

CLEARFIELD CITY COUNCIL
AGENDA AND SUMMARY REPORT
July 28, 2015 – POLICY SESSION

Meetings of the City Council of Clearfield City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

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

6:30 P.M. WORK SESSION

Discussion on Residential Sewer Clean-up Assistance Program

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

7:00 P.M. POLICY SESSION

CALL TO ORDER:

Mayor Shepherd

OPENING CEREMONY:

Councilmember LeBaron

APPROVAL OF MINUTES:

May 26, 2015 – Work Session

June 9, 2015 – Work Session

June 23, 2015 – Policy Session

July 7, 2015 – Work Session

PRESENTATION:

1. **PRESENTATION ON THE DAVIS SCHOOL DISTRICT BOND ELECTION SCHEDULED FOR TUESDAY, NOVEMBER 3, 2015**

BACKGROUND: Craig Call and Chris Williams will be making a presentation about the Davis School District 2015 Building Improvement and Construction Plan in association with the District's Bond Election scheduled for Tuesday, November 3, 2015.

PUBLIC HEARING:

2. **PUBLIC HEARING TO RECEIVE COMMENT ON A PROPOSED ZONING TEXT AMENDMENT TO TITLE 11, CHAPTERS 3 AND 14, OFF STREET PARKING AND LOADING, AMENDING PARKING LOT STANDARDS AND CREATING STANDARDS FOR PARKING GARAGES**

BACKGROUND: Clearfield City Code § 11-14-2B requires that all parking stalls be 9'x20' listed as 180 square feet. The City's desire for a more urban form of commercial development is in conflict with the "one size fits all" approach to parking stall sizes and types. Jared Nielson, developer of Sandridge Apartment project, located at approximately 50 South State Street, proposed that a "Compact Car" parking stall standard be considered. The proposal would allow a

certain percentage of parking stalls to be developed at a smaller standard. Compact car parking standards would provide flexibility in parking lot design and land utilization for Clearfield City's small lots and redevelopment parcels. The Planning Commission considered the proposed amendments on July 1, 2015 and recommends approval.

RECOMMENDATION: Receive public comment and close the public hearing.

SCHEDULED ITEMS:

3. CITIZEN COMMENTS

4. CONSIDER APPROVAL OF ORDINANCE 2015-13 APPROVING THE ZONING TEXT AMENDMENT TO TITLE 11, CHAPTERS 3 AND 14, DEFINITIONS AND OFF STREET PARKING AND LOADING, AMENDING PARKING LOT STANDARDS AND CREATING STANDARDS FOR PARKING GARAGES

RECOMMENDATION: Approve Ordinance 2015-13 approving the zoning text amendments to Title 11, Chapters 3 and 14, Definitions and Off Street Parking and Loading, amending parking lot standards and creating standards for parking garages, and authorize the Mayor's signature to any necessary documents.

5. CONSIDER APPROVAL OF THE AWARD OF BID FOR THE PUBLIC WORKS AND PARKS FACILITIES UPGRADE – PHASE 1A IMPROVEMENT PROJECT TO AXIS RECLAMATION AND CONSTRUCTION

BACKGROUND: Bids were received from four construction companies for the Public Works and Parks Facilities Upgrade – Phase 1A Improvement Project. The scope of work consists of removing and relocating the Salt Storage Building, Parks and Cemetery Storage Building and the Sander Storage Rack as well as the installation of new fencing. The lowest responsible bid was received from Axis Reclamation and Construction with the bid amount of \$226,757.10

RECOMMENDATION: Approve the award of bid for the Public Works and Parks Facilities Upgrade – Phase 1A Improvement Project to Axis Reclamation and Construction with the bid amount \$226,757.10 with contingency and engineering costs of \$50,242.90 for a total project cost of \$277,000; and authorize the Mayor's signature to any necessary documents.

6. CONSIDER APPROVAL OF RESOLUTION 2015R-18 AUTHORIZING THE AGREEMENT WITH UDOT (UTAH DEPARTMENT OF TRANSPORTATION) FOR THE SAFE SIDEWALK GRANT

BACKGROUND: Clearfield City has been chosen by UDOT (Utah Department of Transportation) to receive funds through its Safe Sidewalk Program FY16 for sidewalk improvements on SR-107 from 825 West to 985 West. The project was approved for \$83,250 of which UDOT will participate at 65 percent with the City responsible for the remaining 35 percent.

RECOMMENDATION: Approve Resolution 2015R-18 authorizing the agreement with UDOT (Utah Department of Transportation) for the Safe Sidewalk Grant for sidewalk improvements on SR-107 from 825 West to 985 West and authorize the Mayor's signature to any necessary documents.

COMMUNICATION ITEMS:

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

*****COUNCIL MEETING ADJOURN*****

Dated this 22nd day of July, 2015.

/s/Nancy R. Dean, City Recorder

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

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:30 P.M. WORK SESSION
May 26, 2015

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Keri Benson	Councilmember
	Kent Bush	Councilmember
	Ron Jones	Councilmember
	Mike LeBaron	Councilmember
	Bruce Young	Councilmember
STAFF PRESENT:	Adam Lenhard	City Manager
	JJ Allen	Assistant City Manager
	Brian Brower	City Attorney
	Scott Hodge	Public Works Director
	Greg Krusi	Police Chief
	Scott Hess	Development Services Manager
	Curtis Dickson	Community Services Deputy Dir.
	Rich Knapp	Administrative Services Director
	Nancy Dean	City Recorder
	Kim Read	Deputy Recorder
EXCUSED:	Eric Howes	Community Services Director

VISITORS: Kathryn Murray, Con L. Wilcox, Rick Scadden, Brad Lasater

Mayor Shepherd called the meeting to order at 6:31 p.m.

DISCUSSION ON THE DEVELOPMENT AGREEMENT FOR THE ROSENBERG
SUBDIVISION LOCATED AT APPROXIMATELY 938 SOUTH 2000 EAST

Scott Hess, Development Services Manager, shared an illustration of the Rosenberg Subdivision site plan and reviewed it with the Council noting the following minor changes:

- Road would be designed in the configuration as now illustrated with a direct connection to the parking lot as opposed to the turn-around cul-de-sac at the end. He added there could be a gate at the end per standards identified by the North Davis Fire District and stated the City didn't have a position one way or the other at this time; however, once the future park was developed the gate would need to be removed.
- Paragraph F, Exhibit "D" reflects a date of October 30, 2013 and stated the date needed to be changed to reflect May 8, 2015.
- Paragraph G, adding an Exhibit "E" which would be a landscaping plan, holding the developer to a landscaping plan to be submitted with the project.

Mr. Hess requested the Council approve the submitted development agreement with the identified changes during the policy session.

Mr. Hess also directed the Council to the elevations reflecting the single family tri-plex building.

Mr. Hess reviewed other specifics called out in the Development Agreement:

- Twenty-five percent (25%) landscaping.
- All exterior finishes would be brick, stucco, rock, masonry or a combination thereof; none of the units would have vinyl siding.
- 1500 square foot units, with a total of 32 units.
- An HOA (Homeowner Association) would be established prior to the issuance of any building permits.
- The landscaping would be completed prior to final occupancy for any of the units.
- Prior to receiving any residential building permits, pad sites for parcels A and B must be ready for development; cleared, graded and covered with road base and must be kept free of weeds and debris with a deed restriction as described in Exhibit "E".

Councilmember Bush inquired if the developer was aware of the recommended changes reported to the Council by Mr. Hess. Mr. Hess responded John Hansen, developer, had been involved with the changes as of Thursday, May 7, 2015.

DISCUSSION ON THE PROPOSED REZONE FOR PROPERTY LOCATED AT APPROXIMATELY 850 WEST 1600 SOUTH FROM (C-2) COMMERCIAL TO (R-3) RESIDENTIAL

Scott Hess, Development Services Manager, shared an illustration which had been included in the Council's agenda packet regarding a proposal to rezone a portion of property (approximately 2.5 acres) known as Wilcox Farms from (C-2) Commercial to (R-3) Residential which would leave the remaining portion zoned commercial. Mr. Hess explained the proposed multi-family development would consist of 30 residential units in two 12-plex buildings and one 6-plex building and shared an illustration reflecting the location of the proposed development. He stated the proposed development met the requirements of the R-3 zone and the use was in compliance with the General Plan. He mentioned staff had recommended approval but the Planning Commission recommended denial during its meeting on Wednesday, May 6, 2015 for the following reasons:

- A lot of units on a small parcel of property.
- Some members of the Planning Commission believed (R-2) Residential development was a better product.
- The Planning Commission was uncomfortable approving the rezone which could allow everything and anything that was permissive in the R-3 zone.

