs: 09-017-0001, 09-017-0002, 09-017-0007, 09-017-0008, 09-017-0009, 09-017-0010, AND 09-017-0011)</u>

Brad McIlrath, Senior Planner, explained the request proposed combining the seven existing properties in the vicinity of 700 South 1000 East and creating a two (2) lot commercial subdivision. He explained Lot 1 would be the future location of a new Maverik convenience store and Lot 2 would be providing space for Dominion Energy to construct a new regulation facility. He mentioned the intention of Maverik would be to provide fuel for regular vehicular

traffic as well as high flow pumps to fuel trucks accessing the Freeport Center. Mr. McIlrath indicated the proposed plat included the vacation of a previous street right-of-way and provided a twenty (20) foot utility easement for access and maintenance of existing utilities. The Planning Commission reviewed the request at its meeting on December 5, 2018 and forwarded a recommendation of approval subject to the following conditions:

- The proposed plat shall be simplified to include only new property lines, easements, and areas of dedication. Utilities are to be shown on a Utility Plan and the final plat shall not include topographic lines.
- Sufficient right-of-way shall be dedicated along 1000 East for northbound travel as determined by the traffic study and Clearfield City staff. The final plat shall be revised to reflect that right-of-way dedication.
- The proposed plat shall comply with the City Engineer requirements prior to printing a mylar for signatures and recording.
- The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surrounding the perimeter of the subdivision. This includes, but is not limited to curb and gutter, sidewalk, landscaping park strip improvements, driveways, etc.
- Future development of these properties shall comply with the development standards outlined for the C-2 Zone and also found in Chapter 11-18 Design Standards of the Clearfield City Land Use ordinance.
- An Escrow agreement will be subject to approval by the City Engineer and City Attorney
 and an escrow account shall be established prior to obtaining any permits being issued for
 the properties or plat being recorded. Installation of required improvements or an escrow
 account shall be established prior to recordation of the Final Plat as outline in Clearfield
 City Cod 12-4-6.

Mr. McIlrath pointed out several of the conditions had already been met and he was continuing to work with Maverik representatives and there had been several things Maverik had been willing to do to meet the City standards.

Councilmember Peterson wondered if the request from the Fire Marshall for an additional fire hydrant had been resolved yet. Mr. McIlrath responded he was not certain if it had been resolved yet, but it would be addressed during the site plan review process and staff would insure a second hydrant was there.

Councilmember Thompson requested having the details reviewed again regarding the traffic and lane changes. Mr. McIlrath indicated the dedication on the plat along 1000 East would allow for the expansion of the left hand turn lane which was proposed to extend its length to the north property line. He reviewed the findings of the traffic study and its peak times were between 6 a.m. and 8 a.m. Councilmember Thompson expressed his concern with high school traffic and students using the crossing at the intersection. Mr. McIlrath acknowledged staff would take widening the traffic lanes and pedestrian traffic into consideration so there were limited impacts.

Councilmember Peterson asked when construction was planned to begin so residents could better anticipate any traffic impacts in the area. Leslie Mascaro, Maverik representative, responded demolition and site cleanup began in the summer of 2018 which was anticipated to be completed

by February 2019 followed shortly thereafter by construction. She continued there were items which still needed to be resolved and Maverik was working with Dominion Energy and Utah's Department of Transportation (UDOT) to finalize things before construction could begin. She added she was hopeful construction could begin by the summer of 2019 and hoped to be open the same year.

