

Thursday, March 26, 2020
PERRY CITY COUNCIL MEETING AGENDA
This is an “Electronic Meeting” Web/Teleconferencing will be used to participate
Go to www.perrycity.org for meeting access instructions

The Perry City Council will hold an electronic meeting on the Thursday identified above, starting at approximately 7:00 PM after a 6:00 PM electronic work session, via web/teleconference. Go to perrycity.org for meeting access instructions. Agenda items may vary depending on length of discussion, cancellation of scheduled items, or agenda alteration. Numbers and/or times are estimates of when agenda items will be discussed. Action on public hearings will always be later in the same meeting or at a subsequent meeting. Every agenda item shall be a discussion and/or action item, unless otherwise indicated.

Approx. 6:00 PM – Work Session: FY2021 Budget Planning

Approx. 7:00 PM – Regular Meeting

- 1. Call to Order and Opening Ceremonies**
 - A. Thought, Reading or Invocation – Toby Wright
 - B. Pledge of Allegiance – Kevin Jeppsen
- 2. Approx. 7:05 PM Procedural Issues**
 - A. Conflicts of Interest Declaration(s), If Any
 - B. Pass out Warrants to Council Members
- 3. Approx. 7:15 PM – Public Hearing and/or Public Comments (No Vote Needed)**

Rules: (1) Please Speak Only Once (Maximum of 3 Minutes) per Agenda Item; (2) Please Speak in a Courteous and Professional Manner; (3) Do Not Speak to Specific Member(s) of the City Council, Staff, or Public (Please Speak to the Mayor or to the Council as a Group); (4) Please Present Possible Solutions for All Problems Identified; (5) No Decision May Be Made During this Meeting if the Item Is Not Specifically on the Agenda (with Action on Public Hearings, if any, later in the Meeting); and (6) Comments must be made in person or in writing (with your name being stated for the record).

 - A. Public Comments
- 4. Approx. 7:20 PM – Presentations**
 - A. City Hall Phasing Option – JRCA Architects
 - B. Corridor Planning Highway 89 – Christopher Chestnut
- 5. Approx. 7:45 PM – Action Items (Roll Call Vote)**
 - A. Approval of Warrants
 - B. Resolution 2020-04 Adopting an Active Transportation Plan
 - C. Ordinance 19-M Amending Title 15 of the Perry Municipal Code Regarding Design Standards, Multi-Family Dwellings, and Apartments
 - D. Ordinance 20-F Zone Change from RE ½ to Commercial - Location: 1495 W 2950 S, Parcel: 02-034-097
 - E. Subdivision amending & Lot Line Adjustment for Pointe Perry Subdivision – Location 1985 W 1100 S, Parcel: 03-236-0035 and 03-155-0057
- 6. Approx. 8:05 PM – Discussion Item**
 - A. Response to COVID-19 Coronavirus
- 7. Approx. 8:20 PM – Minutes & Council/Mayor Reports (Including Council Assignments)**

No Council Action May be Taken if an Item is not specifically on the Agenda

 - A. Approval of Consent Items
 - February 27, 2020 City Council Meeting Minutes
 - B. Mayor’s Report
 - C. Council Reports
 - D. Staff Comments

E. Planning Commission Report

8. Approx. 8:45 PM – Executive Session (if needed)

- A.** Discussion of the purchase, exchange, lease, or sale of real property, when public discussion would disclose the value of the property or prevent the authority from completing the transaction of the best possible terms.
- B.** Strategy session to discuss the character, professional competence, or physical or mental health of an individual.
- C.** Strategy session to discuss collective bargaining.
- D.** Strategy session regarding pending, or reasonably imminent litigation.
- E.** Strategy session to discuss the deployment of security personnel, devices, or systems.
- F.** Discussion of investigative proceedings regarding allegations of criminal misconduct.

9. Approx. 9:00 PM – Adjournment

Certificate of Posting

The undersigned duly appointed official hereby certifies that a copy of the foregoing agenda was sent to each member of the City Council and was posted in three locations: the Perry City Offices, Centennial Park, Perry City Park; and was emailed to the Ogden Standard-Examiner, Box Elder News Journal; and posted on the State Public Meeting Notice Website on this 19th day of March, 2020. Any individual requiring auxiliary services should contact the City Offices at least 3 days in advance (435-723-6461).

Shanna S. Johnson, Chief Deputy Recorder

Report Criteria:

Detail report.
Invoices with totals above \$2000.00 included.
Paid and unpaid invoices included.

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Jones & Associates								
11552	Jones & Associates	19500	miscellaneous	03/01/2020	187.50	187.50	03/18/2020	
11552	Jones & Associates	19500	miscellaneous	03/01/2020	125.00	125.00	03/18/2020	
11552	Jones & Associates	19500	streets	03/01/2020	62.50	62.50	03/18/2020	
11552	Jones & Associates	19500	streets	03/01/2020	474.50	474.50	03/18/2020	
11552	Jones & Associates	19500	streets	03/01/2020	3,416.50	3,416.50	03/18/2020	
11552	Jones & Associates	19500	streets	03/01/2020	62.50	62.50	03/18/2020	
11552	Jones & Associates	19500	streets	03/01/2020	114.50	114.50	03/18/2020	
11552	Jones & Associates	19500	streets	03/01/2020	874.50	874.50	03/18/2020	
11552	Jones & Associates	19500	Culinary Water	03/01/2020	696.00	696.00	03/18/2020	
11552	Jones & Associates	19500	Culinary Water	03/01/2020	62.50	62.50	03/18/2020	
11552	Jones & Associates	19500	Culinary Water	03/01/2020	2,121.00	2,121.00	03/18/2020	
11552	Jones & Associates	19500	Storm Drain	03/01/2020	331.75	331.75	03/18/2020	
11552	Jones & Associates	19500	sanitary Sewer	03/01/2020	931.50	931.50	03/18/2020	
11552	Jones & Associates	19500	Parks	03/01/2020	1,790.75	1,790.75	03/18/2020	
11552	Jones & Associates	19501	Development Reviews	03/01/2020	196.50	196.50	03/18/2020	
11552	Jones & Associates	19501	Development Reviews	03/01/2020	2,594.50	2,594.50	03/18/2020	
Total Jones & Associates:					14,042.00	14,042.00		
Polydyne Inc.								
11400	Polydyne Inc.	1436839	clarifloc	03/05/2020	2,515.15	2,515.15	03/18/2020	
Total Polydyne Inc.:					2,515.15	2,515.15		
Republic Services								
10200	Republic Services	0493-0006392	garbage service	02/29/2020	16,890.31	16,890.31	03/18/2020	
Total Republic Services:					16,890.31	16,890.31		
TVG Homebuilders								
12643	TVG Homebuilders	214	WWTP Concrete	02/24/2020	3,100.00	3,100.00	03/11/2020	
Total TVG Homebuilders:					3,100.00	3,100.00		
William M. Morris P.C.								
10434	William M. Morris P.C.	3/11/2020	City Attorney Services	03/01/2020	1,800.00	1,800.00	03/11/2020	
10434	William M. Morris P.C.	3/11/2020	City Attorney Services	03/01/2020	337.50	337.50	03/11/2020	
10434	William M. Morris P.C.	3/11/2020	City Attorney Services	03/01/2020	112.50	112.50	03/11/2020	
Total William M. Morris P.C.:					2,250.00	2,250.00		
Grand Totals:					38,797.46	38,797.46		

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
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Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

Report Criteria:

Detail report.

Invoices with totals above \$2000.00 included.

Paid and unpaid invoices included.

**PERRY CITY
RESOLUTION 2020-04**

ACTIVE TRANSPORTATION PLAN

**A RESOLUTION OF PERRY CITY, UTAH, ADOPTING THE BOX
ELDER COUNTY ACTIVE TRANSPORTATION PLAN.**

WHEREAS, Perry City (hereafter City”) is a municipal corporation duly organized and existing under the laws of the state of Utah;

WHEREAS, Box Elder County (hereafter “County”) has prepared the Southeastern Active Transportation Plan (hereafter Plan”) dated 2017;

WHEREAS, the County has invested considerable time and resources in the Plan which benefits the City;

WHEREAS, the City contributed to the creation of this Plan in conjunction with the County and other municipalities;

WHEREAS, the Plan includes various elements that promote the health, safety, and general welfare of the City and its residents;

WHEREAS, the City desires to adopt and implement the Plan;

NOW, THEREFORE, BE IT RESOLVED by the City Council of Perry City, Utah, that the Southeastern Box Elder Active Transportation Plan, dated 2017, attached hereto as Exhibit “A” and incorporated herein by this reference is approved and adopted.

PASSED AND APPROVED by the Perry City Council this ____ day of _____, 2020.

Mayor

ATTEST:

City Recorder

SOUTHEASTERN BOX ELDER COUNTY



2017 ACTIVE TRANSPORTATION PLAN

SIGNATURE PAGE

The following communities have participated in this active transportation planning process and approve the Southeastern Box Elder County Active Transportation Plan.

Jeff Hadfield, Commission Chair
Box Elder County

Date

Tyler Vincent, Mayor
Brigham City

Date

Karen Cronin, Mayor
Perry City

Date

Ken Braegger, Mayor
Willard City

Date

ACKNOWLEDGEMENTS

The Southeastern Box Elder County Active Transportation Plan was developed by the following communities for residents, visitors, and future generations.

Contributing Communities

Box Elder County
Brigham City
Perry City
South Willard (unincorporated)
Willard City

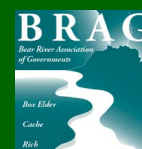
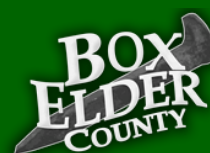
Project Partners

Bear River Association of Governments
Bear River Health Department
Bear River Migratory Bird Refuge
Bear River Water Conservancy District
Bike Utah
National Parks Service, RTCA Program
Pine View Water Systems
Uinta-Wasatch-Cache National Forest
Utah Department of Transportation, Region 1
Utah Division of Water Resources
Utah Division of Wildlife Resources
Utah Forestry, Fire & State Lands
Utah Transit Authority
Wasatch Front Regional Council
Weber Pathways
Willard Bay State Park

Southeastern Box Elder County Active Transportation Plan | 2017

Box Elder County Planning
1 South Main St
Brigham City, Utah 84302
(435) 734-2634

Plan prepared by:



*all photos courtesy of BRAG unless otherwise noted.

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Historic Orchard Pathway, Willard

1 | INTRODUCTION

Vision

To create a regional non-motorized active transportation system connecting the communities of southeastern Box Elder County and adjacent counties to provide safe opportunities for recreation, education, public health, alternative transportation, economic development, and resource sharing.

Goals and Objectives

Provide Local and Regional Connectivity

- Provide safe travel for pedestrians along a right-of-way trail system through development standards
- Identify and connect key neighborhoods, schools, parks, and other amenities with a safe and efficient trail system
- Identify connections from community to community, and to existing and future trails in adjacent counties

Create Partnership with Public and Private Land Owners, Agencies, and Organizations

- Engage in productive discussions with landowners, and public and private land managers
- Establish a strong group of partners and stakeholders
- Work with various local government, land owners and managers, and private property owners to create more opportunities for access to trails in the region

Provide Connections to Economic Centers and Tourism Destinations

- Create efficient connections to local business districts
- Identify first and last mile connections
- Develop a marketing strategy
- Create user maps, including hard copy, digital and mobile apps

Provide Information on Education, Health, and Recreation

- Work with local health and education partners including, Bear River Health Department, Brigham Recreation Department, Box Elder County School District, and Utah State University to create educational opportunities to learn about the health benefits of active transportation
- Address air quality issues by providing active transportation routes
- Identify user groups including, children, seniors, clubs, municipal recreation groups, schools, and others to provide education on trail and health benefits
- Identify opportunities to provide education related to local ecosystems, heritage and cultural sites

Provide Recreational Amenities for Residents and Visitors

- Provide adequate active transportation options for walking and biking
- Provide connected regional pathways and linkages to local and regional parks, natural areas, public lands, and other amenities

Benefits of Active Transportation

Active transportation—any form of human-powered transportation, such as biking or walking—is growing in popularity across the U.S. as more than a means of travel, but as a way to improve and sustain a high quality of life. Investing in active transportation can help create a safer, more connected, and accessible pedestrian network that yields economic, social, and environmental benefits.

Economic Vitality & Tourism

Active transportation can contribute to a healthy economy through direct impacts for users such as reduced travel costs, to more indirect impacts, such as growth in bicycle related businesses. Increasing the amount of active transportation infrastructure can benefit the local economy through:

- Growth in active transportation related industries (e.g. bike shops, bike and walking tour companies, rental shops)¹
- Attracting tourist spending through restaurants, lodging and special events^{2,3}
- Attracting businesses and retaining well-qualified workforce⁴
- Providing access to employment²
- Providing more compact communities resulting in lower infrastructure and service costs³
- Improved livability and community attractiveness^{4,5}



Figure 1-1. Businesses, such as Valerie Taylor Gallery along U.S. 89 in Willard stand to gain from the economic activity active transportation can generate.

Recreation

Active transportation can support a range of activities from walking to bird watching to equestrian riding depending on the location and corridor type. They provide citizens and visitors with designated areas to recreate, and routes to recreation destinations, including municipal parks, Willard Bay State Park and the Uinta-Wasatch-Cache National Forest. Trails also act as a destination for visitors by taking them through community attractions and connecting them to different amenities.

Multi-Modal Transportation & Air Quality

Active transportation corridors offer residents and visitors with attractive, safe, accessible and low to no-cost places to recreate, travel or commute. Corridors can also be incorporated into existing transportation networks to connect with

public transit and parking. A diversity of travel options can also reduce the number of vehicles on the road, thus reducing vehicle emissions. A reduction in vehicle emissions can lead to improved air quality and community health.²



Figure 1-2. Bear River Migratory Bird Refuge located west of Brigham City is a regional recreation destination for hunting, bird watching, and hiking.

Health & Wellness

Active transportation can help people of all ages incorporate exercise into their daily routine by connecting them with places they want or need to go. Other health benefits include:

- Improved personal health and increased life expectancy^{2,7}
- Lower health care costs and enhance community wellbeing⁸
- Increased opportunity for families, friends, and neighbors to interact and spend quality time together

* See appendix B for Box Elder County health statistics.

Community Engagement & Identity

Active transportation corridors are community space where neighbors can meet, children can play, and community groups can gather for events. They provide a means to create strong, vibrant communities. They can also be the site of a fun run, bicycle race, or a location to celebrate a community's cultural heritage and geological history.

Environment

Active transportation corridors can also be considered green corridors that benefit the living and physical environment. They can help protect natural lands needed for wildlife habitat and plants, and wetlands for improving water and air quality. They can also serve as natural floodplains providing stormwater storage and filtration. Corridors are a way for humans to experience nature with minimal impact, and the more access people have to the outdoors, the more they value the natural environment.

¹Travel Oregon, "The economic significance of cycling on Oregon scenic bikeways, 2014" June 2015, <http://industry.traveloregon.com/content/uploads/2015/06/ORScenicBikewayStudy2014.pdf>

²Victoria Transport Policy Institute, "Evaluating active transport benefits and costs," September 2016, <http://www.vtpi.org/nmt-tdm.pdf>
Community Cycles, "Dollars and jobs: The Value of Boulder's Bicycle Related Economy, Results of Community Cycles Economic Survey," November 2011, http://communitycycles.org/images/Econ_Survey_Flyer_Nov_2011.pdf

³Sonoma County Transportation Authority, "Economic impacts of walking & bicycling in Sonoma County," January 2013, http://ci.sebastopol.ca.us/sites/default/files/suekelly/economic_impacts_of_walking_and_bicycling_in_sonoma_county_january_2013_scta.pdf

⁴National Park Service, "Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors," 1995, https://www.nps.gov/pwro/rta/econ_all.pdf
⁵Ryan Snyder Associates, LLC, "The economic value of active transportation," 2005, <http://www.rsa.cc/images/EconomicValueOfActiveTransportation.pdf>

⁶Geoffrey Godbey, *Outdoor Recreation, Health, and Wellness: Understanding, and Enhancing the Relationship*, <http://www.rff.org/research/publications/outdoor-recreation-health-and-wellness-understanding-and-enhancing>

⁷U.S. Department of Health & Human Services, "2008 physical activity guidelines for Americans," 2008, <https://health.gov/PaGuidelines/guidelines/>
⁸Guijing Wang, Caroline Macera, Barbara Schudder-Soucie, Tom Schmid, Michael Pratt, & David Buchner, *A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails*, <https://sienadeeppservice.pbworks.com/f/Cost+Benefit+Analysis+----+Health.pdf>



2 | REGIONAL SETTING & BACKGROUND

Southeastern Box Elder County

Southeastern Box Elder County is located in Northern Utah along just north of the Wasatch Front metropolitan area, 45 minutes from Salt Lake City. The region is confined by the Wasatch Mountains to the east and Willard Bay and the Great Salt Lake to the west. In between is a narrow strip of land that includes the towns of Perry, Willard, and South Willard, and is beginning to grow significantly. The area is also known for the adjacent Bear River Bird Refuge for seasonal hunting and bird watching, Willard Bay State Park, a camping, boating and fishing haven, and historic fruit orchards and roadside produce stands.

The Fremont Indians, followed by the Shoshone, frequented the county as hunting grounds before the Mormon pioneers settled the region in the mid-19th century. Communities established themselves on agriculture; grazing sheep and cattle, fruit orchards and row crops. With the transcontinental railroad meeting at Promontory, just northwest of the region, southeastern Box Elder County sustained itself exporting crops and produce.

Today, the region has found regional economic success from manufacturing industries including, Orbital ATK Inc., an aerospace manufacturer, Nucor Steel, and Proctor and Gamble along with growth from Ogden and the rapidly expanding Wasatch Front.

Communities of Southeastern Box Elder County

Southeastern Box Elder County is made up of Brigham City, Perry, Willard and unincorporated South Willard. Established in 1853, Brigham City has a population of 18,752 people.¹ It is the largest city and the commercial hub for the region. Perry City, just south of Brigham City has approximately 4,700 residents. The town's population had doubled in size since 2000 with additional housing developments in progress. Willard City, located 3 miles north of the Weber County line, is home to roughly 1,800 people. The town

is adjacent to Willard Bay State Park and the newly constructed Willard Creek Debris Basin Park and Pathway. Unincorporated South Willard located between Willard and Weber County, contains approximately 1,800 residents. It is a small expanding bedroom community just north of the Weber County line.

Active Transportation Planning History

As population has increased in the last fifteen years, local leaders have expressed a desire to improve local transportation conditions and the livability of southeastern Box Elder County for residents and visitors. Active transportation planning began in 2013 when Willard, Perry, Brigham City and Box Elder County officials, residents and staff began planning for a pathway along the historic Utah-Idaho Central Rail corridor, locally referred to as the Bamberger Railroad.

The corridor, once an electric rail service, connected Ogden to Logan, and eventually to Preston, Idaho. The railway was used primarily for passenger and freight services, moving fruits and other goods in and out of the region. The railway was abandoned and cleared of tracks in 1947 with sections of the corridor now owned by the towns and county.



Figure 2-1. Utah-Idaho electric rail car from the early 1900s.

To support the development of the rail corridor and other active transportation corridors in the region, Box Elder County applied for the National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) program and received

¹ U.S. Census Bureau, "QuickFacts: Brigham City, Utah," September 2016, <http://www.census.gov/quickfacts/>

a planning assistance grant to draft an active transportation planning document in 2014. Since receiving funding, a coordinated effort between NPS RTCA, Bear River Association of Governments (BRAG), Box Elder County, Brigham City, Perry, and Willard has taken place to develop this document.

Existing Conditions

The following section covers the current conditions in southeastern Box Elder County for land use, roads, public transit, and active transportation along with opportunities and constraints that will influence trail planning and development in the region.

Zoning

Southeastern Box Elder County is a low density region primarily made up of

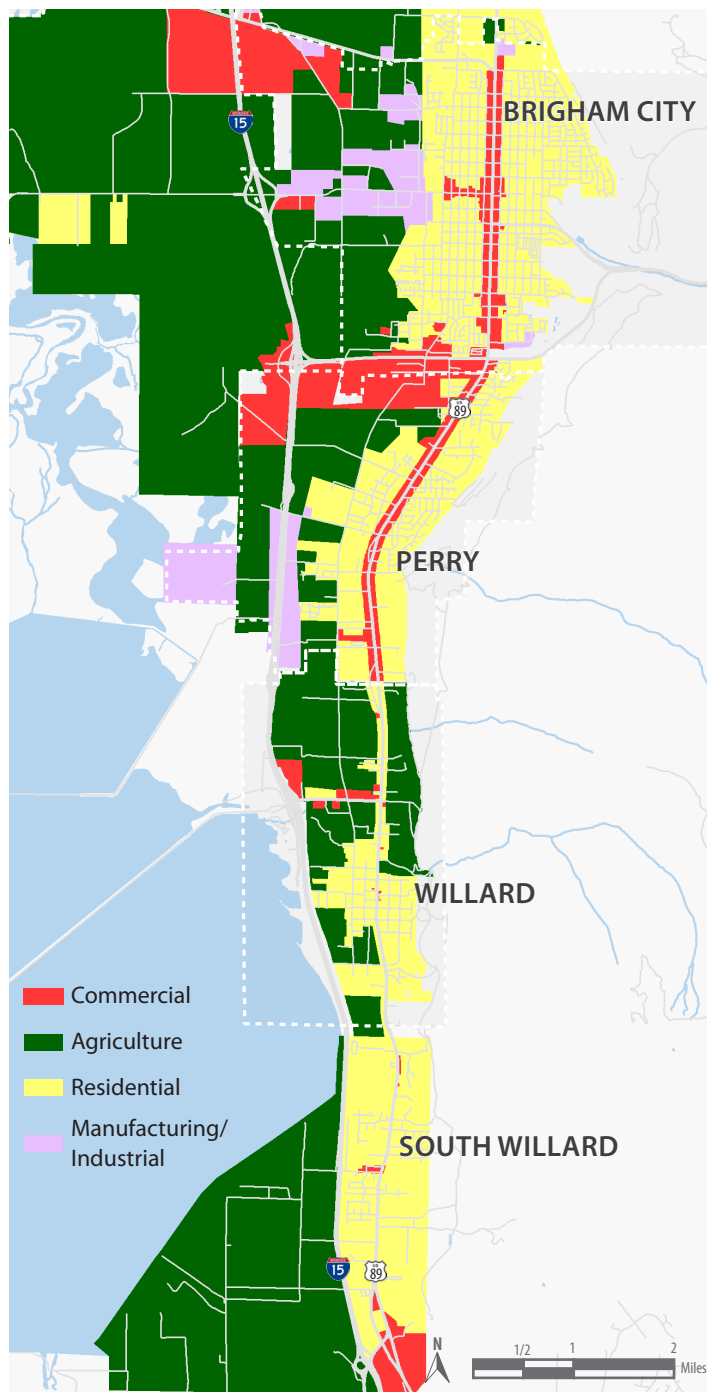


Figure 2-2. Zoning map of southeastern Box Elder County.

residential and agricultural uses (see figure 2-2). The region has seen commercial businesses develop along Main St and along 1100 South in Brigham City, which also has a thriving manufacturing and industrial area on the westside of town. Perry and Willard are primarily residential with few commercial and manufacturing activities along Highway 89.

Roads

When early Mormons settlers came to the region in the mid-1800s, they based their towns on the "Plat of Zion." The Plat organized communities around a system of gridded streets. Most towns have grown following the Plat. This has helped the region develop a strong network of north-south and east-west arterial and collector roads, including 750 North in Willard and 1100 South and Forest Street in Brigham city (see figure 2-3). Interstate 15 provides regional north-south movement while U.S. 89, another north-south arterial, provides local movement through each of the communities.