Mr. Hess reported the rezone was denied by the Planning Commission with the recommendation the developer bring the project back with the consideration of R-2 zoning request and with additional documentation. He pointed out the current General Plan reflected 1600 South Street connecting east/west into a future road identified as 725 West. He pointed out the City would be amending its General Plan later in the year and believed an additional east/west connection from 1000 West across the power corridor to the ten acres might be necessary. He added the 2.5 acres was a small pocket of property.

Councilmember Bush stated he had visited the location and was familiar with the property and pointed out the General Plan called for residential and believed single family wasn't the best option. He expressed concern that an R-2 zoning was basically two single family homes connected to each other creating a little bit higher density so he didn't think R-2 was the best option either. He added the businesses in that area needed more rooftops. He indicated he did not have a problem with an R-3 zoning but other multi-family projects recently approved by the Council all had development agreements negotiated and something showing what the project would look like. He didn't believe the project was the best use for the location because of the agriculture property to the north, even though it was reflected in the General Plan as residential. He expressed his opinion the rezone and change to the General Plan for that small parcel didn't make sense and pointed out future development might not work with the rezone. He emphasized if the rezone request was approved it would be in conflict with the City's General Street Plan because it reflected 1600 South as a through street.

He stated he wasn't opposed to the R-3 rezone because he didn't believe R-1 or R-2 was suitable for that location, but given the vacant property to the north and the street designation combined with not seeing any kind of a development agreement, he recommended tabling the item until those issues could be addressed. He pointed out if the Council denied the rezone request the applicant would need to begin the rezone application process all over again.

Councilmember Benson inquired when the General Plan would be updated. Mr. Hess responded he was in the middle of that process and had prepared draft language for the Planning Commission's review.

Adam Lenhard, City Manager, pointed out Councilmember Bush was correct regarding the Master Street Plan and the connection continuing east on 1600 South. He reviewed the residential zones and what was allowed with each pointing out three or more living units was considered a multi-family dwelling. He added the R-2 zone also allowed multi-family dwellings such as a 6-plex, townhomes or side by side but the density or overall units per acre would determine the zone. Councilmember Bush commented the R-3 proposal was for a 30-unit development but R-2 would only allow 18 units. He liked the idea of housing on that parcel of property. Councilmember Jones agreed. He liked the idea of tabling the decision to protect the owner from beginning the process a second time. He liked the developer's concept and suggested it was close to what the Council wanted to see.

Councilmember Young reminded the Council that it had held rezones of multi-family projects to the R-3 zone at a high level requesting development agreements as the projects were presented and suggested that policy continue.

Councilmember LeBaron pointed out the Council had also denied some perfectly good R-3 projects for the sole fact that the City was moving in that direction too quickly. He acknowledged this particular development already had its retail component in place. He also stated the City had previously subsidized the development of Lots 1 through 6 so that the retail could be developed. He stated R-3 zoning may or may not work in the area. He liked the idea of

opening up the General Plan and planning based on regional tracks. He stated the Planning Commission was fairly comfortable with an R-2 zoning for the parcel. He expressed concern with other types of development around the designated acreage and whether the area was right for the type of development being proposed. He stated he was currently uncomfortable with the R-3 rezone for the property.

Councilmember Young believed the Council needed more information specific to the proposed development and suggested the Council wait until the General Plan was updated to determine if R-3 was the best use for the property.

Brian Brower, City Attorney, reminded the Council the public hearing had been noticed so if the decision were to table the item's consideration it would be necessary to be date specific for readdressing it. He also explained the Council could also waive any future application fees for the developer to bring the project back if it so desired.

Con Wilcox, property owner, addressed the funds the City had used toward the commercial development in the area. He emphasized it was actually the CDRA that invested funding in that area. He also explained UDOT had reimbursed the City approximately \$400,000 of that investment for the widening of Antelope Drive and the traffic signal improvements at 1700 South and 1000 West. Councilmember LeBaron responded he was interested to know how much funding Wilcox Farms received that was disbursed for the commercial component of the project. Councilmember LeBaron stated he was not comfortable with the rezone to R-3 on 2.5 acres and believed R-2 would be more suitable.

Councilmember Young believed the Council would need more information regarding the development to make a final decision on the zone. He expressed his opinion the commercial component existed but the City should review how much it had invested in the development of that location. He stated it was important to look at the development of the area from a larger scope accompanied by additional information on the proposed development to determine the best use for the property.

Mr. Brower clarified the Council could open and close the public hearing and then table the agenda item for the rezone. He added staff would then re-notice a new public hearing date when the developer had met the Council's request for additional information. Councilmember Bush asked if a new public hearing would be necessary. Mr. Brower suggested there was the possibility that the request might change when it was revisited so it would be necessary to hold a new public hearing under that circumstance. Councilmember Young suggested there might be significant enough changes to the development proposal to warrant a second look by the Planning Commission as well. Mr. Brower commented that tabling the issue was best done at the request of applicants because generally applicants were entitled to decisions on their applications. He counseled the best option might be to take action and if the Council wanted to see changes it had the option to waive application fees for the developer after additional information was supplied to the City. He also agreed the Planning Commission should consider the request if there were significant enough changes to the proposal.

The meeting adjourned at 7:00 p.m.

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:30 P.M. WORK SESSION
June 9, 2015

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Keri Benson	Councilmember
	Kent Bush	Councilmember
	Ron Jones	Councilmember
	Mike LeBaron	Councilmember
	Bruce Young	Councilmember
STAFF PRESENT:	Adam Lenhard	City Manager
	JJ Allen	Assistant City Manager
	Brian Brower	City Attorney
	Scott Hodge	Public Works Director
	Greg Krusi	Police Chief
	Scott Hess	Development Services Manager
	Eric Howes	Community Services Director
	Curtis Dickson	Community Services Deputy Dir.
	Rich Knapp	Administrative Services Director
	Nancy Dean	City Recorder
	Kim Read	Deputy City Recorder

VISITORS: Kathryn Murray

Mayor Shepherd called the meeting to order at 6:30 p.m.

DISCUSSION ON THE CONSOLIDATED FEE SCHEDULE

Rich Knapp, Administrative Services Director, reported changes needed to be made to the Consolidated Fee Schedule and reviewed the following with the Council:

- Reducing cost of first trash can by .50 from \$15.25 to \$14.75. He stated the recent RFP for solid waste reflected a decrease in cost.
- Increase the cost for the second trash can by .50 from \$7.00 to \$7.50. He cautioned the Council in believing those changes to be revenue neutral because only thirty percent of the residents had a second can.

Councilmember Jones asked about the margins specific to the proposed recycling containers. Mr. Knapp stated he was forecasting a fifty to seventy-five percent participation rate for a cost of \$3.75 by Waste Management. He mentioned he had included a four percent increase to that cost which would allow for a small rate increase if Waste Management increased recycle rates for next year.

Councilmember Young inquired how confident staff was in meeting the fifty percent participation rate by residents. Mayor Shepherd believed it wouldn't be difficult since the City

would implement recycling with an opt-out option as opposed to opt-in. Councilmember Young mentioned he was aware of more residents who weren't interested in participating as opposed to those who were. Mayor Shepherd added that based on information from neighboring cities he didn't believe it would be difficult to meet that participation rate. A discussion took place specific to participation rates and whether the City would continue to offer residents to opt out after the first year.

Councilmember Benson asked how long the opt out period would be available to residents. Mr. Knapp responded initially residents would have somewhere between 45 and 60 days to opt-out of the recycle program. Councilmember Benson suggested designating a 60 day opt-out time frame because if residents vacationed they could determine recycling as a nuisance and 45 days wouldn't allow enough time to recognize the benefit.

Mr. Knapp asked if the Council needed to have additional discussions regarding the proposed recycling program prior to implementation. The Council believed everything had been discussed and directed staff to proceed with the proposed garbage fees and move forward with the recycle program with a 60-day opt out time frame. Mr. Knapp reported the earliest the recycling program could be implemented was August.

Mr. Knapp reported staff was suggesting changing the name of the disconnect/reconnect fee to Utility Service Fee. He explained a fee was assessed even if the disconnection didn't physically take place and emphasized delinquent accounts required additional administrative management even if payment was made after the account appeared on a disconnect list due to delinquency.

Adam Lenhard, City Manager, suggested also including the language disconnect/reconnect fee in the fee schedule in an effort to reflect transparency regarding the fee. He desired the fee be identified as Utility Service Fee-disconnect/reconnect fee.