Councilmember Roper moved to approve the final subdivision plat for the 700 South Maverik Subdivision located at approximately 700 South 1000 East (TINs: 09-017-0001, 09-017-0002, 09-017-0007, 09-017-0008, 09-017-0009, 09-017-0010, 09-017-0011) with the conditions recommended by the Planning Commission and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

<u>APPROVAL OF THE FINAL SUBDIVISION PLAT FOR THE WOODWARD</u> SUBDIVISION LOCATED AT 1350 EAST 700 SOUTH (TINs: 09-020-0015 and 09-020-0036)

Brad McIlrath, Senior Planner, stated the request was to amend the property lines of the Final Subdivision Plat for the Woodward Subdivision located at 1350 East 700 South. He explained it included two (2) existing commercial properties at the location of the existing Chevron gas station and JP's Auto Repair site. He indicated the proposed subdivision would realign the shared property line to be located at the rear of the convenience store to provide a clear separation between the two uses. Mr. McIlrath noted each lot included the required perimeter easements to accommodate the existing utilities in the area. He continued the proposal included the elimination of the current car wash with the possibility of including another row of fuel pumps. He mentioned the Planning Commission reviewed the request at its meeting on December 5, 2018, and recommended approval subject to five conditions.

Councilmember Bush asked if the two lots would meet the City's landscaping requirements. Mr. McIlrath answered currently they did not, but the applicant was informed of the requirements and the need to resolve the deficiency during the site plan review. He stated additional landscaping could be added and staff would work with the applicant to comply with the development standards for the C-2 (Commercial) Zone. He pointed out one of the conditions from the Planning Commission's was that any future development would be required to meet the City's design standards.

Councilmember Peterson wondered if the concerns of the Davis and Weber Counties Canal Company ensuring the canal right-of-way had been resolved. Mr. McIlrath responded there would be access provided and the proposed subdivision changes and future landscaping additions would not have an impact to its access.

Councilmember Peterson moved to approve the final subdivision plat for the Woodward Subdivision located at 1350 East 700 South (TINs: 09-020-0015 and 09-020-0036) with the conditions recommended by the Planning Commission and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Thompson. The

motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

<u>APPROVAL OF ADDENDUM 1 TO THE MEMORANDUM OF UNDERSTANDING (MOU)</u> WITH LOTUS COMPANY FOR THE REDEVELOPMENT OF MABEY PLACE

Summer Palmer, Assistant City Manager, said the Council reviewed the proposed addendum to the Memorandum of Understanding with Lotus Company item during its work session on December 4, 2018. She acknowledged Joe Tolman, Lotus, and Adam Hughes, Better City, were in the audience and available to answer questions if needed. She reviewed the history of the Memorandum of Understanding (MOU) that the City and Community Development and Renewal Agency (CDRA) entered into with Lotus Company for the redevelopment of Mabey Place. Ms. Palmer explained Addendum 1 to the MOU obligated the parties to continue the work outlined in the original MOU as well as take the next steps toward the creation of Mabey Place. She noted working towards a development agreement with Lotus Company would be another step in the process. She reviewed the development components addressed in the addendum.

- Land uses at the Clearfield Mobile Home Park site and recommendation for its composition to include: public park space, limited commercial use at or near State Street, with an emphasis on residential uses.
- The preliminary site plan layout for the west side and acknowledgement that the residential components would be comprised of various professionally-managed, high-quality, for-rent products.
- The construction of a pedestrian bridge should be incorporated in the project for connectivity across State Street.
- The east side of the project would have multi-family, live-work units, a movie theater, hotel, mixed-uses, restaurants, retail, and recreational attractions.
- There was a preliminary site plan included.

Ms. Palmer highlighted the obligations included in the MOU of the City and CDRA.

- The City/CDRA to pursue the creation of a Community Reinvestment Area (CRA)
 with eminent domain powers for the purpose of acquiring ancillary blighted
 properties if necessary for redevelopment.
- City planning staff would work with the developer to create a site plan that conformed to the Form Based Code zoning restrictions and or rectified the differences with a development agreement.
- Both parties would begin negotiating a comprehensive development agreement.

She commented staff recommended approval of Addendum 1 to the MOU. She mentioned there had been some concerns expressed since the work session discussion about the use of Low Income Housing Tax Credit (LIHTC) products in the development which could be addressed at a later date through language in the development agreement. She noted the addendum did not specifically call out any type of LIHTC product and discussions could continue as the City and partners worked towards a development agreement.