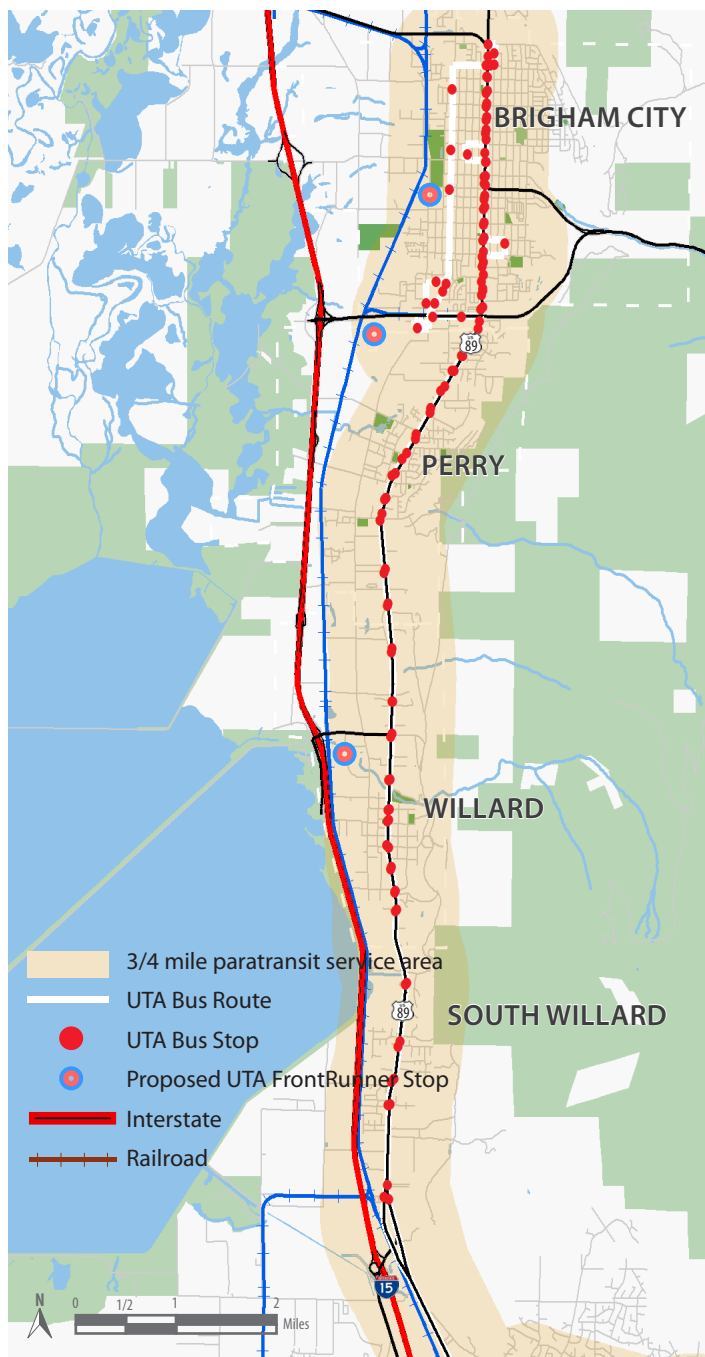


Figure 2-3. Public transportation routes and roads of southeastern Box Elder County.

Public Transportation

With a small population, the region is only serviced by one bus route along the U.S. 89 corridor looping in Brigham City. The route is operated by Utah Transit Authority. Figure 5 displays the route and stops along with a 3/4 mile buffer for paratransit services. The 3/4 mile buffer represents the approximate maximum distance paratransit needs to meet for American with Disabilities Act (ADA) compliance.

UTA FrontRunner commuter rail service is planned along the Union Pacific rail corridor. The line has potential stops in Willard, Perry and Brigham City. Right-of-way analysis has been completed along the corridor and a local sales tax option for corridor preservation is being collected. There is no official completion date for the rail service at this time.

Active Transportation

Similar to other small-town regions, southeastern Box Elder County has a limited active transportation network with isolated routes throughout the region. Brigham City has several bicycle lanes and a multi-use sidewalk connecting the Bird Refuge to Reese Pioneer Park. Willard has completed 1.5 miles of paved shared-use path and designated shoulder along the Historic Orchard Pathway and a recently built shared-use path circling the Willard Creek Nature Park & Retention Basin. Perry has funded 1.75 miles of the Historic Orchard Pathway from Davis Street to 1500 South and Commerce Way set to be completed by 2021.

Nearby public lands, including the Bear River Migratory Bird Refuge offers loop single track trails. Willard Bay State Park has portions of its dike designated as trail (Pelican beach parking lot to Willard Bay South Marina). Brigham Face Wildlife Management Area and the Uinta-Wasatch-Cache National Forest have several miles of unofficial single track and unimproved road or jeep trail along the bench and up the canyons.

Opportunities

Tourism & Recreation

Willard Bay State Park, Golden Spike National Monument, Bear River Migratory Bird Refuge, Brigham Face Wildlife Management Area, and Uinta-Wasatch-Cache National Forest are all located within or near southeastern Box Elder County. These recreation areas provide an opportunity to connect existing tourism and recreation amenities to communities.

Utility & Railroad Corridors

Water, sewer, electric, gas and other utilities often run through public right-of-ways or easements. These utility corridors can provide opportunities for trail development. Incorporating utilities with active transportation paths are an efficient way to combine uses and save on costs associated with path development.

Railroad corridors are another excellent way to combine utilities and paths to reduce costs. They have established easements and uninterrupted linear corridors ideal for paths.



Figure 2-4. Rail and utility corridors such as the Union Pacific railway are a great linear corridor for active transportation routes because of established easements.

Existing Development Patterns

Southeastern Box Elder County is largely undeveloped providing ample opportunities to plan corridors that will serve future land use and developments. The amount of undeveloped land also lends itself to determining high value conservation and historical areas.

Constraints

Auto-Dependent Land Use & Transportation

Following WWII, transportation shifted towards the automobile, which influenced the region's growth pattern and transportation networks. The result is limited safe and efficient means of alternative or active transportation. For example, high-speed arterial roadways including, U.S. 89 and 1100 South in Brigham City, provide limited crossings. Where crosswalks exist it is difficult for pedestrians and cyclists to move through the intersection safely.

Land Ownership

A majority of the land in southeastern Box Elder County is privately owned in the valley and publicly owned along the mountains. As such, right-of-way and easement acquisitions may be needed to secure certain existing private and public lands. Open and honest negotiations between private and public land owners will be needed to ensure continuous corridors.

Population Growth & Future Development

Located on the north end of the 120-mile Wasatch Front metropolitan region, southeastern Box Elder County (Brigham City, Perry, Willard, South Willard) is projected to double by nearly 50,000 residents by 2050 (Utah Foundation, 2014). If trail easements and right-of-ways are not established early, residential developments could limit the possibility for a cohesive regional active transportation network.

3 | PROPOSED ACTIVE TRANSPORTATION CORRIDORS

The southeastern Box Elder County Regional Active Transportation Plan proposes to add over 112 miles of corridors connecting schools, businesses, religious institutions, civic buildings, parks and public lands for residents and visitors. While these corridors may take years, or even decades to implement it is critical to plan for them now in order to create a connected and useful network.

The following section highlights the regional system and individual corridors. Each corridor section will include the following:

Corridor Description: A brief summary of the corridor.

Corridor Type: The type of corridor recommended for each section. Types of corridors include the following:

Bicycle Lane: a designated area for bicyclist to follow adjacent to roads. They can be designated by stripes or barriers.

Shared-Use Path: paved or nonpaved corridor where more than one active transportation use can be found. Shared-use paths are separated from other transportation facilities, such as roads.

Single Track: a narrow natural surface trail typically 2-4 feet in width.

Unimproved Road or Jeep Trail: gravel or any other non-paved road material typically 6-12 feet in width that can be shared with pedestrians and bicyclists.

Other: a broad classification of corridors that includes the following designations:

Other, Shoulder: a paved or unpaved section of road between the travel lane and the edge of the road (see figure 3-1).

Other, Sidewalk: a concrete path ranging from 5 to 10 feet wide depending on its location (see figure 3-2).



Figure 3-1. A striped shoulder can be a low cost corridor good for road segments without frequent stop or signaled intersections.



Figure 3-2. Sidewalks with widths from 5 to 10 feet provide enough room for both pedestrians and bicyclists to travel safely off-street.

Corridor Use:

Recommended activity for the trail, including pedestrian, bicycle and equestrian.

Level of Difficulty: Easy, medium or hard represent the three levels of difficulty based on surface materials (tread) and slope (steepness). Table 3-1 breaks down the rating system.

Table 3-1. Summary of Design Standards for Non-Single Track Trails

Access Routes	Easy	Moderate	Difficult
Surface (tread)	Paved: asphalt, concrete, boardwalk with ramped or level entry	Compacted crushed rock or compacted earth	Varies, but needs to be firm and stable
Clear width (minimum)	48 in.	36 in.	28 in.
Sustained running slope (steepness)	0 - 5%	5 - 8.3%	0 - 12.5%
Maximum grade for a maximum distance of	8.3%, 30 ft.	10%-14%, 50 ft.	20%, 50 ft.
Cross slope (maximum)	2%	3%	5%
Passing space interval	200 ft	300 ft	400 ft
Rest area interval	400 ft	900 ft	1,200 ft
Small level changes	0.5 in. maximum	1 in. maximum	3 in. maximum

Source: U.S. Access Board, 2014.

*Single Track trails could have steeper slopes, grades, or rougher tread.

Corridor Connections: Highlights important places the trail passes through or connects to.

Approximate Length: The relative length of the corridor. This measurement is not an exact length. Length of the trail is subject to change as the corridor is further designed and developed.

Landowners are listed to help identify future partnerships and land acquisitions, easements or right-of-way designations.

Responsible Entities: A list of agencies that should be included in the planning and designing of the corridor, and may be responsible for managing or maintaining certain sections.

Existing Condition: Provides a brief list of completed or funded sections of the corridor.

Proposed Timeline: An estimated timeline to follow for planning, designing, and building the corridor.

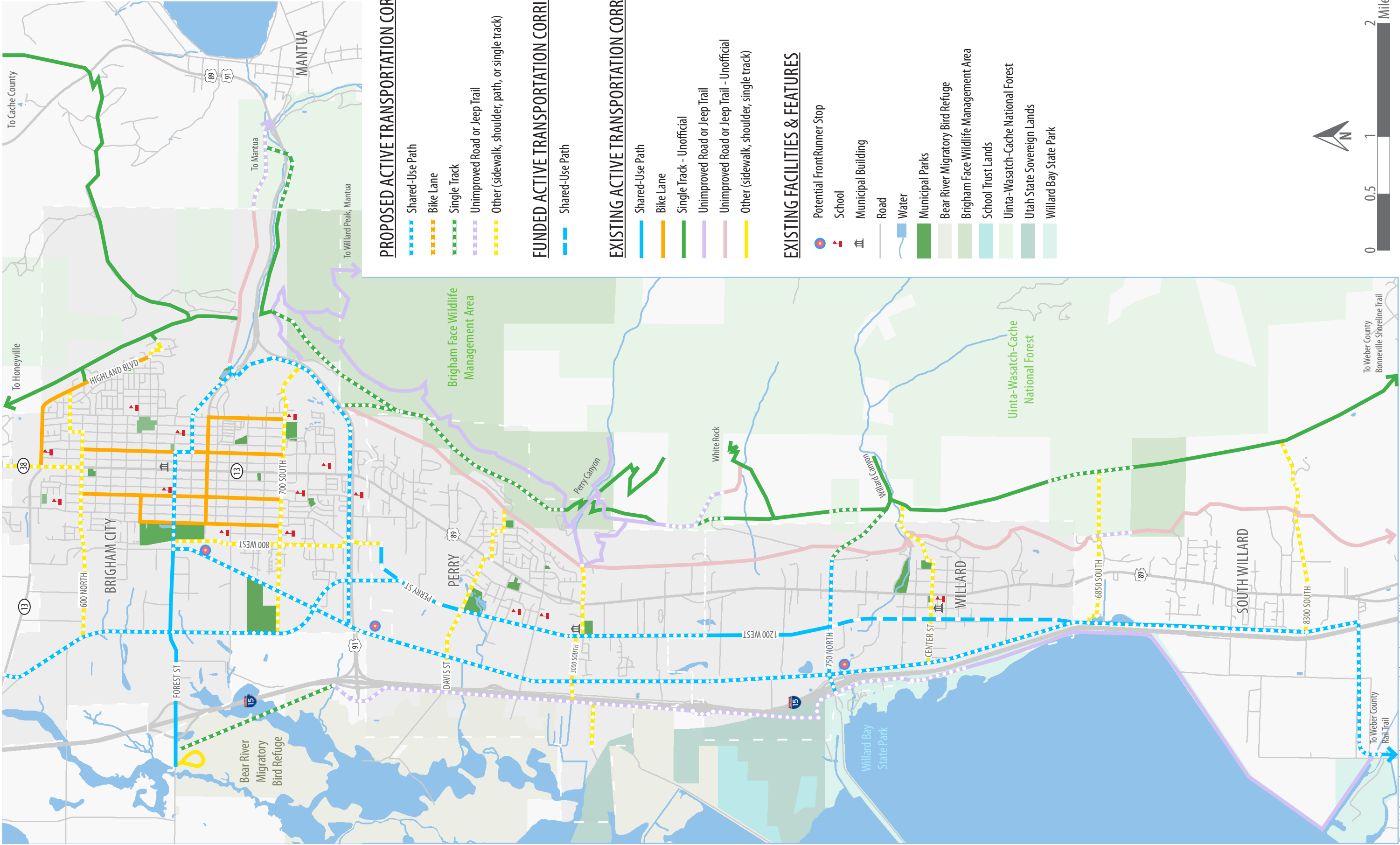


Figure 3-3. Existing and proposed active transportation corridor for southeastern Box Elder County.

HISTORIC ORCHARD PATHWAY

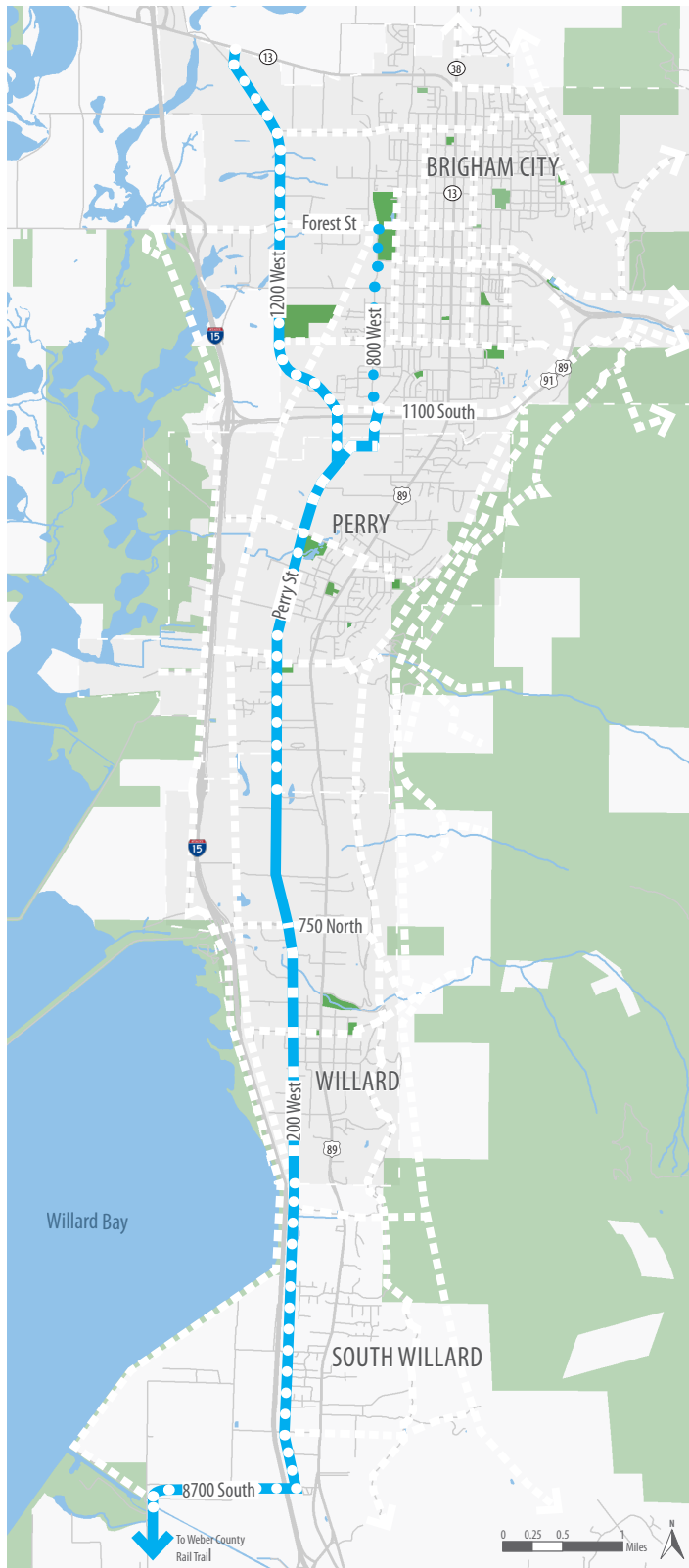


Figure 3-4. The HOP will provide a low-traffic alternative to traveling north and south between area communities.

CORRIDOR TYPES

- Existing Shared-Use
- - - Funded Shared-Use
- • • Proposed Shared-Use
- • • • Proposed Shared-Use Connector
- - - Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- - - Municipal Boundaries
- Water
- Roads

Passing through the iconic orchards and farmlands of southeastern Box Elder County, the Historic Orchard Pathway, or HOP, follows the former Utah-Idaho Central Railway north from Weber County, linking South Willard, Willard, Perry and Brigham City.

RECOMMENDED CORRIDOR TYPE: Paved shared-use path (separated)

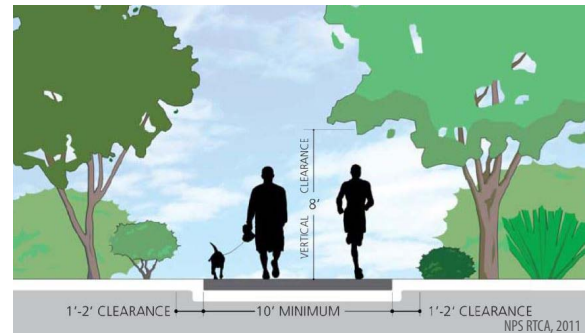


Figure 3-5. Recommended dimensions for the HOP shared-use path.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian (off trail)

LEVEL OF DIFFICULTY: Easy

CORRIDOR CONNECTIONS: Community center, civic buildings, agricultural areas, commercial and manufacturing districts, existing parks

APPROXIMATE CORRIDOR LENGTH:

- South Willard/Brigham County: 6.0 miles
- Willard: 3.5 miles
- Perry: 5.0 miles
- Brigham City: 4.0 miles
- Brigham City connector: 3.0 Miles
- TOTAL:** 21.5 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Brigham City
- Perry City
- Willard City

EXISTING CONDITIONS:

- Paved shared-use: 1.5 miles
- Unpaved shoulder: 2.5 miles
- Funded sections: 1.75 miles

PROPOSED TIMELINE: 2015-2025



Figure 3-6. Existing section of the HOP located on the north end of Willard.

FRONTRUNNER TRAIL

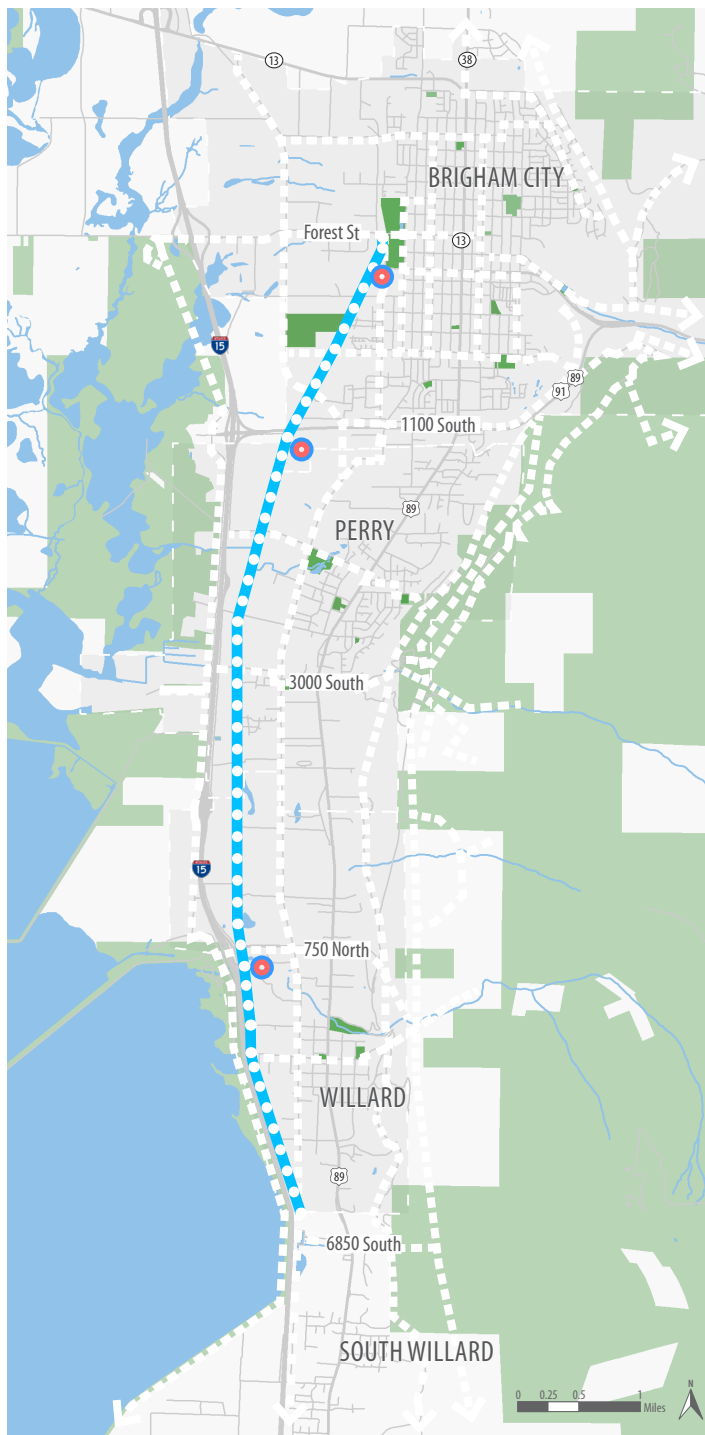


Figure 3-7. The FrontRunner Trail provides connection to future development and FrontRunner stops.

CORRIDOR TYPES

- Proposed Shared-Use
- Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads
- Potential FrontRunner Stops

The FrontRunner Trail follows the Union Pacific railway from Willard to Reese Pioneer Park in Brigham City. The corridor connects western portions of Willard, Perry and Brigham City with few road crossings.

RECOMMENDED CORRIDOR TYPE: Paved shared-use path

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle

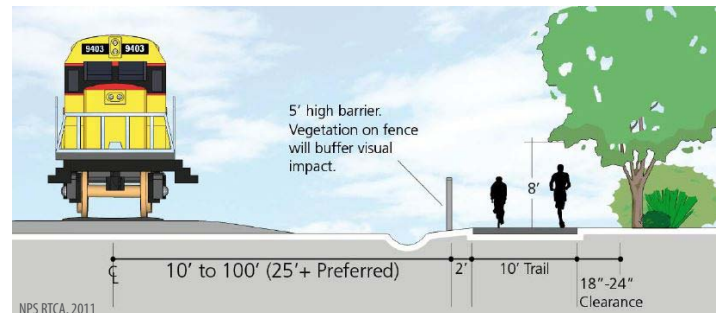


Figure 3-8. Recommended dimensions for the FrontRunner shared-use path.

LEVEL OF DIFFICULTY: Easy

CORRIDOR CONNECTIONS: FrontRunner stops, future development

APPROXIMATE CORRIDOR LENGTH:

- Willard: 4.0 miles
- Perry: 3.0 miles
- Brigham City: 2.0 miles
- TOTAL:** 9.0 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Brigham City
- Perry City
- Utah Transit Authority (UTA)
- Union Pacific
- Willard City

PROPOSED TIMELINE: 2017-2040



Figure 3-9. The FrontRunner Trail would follow the current route of the Union Pacific railway between South Willard and Brigham City.