Mr. Knapp reported he had completed a cost analysis which reflected the true cost for the service fee was \$35 as opposed to the current \$25. He reported the more meters the City disconnected the cheaper the cost and stated the break even number was approximately 85 meters. Mayor Shepherd asked how many meters were turned off due to non-payment each month. Mr. Knapp responded approximately 120 meters were turned off the previous two months.

Councilmember LeBaron informed the Council that the purpose of the fee was never implemented to offset costs; rather, it was to encourage residents to pay the utility bill promptly. Mr. Knapp suggested the City shouldn't implement a punitive fee and believed the City should justify the costs associated with the delinquent payment. He pointed out the City's fee was still the lowest compared to neighboring cities.

Mayor Shepherd expressed agreement he wasn't comfortable enacting anything punitive in nature and believed the fee should be cost driven.

Mr. Knapp explained residents would have already been assessed the \$10 late fee and when added to the \$35 Utility Service Fee-disconnect/reconnect fee, the total late payment fee would be \$45. He explained the late notice policy of mailing out delinquent notices and a discussion took place regarding where the delinquent notice should be mailed for rental properties.

The Council directed staff to proceed with the proposed changes.

Scott Hess, Development Services Manager, stated during new residential construction the City had been assessing a \$120 deposit for setting up the utility account and water meter and the contractor would pay for water usage during the construction process. He explained once construction was completed the account would be transferred to the new owner. He continued problems had taken place regarding the transfer and reimbursement of the original \$120 deposit. He reported staff was suggesting implementing a flat rate fee of \$50 for water usage during the construction process which would allow the developer to install a “jumper”. He stated the City’s base water rate was \$12 per month and the average construction time was four months and believed there was minimal risk to the City. He emphasized the change would codify a fee which was not currently included in the fee structure. He pointed out the water meter would be installed at final occupancy once the resident established a water account.

Councilmember Benson inquired if this was in lieu of the \$120 fee currently being assessed. Mr. Hess responded the fee was in lieu of the \$120 to the developer during the building permit process.

Mayor Shepherd asked at what time during the construction would the meter be installed. Mr. Hess responded the City’s building inspector would complete the final inspection for occupancy and notify the utility department a water meter would need to be installed. He mentioned meters installed during the construction process could be damaged and then developers incurred the cost of new water meters.

DISCUSSION ON CLEARFIELD HIGH SCHOOL SCHOLARSHIP REQUIREMENTS

Mayor Shepherd explained the challenges encountered this year regarding the qualifications associated with the City’s scholarship because of the requirement prohibiting the recipient from receiving other scholarships. Councilmember Bush added oftentimes the candidates weren’t aware if another scholarship had been awarded during the application period. Nancy Dean, City Recorder, distributed a handout reflecting the scholarship requirements and reviewed them with the Council. She pointed out most students achieving a 3.5 GPA (Grade Point Average) would likely receive other scholarships. She suggested the Council consider designating a GPA of 3.0. A discussion took place regarding the requirements.

Ms. Dean explained the process in which the City’s scholarship funds were disbursed. Mayor Shepherd suggested eliminating the requirement which stated the recipient may not have accepted any other scholarship offers.

The Council expressed agreement with eliminated requirement #3 that the recipient not have accepted any other scholarships.

Councilmember Bush clarified the recipient would still be required to complete a service project benefitting the City. Ms. Dean responded requirement #4 identified the service project and was still in place.

The meeting adjourned at 6:58 p.m.

DRAFT

CLEARFIELD CITY COUNCIL MEETING MINUTES
7:00 P.M. POLICY SESSION
June 23, 2015

PRESIDING:	Mike LeBaron	Mayor Pro Tem
EXCUSED:	Mark Shepherd	Mayor
PRESENT:	Kent Bush	Councilmember
	Ron Jones	Councilmember
	Bruce Young	Councilmember
PRESENT VIA TELEPHONE:	Keri Benson	Councilmember
STAFF PRESENT:	Greg Krusi	Police Chief
	Scott Hodge	Public Works Director
	Curtis Dickson	Community Services Deputy Dir.
	Lee Naylor	Accountant
	Nancy Dean	City Recorder
	Kim Read	Deputy City Recorder
PRESENT VIA TELEPHONE:	Adam Lenhard	City Manager
	JJ Allen	Assistant City Manager
	Brian Brower	City Attorney
EXCUSED:	Eric Howes	Community Services Director
	Rich Knapp	Administrative Services Director
VISITORS:	Trent Nelson, Vern Phipps – Candidate	

Mayor Pro Tem LeBaron called the meeting to order at 7:00 p.m.

Mayor Pro Tem LeBaron informed the citizens present that if they would like to comment during Public Hearings or Citizen Comments there were forms to fill out by the door.

Councilmember Jones conducted the Opening Ceremony.

APPROVAL OF THE MINUTES FROM THE APRIL 14, 2015 WORK SESSION, APRIL 28, 2015 WORK SESSION, MAY 12, 2015 WORK SESSION, AND THE JUNE 9, 2015 POLICY SESSION

Councilmember Bush requested his comments from the June 9, 2015 policy session minutes be amended to reflect June 2, 2015 as opposed to June 1, 2015 for the neighborhood meeting.

Councilmember Young requested the minutes from the May 12, 2015 work session specific to the Capital Projects and the irrigation for Steed Park be amended. He stated the minutes reflected “irritation” not “irrigation” and requested that be corrected.

Councilmember Bush moved to approve the minutes from the April 14, 2015 work session, the April 28, 2015 work session, as written and the May 12, 2015 work session and the June 9, 2015 policy session as amended, seconded by Councilmember Young. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones and Young. Voting NO – None.

PUBLIC HEARING TO RECEIVE COMMENT ON AMENDING THE 2014/2015 FISCAL YEAR BUDGET

State Law required a public hearing before the City Council approved amendments to the City budget. Rich Knapp, Administrative Services Director, prepared some proposed amendments for the 2014/2015 fiscal year budget.

Mayor Pro Tem LeBaron opened the public hearing at 7:03 p.m.

Mayor Pro Tem LeBaron asked for public comments.

There were no public comments.

Councilmember Young moved to close the public hearing at 7:04 p.m. seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones, and Young. Voting NO – None.

CITIZEN COMMENTS

There were no citizen comments.

APPROVAL OF RESOLUTION 2015R-12 ACTING AS THE GOVERNING AUTHORITY OF THE NORTH DAVIS FIRE DISTRICT ADOPTING AND CERTIFYING ITS TAX RATE FOR THE 2015 TAXABLE YEAR

The Clearfield City Council acted as the governing authority for the North Davis Fire District (NDFD). The Administrative Control Board of the NDFD desired to establish a certified tax rate of .001301 for the 2015 taxable year for the purpose of funding operating expenses and capital improvements and to provide fire protection, emergency medical and ambulance services and consolidated 911 and emergency dispatch services.

Mayor Pro Tem LeBaron reported the NDFD Administrative Control Board had expressed support of the Resolution during its meeting on Thursday, June 18, 2015.

Councilmember Jones moved to approve Resolution 2015R-12 acting as the governing authority of the North Davis Fire District (NDFD) and adopting and certifying a tax rate of

.001301 for the Fire District during the 2015 taxable year and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones, and Young. Voting NO – None.

APPROVAL OF RESOLUTION 2015R-13 ADOPTING AMENDMENTS TO THE 2014/2015 FISCAL YEAR BUDGET

Councilmember Bush moved to approve Resolution 2015R-13 adopting amendments to the 2014/2015 fiscal year budget and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Jones. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones, and Young. Voting NO – None.

APPROVAL OF RESOLUTION 2015R-14 SUPPORTING A 0.25 % LOCAL OPTION GENERAL SALES TAX WHICH WOULD BE DEDICATED TO FUNDING TRANSPORTATION IMPROVEMENTS AS AUTHORIZED BY HOUSE BILL 362 (2015), ENCOURAGING DAVIS COUNTY TO SUBMIT THE PROPOSAL TO VOTERS IN NOVEMBER 2015, AND ENCOURAGING VOTER SUPPORT OF THE PROPOSAL

During the 2015 Legislative Session, the Utah Legislature passed House Bill 362 authorizing counties to impose and voters to consider a 0.25% local option general sales tax dedicated to funding local transportation needs. The City would, upon County imposition and voter approval, receive forty percent of the revenue generated by the sales tax to use toward a backlog of road maintenance projects as well as active and alternative transportation needs. The City also expected the transit system to utilize the revenues collected within the City for projects which would expand local bus service, foster local and regional connectivity and benefit the residents of Clearfield.