Councilmember Phipps expressed a concern he had mentioned during the work session about the concept of rental units. He commented based on the arguments and discussions presented for

rentals he had not seen any evidence that would change his opinion and did not see a reason to agree to a for-rent product at the location.

Councilmember Thompson addressed his concerns about parking in the downtown area. He suggested options be explored for parking garages within the development for those not interested in alternative modes of transportation. Ms. Palmer indicated a development agreement would be a way to address any variances from the standards set by the FBC. She mentioned the scooters and connectivity to the transit station could be appropriate in discussions on the Clearfield Station Area project as well. JJ Allen, City Manager, clarified the plan included with the addendum was a concept plan and conceptual in nature. He reviewed some of the parking details that had been included with the concept plan which allowed for a wrapped parking structure, residential garages, and surface parking. He noted discussions with all involved parties were continuing and any contractual obligations would be negotiated through a development agreement.

Councilmember Peterson commented the arguments for or against rental units were not enough to sway her from moving forward with a non-binding MOU to allow more time for additional information to come forward to prepare the way for making a more informed decision on whether rentals might work or were not supported on the properties, and what impact that would have on the City's future relationship with Lotus Company.

Ms. Palmer agreed the two main concerns expressed were the use of LIHTC products and forrent products. She indicated that Mr. Tolman had offered to take the Council on a field trip to see how the products were managed in its other developments. She indicated staff and Mayor Shepherd had already been to the site and assured the Council they would not be disappointed. She added the other developments and their management were impressive and, if built in Clearfield, something that might be considered a crowning jewel.

Councilmember Roper stated he was not opposed to renting and he wanted to find a place for those wanting rental units in the community. He expressed his opinion it would bring a clean component to the area if it were well managed. Mayor Shepherd added it would create a vibrant downtown.

Councilmember Phipps mentioned there was a connection between LIHTC and rentals because you could not have one without the other. Ms. Palmer indicated there could be a for-rent product without LIHTC.

Councilmember Peterson moved to approve Addendum 1 to the Memorandum of Understanding (MOU) with Lotus Company for the redevelopment of Mabey Place and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Roper, and Thompson. Voting NO – Councilmember Phipps.

COMMUNICATION ITEMS

Mayor Shepherd

- 1. Noted Davis County's Council of Governments (COG) would be awarding two businesses locating in Clearfield with funding from the Davis Fund for economic development.
- 2. Served on the Intergenerational Poverty Committee and asked the County to look into ways to combine funding resources for housing, food, and assistance into an organized data base to allow for better management of available funding sources.
- 3. Reported the Hill Air Force Base Spouses' Expo was held at the Clearfield Aquatic and Fitness Center which was very successful for an offsite event. He noted the group planned to use the entire gym next year.
- 4. Attended a seminar with the National League of Cities promoting a gig economy. He applied for the City to receive free training on how to get that type of program started.
- 5. Reported former Mayor Neldon Hamblin's funeral and escort to the cemetery provided by the Police Department was wonderful which was held on December 6, 2018.
- 6. Announced the City planned to name the City Park on 200 South after Neldon Hamblin.
- 7. Recognized resident Mark Livingston who served the City in various capacities also passed away and a funeral service was held on December 8, 2018.
- 8. Commended the Community Choir performance on December 12, 2018. He noted the Community Band held its holiday concert on December 11, 2018.
- 9. Announced "Falcons are Fabulous" was working to raise money for a food pantry inside Clearfield High School and residents could support those efforts by servicing the establishments that would be donating a portion to Clearfield High School.
- 10. Reported he had been working with Urban Air and it would be officially changing its name to Urban Air Clearfield. He announced the details planned for the pre-opening and grand opening events. He invited the Council and staff to attend a pre-opening event on December 21, 2018 and indicated details would be sent out by email.