THE BAY TRAIL

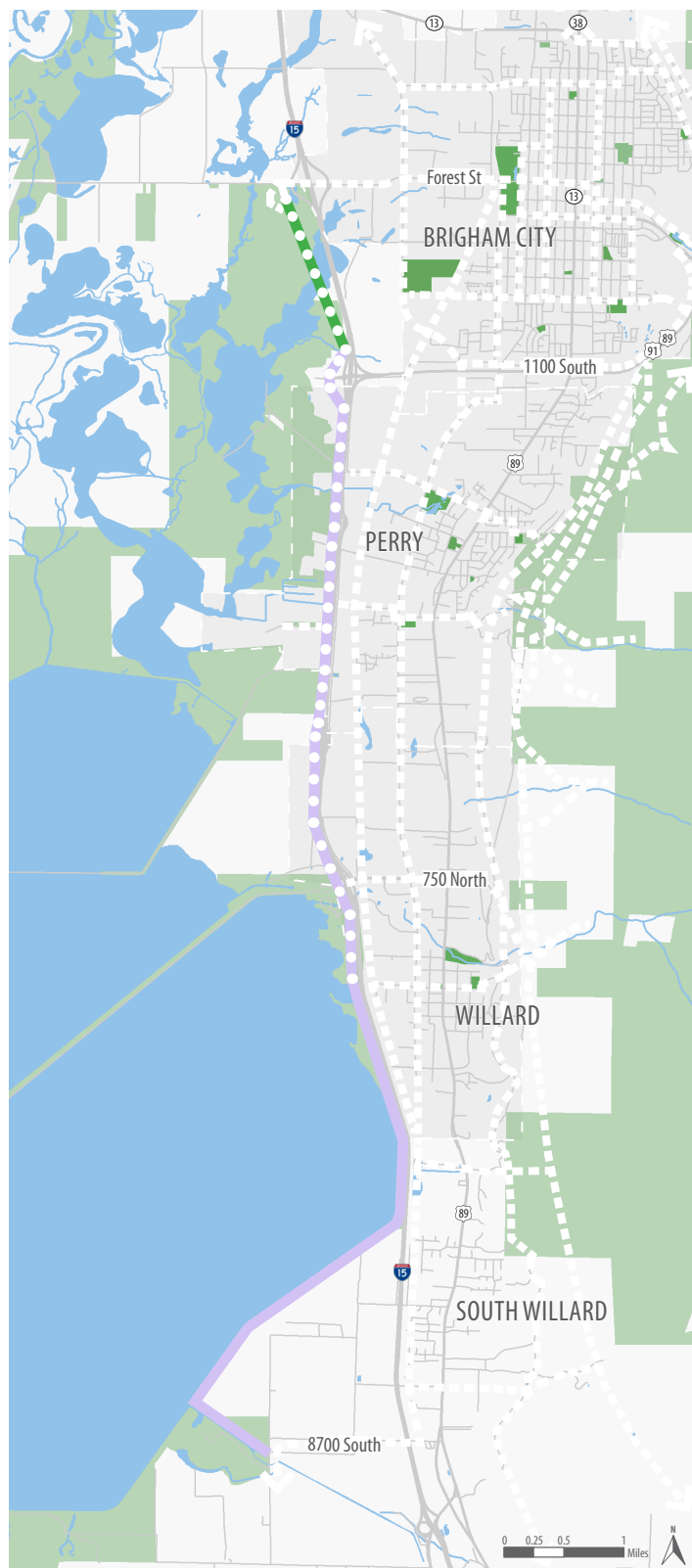


Figure 3-10. The Bay Trail connects Willard Bay State Park to the Bear River Migratory Bird Refuge.

CORRIDOR TYPES

- Unimproved Road of Jeep Trail
- Proposed Unimproved Road or Jeep Trail
- Proposed Single Track
- Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads

The Bay Trail travels through Willard Bay State Park along the dike and a section of paved road. The trail leaves the park and follows an unimproved frontage road adjacent to farmlands and wetlands eventually connecting to the Bear River Migratory Bird Refuge (U.S. Fish and Wildlife Service).

RECOMMENDED CORRIDOR TYPE: Single Track, Unimproved Road or Jeep Trail

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian

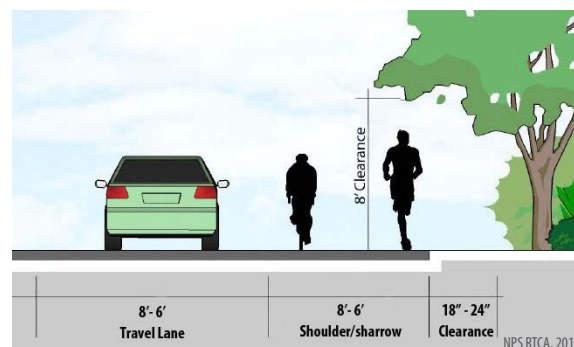


Figure 3-11. Recommended dimensions for the Bay Trail.

LEVEL OF DIFFICULTY: Medium

CORRIDOR CONNECTIONS: Willard Bay State Park, Bear River Migratory Bird Refuge

APPROXIMATE CORRIDOR LENGTH:

- Willard Bay State Park: 6.0 miles
- Private lands: 4.5 miles
- Bear River Migratory Bird Refuge: 2.0 miles
- TOTAL:** 12.5 miles

RESPONSIBLE ENTITIES:

- Bear River Migratory Bird Refuge (USFWS)
- Brigham City
- Perry City
- Utah Forestry, Fire & State Lands
- Willard City
- Willard Bay State Park

EXISTING CONDITIONS:

- Unimproved road: 4.5 miles

PROPOSED TIMELINE: 2017-2022



Figure 3-12. The Bay Trail would follow an unimproved frontage road on the western side of I-15.

BONNEVILLE SHORELINE TRAIL

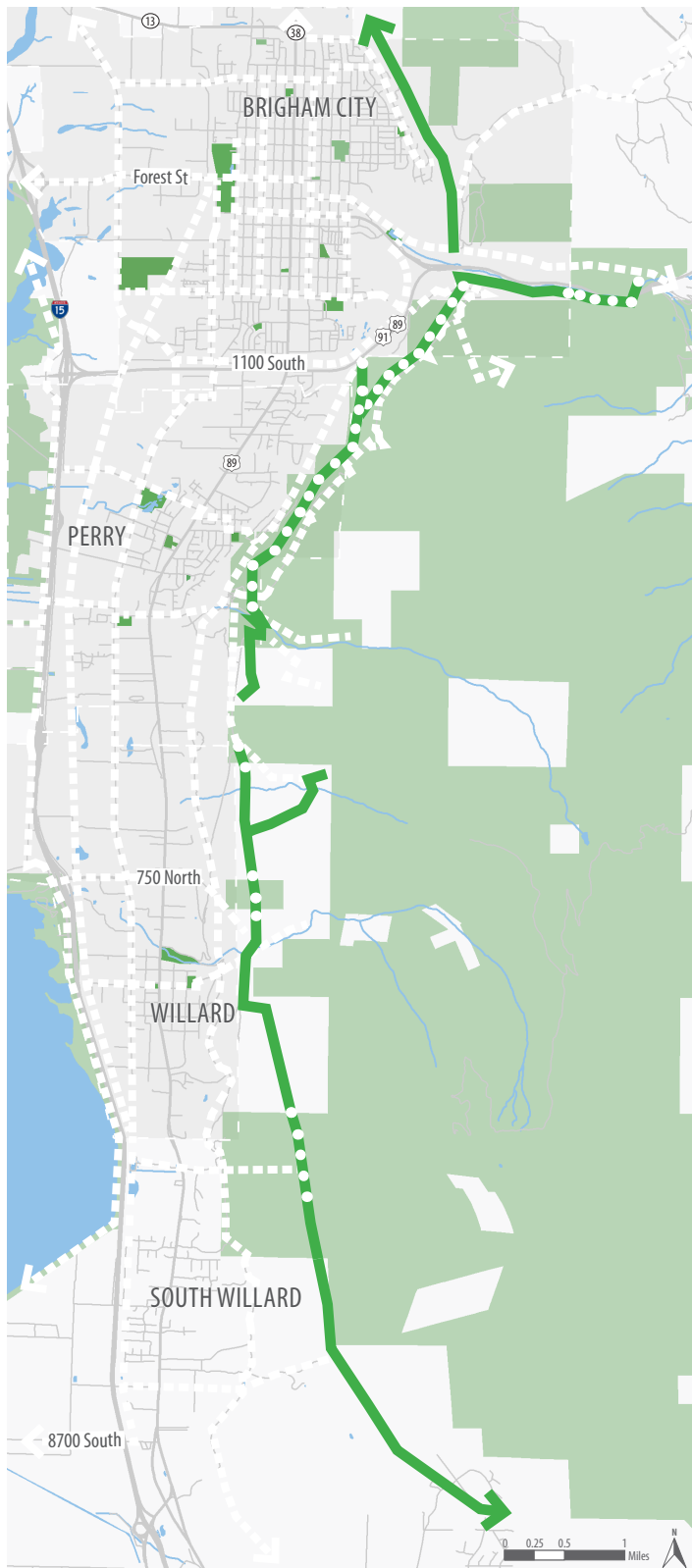


Figure 3-13. The Bonneville Shoreline Trail provides communities with access to public lands and stunning views of the Great Salt Lake and Willard Bay.

CORRIDOR TYPES

- Single Track - Unofficial
- - - Proposed Single Track
- - - Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- - - Municipal Boundaries
- Water
- Roads

The Bonneville Shoreline Trail (BST) follows the terraces formed by ancient Lake Bonneville 15,000-10,000 years ago. The trail connects to public lands and provides stunning views of the Great Salt Lake and Willard Bay as well as the entire southeastern Box Elder County area.

RECOMMENDED CORRIDOR TYPE: Single Track

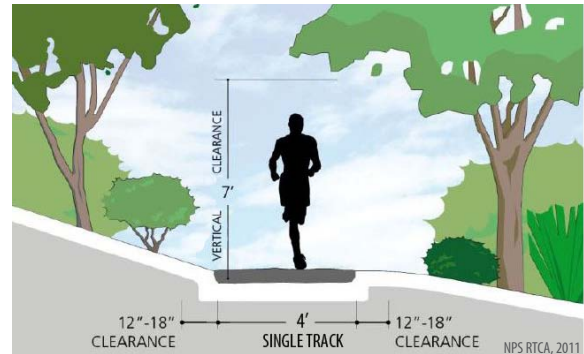


Figure 3-14. Recommended dimensions for the BST.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle

LEVEL OF DIFFICULTY: Medium to Difficult

CORRIDOR CONNECTIONS: Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Weber County BST

APPROXIMATE CORRIDOR LENGTH:

- Private lands: 12.0 miles
- Utah Division of Wildlife Resources: 8.0 miles
- Uinta-Wasatch-Cache National Forest: 1.0 miles
- TOTAL:** 21.0 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

EXISTING CONDITIONS:

- Unofficial Single Track: 13.5 miles

PROPOSED TIMELINE: 2017-2025



Figure 3-15. Looking out over Willard Bay from the Bonneville Shoreline Trail.

LOWER BENCH TRAIL

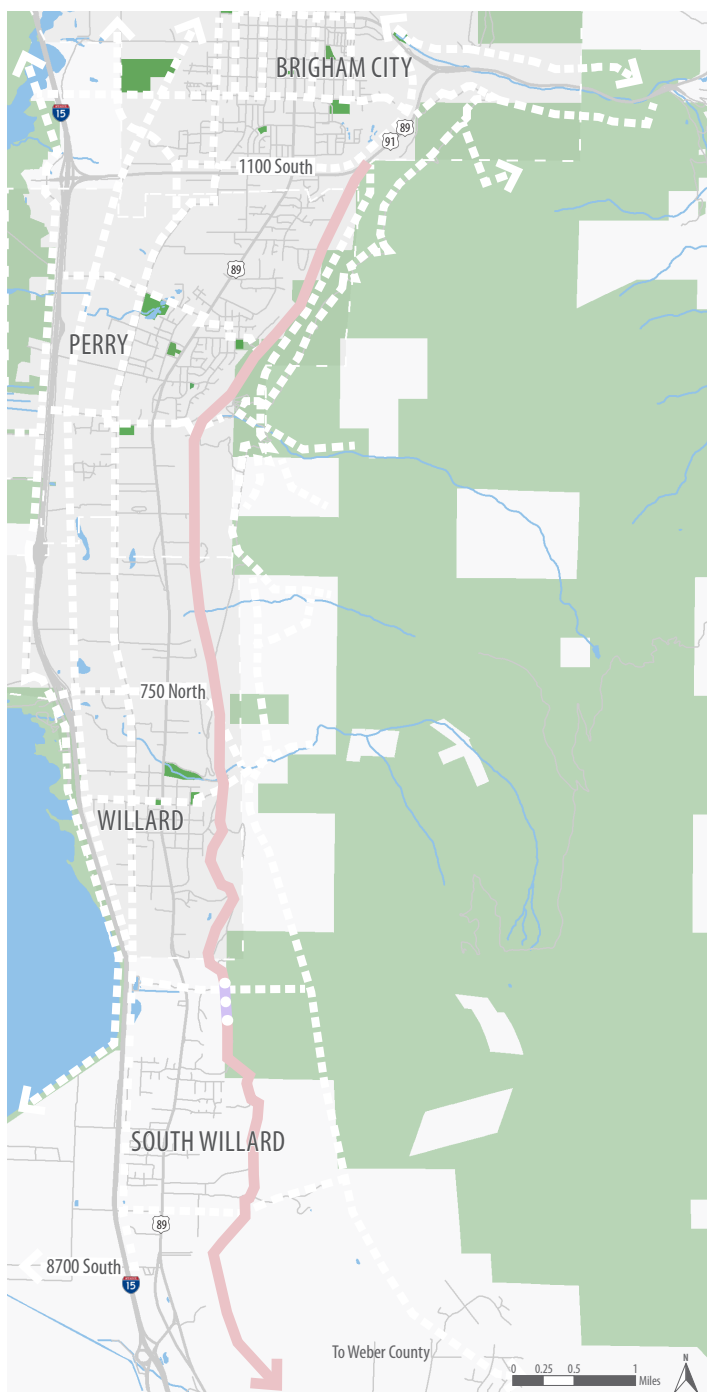


Figure 3-16. The Lower Bench Trail follows existing canal right-of-ways, and provides residents and visitors with an accessible route along the lower foothills.

CORRIDOR TYPES

- Unimproved Road or Jeep Trail - Unofficial
- - - Proposed Unimproved Road or Jeep Trail
- - - Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- - - Municipal Boundaries
- Water
- Roads

The Lower Bench Trail follows existing canal right-of-ways from Highway 89/91 to Weber County. The trail provides access to the lower foothills created by Lake Bonneville.

RECOMMENDED CORRIDOR TYPE: Unimproved Road or Jeep Trail

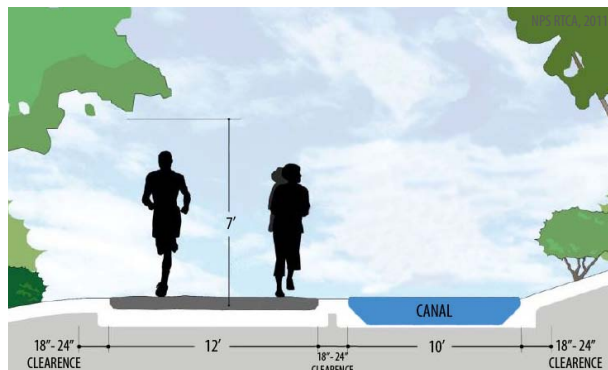


Figure 3-17. Recommended dimensions for the Lower Bench Trail.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian

LEVEL OF DIFFICULTY: Medium

CORRIDOR CONNECTIONS: Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Weber County, Perry Canyon, Willard Canyon, White Rock

APPROXIMATE CORRIDOR LENGTH:

- Private Lands: 9.0 miles
- Utah Division of Wildlife Resources: 1.0 miles
- Uinta-Wasatch-Cache National Forest: 0.5 miles
- TOTAL:** 10.5 miles

RESPONSIBLE ENTITIES:

- Box Elder County
- Perry City
- Pine View Water Systems
- Utah Division of Wildlife Resources
- Uinta-Wasatch-Cache National Forest
- Willard City

EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 10.5 miles

PROPOSED TIMELINE: 2017-2025



Figure 3-18. View down the Lower Bench trail towards Brigham Face Wildlife Management Area.

FIRE BREAK TRAIL

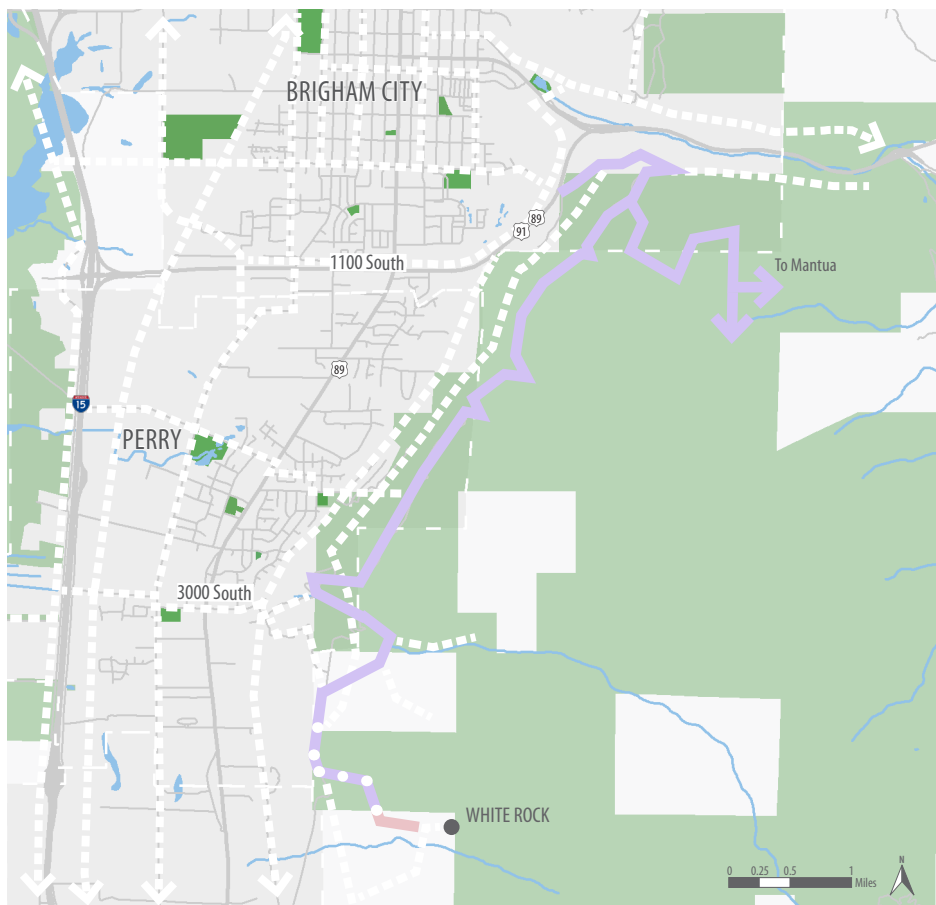


Figure 3-19. The Fire Break Trail would connect Box Elder Canyon with White Rock through Brigham Face Wildlife Management Area.

The Fire Break Trail follows Fire Break Road and White Rock Road through Brigham Face Wildlife Management Unit and the Uinta-Wasatch-Cache National Forest between US 89/91 and White Rock—a prominent geologic feature between Willard and Perry Canyons.

RECOMMENDED CORRIDOR TYPE: Unimproved Road or Jeep Trail

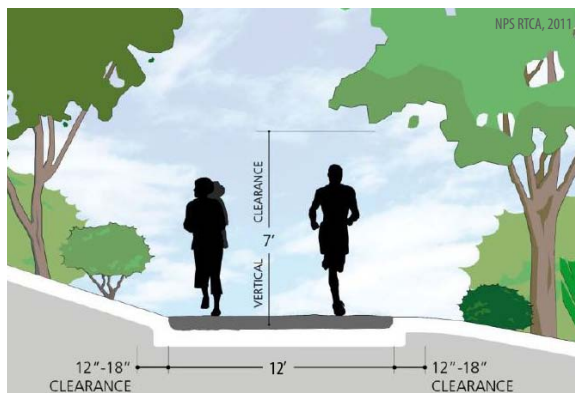


Figure 3-20. Recommended dimensions for the Fire Break Trail.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle, equestrian

LEVEL OF DIFFICULTY: Medium

CORRIDOR CONNECTIONS: Uinta-Wasatch-Cache National Forest, Brigham Face Wildlife Management Area, Box Elder Canyon, Perry Canyon

LOWER BENCH CORRIDOR TYPES

- Unimproved Road or Jeep Trail
- Unimproved Road or Jeep Trail - Unofficial
- - - Proposed Unimproved Road or Jeep Trail
- - - Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- - - Municipal Boundaries
- Water
- Roads

APPROXIMATE CORRIDOR LENGTH:

Private lands: 1.5 miles
 Utah Division of Wildlife Resources: 6.5 miles
 Uinta-Wasatch-Cache National Forest: 1.0 miles
TOTAL: 9.0 miles

RESPONSIBLE ENTITIES:

Box Elder County
 Perry City
 Utah Division of Wildlife Resources
 Uinta-Wasatch-Cache National Forest
 Willard City

EXISTING CONDITIONS:

Unimproved Road or Jeep Trail - Unofficial: 9.0 miles

PROPOSED TIMELINE: 2017-2022



Figure 3-21. View of the Fire Break Trail with the Bear River Migratory Bird Refuge and Promontory Mountains in the background.

EAGLE MOUNTAIN TRAIL

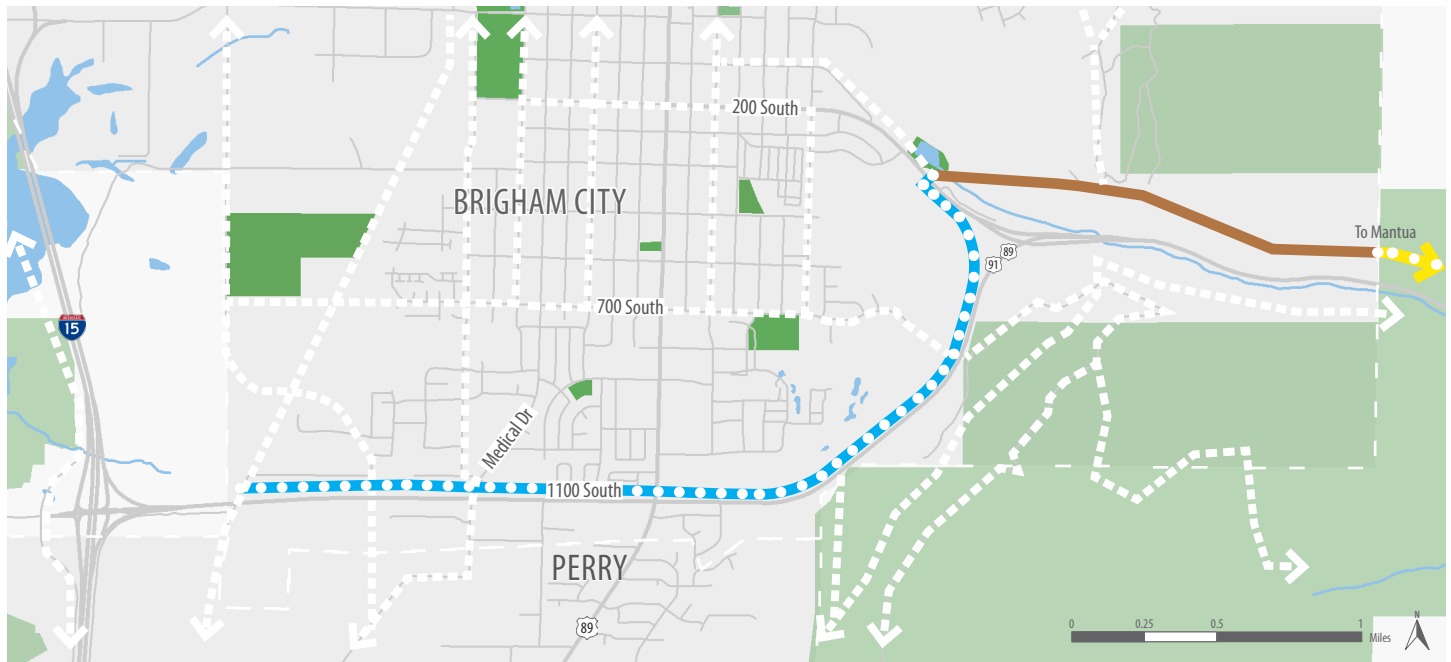


Figure 3-22. The Eagle Mountain Trail would connect to 6 other corridors along 1100 South.

The Eagle Mountain Trail runs along an abandoned railroad spur along the north side of the 1100 South corridor and continues towards the mouth of Box Elder Canyon. After crossing 200 South the trail follows a utility easement on the north side of Box Elder Canyon connecting to Mantua.

RECOMMENDED CORRIDOR TYPE: Shared-use path, unimproved road or jeep trail

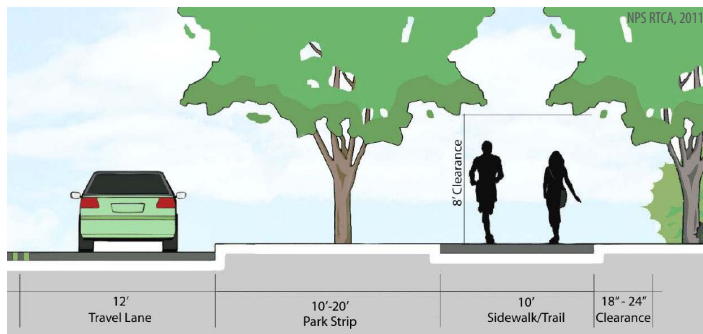


Figure 3-23. Recommended dimensions for the shared-use Eagle Mountain Trail.

RECOMMENDED CORRIDOR USES: Pedestrian, bicycle

LEVEL OF DIFFICULTY: Easy to Medium

CORRIDOR CONNECTIONS: 1100 South business district, Box Elder Canyon, Bonneville Shoreline Trail

APPROXIMATE CORRIDOR LENGTH:

Private lands: 3.5+ miles

Utah Dept. of Transportation: 3.0 miles

TOTAL: 6.5+ miles

PROPOSED TIMELINE: 2017-2025

EAGLE MOUNTAIN CORRIDOR TYPES

- Proposed Shared-Use
- Proposed Other
- Other - Unofficial
- Other Proposed and Existing Corridors

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Water
- Roads



Figure 3-24. The Eagle Mountain Trail would follow an abandoned railroad bed adjacent to 1100 South in Brigham City.