Adam Lenhard, City Manager, clarified the Legislature had allowed the County to place the proposed tax on the ballot allowing residents to vote on supporting the tax during a General Election. He emphasized the proposed tax would need to be approved by countywide vote and reported at least 70 other municipalities throughout the State had already approved a similar resolution in support of the tax and anticipated another 120 would do the same. He stated staff supported the proposed tax and encouraged residents' support as well.

Councilmember Bush mentioned the City had recognized a decrease in the amount of Community Development Block Grant (CDBG) funding it generally appropriated for road projects and believed this would be a benefit to the City.

Councilmember Young expressed appreciation the voters would decide if the proposed tax would be implemented.

Councilmember Young moved to approve Resolution 2015R-14 supporting a 0.25% local option general sales tax which would be dedicated to funding transportation improvements as authorized by House Bill 362 (2015), encouraging Davis County to submit the proposal to voters in November 2015, and encouraging voter support of the proposal; and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Jones.

The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones, and Young. Voting NO – None.

APPROVAL OF RESOLUTION 2015R-15 OF THE CITY COUNCIL OF CLEARFIELD CITY, UTAH, AUTHORIZING THE ISSUANCE AND SALE OF NOT MORE THAN \$9,950,000 AGGREGATE PRINCIPAL AMOUNT OF SALES TAX REVENUE REFUNDING BONDS, SERIES 2015; AND RELATED MATTERS

The proposed resolution would start the process to refinance the 2006 sales tax revenue refunding bonds by authorizing a publication in the newspaper and on the public meeting website declaring the City's intent to issue refunding bonds. The current total potential savings from refinancing/refunding for the last twelve years of the bond was between \$500,000 to \$750,000 depending on the market and timing of the transaction.

Jonathon Ward, Zions Bank, stated this was the first step in the process for refinancing the City's bonds between now and April of 2016. He continued the resolution would allow the publication for the 30-day contest period prior to selling bonds and closing. He explained if today's rates remained the same for the next eight months, the City could save at least \$500,000 on the interest expense for the 2006 bonds and potentially save approximately \$750,000 depending on the market and pre-payment limitations. He expressed his opinion it was a good time for the City to refinance. He reported another resolution would come before the Council in July authorizing more authority to the Mayor and staff to proceed with the refinancing.

Councilmember Jones moved to approve Resolution 2015R-15 authorizing the issuance and sale of not more than \$9,950,000 Aggregate Principal amount of Sales Tax Revenue Refunding Bonds, Series 2015 and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones, and Young. Voting NO – None.

COMMUNICATION ITEMS

Councilmember Bush

1. Informed the Council he had been contacted by residents living near the 300 North bridge expressing complaints about the construction taking place at night. He explained Union Pacific Railroad and UTA were requiring the construction over the track line corridor be completed during the nighttime hours so as to not disrupt rail traffic. He reported he had requested City staff place updates regarding the overnight construction on the City's website and other social media outlets. He indicated the overnight schedule should not take longer than two weeks.

Councilmember Jones – stated he could hear the noise construction from his home and confirmed it was disruptive and expressed empathy to residents living adjacent to the bridge.

Councilmember LeBaron – nothing to report.

Councilmember Benson – Announced auditions for We've Got Talent and reported the semifinals were scheduled for Friday, July 3, 2015, 6:00 p.m. She said the finals would take place on Saturday, July 4, 2015, 6:00 p.m. She expressed appreciation to staff members for their help with the contest.

Councilmember Young – stated he was looking forward to the City’s Fourth of July celebration.

STAFFS’ REPORTS

Nancy Dean, City Recorder - reviewed the Council’s meeting schedule:

- Tuesday, June 30, 2015 – no meeting was scheduled
- Tuesday, July 7, 2015 – nothing scheduled at this time and stated she would have a better idea next week.
- Tuesday, July 14, 2015 – policy session
- Tuesday, July 28, 2015 – policy session

She stated she would keep the Council informed regarding the meeting schedule.

Councilmember Bush moved to adjourn as the City Council and reconvene as the Community Development and Renewal Agency (CDRA) at 7:20 p.m., seconded by Councilmember Young. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones, and Young. Voting NO – None.

The minutes for the CDRA are in a separate location

DRAFT

CLEARFIELD CITY COUNCIL MEETING MINUTES
5:00 P.M. WORK SESSION
July 7, 2015

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Keri Benson	Councilmember
	Kent Bush	Councilmember
	Ron Jones	Councilmember
	Mike LeBaron	Councilmember
EXCUSED:	Bruce Young	Councilmember
STAFF PRESENT:	Adam Lenhard	City Manager
	JJ Allen	Assistant City Manager
	Brian Brower	City Attorney
	Kelly Bennett	Police Lieutenant
	Summer Palmer	Human Resources Manager
	Nancy Dean	City Recorder

VISITORS: Noah Steele, Nike Peterson – City Council Candidate

Mayor Shepherd called the meeting to order at 5:00 p.m.

INTERVIEWS WITH DEVELOPMENT SERVICES MANAGER CANDIDATES

The Council interviewed Noah Steele and Spencer Brimley for consideration to fill the Development Services Manager vacancy.

Councilmember Jones moved to adjourn to a Closed Session for the purpose of discussing the character, professional competence, or physical or mental health of an individual at 6:14 p.m. Utah Code Ann. § 52-4-204 and §52-4-205(1)(a), seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Benson, Bush, Jones and LeBaron. Voting NO – None. Councilmember Young was not present for the vote.

The minutes for the closed session are kept in a separate location.



ROOM TO LEARN

THE DAVIS SCHOOL DISTRICT 2015 BUILDING IMPROVEMENT & CONSTRUCTION PLAN

THE DISTRICT HAS BEEN GROWING FOR A LONG TIME



Davis School District K-12 Oct 1 Student Enrollment



HOW HAVE WE MET THAT GROWTH?



The district has 350 portable classrooms in use, 5 year round elementary schools, use common areas for classrooms and boundary adjustments.



Year Round Elementary Schools: 2015-16

- Bluff Ridge
- Eagle Bay
- Endeavour
- Heritage
- Sand Springs

HOW HAVE WE MET THAT GROWTH?

3



Since 1995, the district has built 15 elementary schools, 3 junior high schools, and 1 high school.

Bluff Ridge • Buffalo Point
Creekside • Eagle Bay
Ellison Park • Endeavour
Foxboro • Heritage • Lakeside
Mountain View • Odyssey
Parkside • Sand Springs
S. Weber K-2 • Windridge
Centennial JH • Legacy JH
West Point JH • Syracuse HS



HOW HAVE WE MET THAT GROWTH?



We have also rebuilt four existing schools and added to their capacities.



Wasatch Elementary • North Davis Junior High • Davis High • Vista (Special Education) Center

BUT GROWTH IS STILL COMING



The central west side of Davis County is now home to some of the district's largest elementary schools.

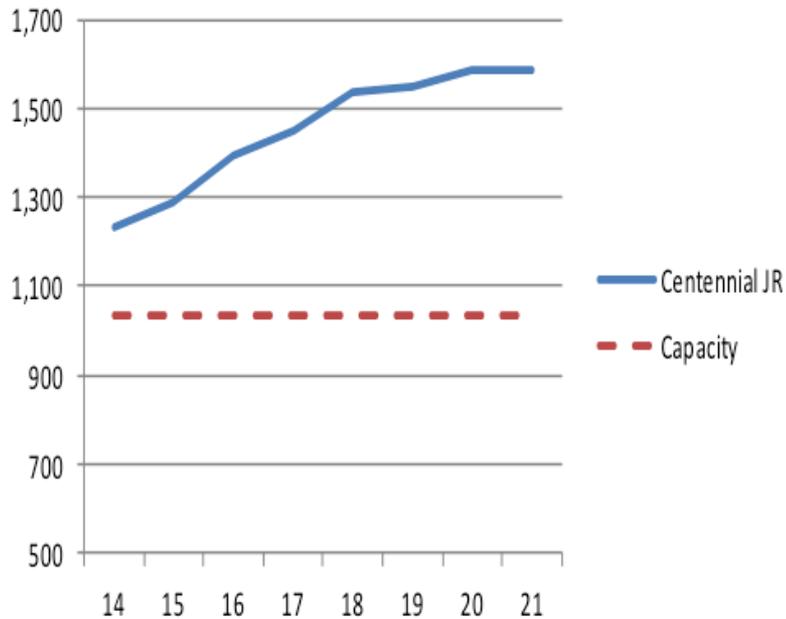
Sand Springs – 1,041	YR
Heritage – 1,074	YR
Snow Horse – 787	
Endeavour – 1,142	YR
Eagle Bay – 917	YR

Those students will soon be hitting our secondary schools.