Councilmember Bush

- 1. Recognized both Nellie Hamblin and Mark Livingston for their contributions to the City.
- 2. Announced the North Davis Sewer Board was holding a public hearing at 6:00 p.m. on Thursday, December 13, 2018 for 2018 budget amendments and also would be considering its 2019 budget.

Councilmember Peterson

- 1. Commended the efforts of Pastor Ron Brown with the New Hope Fellowship Church and Hope Center along with many community members and several interfaith groups that provided gifts to families for Christmas as part of the Children of Hope program.
- 2. Recognized an additional 850 jobs would be provided by G4CE coming to the City.
- 3. Expressed appreciation to Greg Krusi, Police Chief, and recognized he was retiring but had provided over 30 years of service to the City and would leave a remarkable legacy.
- 4. Thanked Mayor Shepherd for his representation at several events of the City.
- 5. Commented the evening's agenda included two considerations for amendments to final subdivision plats. She pointed out one was legal and the other presented was not. She noted there was often difficulty in making discretionary decisions about whether or not to deviate from the standards. She encouraged the Council to hold to the standards, especially as Clearfield worked towards the development of the corridors.

Councilmember Phipps

1. Paid tribute to Nellie Hamblin who he knew had a great love for the City. He mentioned his grandson, Ryan Hamblin, was a City employee and honored to dig his grandfather's grave. He discussed the care and respect the employees provided in maintaining the cemetery. He expressed being touched by

the commitment of City employees and especially as they interacted with residents of the City during difficult times.

- 2. Reported he would be out of town December 18 through December 30, 2018.
- 3. Announced he would not be able to attend the City Council meeting on January 8, 2019.

Councilmember Roper

- 1. Expressed appreciation for those who donated to help the Youth Commission with its sub for Santa efforts. He noted the goods donated by the North Davis Fire District and significant amount of money from the Police Department made it possible to help two families this year.
- 2. Thanked everyone for a great year and reflected there had been debates but felt a good consensus was attained and everyone remained friends throughout the process. He wished everyone a Merry Christmas and Happy New Year.

Councilmember Thompson – attended a meeting with Davis County Office of Economic Development and Davis Area Chamber of Commerce where minority engagement was discussed. He reviewed the statistics for the County and mentioned the City can get ahead by creating ways for inclusion with its economic development. He thanked Mayor Shepherd for his continued efforts towards minority inclusion and with economic development.

STAFF REPORTS

JJ Allen, City Manager

- 1. Conveyed it was a privilege to attend the funeral services for Neldon Hamblin and learn more about him.
- 2. Reported Senator Mike Lee's staff would be at the City Building for a mobile office on December 12, 2018.
- 3. Announced there were meetings scheduled with local legislators on Monday, December 17, 2018, and Wednesday, January 2, 2018, to discuss the City's accomplishments, goals and legislative priorities. He requested members of the Council interested in attending either meeting to let him know as soon as possible so proper noticing could be done if necessary.
- 4. Reported the Davis and Weber Counties Canal Company (DWCCC) would be doing some piping in the City toward Layton beginning very soon. He explained the City had an opportunity to add a 30-inch steel casing under the canal for the City's future waterline project and had already bid the project. He commented if the City could add the casing while the DWCCC had contractors already in the area there would be significant cost savings for the City. He noted details would be provided in a memo to the Council. He added due to time constraints there would not be time to receive formal approval at this time, but planned to move forward unless he was contacted once the details had been reviewed.
- 5. Emailed the monthly updates to the Council.
- 6. Expressed seasonal greetings and reminded everyone the City Office Building would be closed December 24, 2018, December 25, 2018 and January 1, 2019 for the holidays.