RESPONSIBLE ENTITIES:

- Brigham City
- Manuta
- Utah Department of Transportation

EXISTING CONDITIONS:

- Unimproved Road or Jeep Trail - Unofficial: 3.5+ miles

BRIGHAM CITY EAST-WEST CORRIDORS

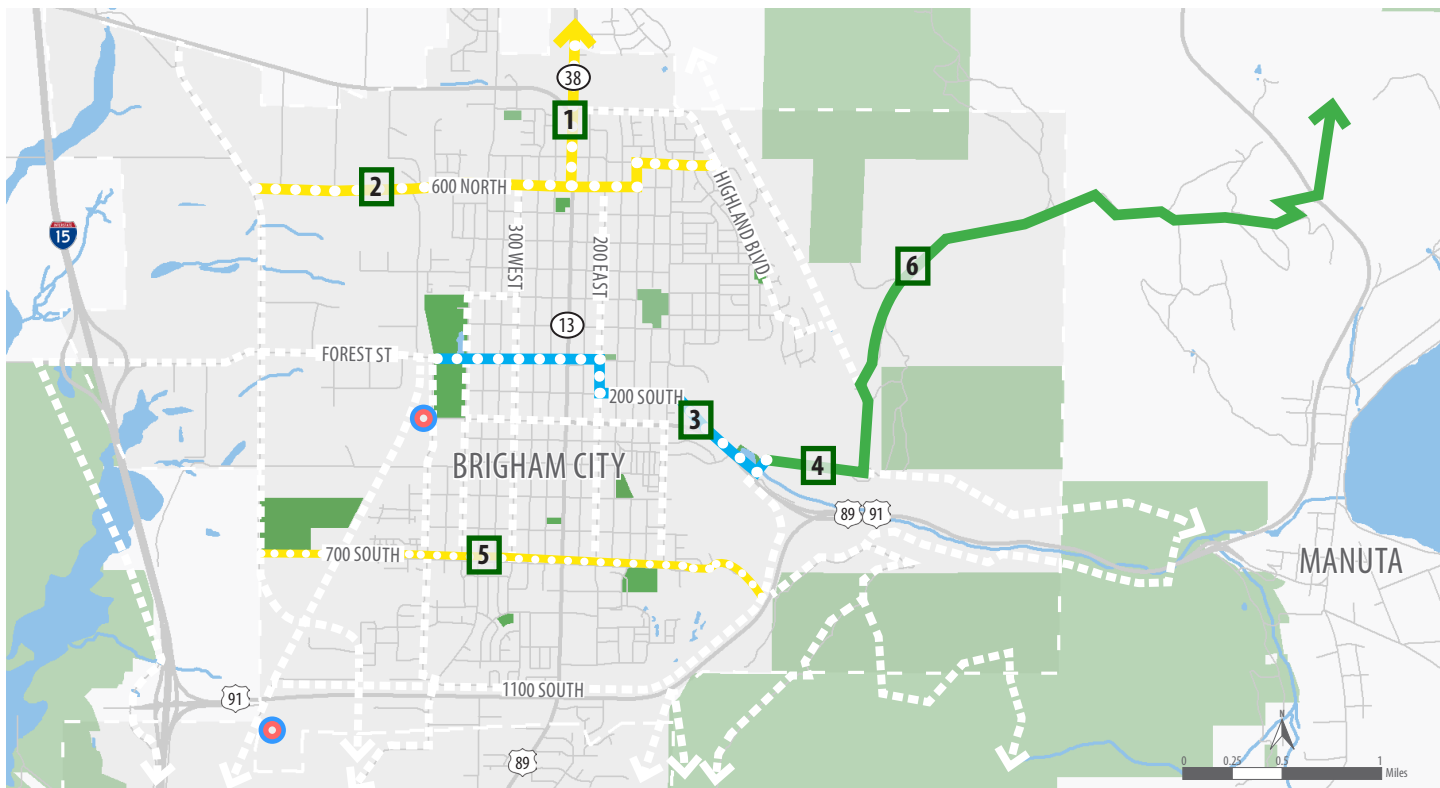


Figure 3-25. 750 North Connector links Willard Bay State Park to the Uinta-Wasatch-Cache National Forest.

CORRIDOR TYPES

- - - Proposed Other*
 - - - Proposed Shared-Use
 - Single Track - Unofficial
 - - - Proposed and Existing corridors
- * sidewalk, shoulder, bike lane or path

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Roads
- Proposed FrontRunner Stop

Map Key	Trail Corridor	Recommended Corridor Type	Recommended Corridor Use	Difficulty	Length (miles)
1	US 38	Bike Lane	Bicycles	Easy	1.0+
2	600 North	Other*	Pedestrian, bicycle	Easy	2.5
3	Forest Street/200 South	Shared-use path	Pedestrian, bicycle	Easy	2.0
4	BST/Eagle Mountain Connector	Single track	Pedestrian, bicycle	Medium, Hard	1.0
5	700 South	Other*	Pedestrian, bicycle	Easy	3.0
6	Flat Bottom Canyon	Single track	Pedestrian, bicycle	Medium, Hard	2.5
				TOTAL LENGTH	12.0

* Other may include sidewalk, shoulder, bicycle lane, or path

PERRY EAST-WEST CORRIDORS

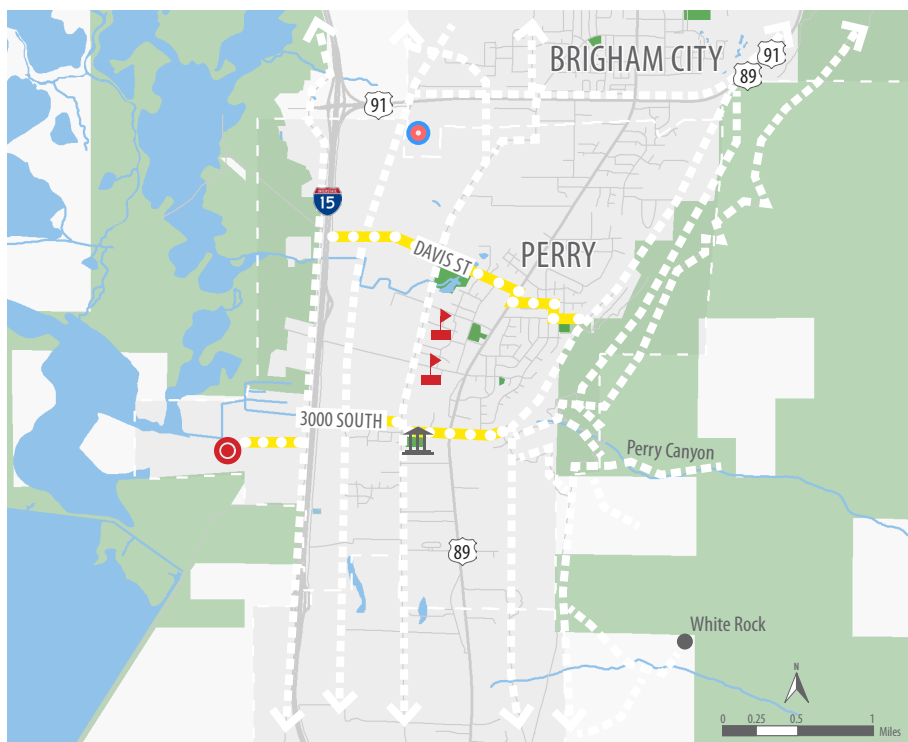


Figure 3-26. 750 North Connector links Willard Bay State Park to the Uinta-Wasatch-Cache National Forest.

CORRIDOR TYPES

- Proposed Other*
- Proposed and Existing corridors
- * sidewalk, shoulder, or path

EXISTING FACILITIES & FEATURES

- Municipal Parks
- Federal & State Public Lands
- Municipal Boundaries
- Roads
- Proposed FrontRunner Stop
- ▲ School
- Civic building
- Three Mile Creek Gun Range

Trail Corridor	Recommended Corridor Type	Recommended Corridor Use	Corridor Connections	Difficulty	Length (miles)
Davis Street	Other*	Bicycles	Dale Young Nature Park, Mountain View Park	Easy	1.0+
3000 South/ Osmond Lane/2950 South	Other*	Pedestrian, bicycle	Three Mile Creek Gun Range, Perry Civic center	Easy	2.5
				TOTAL LENGTH	2.5

* Other may include sidewalk, shoulder, or path



Figure 3-27. View of Davis St where a future corridor would provide connections to Dale Young Nature Park and rodeo area.



Figure 3-28. The 3000 South corridor would provide connections to the Perry City offices and Centennial Soccer Complex seen here as well as Three Mile Creek Gun Range.

WILLARD EAST-WEST CORRIDORS

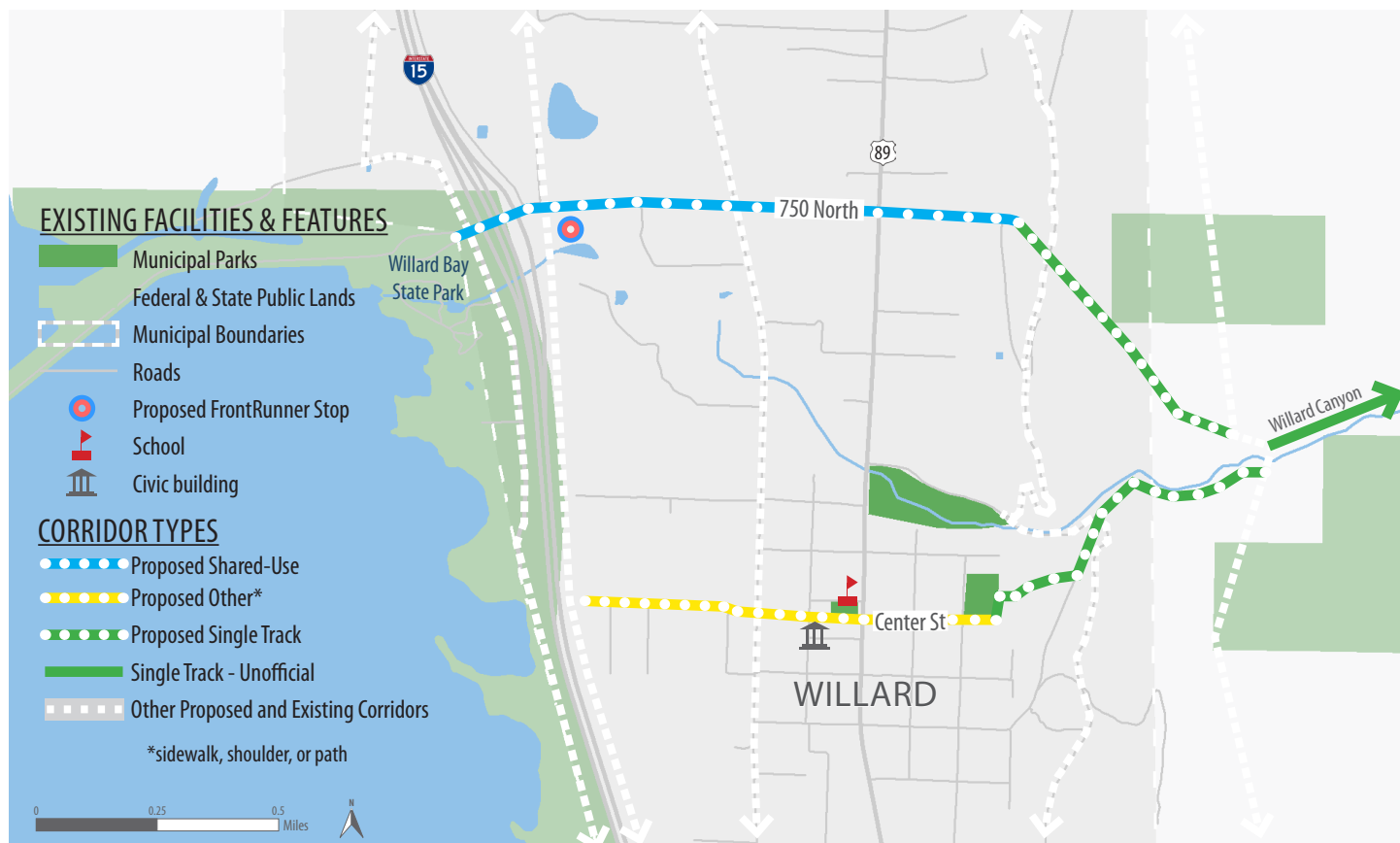


Figure 3-29. Proposed east-west corridors for the Willard area.

Trail Corridor	Recommended Corridor Types	Recommended Corridor Use	Corridor Connections	Difficulty	Length (miles)
750 North	Shared-Use, Single Track	Pedestrian, bicycle	Willard Bay State Park, National Forest	Easy, Medium	1.0
Center Street	Other*, Single Track	Pedestrian, bicycle	National Forest, Willard Elementary, Willard civic buildings	Easy, Medium	2.5
Willard Canyon	Single Track	Pedestrian, bicycle, equestrian	Willard Canyon Waterfall	Medium, Hard	1.0
				TOTAL LENGTH	4.5

* Other may include sidewalk, shoulder, or path

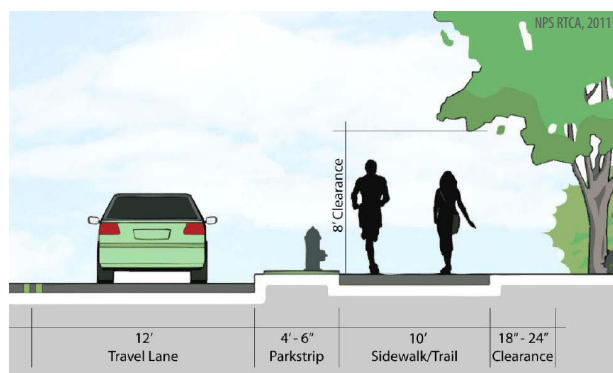


Figure 3-30. Recommended dimensions for the shared-use section of the 750 North.



Figure 3-31. Rendering of the 750 North Corridor.

SOUTH WILLARD EAST-WEST CORRIDORS



Figure 3-31. Proposed east-west corridors for South Willard.

Trail Corridor	Recommended Corridor Types	Recommended Corridor Use	Difficulty	Length (miles)
6850 South	Other*	Pedestrian, bicycle	Easy, Medium	1.0
Center Street	Other*	Pedestrian, bicycle	Easy, Medium	2.0
			TOTAL LENGTH	3.0

* Other may include sidewalk, shoulder, path, or single track



Figure 3-32. Aerial view of South Willard's proposed active transportation corridors.



Future Eagle Mountain Trail along the 1100 South Corridor in Brigham City

4 | ACTIVE TRANSPORTATION FACILITY DESIGN GUIDE

The following design guidelines are important regional recommendations to create a consistent, safe, convenient and accessible community for bicyclists and pedestrians. They are guidelines and should not be substituted for a more thorough evaluation and site analysis.

Trailhead

Trailheads are access points, staging areas, and information stations for corridor users. Connections between the corridor and trailhead should be clear and obvious. Trailhead signs should be situated to clearly identify the trailhead from the parking lot and provide a visual cue of where the corridor starts. Convenient access to the corridor from surrounding residential areas and businesses is key to increasing trail use. Increased trail use raises the fitness level of County residents, improves the safety of corridor facilities by adding more “eyes” to the corridor, and encourages more concern by the public for the condition of the corridor.

Trailhead locations might be incorporated into existing businesses, parks, schools, churches, government agencies, etc., which would avoid the need to build trailhead parking facilities or other improvements. Other locations to consider for trailheads is where other transportation routes converge (e.g., bus stops, train stops, marinas).

Trailhead considerations:

- Wayfinding signage, community bulletin board
- Number of parking stalls
- Lighting
- Restrooms and drinking fountains
- Trash and recycling receptacles
- Benches and picnic tables
- Shelter, trees, shade

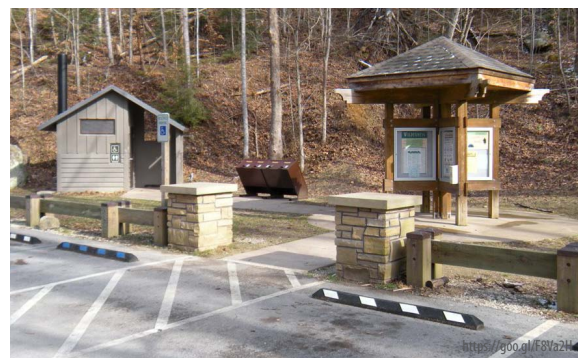


Figure 4-1. Trailheads can be as simple as a kiosk (below) or as extensive as a covered kiosk with restrooms and parking stalls (above).

Surface Types

There are various surface materials available for the construction of corridor tread (e.g., woodchips, soil, gravel, concrete, asphalt). When selecting a surface material, it is important to consider the corridor setting, physical features, constraints, needs of the intended user groups and the desired final appearance. Hard or semi-hard surfaces materials (asphalt, concrete, or crushed stone) are more practical and preferred for shared-use trails, where a high volume is expected. Hard surface materials tend to be more expensive to purchase and install but require less maintenance and can withstand frequent use. Hard surfaces also accommodate the widest range of users. Corridor surfaces should permit a variety of recreational uses and be easily maintained. Corridor surfaces shall be constructed from materials that provide a firm, smooth surface and comply with ADA guidelines, where applicable.



Slope

The slope or grade of a corridor is a key factor in tread stability and overall accessibility of the trail. Slopes are dependent on the designated users of the corridor. Table 4-1 is a summary of recommended design standards for recreation trails.

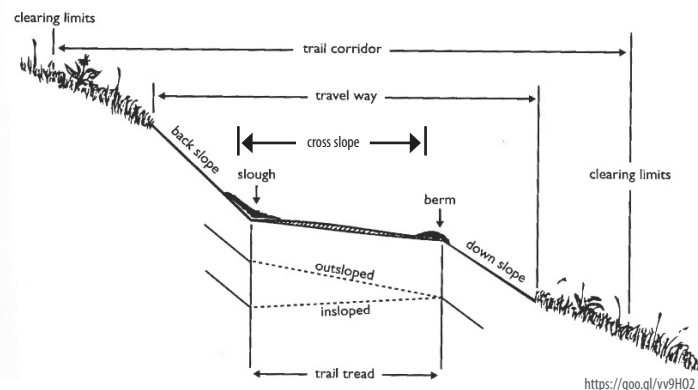


Figure 4-2. Cross section of a typical trail or path.

Table 4-1. Summary of Design Standards for Non-Single Track Trails

Access Routes	Easy	Moderate	Difficult
Surface (tread)	Paved: asphalt, concrete, boardwalk with ramped or level entry	Compacted crushed rock or compacted earth	Varies, but needs to be firm and stable
Clear width (minimum)	48 in.	36 in.	28 in.
Sustained running slope (steepness)	0 - 5%	5 - 8.3%	0 - 12.5%
Maximum grade for a maximum distance of	8.3%, 30 ft.	10%-14%, 50 ft.	20%, 50 ft.
Cross slope (maximum)	2%	3%	5%
Passing space interval	200 ft	300 ft	400 ft
Rest area interval	400 ft	900 ft	1,200 ft
Small level changes	0.5 in. maximum	1 in. maximum	3 in. maximum

Source: U.S. Access Board, 2014.

*Single Track trails could have steeper slopes, grades, or be rougher.

*Note: No more than 20% of total length of the access route shall exceed the maximum sustained running grade

**Note: Cross slope may not exceed 3% in maximum grade segments, or 5% in maximum grade segments on difficult access trails.

***Note: The measurement of a maximum grade and cross slope should be made over a 24" measurement interval to correspond to the footing of a wheelchair operating in that environment.

Crossings

Crossings are legally designated places for pedestrians and bicyclist to safely cross a road or railroad. They can occur at intersections or midblock. Marked crossings indicate optimal locations to cross and help designate right-of-way for motorists to yield to pedestrians.

Elements to consider when assessing intersections and crossings include:

- Information/signs, signals and markings
- Turning radius

- Crosswalks
- Crossing times and distances
- Medians
- Refuge islands and slip lanes
- Accessibility, curb ramps
- Traffic volume, speed and patterns

Crossing designs vary in type and are subject multiple variables depending on location and modes of transportation. See the **Utah Bicycle & Pedestrian Master Plan Design Guide (2011)** and the Federal Highway Administration design resource index website (www.pedbikeinfo.org) for complete guides on the different types of crossings and best practices for user safety and comfort.

Landscaping

Thoughtful landscaping provides shade for corridor users, creates wildlife habitat, allows adequate on-site water infiltration, and provides a more positive user experience. It can also reduce headlight glare and traffic dust, prevent accidental vehicle crossover, and can provide a visual and physical barrier between bicyclist, pedestrians and automobile traffic. The right landscaping materials can also mitigate the discomforts of weather by protecting the user from rain, wind and extreme heat and cold.

Below are a few simple landscaping considerations for corridors in southeastern Box Elder County:

- Along linear corridors, provide intermittent areas for shade trees on the south and southwest sides of the trail. Benches with shade trees every quarter-mile is a good place to start.
- Where possible, plant native or drought resistant vegetation. Plants are more likely to survive and require much less maintenance once established.
- Plant fruitless or seedless tree and shrub varieties to reduce maintenance costs and to keep the corridor clear of debris.
- Avoid plants with thorns or stickers that can puncture bike tires or potentially injure corridor users.
- Utilize pervious surfaces where possible to reduce storm water runoff and to allow water to naturally percolate into the ground. This might include surfaces such as gravel, mulch, or existing soils.
- Plant fast growing grasses, forbs, shrubs, or other vegetation on areas that have been excavated for corridor construction. This will help avoid erosion issues in the future and make the trail more enjoyable.

Signage

Clear and consistent signage should be used to designate trailheads, recommended use, directional information, educational or historic interpretation and rules. The most important aspect of signage is to provide corridor users with a safe and comfortable experience. Signs can be regulatory, interpretive, directional, or on the road.

Regulatory signs are used to identify corridor rules and regulations. Access

points are good locations for regulatory signs including trailheads and other popular high use areas.

Interpretive signs are used to identify and educate users about topics, including natural, cultural and historic resources. Interpretive signs should be placed in strategic areas such as trailheads, viewpoints and other points of interest. Directional signs are used to identify location, direction, distance and places of interest for corridor users. Markers should be at strategic intervals such as every half-mile. Road signs are used to inform motorists of trailheads or provide warnings at road crossings.

Sign Recommendations:

- Use consistent branding, text, graphics and maps
- Maintain an even balance of graphic content, text and white space
- Identify the section names and sponsor of trail
- Keep text brief for informational signs and convey relevant information
- Consider signs for the following areas: trailheads, campgrounds, intersections and crossings, overlooks and scenic resources, key roadways
- Use and placement of regulatory signs should be in accordance with standards set in the Manual on Uniform Traffic Control Devices found at <https://mutcd.fhwa.dot.gov/>

To maintain consistent signage across corridor sections it is important that communities work closely with Box Elder County to help incorporate regional corridor logos into a community's signage. The following regional corridor logos should be added to each community's respective sections: Historic Orchard Pathway, FrontRunner Trail, Bonneville Shoreline Trail and the Bay Trail.



Figure 4-3. FrontRunner Trail logo.



Figure 4-4. Historic Orchard Pathway logo.



Figure 4-5. Bonneville Shoreline Trail logo.



Figure 4-6. Bay Trail Logo.

ADA Compliance

The Americans with Disabilities Act (ADA) is a federal law that ensures that all Americans have the same basic right of access to services and facilities. The ADA prohibits discrimination on the basis of disability. The ADA Accessibility Guidelines (ADAAG) was created to provide design and construction standards that comply with the ADA and is updated regularly. The guide can be found at www.access-board.gov.

Active transportation corridors can be used for a variety of activities and by people with different levels of mobility. Accessibility shall be considered in the decision-making processes for planning, designing, constructing, maintaining, and managing active transportation corridors within the region.

Environmental Considerations

Corridor placement should provide opportunities for users to observe ecological features, such as rivers, creeks, wetlands and wildlife while protecting those and other sensitive areas from over-use, degradation or fragmentation. Other sensitive areas might include riparian areas, highly erodible soils, areas of liquefaction, unstable and steep slopes and threatened, endangered and sensitive species habitat.

If corridors do travel through sensitive areas, location modification or different construction methods should be used to minimize impacts. This might include, fencing, erosion control measures, vegetative buffers (e.g., grasses, shrubs), rerouting the corridor and other best management practices (Rails-to-Trails Conservancy, 2016)

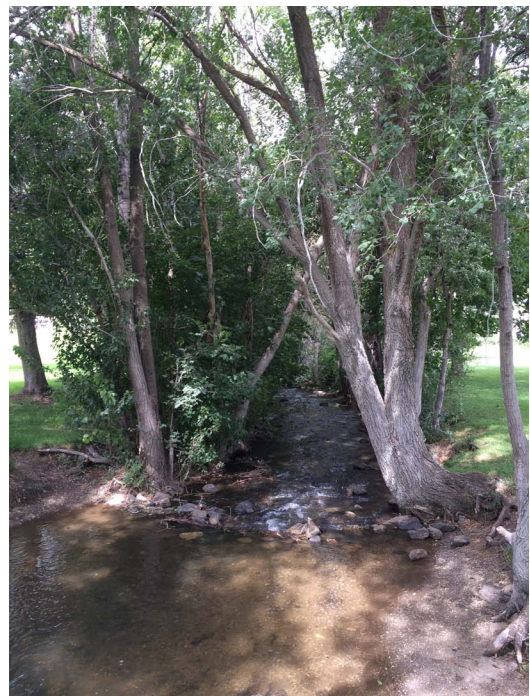


Figure 4-7. Box Elder Creek in Brigham City. Special consideration should be placed on environmentally sensitive areas, such as stream corridors.