OUR CURRENT CHALLENGE AT THE JUNIOR HIGH LEVEL



CENTENNIAL JUNIOR HIGH SCHOOL



OUR CURRENT CHALLENGE AT THE JUNIOR HIGH LEVEL



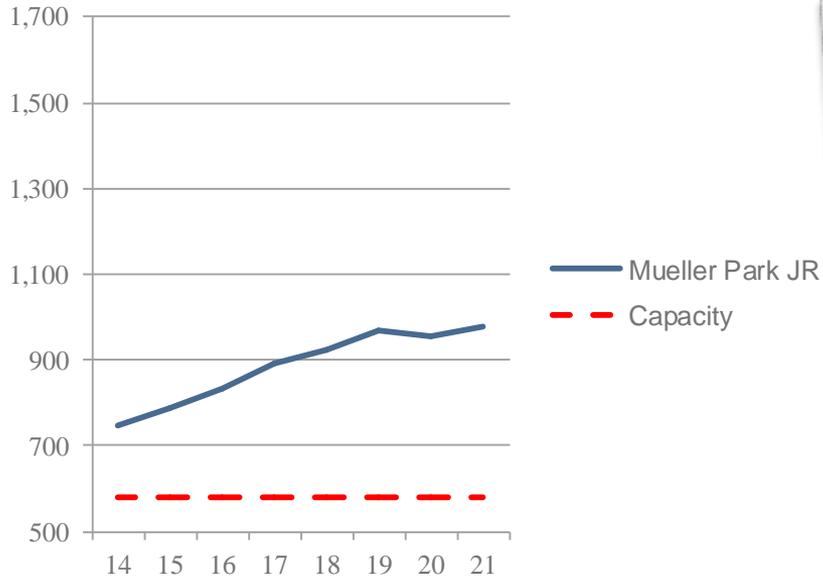
LEGACY JUNIOR HIGH SCHOOL



OUR CURRENT CHALLENGE AT THE JUNIOR HIGH LEVEL



MUELLER PARK JUNIOR HIGH SCHOOL



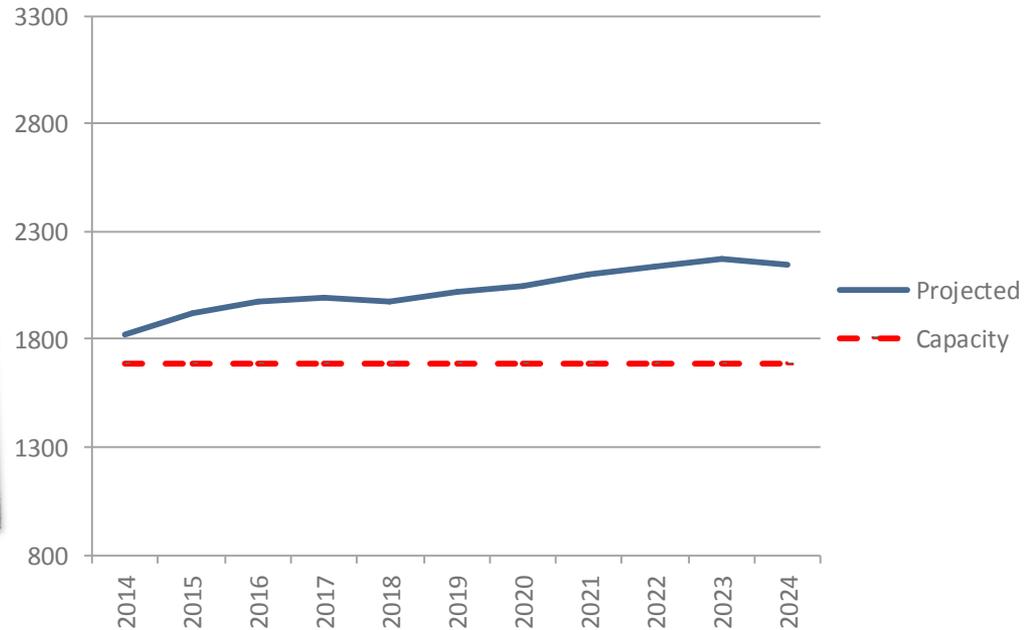
OUR CURRENT CHALLENGE AT THE HIGH SCHOOL LEVEL



LAYTON HIGH SCHOOL



Based on current projections, 10 portables will be on-site by 2018.



OUR CURRENT CHALLENGE AT THE HIGH SCHOOL LEVEL



VIEWMONT HIGH SCHOOL



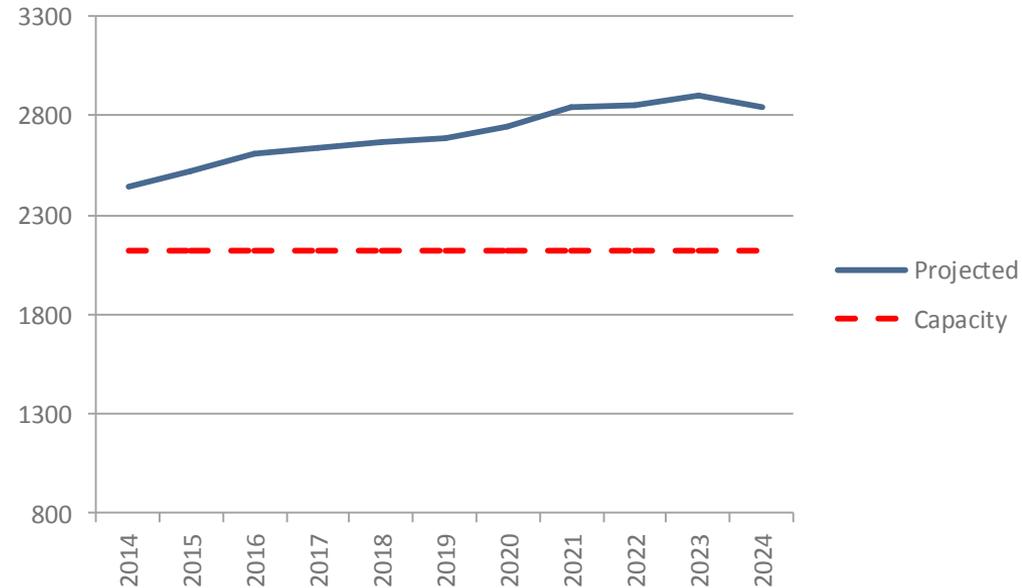
Based on current projections, 19 portables will be on-site by 2018.



OUR CURRENT CHALLENGE AT THE HIGH SCHOOL LEVEL



DAVIS HIGH SCHOOL



Based on current projections, eight portables will be on-site by 2018.

THE SCHOOL BOARD PROPOSES A BUILDING BOND



- New Construction, Renovations, Additions and Property Purchases:

\$ 246 M

- Maintain and Enhance Existing Infrastructure — more than 10 million square feet.
(roofs, boilers, power upgrades, water line replacements, parking lots, fire alarm upgrades, etc.)

\$ 52 M

Total: \$ 298 M

FUNDS WILL ONLY BE USED FOR BUILDING



The funds can't be used for salaries or supplies.

HANDLING THE GROWTH

14



- High school in Farmington.
- Junior high school in west Layton.
- Two elementary schools in northwest portion of district.

IMPROVING SCHOOLS

15



- Viewmont High remodel
- Woods Cross High phase II
- Mountain High addition
- Sunset Junior High remodel
- Mueller Park Junior addition
- West Bountiful El. rebuild

Plus, increase security, replace waterlines, upgrade HVAC and energy systems, and address a host of other needs at many schools.



WHAT DOES IT MEAN TO YOU?



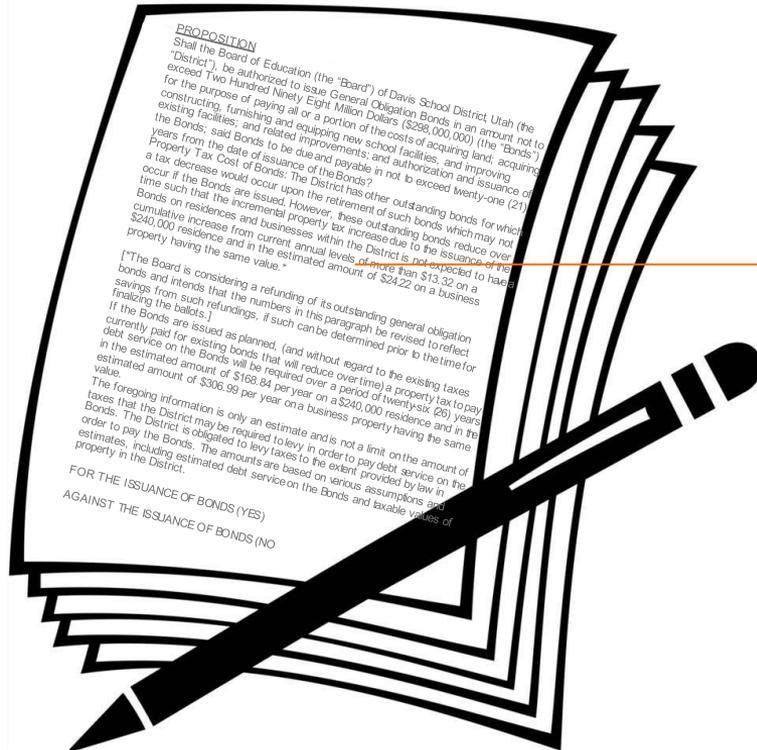
Estimated tax impact on a \$240,000 home:

Between 2017 and 2022 it is estimated the tax impact will range between \$2.00 - \$3.00 per year for a total impact of \$13.32.