Nancy Dean, City Recorder –reviewed the Council's schedule:

- Employee Holiday Party on January 4, 2019
- Policy Session on Tuesday, January 8, 2019
- Council retreat on Thursday, January 17, 2019
- Work and Policy Sessions on Tuesday, January 22, 2019

Councilmember Thompson moved to adjourn as the City Council and reconvene as the CDRA in policy session at 9:05 p.m., seconded by Councilmember Peterson. The motion

carried upon the following vote: Voting AYE-Councilmembers Bush, Phipps, Roper, Shepherd and Thompson. Voting NO – None.

The minutes for the CDRA are in a separate location





STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Nancy Dean, City Recorder

MEETING DATE: January 8, 2019

SUBJECT: Public Hearing – North Davis Fire District Annexation Request

RECOMMENDED ACTION

Receive public comment.

DESCRIPTION / BACKGROUND

In May of 2017, the Sunset City Council petitioned the North Davis Fire District (NDFD) for annexation into the District's service area for fire protection and emergency medical services. The NDFD subsequently passed a resolution requesting Clearfield City take all necessary and appropriate action to annex Sunset City and all real property within its corporate limits into the NDFD. The Clearfield City Council acted as the Governing Body for the North Davis Fire District and initiated the process on behalf of NDFD but the annexation never occurred because a Petition for Referendum was filed with Sunset City regarding its fire department ordinance.

During the interim, NDFD has continued to service Sunset City's needs for fire protection and emergency medical and ambulance services and consolidated 911 services through an already executed Interlocal Agreement. Also, Sunset City Council appointed Chief Becraft as its fire chief.

The issues surrounding the filed Petition for Referendum have been rendered moot and the issue withdrawn; therefore, Sunset City has again petitioned the North Davis Fire District to consider its annexation into the District's boundaries. On November 15, 2018, the NDFD passed its Resolution 2018R-11 requesting Clearfield City, as the Governing Authority of the NDFD, take all necessary and appropriate action to annex Sunset City and all real property within its corporate limits into the North Davis Fire District service area.

This public hearing fulfils one of the requirements of the statue necessary before considering action on the annexation. It also starts a 60-day protest period.

IMPACT

a. FISCAL – There is no imminent fiscal impact.

b. OPERATIONS / SERVICE DELIVERY – There is no impact to operations or service delivery.

SCHEDULE / TIME CONSTRAINTS

- The 60-day protest period begins Wednesday, January 9, 2019.
- The 60-day protest period expires Monday, March 11, 2019.
- Subsequent to the 60-day protest period, the Clearfield City Council will need to consider action on the annexation request.

LIST OF ATTACHMENTS



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner/CDBG Coordinator

MEETING DATE: Tuesday, January 8, 2019

SUBJECT: Review of Reprogramming CDBG funds from 2017-2018 Program Year – Open

30-Day Public Comment Period

RECOMMENDED ACTION

Staff recommends that the remaining unused funds from the 2017-2018 program year be reprogramed for the continuation of the Housing Rehabilitation program for the 2018-2019 program year.

DESCRIPTION / BACKGROUND

Following the end of the 2017-2018 program year, Staff drafted the Consolidated Annual Performance Evaluation Report (C.A.P.E.R.) for review of the program year outcomes. As part of this review it was identified that there are remaining unspent funds for Administration (\$6,515.39) and the Emergency Home Repairs program (\$30,000.00). As outlined in the C.A.P.E.R., the Emergency Home Repairs program did not have much interest and no projects were funded. Since the spring of 2018, the Housing Rehabilitation program has had a lot of success and \$105,801.10 the total \$109,751 has been spent to date. Seeing this amount of success, staff recommends that the remaining balance of \$3,029.00 along with unspent Administration and Emergency Home Repair funds (\$36,515.39) be reallocated to continue the Housing Rehabilitation program for the 2018-2019 program year. This would bring the total reallocation amount to \$39,544.39.