Construction of the Willard Creek Debris Basin Park & Pathway

5 | IMPLEMENTATION

Implementation of this plan will help to preserve active transportation and trail corridors for generations to come. To be truly effective, the plan should be adopted by local governments, and the adopted corridors integrated into communities' existing planning documents and general plans. As such, the plan will become a guiding document for future active corridor decisions. As this plan is implemented, active transportation corridors will align correctly from community to community, and be connected seamlessly, creating a succinct and effective network of pathways and trails.

Partnerships & Coordination

In order for communities to be able to create connected and seamless active transportation corridors, it is crucial they continue to coordinate efforts across jurisdictional boundaries and between various public and private lands. As project partners, reaching out to adjacent property managers and land owners will help tremendously to create more effective and useful corridors. Likewise, reaching out to the public is also encouraged to make sure planners and officials are representing their constituent's viewpoints and providing amenities which benefit the community as a whole. Below is a list of current project partners. This list is merely a starting point, and should grow as the need for active transportation corridors grows in the area.

Contributing Communities

- Box Elder County
- Brigham City
- Perry City
- South Willard (unincorporated)
- Willard City

Project Partners

- Bear River Association of Governments
- Bear River Health Department

- Bear River Migratory Bird Refuge
- Bear River Water Conservancy District
- Bike Utah
- Pine View Water Systems
- Uinta-Wasatch-Cache National Forest
- Utah Department of Transportation, Region 1
- Utah Division of Water Resources
- Utah Division of Wildlife Resources
- Utah Forestry, Fire & State Lands
- Utah Transit Authority
- Wasatch Front Regional Council
- Weber Pathways
- Willard Bay State Park

Marketing & Tourism

Box Elder County will advertise this active transportation plan through various means including the county and other websites, social media, printed materials, newspapers, and, of course, word of mouth. Local cities and towns are also encouraged to promote this plan and planned corridors, marketing for their corridor sections and the regional systems as a whole.

Access & Easements

57-14-101 of the Utah State Code was written to protect landowners who allow public access on their property. The purpose of the chapter states the following:

"The purpose of this chapter is to limit the liability of public and private land owners toward a person entering the owner's land as a trespasser or for recreational purposes, whether by permission or by operation of Title 73, Chapter 29, Public Waters Access Act."

If the landowner does not want to allow the public on their property, an easement can often be obtained, or the property can be purchased.

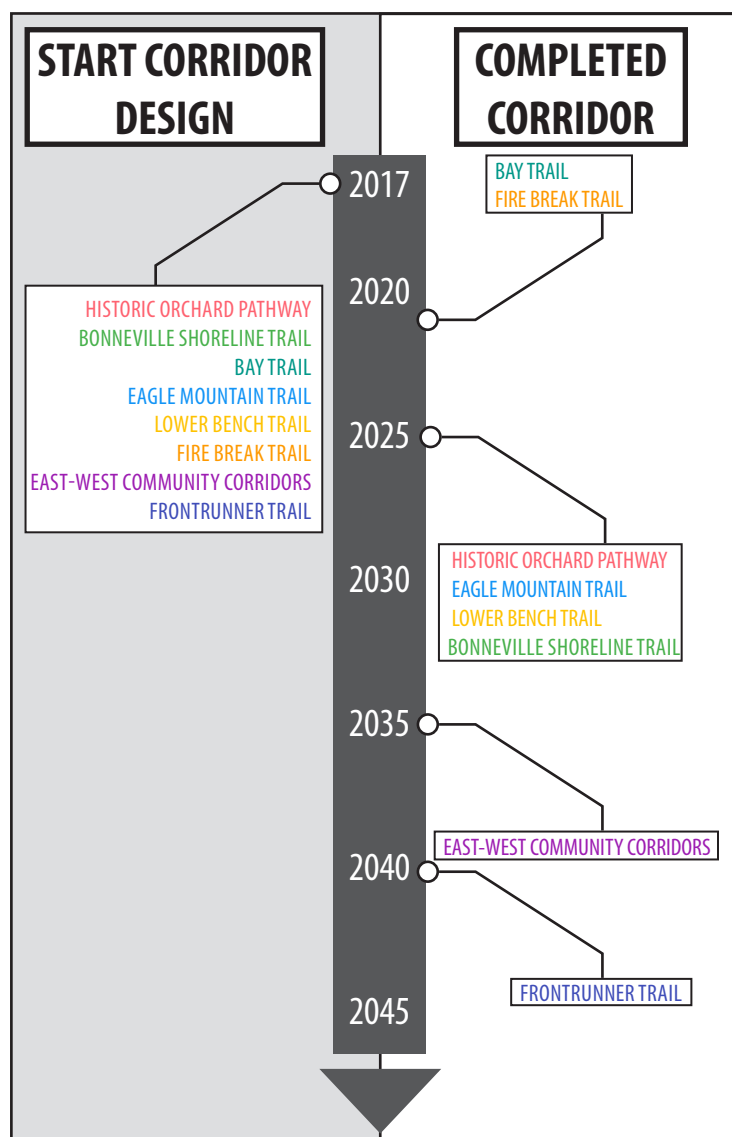
One of the first steps toward improving public access is for local governments and project partners to secure right-of-ways. There are several legal instruments that may be used to transfer ownership or interest in property. The legal instrument may be temporary and have specific termination clauses, as with lease or access agreements, or permanent rights to the land may be conveyed through a conservation easement or fee simple title. Easements and right-of-ways should be preserved and/or acquired as opportunities arise.

Right-of-ways are designated areas of land on a utility or trail corridor that serves as a buffer to adjacent land uses, or allows specific uses or access.

Easement agreements for trails keep the property in private ownership while allowing public access.

Property purchase transfers ownership of the land parcel to the organization or agency that plans to develop the trail. Talk to your local city, county, or town attorney for more detailed information.

Proposed Timeline



Potential Costs

The cost of constructing corridors will vary depending on location, material, length and terrain among other considerations. The following table is an estimate of the cost of construction by corridor type, including local costs based on recent projects in northern Utah. Property procurement, design, engineering, repair, maintenance costs are not included in these estimates.

Table 5-1. Estimated Costs (per mile) for Pedestrian & Bicycle Facilities

Facilities	Local Estimated	Utah Bicycle and Pedestrian Master Plan Design Guide, 2011
10 ft. paved multi-use path	\$150,000*- \$420,000**	\$700,000
Sidewalk extension to 8 ft.	-	\$700,000
Bicycle lane (on existing pavement or during repaving)	\$12,000**	\$14,000
Remove existing travel lane markings (lane removal or lane/reduction)	-	\$48,000
10 ft. crushed aggregate path	\$70,000- \$100,000**	\$80,000-\$106,000
Single Track	\$0-\$700*	-
Boardwalk	\$1,000,000***	\$1,000,000- \$1,300,000

*Bamberger Trail Project Budget, 2013

**Bear Lake Legacy Pathway, 2011

***Logan City Bicycle and Pedestrian Master Plan, 2015

Project Funding and Sources

Implementation of a regionally connected active transportation system will require funding from local, regional, state and federal sources, and coordination between various stakeholders. More than one funding source can and should be utilized for the implementation of corridor sections. Most funding sources allow and encourage either cash or in-kind matches. The more match an applicant can provide, the more competitive the application for funding will be.

To accelerate the grant-writing and fundraising efforts, this section presents a list of potential funding sources and summaries for each.

Regional, state and federal sources:

Bear River Health Department:

Provides funding for cities and communities to support active transportation through wayfinding signage projects. Specifically, the funding should help low income populations increase their physical activity levels by walking. For more information contact BRHD at (435) 734-0854.

Wasatch Front Regional Council Funding Sources:

For more information on funding, eligibility requirement and applying for WFRC grants call (801) 773-5559.

Congestion Mitigation/Air Quality Program (CMAQ)

Federal funds administered through WFRC for transportation projects, including bicycle and pedestrian facilities that improve air quality.

Surface Transportation Program (STP)

STP provides funds used on Federal Aid Eligible freeways, highways, arterials or collectors for projects which reduce traffic demand, such as active transportation.

Transportation Alternatives Program (TAP)

TAP funds are provided by the Federal Highway Administration and administered through WFRC for the construction and planning of bicycle and pedestrian facilities.

Transportation and Land Use Connection Program (TLC)

TLC funds are used for technical assistance such as staff time, consulting and training to local communities for planning, implementation and visioning efforts that proactively address anticipated growth.

Utah Department of Transportation (UDOT) Funding Sources:

For more information on funding, eligibility requirement, and applying for these grants contact UDOT Region 1 at (801) 620-1600.

Safe Routes to School Program (SRTS)

Provides funding for non-infrastructure (e.g., education and encouragement programs) and infrastructure (e.g., new sidewalks, signage, bicycle parking) type projects.

Safe Sidewalk Program

Provides funding for the construction of new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction, at that location, is not planned for ten or more years.

Utah Department of Natural Resources (UDNR) Funding Sources:

For more information on funding, eligibility requirement and applying for these grants contact UDNR Land & Water Conservation Grant Program Coordinator (801) 538-7496 or www.stateparks.utah.gov/resources/recreational-trails-program/

Land and Water Conservation Fund (LWCR)

LWCR provides funding for the acquisition and/or development of public outdoor recreation areas, such as bicycle and pedestrian paths and trails, or acquisition of land for paths and trails.

Recreational Trails Program (RTP)

RTP provides funding for the development and maintenance of trails and trail related facilities. Projects may include the development of trailheads and restroom facilities.

Utah Governor's Office of Economic Development Funding Sources:

For more information on funding, eligibility requirement and applying for

these grants visit www.business.utah.gov/programs/office-of-outdoor-recreation/office-of-outdoor-recreation-grant-program/

Office of Outdoor Recreation Grant: Outdoor Recreation Infrastructure

Provides funding for building infrastructure projects that offer an economic opportunity for the community with the potential to attract or retain residents and/or increase visitation to region.

Office of Outdoor Recreation Grant: Youth Outdoor Recreation Program

Provides funding for projects that will increase participation in outdoor recreation among young people.

U.S. Department of Transportation:

For more information on funding, eligibility requirement and applying for these grants visit <https://flh.fhwa.dot.gov/programs/>

Federal Lands Access Program (FLAP)

Provides funding to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands.

Transportation Investments Generating Economic Recovery (TIGER)

U.S. Department of Transportation funding for innovative projects, including multi-modal and multi-jurisdictional transportation projects.

Other Sources:

Doppelt Family Trail Development Fund - Community Support Grant

Provides funding for local nonprofit organizations that need critical funding to help get trail development or improvement efforts off the ground.

Doppelt Family Trail Development Fund - Project Transformation Grant

Provides funding for trail development or improvement projects.

For more information visit www.railstotrails.org/our-work/doppelt-family-trail-development-fund/

People for Bikes Community Grant

Provides funding for bike paths, lanes, trails and bridges, mountain bike facilities, bike parks and pump tracks, BMX facilities, end-of-trip facilities such as bike racks, bike parking, and bike storage as well as programs that transform city streets and initiatives designed to increase ridership or the investment in bicycle infrastructure.

Utah Conservation Corps

Partnership organization that provides matching funds through tools and trained labor. For more information visit www.usu.ucc.edu

Consider reaching out to local corporate partners and private citizens for donation opportunities. Thousands of other private foundations with grant programs supporting parks and recreation funding also exist. The National Recreation and park Association (www.nrpa.org) and the Foundation Center (www.foundationcenter.org) maintain websites with such grant opportunities.



Willard City offices

6 | CORRIDOR REGULATIONS & MANAGEMENT

Administration

While Box Elder County will act as the central coordinating agency for this plan and related planning process, each participating community, agency, and organization is responsible for the coordination and implementation of active transportation facilities in their respective jurisdictions and/or properties. However, since these are regional corridors, stakeholders will need to work together to implement trail sections and coordinate efforts related to pathway and trail alignments that cross jurisdictional and/or property lines. Project implementation will be most effective as multiple partners coordinate efforts.

Box Elder County Trails Committee

It is recommended that a Box Elder County Trails Committee be established to coordinate and advance the planning, construction, and maintenance of the regional active transportation networks in the county. In other areas, committees, such as Weber Pathways, have been an effective way of promoting, protecting, and coordinating active transportation and trail corridors.

Rules & Regulations

Rules and regulations should be established on a community-by-community basis and align with local codes, ordinances, and standards. When creating regulations it is important to work with various stakeholders, including the public to properly balance the needs and expectations of all potential beneficiaries. This will help reduce future conflict.

Providing adequate signage related to rules and regulations, and educating community members through local websites, social media, newsletters or open houses can help prevent issues and conflicts with the public. Likewise, enforcement can also help limit behaviors by providing clear and concise consequences for breaking rules.

Willard City's trail ordinance, found in appendix C, provides a good example of rules and regulation to consider in your own community or organization.

Maintenance & Repair

Appropriate repair and maintenance activities increase the safety and security of those corridors for users. It will reduce incidents of litter, graffiti and vandalism and provide a quality experience for users and local neighborhoods. Liability will also be reduced.

Maintenance, repair, and management of individual pathway and trail segments will be the responsibility of the jurisdiction, organization, or agency that manages or has responsibility.

Maintenance costs can be lowered through community partnerships and volunteer groups. Tasks, such as brush clearing, litter clean-up or weed removal can be performed by volunteer groups and help promote stewardship. Memorandums of understanding (MOU's) can be signed between jurisdictions to share resources or responsibilities.

Preventative maintenance will also reduce future repair costs by not letting minor repairs develop into major projects. Regular maintenance activities include:

- Mowing
- Weed control
- Litter and waste collection
- Snow removal
- Trail resurfacing or grooming
- Re-striping,
- Replacement of signage

The U.S. Department of Transportation (2013) provides a detailed guide on maintaining pedestrian facilities for enhanced safety.



<http://bit.ly/2pdmF1b>

Willard Bay

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APPENDIX A: EAST-WEST CORRIDOR ANALYSIS

The following is the step-by-step process used to identify east-west corridors for Brigham City, Perry, Willard, and South Willard. The recommended corridors are based on an analysis of community data, local knowledge, and best professional judgement. The process follows three major steps: identify origins and destinations, route analysis, and identify primary and alternative east-west corridors.

1. Identify Origins and Destinations

Origins—where people begin their trip—were determined based on housing units from address point data. Based on every housing unit, a density map was created. The density map identified where houses tend to cluster (see figure 1). Seventeen areas were identified as high clustering throughout southeastern Box Elder County with more clustering occurring within the eastern portions of Brigham City and Perry.

Next, popular local and regional destinations—locations people would likely visit—were identified. Destinations included:

- Schools
- Civic buildings including, city halls, police departments, and hospitals
- Religious institutions
- Entertainment including, restaurants, shops, grocery stores, gas stations, and hotels
- Parks including, Willard Bay State Park, Bear River Migratory Bird Refuge, Cache National Forest, municipal park, and trailheads
- Transportation including, bus stops, and future Utah Transit Authority (UTA) Front Runner stations

Similar to the housing units, a destination density map was created to identify clusters of destinations. Six cluster areas were identified and added to regionally significant destinations, which included schools, civic buildings, parks, and future Utah Transit Authority Front Runner stations (see figure 2).

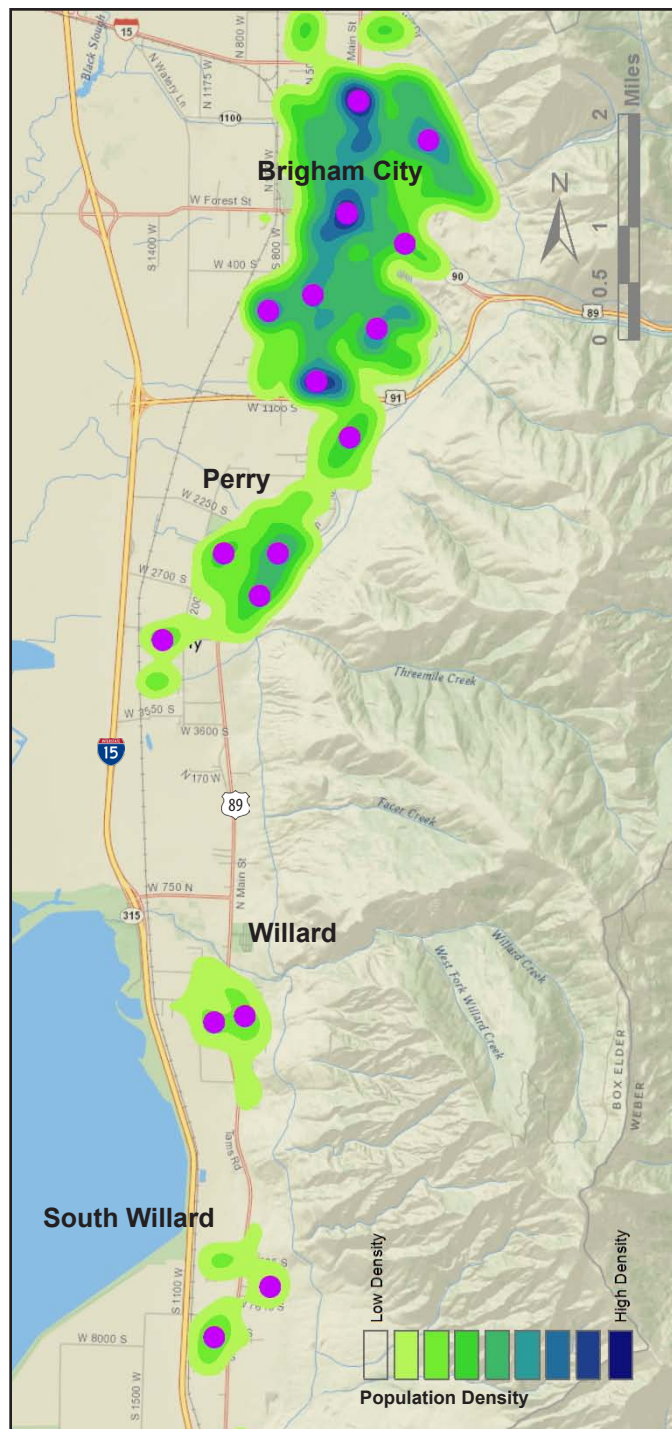


Figure 1: Origin Map. High densities of housing can be found in the city centers and along Highway 89.

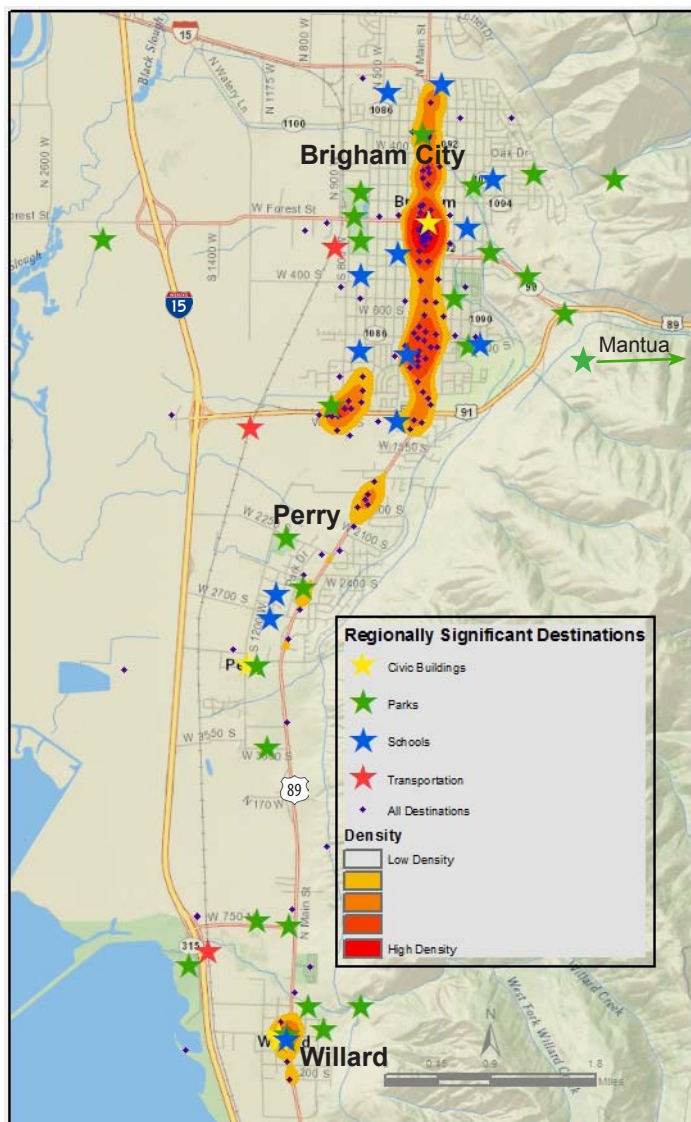


Figure 2: Destination Map. Higher densities of destinations can be found in downtown Brigham City, southern Brigham City, and Willard's city center.

2. Route Analysis

A network analyst tool was used to find the best routes to connect the origins and destinations. The first test found the shortest distance (as the crow flies) between origins and destinations (see figure 3). The result was a over 1,000 different routes to connect the destinations and origins.

The next network test found the shortest distance from origins to destinations using the current road and planned trail network (see figure 4).

3. Identify Primary and Alternative East-West Corridors

East-west corridors were determined based on the following criteria:

- Sections of road with the highest frequency of routes
- Connections to existing trails
- Compliance with existing trail plans
- Less turns and more straightaways
- Fewer time on major roads and less intersections to cross
- Compatibility with neighborhood and existing development types

The final corridors highlight the safest, most efficient and aesthetically pleasing routes to connect people across the valley. The following maps (figures 5-9) show the entire recommended east-west corridors and specific community sections.

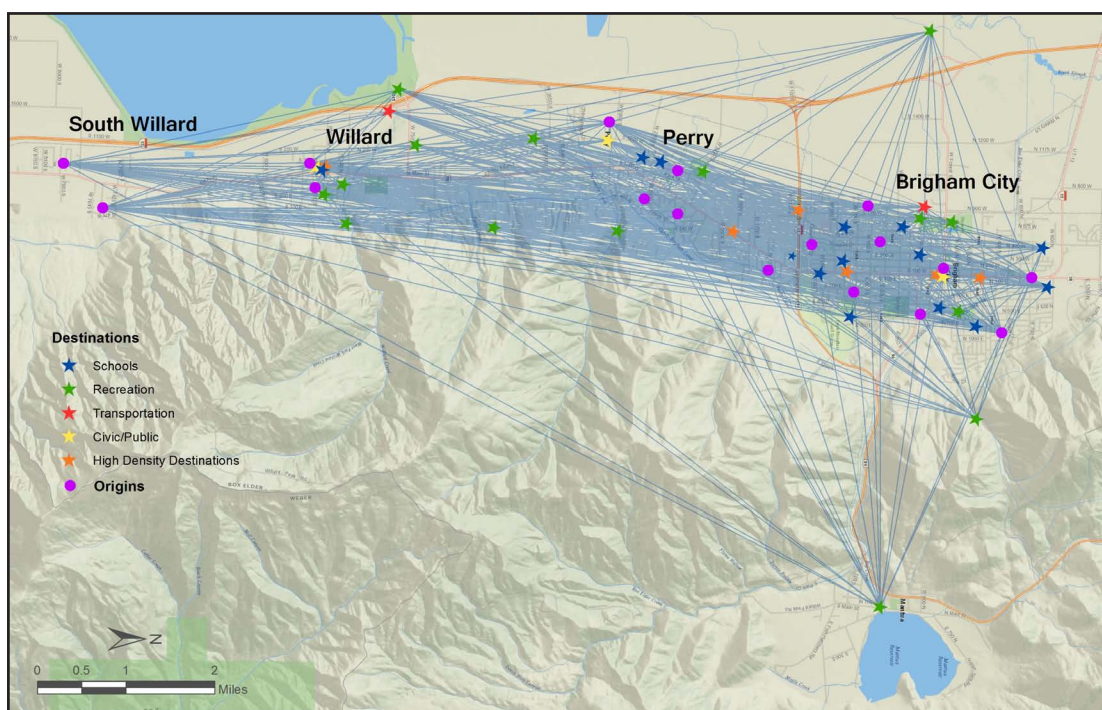


Figure 3: Shortest Route Between Destinations and Origins.