THE BALLOT LANGUAGE IS CONFUSING

17



PROPOSITION

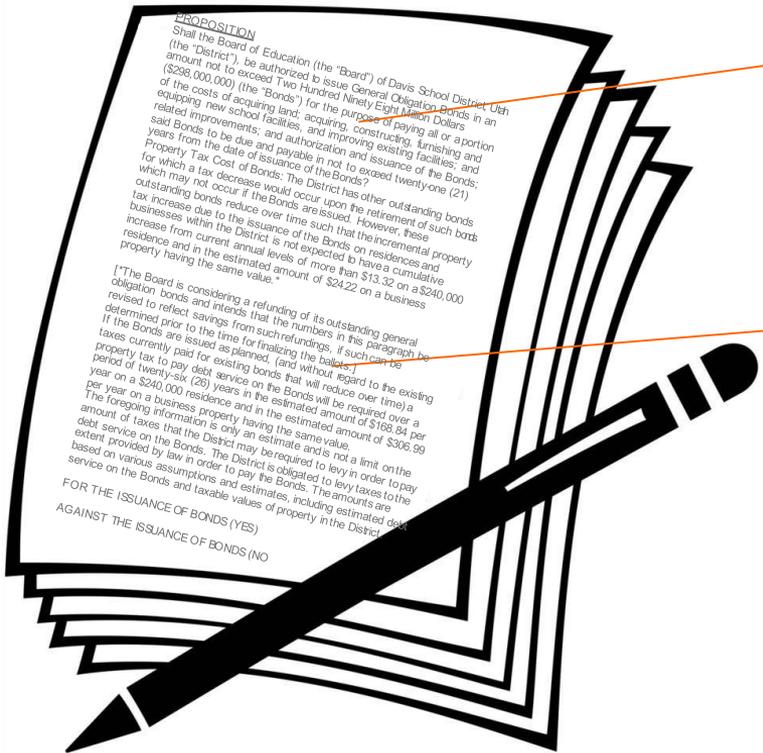
Shall the Board of Education (the "Board") of Davis School District, Utah (the "District"), be authorized to issue General Obligation Bonds in an amount not to exceed Two Hundred Ninety Eight Million Dollars (\$298,000,000) (the "Bonds") for the purpose of paying all or a portion of the costs of acquiring land, acquiring existing facilities, furnishing and equipping new school facilities, and improving the Bonds; said Bonds to be due and payable in not to exceed twenty-one (21) years from the date of issuance of the Bonds; and authorization and issuance of Property Tax Cost of Bonds: The District has other outstanding bonds for which a tax decrease would occur upon the retirement of such bonds which may not occur if the Bonds are issued. However, these outstanding bonds reduce over time such that the incremental property tax increase due to the issuance of the Bonds on residences and businesses within the District is not expected to have a cumulative increase from current annual levels of more than \$13.32 on a \$240,000 residence and in the estimated amount of \$24.22 on a business property having the same value."

["The Board is considering a refunding of its outstanding general obligation bonds and intends that the numbers in this paragraph be revised to reflect savings from such refundings, if such can be determined prior to the time for finalizing the ballots.]
If the Bonds are issued as planned, (and without regard to the existing taxes currently paid for existing bonds that will reduce over time) a property tax to pay debt service on the Bonds will be required over a period of twenty-six (26) years in the estimated amount of \$168.84 per year on a \$240,000 residence and in the estimated amount of \$306.99 per year on a business property having the same value.
The foregoing information is only an estimate and is not a limit on the amount of taxes that the District may be required to levy in order to pay debt service on the Bonds. The District is obligated to levy taxes to the extent provided by law in order to pay the Bonds. The amounts are based on various assumptions and estimates, including estimated debt service on the Bonds and taxable values of property in the District.

FOR THE ISSUANCE OF BONDS (YES)
AGAINST THE ISSUANCE OF BONDS (NO)

... is not expected to have a cumulative increase from current annual levels of more than **\$13.32** on a **\$240,000** residence

WHAT THE BALLOT LANGUAGE ALSO SAYS



The ballot language also requires that we state the fiscal impact of the proposed bonds by themselves.

Impact of new Bonds

... estimated amount of \$168.84 after all \$298M has been issued on a \$240,000 residence

PROPOSITION
Shall the Board of Education (the "Board") of Davis School District Oth (the "District"), be authorized to issue General Obligation Bonds in an amount not to exceed Two Hundred Ninety Eight Million Dollars (\$298,000,000) (the "Bonds") for the purpose of paying all or a portion of the costs of acquiring land; acquiring, constructing, furnishing and equipping new school facilities; and improving existing facilities; and related improvements; and authorization and issuance of the Bonds; said Bonds to be due and payable in not to exceed twenty (21) years from the date of issuance of the Bonds; and Property Tax Cost of Bonds: The District has other outstanding bonds for which a tax decrease would occur upon the retirement of such bonds which may not occur if the Bonds are issued. However, these outstanding bonds reduce over time such that the incremental bonds tax increase due to the issuance of the Bonds on residences and businesses within the District is not expected to have a cumulative increase from current annual levels of more than \$13.32 on a \$240,000 residence and in the estimated amount of \$24.22 on a business property having the same value."
[The Board is considering a refunding of its outstanding general obligation bonds and intends that the numbers in this paragraph be revised to reflect savings from such refundings, if such can be determined prior to the time for finalizing the ballots.]
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The foregoing information is only an estimate and is not a limit on the amount of taxes that the District may be required to levy in order to pay debt service on the Bonds. The District is obligated to levy taxes to the extent provided by law in order to pay the Bonds. The amounts are based on various assumptions and estimates, including estimated debt service on the Bonds and taxable values of property in the District.

FOR THE ISSUANCE OF BONDS (YES)

AGAINST THE ISSUANCE OF BONDS (NO)

WHAT WE'VE DONE SINCE 2009



More than 121 projects
completed across the district
since 2009.

Wasatch Elementary School



ROOM TO LEARN

CAST YOUR VOTE NOV. 3.



City Council

STAFF REPORT

TO: Mayor Shepherd, City Council, and Executive Staff

FROM: Scott A. Hess, MPA
Contract City Planner
scottahess@gmail.com
(801) 643-3337

MEETING DATE: July 28, 2015

SUBJECT: Public Hearing, Discussion and Possible Action on **ZTA 1506-0002** a request by Jared Nielson, on behalf of MV Properties, for a Zoning Text Amendment to consider changes to Title 11, Chapter 14 – Off Street Parking and Loading, to amend parking lot standards, and create standards for parking garages. This Zoning Text Amendment would be effective across all commercial and manufacturing zones in Clearfield City.

RECOMMENDATION

Move to **approve Ordinance No. 2015-13 approving ZTA 1506-0002**, a request by Jared Nielson, on behalf of MV Properties, for a Zoning Text Amendment to consider changes to Title 11, Chapter 14 – Off Street Parking and Loading, to amend parking lot standards, and create standards for parking garages., based on the findings and discussion in the Staff Report.

ANALYSIS

On July 1, 2015, Clearfield City Planning Commission recommended to approve ZTA 1506-0002 a zoning text amendment to consider changes to Title 11, Chapter 14 – Off Street Parking and Loading.

Background:

Clearfield City Code 11-14-2B requires that all parking stalls be 9'x20' listed as 180 square feet. Clearfield City's desire for a more urban form of commercial development is in conflict with this "one size fits all" approach to parking stall sizes and types. Jared Nielson, Developer of the Sandridge Apartment project, located approximately 50 South State Street, has proposed that a "Compact Car" parking stall standard be considered. This would allow a certain percentage of parking stalls to be developed at a smaller standard. Compact Car Parking standards would provide flexibility in parking lot design and land utilization for Clearfield City's small lots, and redevelopment parcels.