2017-2018 Program Year	
Activities	Amount
Housing Rehab Remaining Balance	3,029.00
CDBG Administration	6,515.39
Emergency Home Repair	30,000
Total Unspent Funds	39,544.39

The remaining funds can only be reallocated to continue the Housing Rehabilitation, be applied to infrastructure projects, or begin a new program, because the City has already met the threshold for the amount of funds that can be allocated towards our public service agencies (Open Doors, Davis Community Learning Center, & Safe Harbor). A significant amount of funding (\$272,317.48 total

from 2018-2019 funds and previous years) has been allocated towards the 250 North Infrastructure Project, which will be completed in the spring of 2019, therefore, Staff recommends the continuation of the Housing Rehabilitation program with the remaining funds.

IMPACT

- **a. FISCAL** This amendment will simply reprogram unused CDBG funds from the prior year.
- **b. OPERATIONS / SERVICE DELIVERY** No Impact.

ALTERNATIVES

No alternatives are being presented at this time.

SCHEDULE / TIME CONSTRAINTS

CDBG hearing and noticing standards require a notice to be placed in the newspaper 14 days prior to this item being discussed by the Council in a policy session. A notice was posted in October that the first public hearing to open the required 30-day comment would be held on October 23, 2018 and that the second public hearing to close the comment period would be held on November 27, 2018. The first public hearing was not held on October 23rd, but because the November 27th meeting was noticed for a public hearing regarding the comment period, the first public hearing to open the comment period was held on November 27, 2018. A revised public notice was posted to clarify that the public hearing to open the comment period was held on November 27, 2018 with the second public hearing to close the public comment period to be held on January 8, 2019. Following that comment period the City Council will be able to take action.

LIST OF ATTACHMENTS

Revised Notice

PUBLIC HEARING NOTICE

Notice is hereby given that Clearfield City Corporation will hold its first Public Hearing on November 27, 2018 at 7:00 pm to take public comment and begin a 30 day comment period regarding:

• Reprogramming of Community Development Block Grant (CDBG) funds from program year 2017-2018;

A previous notice stated that the first Public Hearing would be held on <u>October 23, 2018</u> and that the second Public Hearing would be held on <u>November 27, 2018</u>. This notice is to provide an update of the Public Hearing dates for this item.

Following the conclusion of the 30-day public comment period, a second Public Hearing will be <u>January 8, 2018 at 7:00 pm</u>.

The Public Hearing will be held in the City Council Chambers at the Clearfield Municipal Building, located at 55 South State Street, Clearfield City, Utah.

Information may be obtained from Clearfield City Hall, 55 State St, Clearfield, Utah 84015, Customer Service Center, 1st Floor, Monday through Friday, 8:00 a.m. to 5:00 p.m.

For further information please contact Brad McIlrath at (801) 525-2784.

NOTICIA PÚBLICA

Se da aviso de que Clearfield City Corporation celebrará su primera audiencia pública el 27 de Noviembre del 2018 a las 7:00 p.m. para recibir comentarios del público y comenzar un período de comentarios de 30 días con respecto a:

 Reprogramación de los fondos de la subvención en bloque de desarrollo comunitario (CDBG) del año del programa 2017-2018;

Un aviso previo indicaba que la primera Audiencia Pública se tomaria acabo el <u>23 de Octubre</u> <u>del 2018</u> y que la segunda Audiencia Pública se tomaria acabo el <u>27 de Noviembre del 2018</u>. Este aviso es para proporcionar una actualización de las fechas de Audiencia Públicas para este artículo.

Luego de la conclusión del período de comentarios públicos de 30 días, se realizará una segunda audiencia pública el 8 de Enero del 2019 a las 7:00 p.m.

La Audiencia Pública se llevará a cabo en las Cámaras del Concejo Municipal en el Edificio Municipal de Clearfield, ubicado en 55 South State Street, Clearfield City, Utah.

Se puede obtener información en Clearfield City Hall, 55 State St, Clearfield, Utah 84015, Centro de Atención al Cliente, primer piso, de lunes a viernes, de 8:00 a.m. a 5:00 p.m.

Para obtener más información, póngase en contacto con Brad McIlrath al (801) 525-2784.