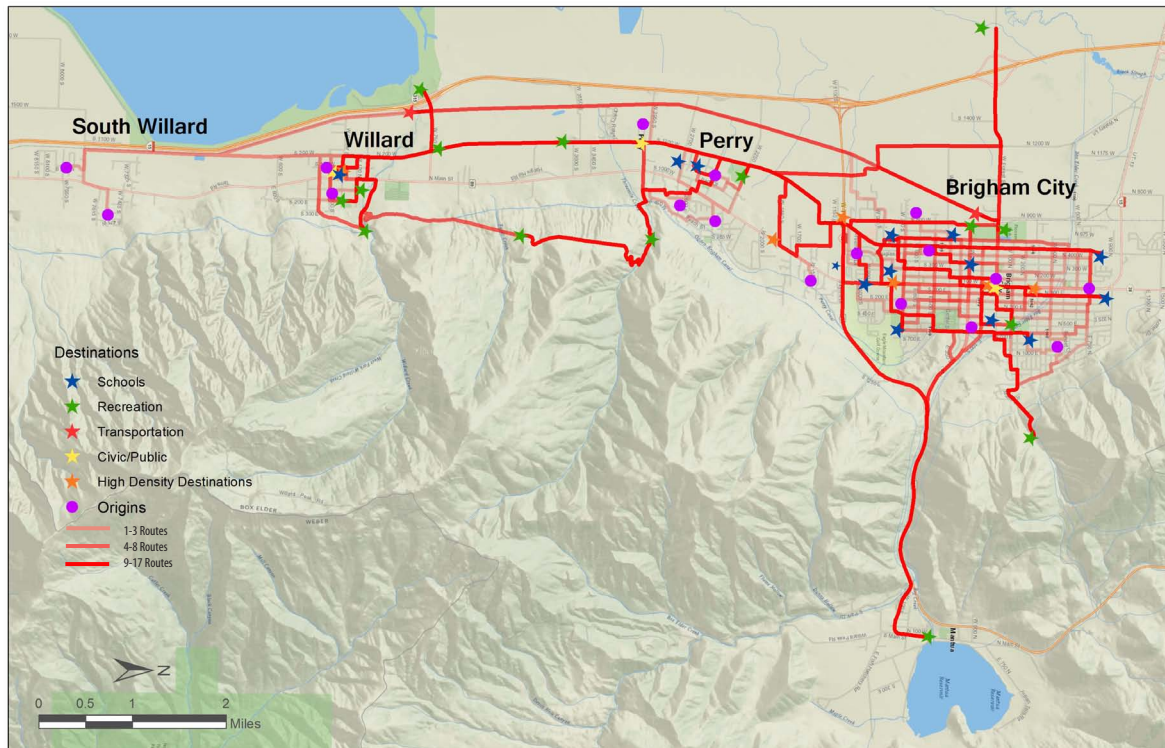


Figure 4: Shortest Route by Existing and Planned Transportation Network. Darker reds indicate more origin to destinations routes followed that street or trail network.

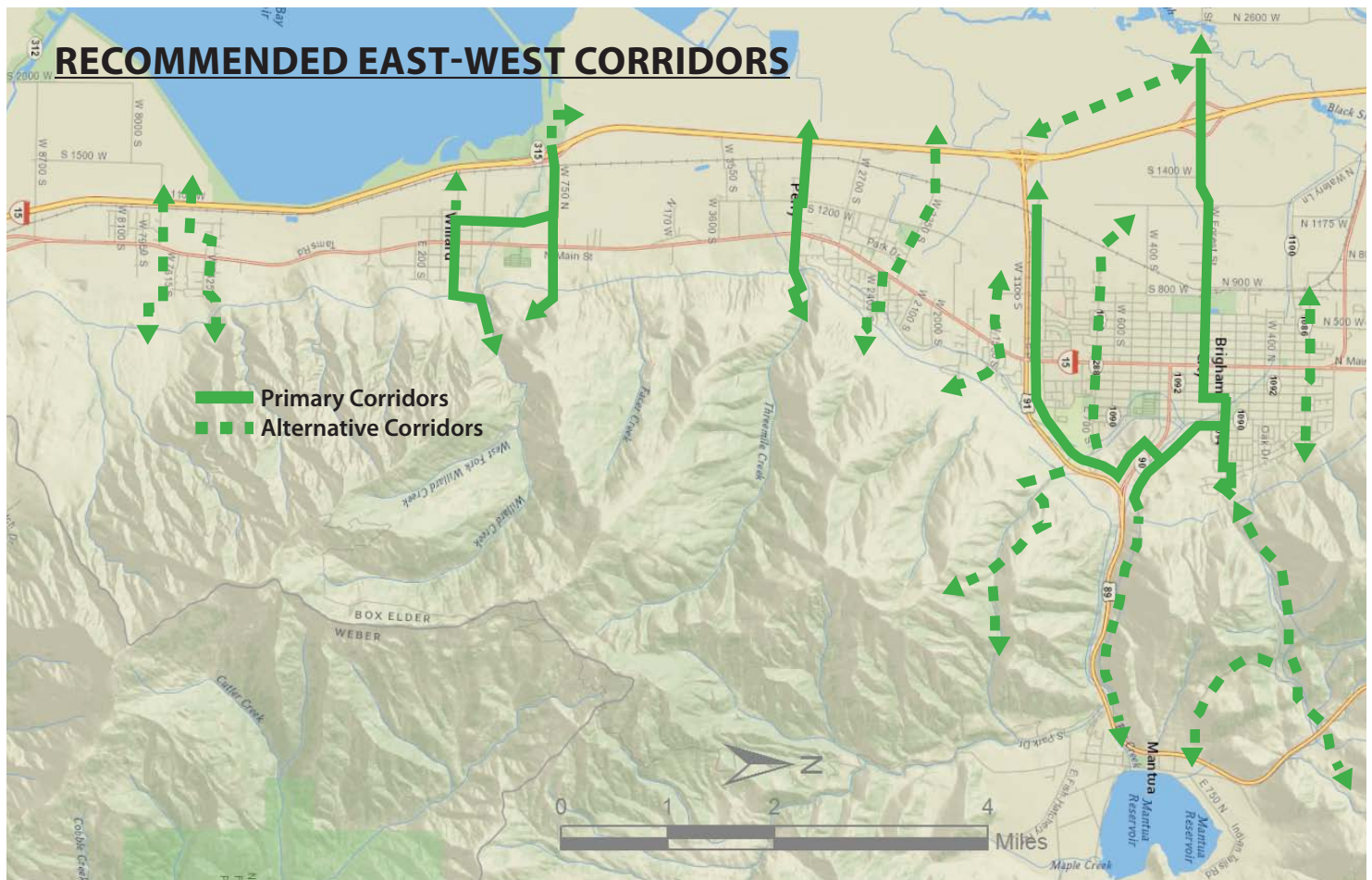


FIGURE 5. RECOMMENDED EAST-WEST CORRIDORS

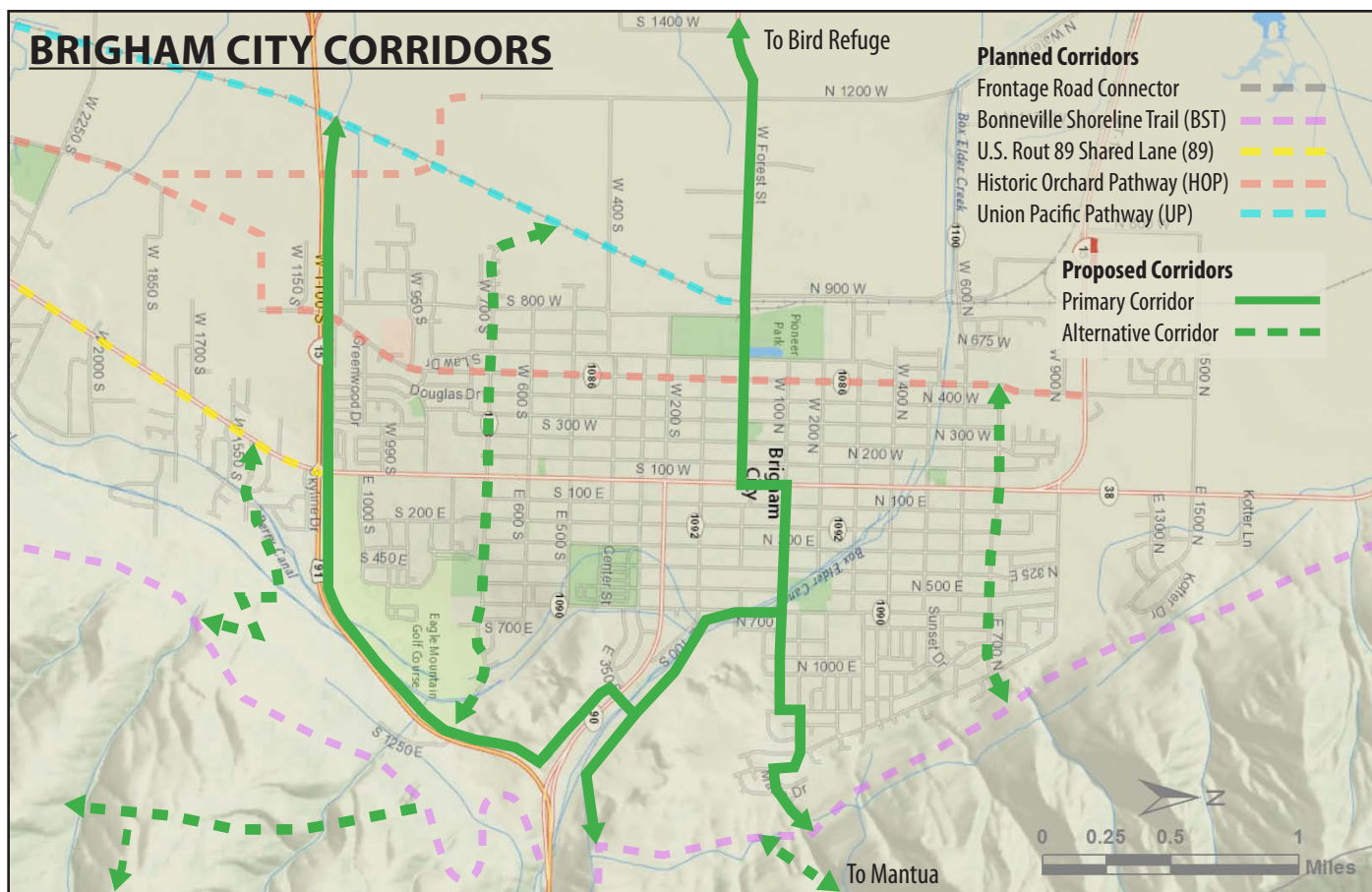


FIGURE 6. BRIGHAM CITY CORRIDORS

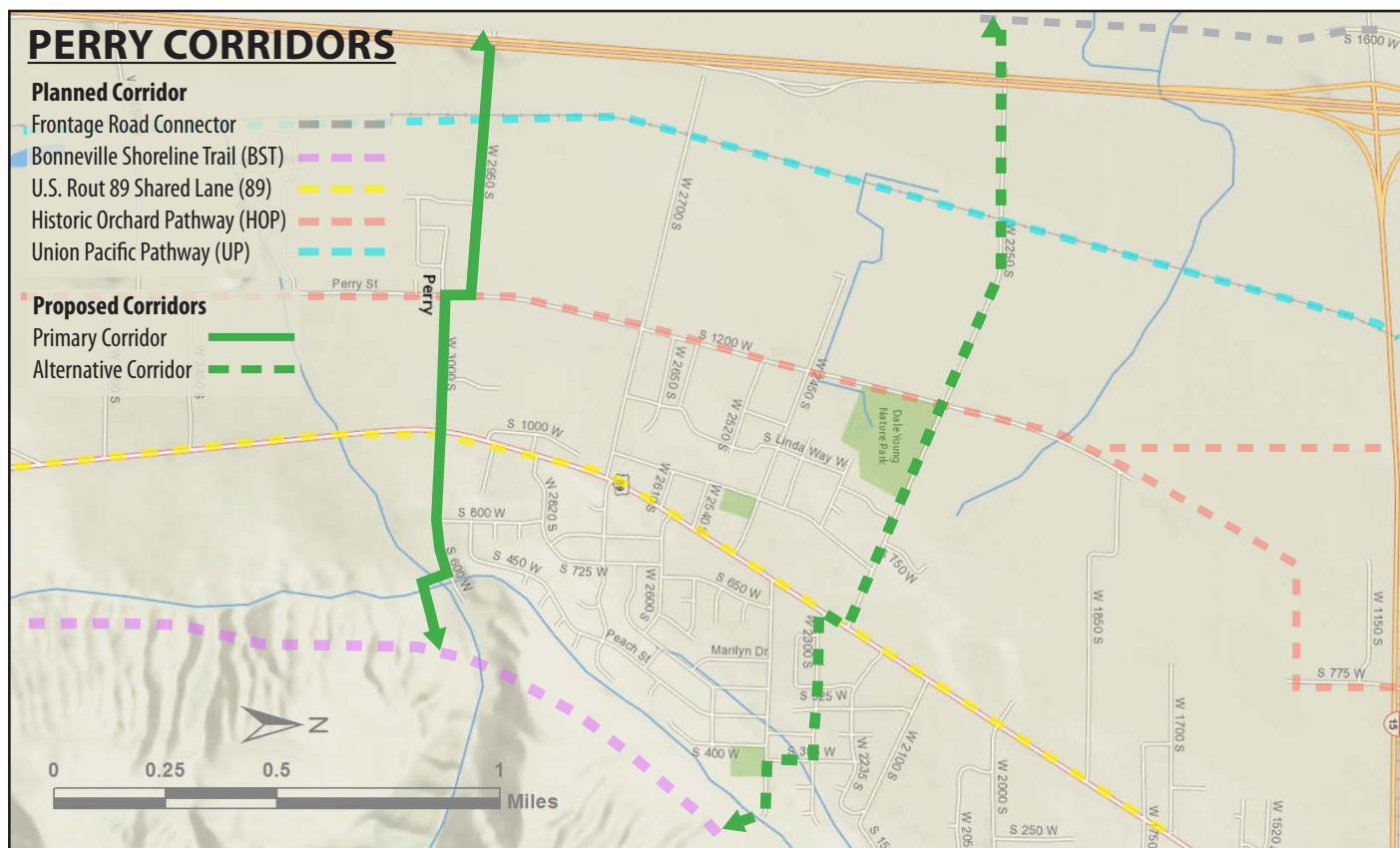


FIGURE 7. PERRY CORRIDORS

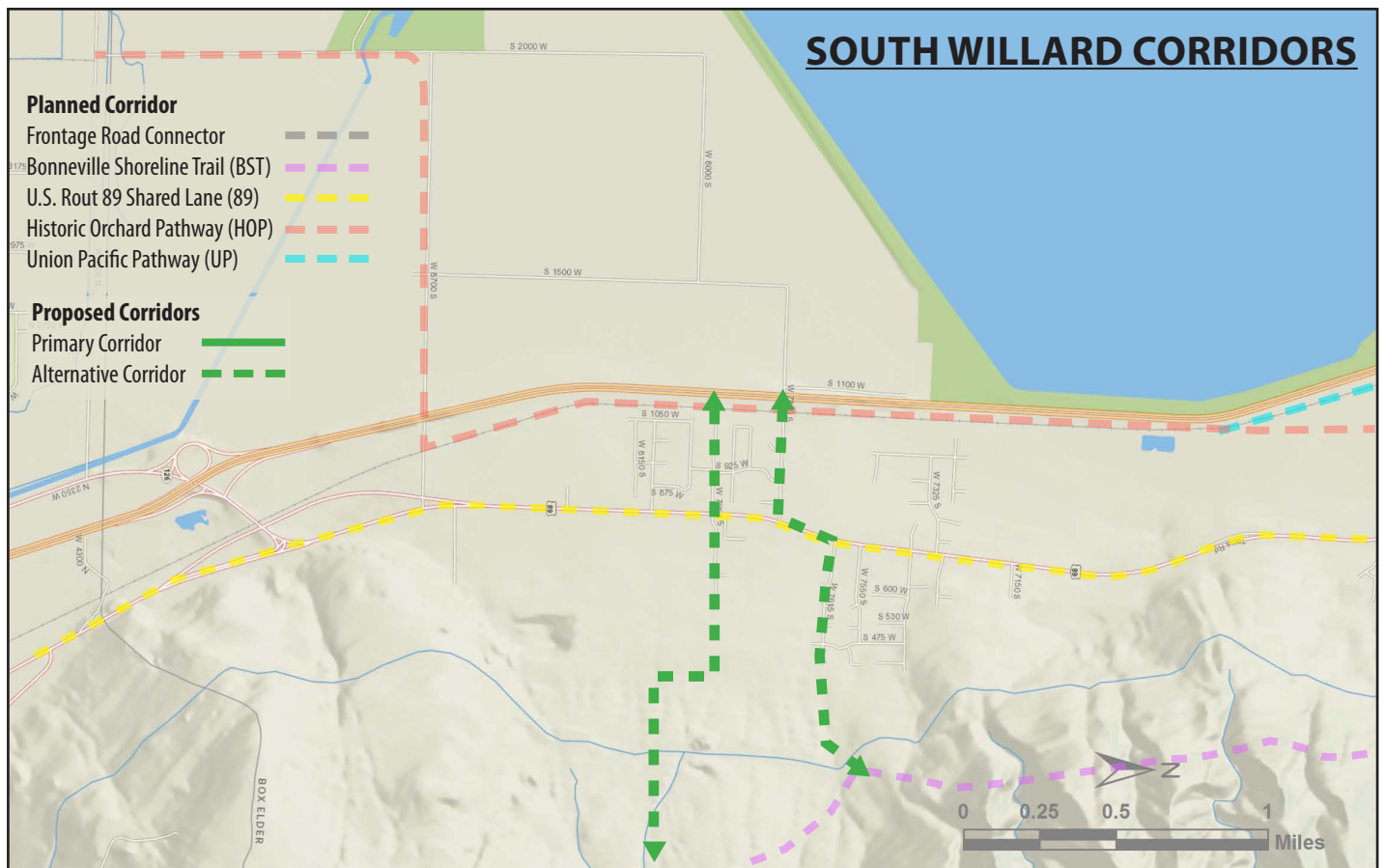


FIGURE 8. SOUTH WILLARD CORRIDOR

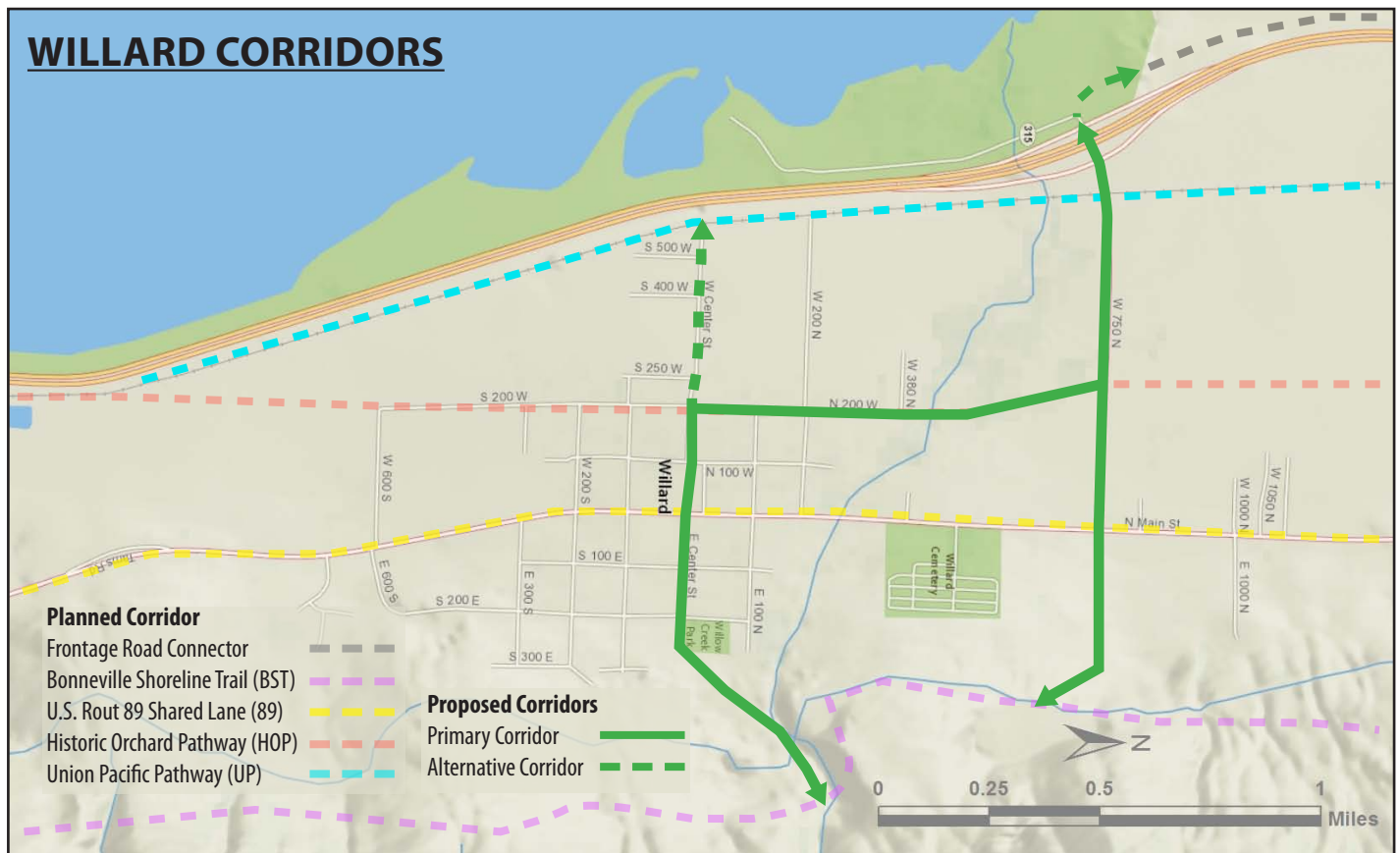


FIGURE 9. WILLARD CORRIDOR

APPENDIX B: BOX ELDER COUNTY HEALTH STATISTICS

County Health Rankings & Roadmaps Building a Culture of Health, County by County

Box Elder (BE)

	Box Elder County	Error Margin	Top U.S. Performers [^]	Utah	Rank (of 27)
Health Outcomes					9
Length of Life					15
Premature death	7,100	6,200-7,900	5,200	5,900	
Quality of Life					7
Poor or fair health **	13%	13-14%	12%	13%	
Poor physical health days **	3-3	3-2-3-5	3-0	3-4	
Poor mental health days **	3-5	3-3-3-6	3-0	3-5	
Low birthweight	6%	6-7%	6%	7%	
Health Factors					7
Health Behaviors					11
Adult smoking **	9%	9-9%	14%	9%	
Adult obesity	34%	30-37%	26%	25%	
Food environment index	7.8		8.4	7.6	
Physical inactivity	20%	18-23%	19%	16%	
Access to exercise opportunities	67%		91%	87%	
Excessive drinking **	12%	12-13%	12%	12%	
Alcohol-impaired driving deaths	6%	2-14%	13%	20%	
Sexually transmitted infections	122.1		145-5	283-5	
Teen births	33	30-36	17	26	
Clinical Care					5
Uninsured	12%	10-13%	8%	14%	
Primary care physicians	2,710:1		1,040:1	1,740:1	
Dentists	1,490:1		1,320:1	1,490:1	
Mental health providers	280:1		360:1	380:1	
Preventable hospital stays	22	17-26	36	29	
Diabetes monitoring	85%	76-94%	91%	86%	
Mammography screening	60%	51-69%	71%	60%	
Social & Economic Factors					10
High school graduation	88%		95%	85%	
Some college	58%	55-62%	72%	69%	
Unemployment	3.6%		3-3%	3-5%	
Children in poverty	12%	9-15%	12%	13%	
Income inequality	3-5	3-2-3-8	3-7	3-9	
Children in single-parent households	17%	13-20%	21%	19%	
Social associations	3-9		22.1	3-5	
Violent crime	177		62	215	
Injury deaths	73	63-84	53	66	
Physical Environment					16
Air pollution - particulate matter **	7.9		6.7	6.1	
Drinking water violations	Yes				
Severe housing problems	9%	7-11%	9%	16%	
Driving alone to work	78%	76-79%	72%	76%	
Long commute - driving alone	29%	26-32%	15%	24%	

Areas to Explore Areas of Strength

[^] 10th/90th percentile, i.e., only 10% are better.
Note: Blank values reflect unreliable or missing data
** Data should not be compared with prior years

2017

Source: County Health Statistics, 2017

APPENDIX C: WILLARD CITY TRAIL ORDINANCE

THE CITY OF WILLARD

NON-MOTORIZED MULTI-USE PATHWAY ORDINANCE

SECTION 1. PURPOSE

The purpose of this ordinance is to protect public safety, and prevent environmental damage and pollution caused by vehicular traffic on trails. Such damage and pollution are hereby deemed to be a public nuisance. It is a further purpose of this ordinance to protect trails from damage and obstruction so they remain open for public use and do not add undue financial burden to the community resulting from extra maintenance and law enforcement.