Jared Neilson has provided background information gathered by Logan City when they considered this topic in February and March of 2015. (Please see the provided Compact Parking Stall Comparison Chart).

SURFACE PARKING

The different cities that were reviewed vary in their parking flexibility from zero compact stalls up to an allowance of 30% of the total parking lot in the City of Ogden. The closest project to Clearfield City is the Transit Oriented Development in Layton City in which MV Properties were the developer. Staff would encourage the City Council and Executive Staff members to visit the Layton City project site and review how the various parking stalls are laid out. Layton City allows 10% of total parking stalls to be "compact" which are listed with the dimensions of 8'6"x18'.

In addition to the consideration of Compact Parking standards, Jared Nielson is asking the City to review their access standards. Clearfield City Code requires that there be a minimum of 26 feet of separation between parking stalls that abut internal parking travel lanes. There is a provision for a 24-foot travel lane when parking is single sided, however the "Clearfield City Parking Design Standards" do not clearly show all potential parking configurations, so there is ambiguity on what is required in some instances. Staff would recommend that the code be amended to require the 26-foot travel lane width only where fire access is necessary, or at the nearest travel lanes to developed buildings on site. In other travel lanes with dual rows of parking, staff would recommend allowing 24-foot travel widths, subject to prior approval from the North Davis Fire District.

PARKING STRUCTURES

Another consideration for this ordinance amendment is the standard by which parking structures are developed, and whether structured parking should be included in compact parking space calculations. The proposed Sandridge Apartment development is currently being planned to include an underground parking structure with compact sized parking stalls abutting a 25-foot travel lane between the stalls. This underground structure is equipped with a fire suppression system, and is not designed nor is it intended to be accessed by a fire department vehicle. For this reason, staff can support the tighter lane width, and compact car parking stall size. The smaller stalls are necessary in this project based on the overall size and design of the apartment project itself. Adding 4 feet in total width to the entire apartment building (to provide 20-foot parking stalls) will significantly impact the site's limited room for setbacks and building placement.

Due to the limited access, slow speeds, and general compact nature of parking structures, staff would recommend that the sizing of stalls within developed parking structures be allowed to be made up of 100% compact sized stalls. The developer would be allowed to create larger spaces as necessary or desired. It is staff's opinion that a developer would not go to the extreme cost of developing underground parking that was unusable and unsellable to residents.

Proposed Changes:

11-14-2B - Revise to read as follows: Size: For the purpose of this chapter, one parking space shall be assumed to be one hundred eighty (180) square feet (dimensions of 9'x20'). In situations where the parking stall allows a portion of the vehicle to extend over landscaping ("nose over landscaping"), the painted lines for the stall may be allowed to be 18' in length. 10% of total surface parking may be developed as "compact sizing" with the parking stall dimensions of 8'6"x18'.

Insert the following text as 11-14-2C: Parking Structures: May be developed entirely with parking stall dimensions of 8'6"x18'. Parking structures shall be required to include an adequate fire suppression system.

Renumber the remainder of 11-14-2 (Alternatives to On Site Parking becomes 11-14-2D).

In Title 11, Chapter 3 (Definitions):

Add Definition: "Parking Structure": A structure of building where motor vehicles can be placed and left temporarily. Parking structures are only allowed as an accessory use to a specific primary use or building on the same parcel. The primary use/building and its accessory parking must be entirely located within Clearfield City. Parking must meet the minimum requirements of chapter 14 of this title.

Add Definition: Parking Space, Compact: A permanent surfaced area of not less than eight feet six inches by eighteen feet (8'6" x 18'), exclusive of access or maneuvering area, ramps or columns, to be used exclusively as temporary storage space for one private compact motor vehicle.

11-14-5E - Revise to read as follows: Design: As a minimum requirement, parking areas shall comply with the standards as shown below. Travel lanes between dual rows of 90 degree parking may be developed at 24-feet in width subject to prior approval from the City Engineer and the North Davis Fire District. Primary access points to the parking lot, or the access lane located closest to the primary structure on the lot must be provided with 26 foot travel lanes.

Public Comment

No public comment has been received to date.

FINDINGS

Zoning Ordinance Text Amendment

Clearfield Land Use Ordinance Section §11-6-3 establishes the following findings the Planning Commission shall make to approve Zoning Ordinance Text Amendments. The findings and staff's evaluation are outlined below:

Review Consideration		Staff Analysis
1)	The proposed amendment is in accordance with the General Plan and Map; or	The proposed text amendment is consistent with the goals and policies of the Land Use Element of the City's General Plan. It will assist in encouraging development of downtown parcels of land, and provide more flexibility through additional parking standards that developers can take advantage of.
2)	Changed conditions make the proposed amendment necessary to fulfill the purposes of this Title.	A downtown redevelopment parcel has prompted staff to consider changes to the existing parking ordinance in order to better facilitate development of downtown parcels of property. The applicant for the Sandridge Apartment development has applied for a Zoning Text Amendment to consider additional parking standards for Compact Parking Stalls, as well as standards for Parking Structures.

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MEMORANDUM TO MUNICIPAL COUNCIL

DATE: March 17, 2015
FROM: Mike DeSimone, Director
SUBJECT: LDC Text Amendment – Parking Amendment

Summary of Planning Commission Proceedings

Project Name: Parking Amendment
Request: Code Amendment
Project Address: City-wide
Recommendation of the Planning Commission: Approval with modification

On February 12, 2015, the Planning Commission recommended that the Municipal Council **approve** a request to amend the Land Development Code Chapters 17.38 (Parking) by modifying the minimum parking standards in the Town Center and Campus Residential zones, creating standards for compact parking, and completing some minor grammatical corrections.

Planning Commissioners vote (3 - 2):

Motion to recommend approval: D. Adams
Second: T. Jensen
Yea: D. Adams, S. Sinclair, T. Jensen Nay: A. Davis, R. Price

Attachments:

Staff Report
Ordinance 15-009
PC Meeting Minutes



**Project #15-003
Residential Development Standards (17.38)
Code Amendment**

REPORT SUMMARY...

Project Name: Parking Regulations Amendment
Proponent/Owner: Community Development Department
Project Address: Citywide
Request: Code Amendment
Type of Action: Legislative
Date of Hearing: February 12, 2015
Submitted By: Mike DeSimone, Director

RECOMMENDATION

Staff recommends that the Planning Commission recommend **approval** to the Municipal Council for the following amendments to the Land Development Code (LDC): Sections 17.38 (Parking).

REQUEST

Originally, the proposed amendments to Section 17.38 of the Land Development Code included the following:

17.38.080.B.4 – in the Campus Residential (CR) zone, eliminated the covered parking requirement and increased the unit count threshold where structured parking becomes a requirement from 10 units to 20 units.

17.38.090.B.3 – adding additional language regarding parking structures in the Town Center (TC) zone.

17.38.090.D.8 – added compact stall standards.

There are also a few minor “clean-up” language changes which are highlighted in red in the attached document.

The direction from the January 22, 2015 PC meeting, was to research other jurisdictions to see how Logan’s proposal compares. I compared our current language and the proposed changes with the 15 largest jurisdictions in Utah. The following is a comparison of Logan’s compact stall proposal with 15 other jurisdictions.

Compact Parking Stall Comparison

Jurisdiction	Permits C. Stalls	Percentage of Lot for Compact Stalls	Compact Stall Size
Logan Proposal		25% in lots with more than 50 stalls	Normal size – 9' x 18' Compact size – 8' x 16'
Salt Lake City	Yes	None given	8'3" x 17'6", 8'6" x 17'6", 8'9" x 17'6", 9' x 17'6" – stall size is flexible depending upon project location and amenities
West Valley	Yes	25%	Normal size – 9' x 18' Compact size – 9' x 16'
Provo	No		Normal size – 8'6" x 18'

West Jordan	Yes	None given	Normal size – 9' x 18' 8'3" – 8'6" x 18 Low Turnover Uses 8'6" – 8'9" x 18 Med Turnover Uses 8'9" – 9' x 18 High Turnover Uses
Orem	No		Normal size – 9' x 18'
Sandy	No		Allows a reduction from 9' x 20' to 9' x 18' if nose over a landscaped area
Ogden	Yes	30% in lots with more than 20 stalls	Normal size – 8'9" x 18' Compact size – 8' x 16'
St. George	No		Allows a reduction from 9' x 18' to 9' x 16' if nose over a landscaped area
Layton	Yes	10%	Normal size – 9' x 20' Compact size – 8'6" x 18'
Taylorsville	Yes	None given	Normal size – 9' x 20' Reduced size – 9' x 18' (landscaping) Compact size – 8' x 16'
South Jordan	No		Allows a reduction from 9' x 20' to 9' x 18' if nose over a landscaped area
Lehi	Yes	10% in lots with more than 50 stalls and in projects with low turnover uses	Normal size – 9' x 18' Compact size – 8'6" x 16'
Murray	Yes	15% - compact stalls only in downtown	Normal size – 9' x 18' Compact size – 8' x 16'
Bountiful	No		Allows a reduction from 9' x 20' to 9' x 18' if nose over a landscaped area
Draper	Yes	10% in lots with more than 50 stalls and provides a bonus of up to 25% with additional landscaping	Normal size – 9' x 18' Compact size – 8' x 16'

For discussion purposes, the average mid-sized car is 197" (length) x 73" (width) or 16' x 6'. Logan's "normal size" stall of 9' x 18' is similar to most other jurisdictions. As you can see from the table above, 9 of the 15 cities allow for compact stalls while 4 of the remaining cities provide for a reduction in length with landscaping. Our proposed percentage of 25% is higher than all but 2 of the other jurisdictions. Mathematically, a compact parking percentage of 25% applied to the minimum number of 50 stalls, represents 12 stalls per 50 could be designed as compact stalls.