SECTION 2. DEFINITIONS

"Motorized Vehicle" means any motorized or electric-powered conveyance including but not limited to: cars, trucks, motorcycles, go-karts, golf carts, mini-bikes, dune buggies, motor scooters, mopeds, OHV's, or ATV's. This shall not include electric-powered wheelchairs or other power driven mobility devices within the meaning of the Americans with Disability Act, 28 CFR PART 35.104.

"Non-Motorized Vehicle" means any wheeled conveyance including but not limited to: bicycles, scooters, skateboards, roller blades, and other wheeled devices operated by human power.

2.1 NON- MOTORIZED TRAFFIC

- a. The operation of a motor vehicle is prohibited on trail-ways.
- b. Violations of the ordinance will be counted as an infraction of the law. Multiple violations of the ordinance can result in a class C misdemeanor.
- c. No person shall travel on the trail-way in excess of 15 mph.
- d. Where separate lanes exist, any pedestrian using paved trails must travel only in the lane designated for pedestrians. Wheeled methods of transportation must also stay in their designated lanes.
- e. Walking zones must be observed.
- f. Wheeled mechanisms must pass on the left and

announce when they are about to do so.

2.2 Modes of Transportation Allowed on Trail

- a. Multi-Use Trails are designed for the purpose of bicyclists, pedestrians, joggers, people walking dogs, people pushing baby strollers, persons in wheelchairs, skate boarders, and in-line skaters.

SECTION 3. ACTIVITIES PROHIBITED

3.1 Firearms, Hunting, Shooting

- a. No firearm, bow and arrow, nor any weapon shall be discharged within, into, over, or across the trail at any time.
- b. No manner of animal trap shall be set within the trail.
- c. Any and all hunting and/ or trapping shall be pursuant to the state law. All State wildlife preservation restrictions will apply.

3.2 Drugs and Alcoholic Beverages

- a. Alcoholic beverages and the use of any type of drug on the trail is illegal and not permitted.
- b. No drunk or intoxicated person or individual under the influence of alcohol, drugs, or narcotics will be permitted entry to trail areas, and if discovered therein will be subject to arrest and/or immediate expulsion. The sale or consumption of alcoholic liquors, beer, wine or illegal drugs or narcotics is prohibited.

3.3 Littering and Trash

- a. No person shall burn or dispose of garbage, refuse, litter or trash within a trail right-of-way. If an appropriate receptacle has not been provided, the person who brought the item onto the trail must haul it away for proper disposal.

3.4 Soliciting

- a. It is unlawful for any person to engage in or solicit business of any nature whatsoever within the trail way.
- b. The placing of advertising, decoration, or any

other device on the trail is prohibited without authorization from the City.

unless permitted to do so for trail maintenance and abiding by fire codes by the City.

3.5 Camping

- a. No person shall set up tents, shacks, or any other temporary shelters, or any special vehicle to be used for such purpose: such as a house-trailer, camp-trailer, camp-wagon, or the like, for the purpose of overnight camping.

3.6 Vandalism and Obstructions

- a. No person shall place or cause to be placed an obstruction or encroachment in a trail, so as to hinder or prevent public travel, or to injure or impede persons traveling on the trail.
- b. No person shall willfully injure a trail or any of its components by destroying or removing any part of it.
- c. No person shall injure a trail by obstructing or placing objects on the trail that could cause harm to the trail itself or other people.
- d. No graffiti, forms of writing, or markings of any kind shall be placed on the trail-way or trail signs.
- e. No person shall deposit snow on the trail surface or disturb surface in such a way that it makes it unsafe for its intended purpose.

3.7 Fires

- a. Fires, portable fire grills, stoves, or fire rings are not permitted within or next to the trail.

3.8 Fireworks

- a. Fireworks, explosives, compounds, mixtures, or any substance that may explode, discharge, or burn will not be permitted on the trail-way.

3.9 Protection of Natural Resources

- a. No person shall bring into or plant in or upon the trail system any tree, shrub, plant, flora, seeds, or any kind of chemicals unless authorized by the City.
- b. No person shall remove, cut down, burn, or harm any form of vegetation adjacent to the trail-way

3.10 Monuments and Memorials

- a. No person shall bring into, leave, erect or install any rock, plaque, monument, sign, symbol or object of any kind in or upon the trail-way system without prior approval of the City.

3.11 Games and Sports.

- a. No person shall engage in any sport, game, or amusement in the trail-way system.

3.12 Public Assemblies, Meetings, Contests

- a. No person or group of persons shall call or hold any public meeting, exhibition, contest, tournament, or public entertainment of any kind in the trail-way system without first obtaining written permission by the City.

3.13 Begging

- a. No person shall beg or solicit alms in the trail-way system.

3.14 Noise Nuisance

- a. No person or group shall operate or permit the use or operation of any loud speaker, sound amplifier, or other device for the production or reproduction of sound within the trail-way for the purpose of commercial advertising or attracting the attention of the public to any commercial establishment.

SECTION 4. TRAIL REGULATIONS

4.1 Pets

- a. All dogs on paved parkways and trails shall be restrained with a leash. Pet owners are responsible for cleaning up any droppings left by their pet.

4.2 Agricultural Equipment

- a. Persons owning property abutting the trail who, have been found to have a legitimate need

to operate machinery on the trail may do so by permission of the City.

- b. Adjacent agricultural land owners may cross in a perpendicular manner across the trail for farming purposes. Tractors, irrigation lines, and other farm equipment may have access across the trail.

4.3 Horses and Livestock

- a. Horses are only allowed on trails and other areas that are signed and designated for horses.

4.4 Parking Regulations

- a. Vehicles using the trail may only park in designated parking areas for the use of the trail-way.
- b. A person shall not park their vehicle in any manner that would block the safe passage in, out, crossing, or intersecting of the trail-way. This includes trail access gates or other areas used by the city for access to the trail-way.

4.5 Trail Access

- a. Except for adjacent property owners, Trail users must stay on the trail surface and shoulders. Entrance to this portion of the trail by non-resident trail users shall be only at the designated trailheads. Trailhead parking will be designated with appropriate signage.

4.6 Trail User Code of Conduct

- a. Trail signs shall be obeyed.
- b. Stay on trails; do not take short-cuts.
- c. A person may not leave the trail-way and enter on private property without permission of the landowner
- d. When on a trail, all trail users must stay on the right half of the trail trail-way, when meeting or being passed by another trail user.
- e. When passing another trail user traveling in the same direction, a trail user must pass on the left half of the trail trail-way and may pass only when such left half is clearly visible and is free of oncoming traffic for a sufficient distance ahead to

permit such overtaking and passing to be completely made without interfering with the safety of any trail user.

- f. Any trail user who is about to enter onto or cross a trail shall yield the right of way to any trail user already on the trail to be entered or crossed.
- g. No person shall travel on a trail at a speed greater than 15 MPH.
- h. When stopping, trail users shall move off of the trail.
- i. All trail users, using a trail from one-half hour after sunset to one-half hour before sunrise shall be equipped with lights. Bicyclists shall have a headlight visible from five- hundred feet to the front and a red or amber light visible from five-hundred feet to the rear. Other trail users should have white lights visible from two-hundred fifty feet to the front, and a red or amber light visible from two-hundred fifty feet to the rear.

4.7 Trail Hours

- a. The trail shall be open year round.

SECTION 5. PERMITS

PERMITS FOR WORK WITHIN TRAILS

Permits shall be required for the following activities:

- a. Digging up or excavating a trench in a trail right-of-way for the purpose of installing pipes, wires, or other utilities.
- b. Installing private sewer or water lines in a trail right-of-way.
- c. The Selectboard shall not grant a requested permit unless it determines that the proposed activity will not interfere with public use of the trail or create a condition that poses a threat to the safety of those using the trail. The selectboard may include in any permit reasonable conditions to protect the safe use of the trail by the public. The selectboard may also condition upon approval of a permit on the permittee reimbursing the town city for its reasonable costs in

monitoring performance of the work authorized by the permit.

SECTION 6. ENFORCEMENT

- a. Any part of the Trail Corridor may be declared closed to the public or to certain uses at any time, as the City shall find reasonably necessary.

SECTION 7. EFFECTIVE DATE

These Ordinances shall be effective and in full force after its due passage, approval and publication. Rules or Regulations of Willard City relating to the Trail-way, or parts thereof, in conflict or inconsistent with any provisions of these are hereby repealed. The several parts of the Ordinances are severable, and invalidity of one or more of its provisions shall not affect the validity of the remaining.

Date: _____

Signed by: _____

**PERRY CITY
ORDINANCE 19-M DESIGN STANDARDS**

WHEREAS, The Perry City Council passed Ordinance 19-C on May 23, 2019 allowing for the development of multi-family dwelling units; and,

WHEREAS, A public hearing was held regarding this ordinance on December 5, 2019;

NOW THEREFORE, be it ordained by the Council of Perry City, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** “15.05.070.2 Residential Uses” of the Perry Municipal Code is hereby *amended* as follows:

AMENDMENT

15.05.070.2 Residential Uses

Residential Uses	A	A L	R 1 A	RE 1/2	R 1/2	R 1/3	R 1	R2	E S	C	C 1	I C	NC 2	N C3	MU -C	MU -O	MU -R	M/I L	M/I
Accessory Buildings (See Area Requirements Chart)	P	P	P	P	P	P	P	P*	P*	P	~	~	P*	P*	~	~	P*	~	~
<u>Apartments²</u>	~	~	~	~	~	~	~	~	~	~	~	<u>P</u>	~	~	~	~	~	~	~
Boarding House, Bed/Breakfast note 4 *	~	~	~	~	~	~	~	~	~	~	~	~	C	C	P*	P*	P*	~	~
Multi-Family Dwellings ²	~	~	~	P	P	P	P	P	~	~	~	~	P	P	P	P	P	~	~
Home Occupations ¹	P	P	P	P	P	P	P	P	P	P	P	~	P	P	P	P	P	~	~
Household Pets	P	P	P	P	P	P	P	P	P	~	~	~	P	P	P	P	P	~	~
Modular/Manufactured Homes	P	P	P	P	P	P	P	P	~	~	~	~	~	~	~	~	~	~	~
Single Family Homes	P	P	P	P	P	P	P	P	P*	~	~	~	~	~	~	~	~	~	~
Model Home	~	~	C	C	C	C	C	C	~	~	~	~	~	~	C	C	C	~	~
Conservation Subdivisions	P	P	P	P	P	P	P	~	~	~	~	~	~	~	~	~	~	~	~

1. A Home Occupation may be approved with the following uses:
 - a. Firearms sales, repair, and assembly
 - b. Barber shop, beauty salon, hair salon
 - c. Home Daycare
 - d. Home Preschool
 - e. Educational Facility
 - f. Artists
 - g. Authors
 - h. Professional office services (excluding medical, dental, and other health professional offices) including, but not limited to:
 - i. Advertising
 - ii. Architectural or engineering services
 - iii. Consulting services
 - iv. Data processing, computer programming and service
 - v. Desktop publishing
 - vi. Insurance sales or broker
 - vii. Interior design
 - viii. Real estate sales, broker, or appraiser
 - ix. Contractor or handyman office
 - i. Culinary or home craft, or garden produce sales

- j. Sales representative
- k. Alternative medicine and holistic healing including: foot zoning, aromatherapy, reiki, chiropractic, massage, and other similar uses as determined by the Licensing Authority except for Sexually Oriented Businesses as defined in PMC.
- l. Any use or Business not listed in this Subsection regarding Home Occupations is prohibited.
- 2. Multi-family Dwellings may be developed according to the allotments indicated in the Multi-family ~~Housing~~Dwelling and Apartment Density Map, which can be found at the following link ([Map](#)). Existing and proposed ~~Multi-Family Dwelling~~dwelling units are counted towards the limits shown on the Multi-family ~~Housing-Dwelling and Apartment~~ Density Map. When the allotted number of units in an area has been reached no more ~~Multi-Family Dwelling~~ units will be permitted in the area.
 - a. For the purposes of this subsection, Multi-family Dwelling ~~and Apartment~~ Units shall not include Accessory Dwelling Units.
 - b. Multi-Family Dwelling ~~and Apartment~~ units shall not be permitted where they are prohibited or otherwise restricted by private Conditions, Covenants, and Restrictions.

*Notes-see PMC 15.07.100.4

P*- Use Permitted by Design Review
C-Conditional Use

P- Use Permitted in Zone
~ Use not Permitted

SECTION 2: **ADOPTION** “15.18 Site Plans And Design Standards” of the Perry Municipal Code is hereby *added* as follows:

ADOPTION

15.18 Site Plans And Design Standards(*Added*)

APPLICABILITY. This chapter applies to all commercial, industrial, multi-family dwelling, and apartment developments; this includes, but is not limited to churches, schools, and other permanent site developments. This chapter does not typically apply to single family residential development or agricultural operations unless explicitly stated.

SECTION 3: **ADOPTION** “15.18.050 Design Standards For Multi-Family Dwellings, Apartments, And Development Along Highway 89” of the Perry Municipal Code is hereby *added* as follows:

ADOPTION

15.18.050 Design Standards For Multi-Family Dwellings, Apartments, And Development Adjacent To Highway 89(*Added*)

APPLICABILITY. This section applies to proposed developments involving multi-family dwellings, apartments, or any development adjacent to Highway 89; meaning, a development that lies wholly are in part within three hundred (300) feet of the Highway 89 right of way. ~~This section does aalso applies to developments with single family homes or lots when the development or subdivision includes four (4) or more homes or lotsnot apply to single family homes or lots created for single family homes.~~

APPROVAL. Full compliance with the requirements of this section shall be demonstrated by the applicant during the Final Subdivision Application for subdivisions and as part of the Design Review process for site plans, other non-subdivision applications, and in any other instance where the Design Review process would apply. The Land Use Authority may require submittals indicating general compliance during the Preliminary Subdivision Application phase of development as appropriate.

REQUIRED SUBMITTALS. The following submittals are required in addition to the subdivision and site development requirements of other sections within the PMC:

1. 3D renderings or professional perspective drawings of the development with buildings, site elements, and materials accurately depicted (residential developments with fewer than eight units and accessory building are exempted).
2. Elevation drawings of the front facades and street facing sides of buildings.
3. Materials boards providing the type and color of all exterior building materials and site elements.
4. Landscape plan.

DESIGN STANDARDS - INTENT AND PURPOSE. The following statements and images are to provide context and intent for the related standards and requirements of this section. The designated land use authorities are authorized to interpret and apply the related code in a manner that fulfills the spirit and intent of the following descriptions and images:

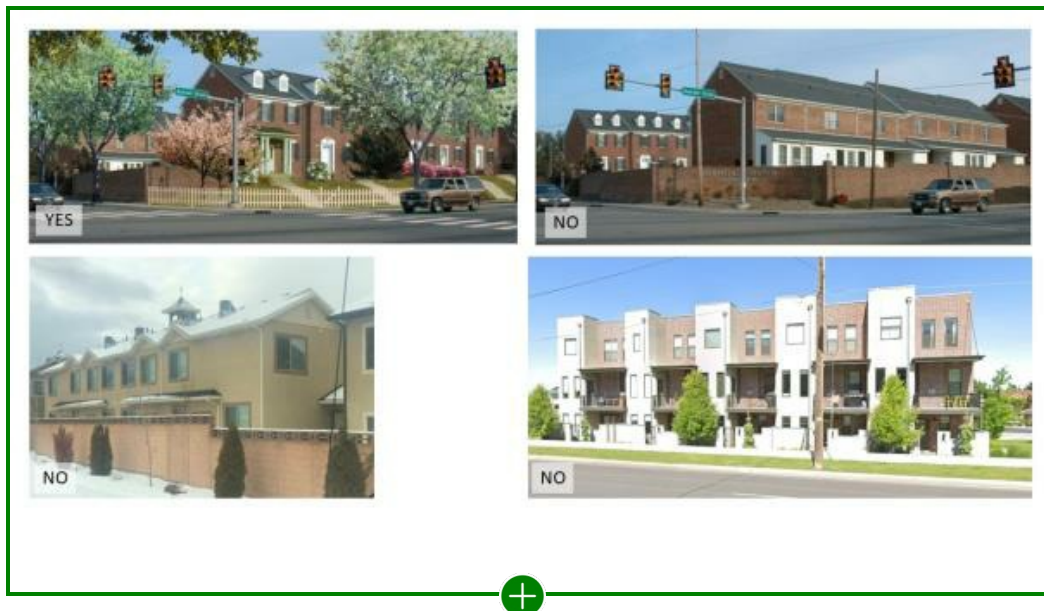
1. GENERAL. The intent of this section is to ensure quality, long-lasting developments are built that enhance existing communities. Developments shall be aesthetically pleasing and inviting while also adding variety and creating a sense of place and identity. Excessive repetition or monotony of styles, colors, and materials shall be avoided. Site development and landscaping should create useful spaces, be responsive to the City's ecology and be designed as one with proposed buildings and structures.
2. HIGHWAY 89, NORTH OF 3000 SOUTH. Development adjacent to Highway 89 in this area shall be designed and located

to have a prominent relationship with the street and should prioritize pedestrian opportunities. Street parking, wide sidewalks, street trees, outdoor furniture, and buildings set close to the street are important design components for this area. A variety of commercial uses should be integrated with residential developments.

3. HIGHWAY 89, SOUTH OF 3000 SOUTH. Development adjacent to Highway 89 in this area should utilize frontage roads as much as possible rather than direct access to the highway. This area is envisioned to be predominately residential. Adjacent to the highway a significant landscape buffer with wide sidewalks shall be implemented. Landscaping shall be the predominant aesthetic feature when developments are viewed from the Highway. Development in this area should not interfere or create conflicts with the highway as a high speed and efficient vehicular corridor.

4. IMAGES.

- a. Apartments and Multi-family Dwellings should face the street with an open 'front' façade, enhanced landscaping, and pedestrian access and elements. Back yards and barriers such as fencing should not be prominent visual features along the street. (Exception: This concept does not apply to developments adjacent to Highway 89 south of 3000 South.)



- b. Multiple materials, changes in plane, awnings, lighting, and street trees are utilized to present an inviting and aesthetically pleasing street facing 'front' façade. In spite of grade differences a pedestrian connection to the street is provided.
-



c. Residential buildings with two units are built to look like a single family residence (Mansion Home Style). The two units are not symmetrical.



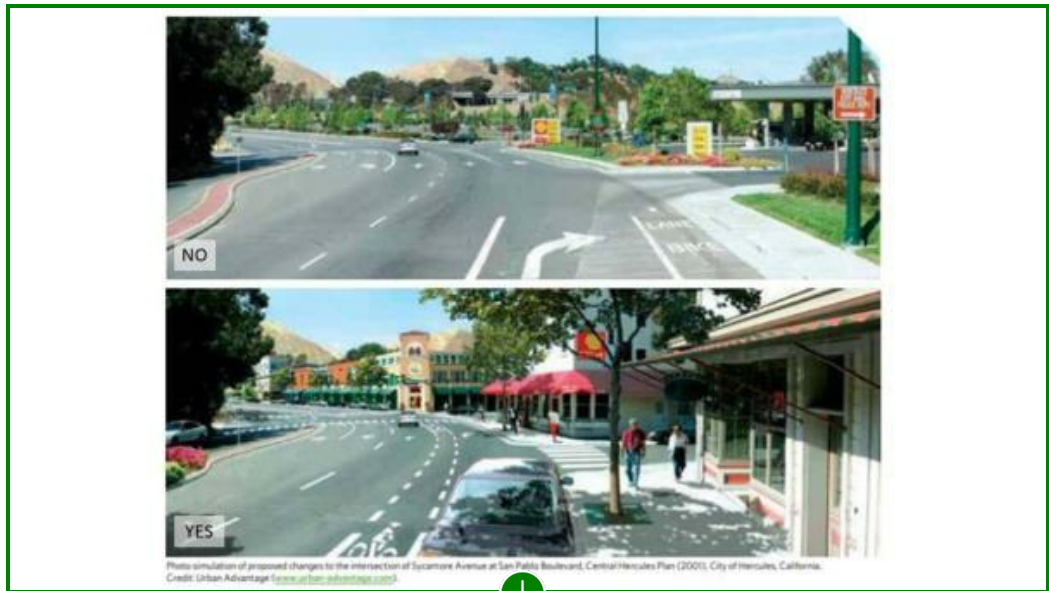
d. No variation in materials or plane. Cheap materials. Lack of landscaping enhancements.



e. No variation in materials, plane, roofline, or façade style. Lack of landscaping enhancements and pedestrian elements.



- f. Buildings should be prominently located close to the street with large parking areas to the rear. Pedestrian elements and landscaping should enhance the aesthetics and experience along the street. (Exception: This concept does not apply to developments adjacent to Highway 89 south of 3000 South.)



- g. These images show the landscape buffer to be implemented along Highway 89 south of 3000 S. A wide sidewalk is

provided with a landscaped buffer, which includes prominent landscaping elements.



DESIGN STANDARDS AND REQUIREMENTS

1. ARCHITECTURAL STANDARDS

- a. No vinyl, aluminum, or similar materials shall be allowed on the exterior of buildings. These material restrictions do not apply to trim materials that make up a small portion of the overall exterior materials of a building.
- b. There shall be a minimum of two building materials used on all sides of buildings with no less than forty percent (40%) of each required material being used per side. A minimum of forty percent (40%) of the front facade and street facing sides shall be brick or stone (excluding glass area). Exception: Building using all brick or stone.
- c. Integrate at least one materials change, distinct color variation, or change in plane every forty (40) horizontal feet of the street facing building facade.
- d. Dumpster enclosures, monument signs, sheds, and other accessory buildings shall match the materials and style of the primary building(s).
- e. Roofing materials shall be graded as having a 30 year life or longer; proof of installation and certification are required. Membrane roofs are to be hidden by parapets or other appropriate screening.
- f. Buildings containing two residential dwelling units (twin homes or duplexes) shall be designed to appear as a single family residence and the two dwelling units shall not be symmetrical or mirrored designs.
- g. Buildings adjacent to Highway 89 north of 3000 S shall conform to the following:
 - i. Buildings shall be located close to the street with an inviting store front type facade and shall implement multiple pedestrian scale elements which may include awnings, arcades, street trees, and lighting (fabric awnings are not permitted).
 - ii. The main floor level of commercial buildings directly adjacent to the street shall have a minimum of 60% glass area on the street facing facade(s).

- iii. Buildings in this area shall have distinctly unique facades from adjacent and nearby buildings. Each facade shall vary in a minimum of three of the following methods: architecture style, color, building materials, roofline, window treatments, or architectural details. The width of each unique facade shall not be more than 100'. No adjacent unique facade will have the same roof line elevation and articulation as the adjacent facades.
- iv. The developer shall be responsible to implement the street improvements outlined in the current master plan for highway 89.

2. SITE STANDARDS

- a. Street trees are required along all public streets with a minimum of one tree per 35' of frontage. Where the width of the parkstrip allows, trees should have a minimum mature height and width of twenty (20) feet.
- b. In no case shall lawn account for more than seventy (70) percent of landscaped areas. Lawn areas should be implemented for a specific use whenever possible (i.e. recreational areas, storm water ponds). Large landscape areas without vegetation (rock or mulch only) are not permitted.
- c. No area of the development shall be left un-improved or without development. All areas should be developed with buildings, hard surfacing, or landscaped. No area of the lot or parcel shall be arbitrarily excluded from the site plan to avoid development requirements.
- d. The developer (including subdivisions and developments for single family homes) shall be responsible to implement the street improvements outlined in the current master plan for highway 89.
- e. Development adjacent to Highway 89 south of 3000 S shall conform to the following (including subdivisions and developments for single family homes):
 - i. Developments shall be accessed by a local City street rather than Highway 89.
 - ii. Buildings shall be setback a minimum of twenty (20) feet from the highway right of way and the developer shall install a sidewalk with a minimum width of 8'. Landscaping with large street trees shall be installed in this setback area.
- f. Developments adjacent to Highway 89 north of 3000 S shall conform to the following:
 - i. Parking shall be located behind the primary building(s) where possible. Parking may be placed to the side of the primary building(s) when necessary, but in no case shall parking be placed adjacent to the street for the majority of the street frontage.
 - ii. Sidewalks along Highway 89 shall be a minimum of six (6) feet in width.

3.

SECTION 4: **ADOPTION** “15.18.070 Work To Be Done By Registered Professional” of the Perry Municipal Code is hereby *added* as follows:

ADOPTION

15.18.070 Work To Be Done By Registered Professional(*Added*)

All plans must be prepared and stamped by licensed and/or certified professionals including, but not limited to, architects, landscape architects, land planners, engineers, surveyors, geotechnical engineers, transportation engineers or other professionals as deemed necessary by the City. Landscape plans shall be stamped by a landscape architect.

SECTION 5: **ADOPTION** “15.18.070 Maintenance” of the Perry Municipal Code is hereby *added* as follows:

ADOPTION

15.18.090 Maintenance(*Added*)

Properties subject to site development standards or architectural standards contained in this chapter and other relevant sections of the PMC shall be maintained to continue compliance with the approved plans. Dilapidated or broken materials shall be repaired or replaced in conformance with the approved plans. Dead or unhealthy plant materials shall also be replaced in conformance with the approved plans.

SECTION 6: **ADOPTION** “15.18.090 Final Approval” of the Perry Municipal Code is hereby *added* as follows:

ADOPTION

15.18.110 Final Approval(*Added*)

Prior to a development being approved for use and a Certificate of Occupancy being issued the Community Development Director

or designee shall inspect the development and ensure the approved plans have been followed and the applicable code requirements have been met. Final approval may be granted and a Certificate of Occupancy issued when the required site work is not complete if a financial guarantee has been posted in the form of a cash escrow, or cash held by the City. The amount of guarantee shall be determined by the City in consultation with the City Engineer. The financial guarantee shall grant no more than eighteen months for the developer or property owner to complete the required improvements.

PASSED AND ADOPTED BY THE PERRY CITY COUNCIL _____.

	AYE	NAY	ABSENT	ABSTAIN
Councilmember Nathan Tueller	_____	_____	_____	_____
Councilmember Blake Ostler	_____	_____	_____	_____
Councilmember Toby Wright	_____	_____	_____	_____
Councilmember Esther Montgomery	_____	_____	_____	_____
Councilmember Andrew Watkins	_____	_____	_____	_____

Presiding Officer

Attest

Kevin Jeppsen, Mayor, Perry City

Susan O Bray, City Recorder Perry City

**PERRY CITY
ORDINANCE NO. 20-F**

ZONING MAP AMENDMENT

**AN ORDINANCE OF PERRY CITY, UTAH, AMENDING THE ZONING MAP
FOR A CERTAIN PARCEL WHERE A ZONING AMENDMENT APPLICATION
WAS FILED; SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, Perry City (hereafter “City”) is a municipal corporation, duly organized and existing under the laws of the State of Utah;

WHEREAS, *Utah Code Annotated* §§ 10-8-84 and 10-8-60 allow municipalities in the State of Utah to exercise certain police powers and nuisance abatement powers, including but not limited to providing for safety and preservation of health, promotion of prosperity, improve community well-being, peace and good order for the inhabitants of the City;

WHEREAS, Title 10, Chapter 9a, of the *Utah Code Annotated*, 1953, as amended, enables municipalities to regulate land use and development;

WHEREAS, the City finds it necessary to update its land use ordinances in order to meet the challenges presented by development and to protect public health, safety, and welfare; and,

WHEREAS, the City received an Application to Amend the Zoning Map from James Keller (hereafter “Application”);

WHEREAS, after publication of the required notice, the City’s Planning Commission held its public hearing on March 5, 2020, to take public comment on the Application, after which the Planning Commission gave its recommendation to deny the Application with a 3-0 vote;

WHEREAS, the City Council received the recommendation from the Planning Commission and held its public meeting on March 26, 2020;

NOW, THEREFORE, be it ordained by the City Council of Perry City as follows:

- Section 1: **Repealer.**** Any ordinance or portion of the municipal code inconsistent with this Ordinance is hereby repealed and any reference thereto is hereby vacated.
- Section 2: **Zoning Map Amendment.**** The Official Zoning Map of Perry City, Utah, is hereby amended from RE1/2 to C for parcel # 02-034-0097 located at 1495 W 2950 S.
- Section 3: **Severability.**** If a court of competent jurisdiction determines that any part of this Ordinance is unconstitutional or invalid, then such portion of this Ordinance, or specific application of this Ordinance, shall be severed from the remainder, which shall continue in full force and effect.
- Section 4: **Effective date.**** This Ordinance shall take effect immediately upon approval and posting.

PASSED AND ADOPTED by the City Council on this 26 day of March, 2020.

Mayor

ATTEST:

City Recorder

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

In accordance with Utah Code Annotated §10-3-713, 1953 as amended, I, the City Recorder of Perry City, hereby certify that foregoing Ordinance was duly passed and published or posted at: 1) _____, 2) _____, and 3) _____, on the above referenced dates.

City Recorder DATE: _____

Staff Report

March 26, 2020

Perry City Council



Zone Change Request, RE ½ to Commercial – James Keller, located at 1495 W 2950 S

Summary

The property is approximately 2 acres and is located on 2950 S adjacent to the railroad tracks. The property was used historically as a cannery and has continued in commercial use. It is likely that the current business is a legal non-conforming use. A non-conforming use is permitted to continue operations, but is not permitted to expand its operations/impact on the property. Commercial zoning would allow expansion and development of commercial uses on the property. The applicant has stated he would like this zone change to allow further development of the property.

The property is zoned RE1/2. Other nearby zoning includes RE1/2, R1, M/I, and AL. The surrounding uses are residential and agricultural. It may be worth noting that UTA and the Division of Water Resources would like to purchase this property as right of way for a transit corridor and water line.

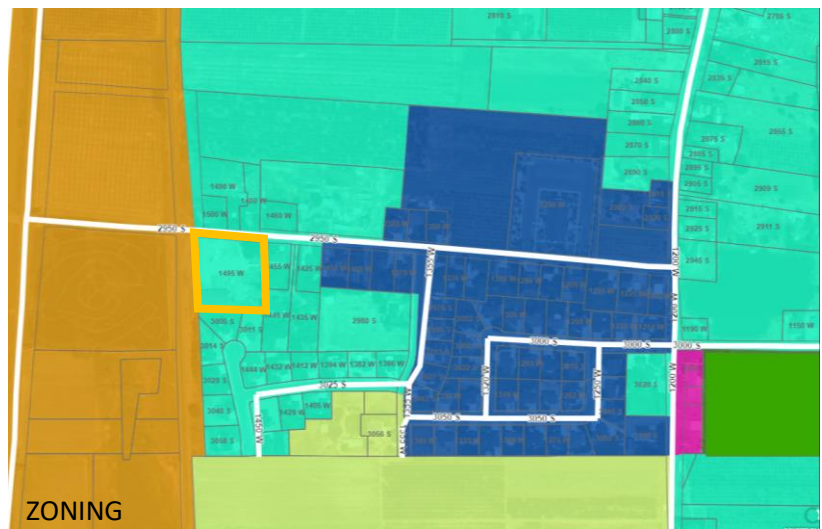
Conformance to General Plan

The Future Land Use Map in the General Plan shows this property, and other properties east of the tracks to be residential. The properties west of the tracks are shown as agricultural.

Considerations and Recommendations

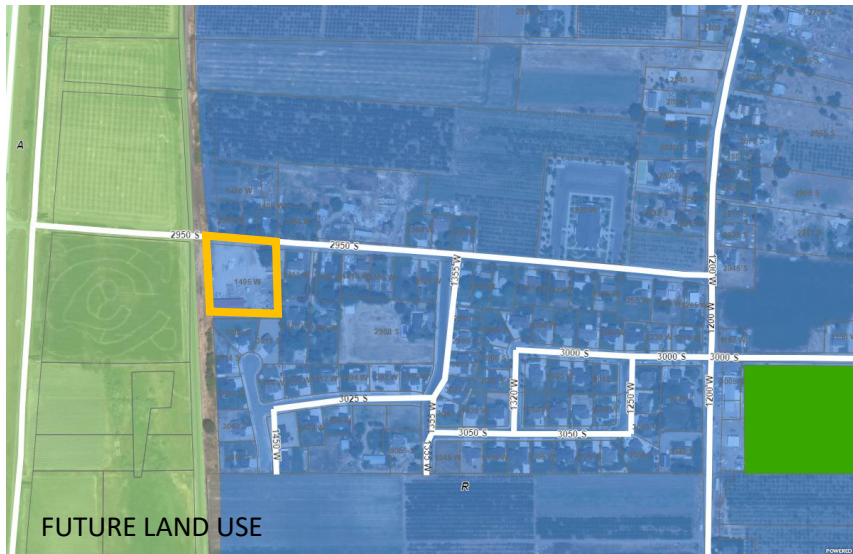
As a legislative item Council can take any information or opinion into consideration when making a decision on this zone change.

This area has been transitioning to be residential in nature. It does not appear that this request is directly supported in the General Plan. Consideration should be given to the precedent set by the decision on this application as neighboring property owners may look to this decision for an expectation of what zoning could be allowed on other properties in this area.



Planning Commission recommended denial of the request with a 3-0 vote. They felt it would set a problematic precedent and pointed to other similar properties in Perry that they feel were “Spot Zoned” for commercial uses and are now inconsistent and problematic.

The applicant also said during the meeting that he is hopeful this zone change would increase his property value and play a role in his negotiations to sell the property to the state. Our Legal Counsel at the Planning Commission meeting noted that the City should be cautious approving a zone change for what might appear to be monetary reasons.



NOTICE OF PUBLIC HEARINGS PERRY CITY PLANNING COMMISSION

Notice is hereby given that on March 5, 2020 the Perry City Planning Commission will hold, in the City Council Chambers at 3005 South 1200 West in Perry, as part of its regular meeting (which starts at approx. 7:00 p.m.), a public hearing to receive public comment regarding an Application for a zone change. Parcel No.02-034-0097 from RE1/2 (Rural Residential ½-acre minimum lot) to C (Commercial). Approximately 1495 West 2950 South in Perry. Applicant: James Keller. Any individual requiring auxiliary services should contact the City office at least 3 days in advance (1-435-723-6461) for other questions please contact Susan K. Obray, City Recorder.

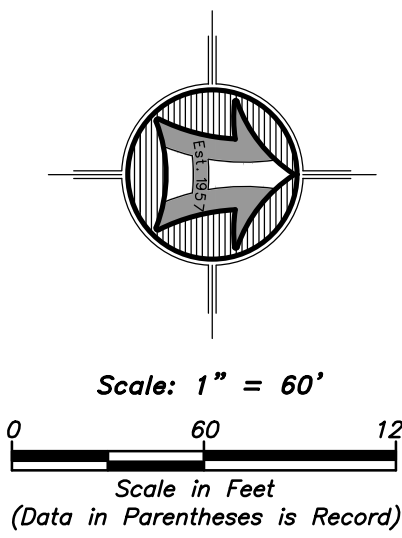
Please publish on February 19, 2020

Pointe Perry Subdivision Phase 3

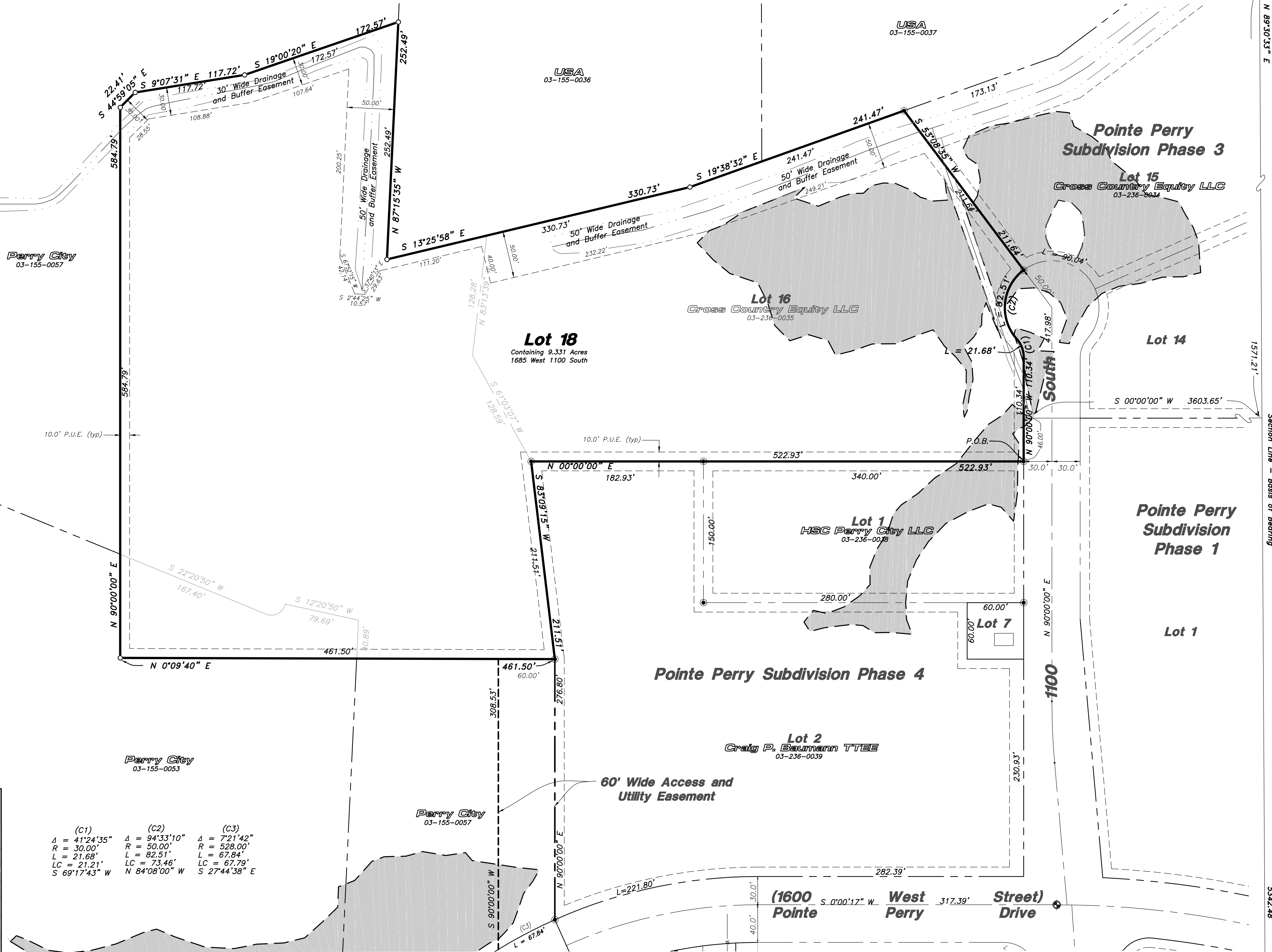
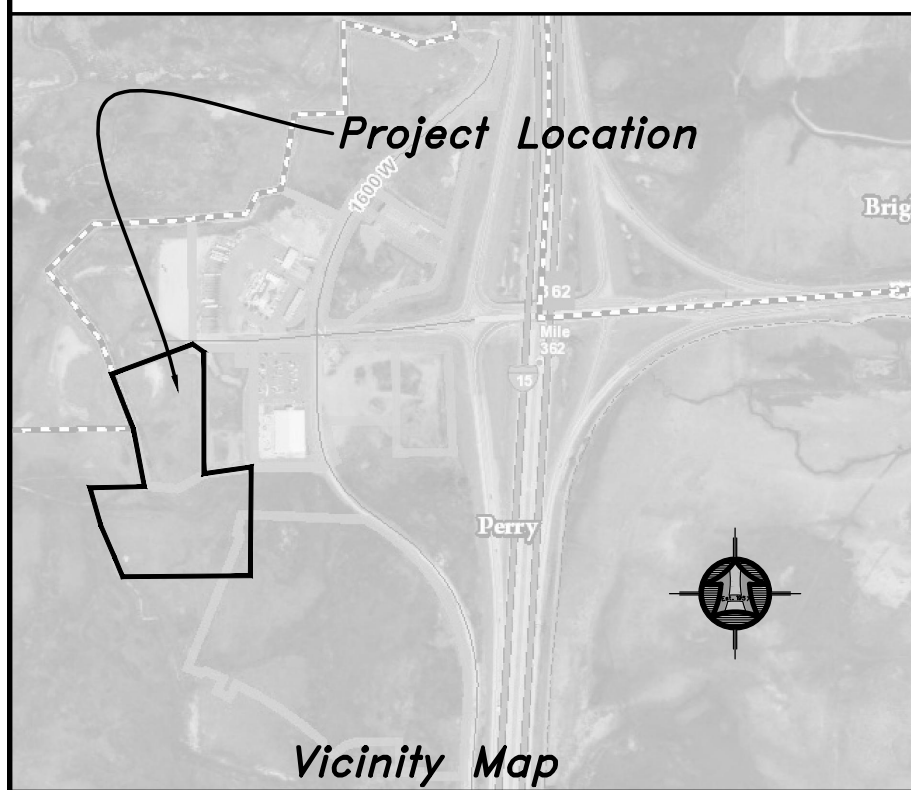
First Amendment

Amending Lot 16

Perry City, Box Elder County, Utah
A Part of the Southwest Quarter of Section 27,
Township 9 North, Range 2 West, Salt Lake Base & Meridian



LEGEND	
	Subject Property Line
	Interior Lot Lines
	Adjoining Property Line
	Previous Property Line
	Centerline
	Public Utility Easement (PUE)
	Ditch
	Field Separation Line
	Fence Line (Wire)
	Fence Line (wood or Vinyl)
	Existing Street Monument
	Street Monument to be set
	Found rebar set by others
	Set 5/8"x24" Rebar With Cap
	Section Corner
	Wetlands



(C1)	(C2)	(C3)
$\Delta = 41^{\circ}24'35''$	$\Delta = 94^{\circ}33'10''$	$\Delta = 72^{\circ}14'42''$
$R = 30.00'$	$R = 50.00'$	$R = 528.00'$
$L = 21.68'$	$L = 82.51'$	$L = 67.84'$
$LC = 21.21'$	$LC = 73.46'$	$LC = 67.79'$
$S\ 69^{\circ}17'43''\ W$	$N\ 84^{\circ}08'00''\ W$	$S\ 27^{\circ}44'38''\ E$

NOTE:
1 - All public utility easements (P.U.E.) are 10.0 foot wide unless otherwise noted.
2 - Rebar and cap set on all back lot corners with curb nails set in top back of curb and gutter on all side yard projections.

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 2020

ATTORNEY



HANSEN & ASSOCIATES, INC.
Consulting Engineers and Land Surveyors
538 North Main Street, Brigham, Utah 84302
Visit us at www.haies.net
Brigham City Ogden Logan
(435) 723-3491 (801) 399-4905 (435) 752-8272
Celebrating over 60 Years of Business

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, A.D., 2020 BY THE
PERRY PLANNING COMMISSION.

CHAIRMAN

APPROVAL AND ACCEPTANCE

PRESENTED TO THE _____ THIS _____ DAY OF _____, A.D., 2020
AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

ATTEST:

RECORDER

MAYOR

DATE

COUNTY SURVEYOR'S CERTIFICATE

I Hereby Certify that the Box Elder County Surveyor's Office has Reviewed this plat for Mathematical Correctness, Section Corner Data, and for Harmony with Lines and Monuments on Record in County Offices. The Approval of this Plat by the Box Elder County Surveyor does not Relieve the Licensed Land Surveyor who Executed this Plat from the Responsibilities and/or Liabilities Associated Therewith.

County Surveyor

Date

ENGINEER'S CERTIFICATE

I CERTIFY THAT I HAVE HAD THIS PLAT EXAMINED AND FIND THAT IT IS CORRECT AND IN ACCORDANCE WITH THE INFORMATION ON FILE IN THE PERRY CITY OFFICE.

ENGINEER

SURVEYOR'S CERTIFICATE

I, K. Greg Hansen, do hereby certify that I am a Registered Professional Land Surveyor in the State of Utah in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Act; and by the authority of the owners, I have completed a survey of the property described and shown hereon this plat in accordance with section 17-23-17 and have verified all measurements and have hereby Subdivided said tract into One (1) lot, known hereafter as Pointe Perry Subdivision Phase 3, First Amendment, and that the same has been surveyed and monuments have been located and/or placed on the ground as represented on the plat hereon.

Signed this _____ day of _____, 2020

K. Greg Hansen P.L.S.
Utah Land Surveyor Licence No. 167819



BOUNDARY DESCRIPTION

A PART OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN.

BEGINNING AT THE NORTHEAST CORNER OF LOT 16, POINT PERRY SUBDIVISION PHASE 3 RECORDED AS ENTRY NO. 264922 IN THE OFFICE OF THE BOX ELDER COUNTY RECORDER BEING A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 1100 SOUTH STREET LOCATED 1571.21 FEET NORTH 89°30'33" EAST ALONG THE NORTH LINE OF SAID SECTION 27 AND 3603.65 FEET SOUTH 00°00'00" WEST AND 46.00 FEET SOUTH 90°00'00" EAST FROM THE NORTHWEST CORNER OF SAID SECTION 27;

RUNNING THENCE ALONG THE BOUNDARY LINE OF SAID LOT 16 THE FOLLOWING SIX COURSES; (1) NORTH 90°00'00" WEST 110.34 FEET; (2) WESTERLY TO THE LEFT ALONG THE ARC OF A 30.00 FOOT RADIUS CURVE, A DISTANCE OF 21.68 FEET, CHORD BEARS SOUTH 69°17'43" WEST 21.21 FEET, HAVING A CENTRAL ANGLE OF 41°24'35"; (3) IN A WESTERLY DIRECTION WITH A REVERSE TANGENT CURVE TO THE RIGHT OF A 50.00 FOOT RADIUS CURVE, A DISTANCE OF 82.51 FEET, CHORD BEARS NORTH 84°08'00" WEST 73.46 FEET, HAVING A CENTRAL ANGLE OF 94°33'10"; (4) SOUTH 53°08'35" WEST 211.64 FEET; (5) SOUTH 19°38'32" EAST 241.47 FEET; AND (6) SOUTH 13°25'58" EAST 330.73 FEET; THENCE NORTH 87°15'35" WEST 252.49 FEET; THENCE SOUTH 19°00'20" EAST 172.57 FEET; THENCE SOUTH 09°07'31" EAST 117.72 FEET; THENCE SOUTH 44°59'05" EAST 22.41 FEET; THENCE NORTH 90°00'00" EAST 584.79 FEET; THENCE NORTH 00°09'40" EAST 461.50 FEET; THENCE SOUTH 83°09'15" WEST 211.51 FEET TO THE SOUTHEAST CORNER OF SAID LOT 16; THENCE NORTH 00°00'00" EAST 522.93 FEET TO THE POINT OF BEGINNING. CONTAINING 9.331 ACRES.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF THE ABOVE DESCRIBED TRACT OF LAND HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO A LOT AS SHOWN ON THIS PLAT AND NAME SAID TRACT POINT PERRY SUBDIVISION PHASE 3, FIRST AMENDMENT, AND HEREBY DEDICATE, GRANT AND CONVEY TO PERRY CITY, BOX ELDER COUNTY, UTAH, ALL THOSE CERTAIN STRIPS AS EASEMENTS FOR PUBLIC UTILITY, DRAINAGE AND THAT CERTAIN 60.00 FOOT WIDE ACCESS AND UTILITY EASEMENT FOR THE PURPOSES AS SHOWN HEREON. THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINES AND DRAINAGE AS MAY BE AUTHORIZED BY PERRY CITY. IN WITNESS WE HAVE HEREUNTO SET OUR SIGNATURE THIS DAY OF _____, 2020.

KEVIN JEPPISEN - PERRY CITY MAYOR

DATE

MUNICIPAL ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF BOX ELDER)

On this _____ day of _____, 2020, personally appeared before me, Kevin Jeppsen, who being by me duly sworn did say and acknowledge that he is the Mayor of Perry City, a body corporate and politic of the State of Utah, which City is the Owner of the real property listed herein, and executed the foregoing instrument as the authorized agent of the City, and that said authorization to sign on behalf of the City came pursuant to Ordinance ***** and Resolution ***** of the Perry City Council.

Notary Public

NARRATIVE

The purpose of this survey was to establish and set the property corners of the one Lot Subdivision as shown and described hereon. This survey was ordered by Bob Barnhill for Perry City to add additional property to Lot 16 of the Pointe Perry Subdivision Ph. 3. The control used to establish the property corners was the existing lot corners and street monumentation within the Pointe Perry Development along with the Box Elder County Surveyor Monumentation surrounding Section 27, Township 9 North, Range 2 West, S.L.B.&M. The basis of bearing is the North line of said Section which bears North 89°30'33" East, Utah North, State Plane, Calculated N.A.D.83 Bearing.

COUNTY RECORDER'S NO. _____

State of Utah, County of Box Elder, Recorded and

Filed at the Request of _____

Date _____ Time _____ Fee _____

Abstracted _____

Index _____

Filed in: _____ File of Plats

County Recorder

Staff Report

March 26, 2020

Perry City Council



1. Pointe Perry Subdivision Amendment – Perry City and Cross Country Equity, located at 1685 W 1100 S.

Summary

This subdivision amendment would allow Perry City to transfer 5.5 acres held in the Pointe Perry Subdivision to the neighboring property owner, Cross Country Equity. No new lots will be created by this amendment, and no new infrastructure will be required. The amendment plat also provides a 60' access easement for the enlarged lot held by Cross Country Equity.

Code Compliance

Our engineer has reviewed the plat and has no corrections or comments other than the need for a signature block for Cross Country Equity.

Because this subdivision was approved in the past, and no new lots are being created, there are no infrastructure requirements at this time.

Considerations and Recommendations

It appears everything is in order for this subdivision amendment.

Planning Commission

Planning Commission recommended approval with a 3-0 vote.

Multi-family Dwelling and Apartment Density Map