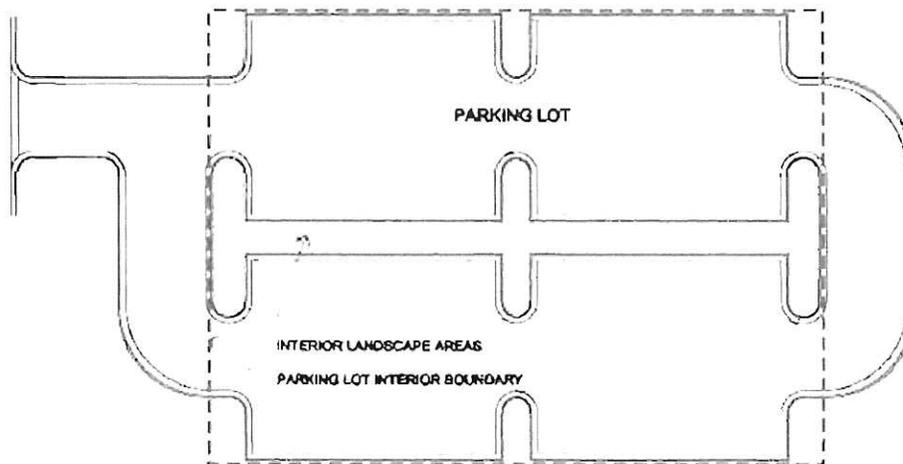
A factor to consider is the Landscaping requirements in Chapter 17.39 relative to parking lots. Section 17.39.070.C provides minimum landscaping standards and requires interior parking lot landscaping as well as landscaping every 15 stalls.

C. Parking Lot Interior Landscaping.

The parking lot interior landscaping requirements apply to all off-street parking lots that contain five or more parking spaces. Only areas specified in figure §17.39.070.C are counted towards a project's interior parking lot landscaping requirements. Interior planting areas are required within all parking lots as specified in this subsection.

1. At least eighteen (18) square feet of interior landscape planting area shall be provided within the interior of an off-street parking area for each parking stall contained within the parking area.
2. Landscaping located within the interior of a parking area shall be evenly dispersed throughout the area. All planting areas shall be protected to prevent damage by vehicles and vehicle overhang.
3. When the number of stalls in a parking area exceeds the number of required parking stalls defined in Chapter 17.39 by 125%, the minimum interior parking lot landscaping requirements shall be increased to thirty-six (36) square feet of interior landscaping for each parking space contained within the parking stall.
4. All aisles shall have landscaped areas at each end of the aisle.
5. One landscaped planter area containing at least one (1) tree shall be installed within the interior of a parking area every fifteen (15) stalls. Interior parking area landscapes shall have a minimum of fifty percent (50%) plant material coverage measured at plants maturity.

Figure 17.39.070.C: Interior Parking Lot Measurement Area



The maximum length of a row of parking stalls is 15 stalls, which with the normal stall dimension of 9' x 18', equates to a length of approximately 135'. The same 15 stalls with the proposed compact stall dimension of 8' x 16' equates to a length of approximately 120' of stall area, or a difference of 15'. The provision of compact stalls provides for flexibility in laying out a parking lot and does not lead to additional units being constructed nor eliminate the minimum parking requirements for specified uses.

Recommendation on Compact Stalls: Leave in the proposed language for compact stalls; however, because this is a citywide standard and not just a student housing/parking consideration, reduce the overall percentage of compact stalls from 25% of a lot greater than 50 parking stalls to 10% of a lot greater than 50 parking stalls may be designed as compact parking stalls.

The second item for consideration are the proposed language changes to 17.38.080.B.4 & 17.38.090.B.3, both of which modify the structured parking requirement in either the Campus Residential (CR) zone or the Town Center (TC) zone. Again, I surveyed the same cities as shown in the following table.

Structured Parking Comparison

Jurisdiction	Structured Parking Requirement	Jurisdiction	Structured Parking Requirement
Salt Lake City	No	Layton	No
West Valley	No	Taylorsville	No
Provo	No	South Jordan	May Require if > 3 stories
West Jordan	No	Lehi	No
Orem	No	Murray	No
Sandy	Yes – Hotels > 6 stories & other blds. > 3 story	Bountiful	No
Ogden	No	Draper	No
St. George	No		

Logan City currently requires structured parking in the CR zone for projects exceeding 10 dwelling units and for 50% of all required parking in the TC zone. Sandy requires structured parking for taller buildings and South Jordan may require, but the conditions under which said requirement was imposed were unclear, structured parking for buildings in excess of 3 stories. The remaining jurisdictions did not require structured parking in any of their zones.

The Campus Residential zone covers an area from 4th North to 12th North and from 6th East up to USU. The maximum density is 40 units per acre which may equate to a total of 240 occupants per acre. The current parking requirement is 1 parking stall per occupant with surface parking permitted for up to 10 units or 60 total occupants. Over 10 units, structured parking is required. 60 stalls of surface parking requires approximately .5 - .7 acre to accommodate stalls, driveways and landscaping.

The Town Center zone runs from 2nd South to 5th North, generally from 1st West to 1st/2nd East and comprises the commercial core of Logan. Current parking requirements are determined by the underlying use, with retail averaging 1 stall per 250 square feet and general office space averaging 1 stall per 300 square feet. The current Code language requires that, regardless of the size of the project, at least 50% of the proposed parking shall be structured parking. A project containing 2,500 square feet of retail space would require 10 stalls, five of which are to be structured parking.

Based on available 2013 cost data, the average cost for a parking structure is \$50.00 - \$70.00 per foot square foot, or approximately \$15,000 - \$30,000 per stall. The cost of surface parking is approximately \$1,500 per stall. To construct 11 units with 66 occupants in the CR zone would require almost \$1,000,000 for structured parking whereas 10 units with 60 occupants in the CR zone would require approximately \$90,000 for surface parking. Parking for the retail example above in the TC zone would cost that business an additional \$75,000 for five structured stalls.

Recommendation on Structure Parking in the Town Center Zone: Eliminate the structure parking language in the TC zone (17.38.090.B.3) and replace with the following:

CLEARFIELD CITY ORDINANCE 2015-13

AN ORDINANCE AMENDING TITLE 11 OF THE CLEARFIELD CITY CODE PERTAINING TO PARKING LOT AND PARKING GARAGE STANDARDS

PREAMBLE: This Ordinance amends Title 11, Chapter 3, Section 3 – Definitions: Terms Defined; Title 11, Chapter 14, Section 2 – Off Street Parking and Loading: General Requirements; and, Title 11, Chapter 14, Section 5, Paragraph E – Off Street Parking and Loading: Parking Area and Parking Lot Requirements of the Clearfield City Code pertaining to parking lot and parking garage standards.

BE IT ORDAINED BY THE CLEARFIELD CITY COUNCIL:

Section 1. Enactment:

Title 11, Chapter 3, Section 3 – Definitions: Terms Defined is hereby amended to include the following definitions:

Parking Structure: A structure or building where motor vehicles can be placed and left temporarily. Parking structures are only allowed as an accessory use to a specific primary use or building on the same parcel. The primary use/building and its accessory parking must be entirely located within Clearfield City. Parking must meet the minimum requirements of chapter 14 of this title.

Parking Space, Compact: A permanent surfaced area of not less than eight feet six inches by eighteen feet (8'6" x 18'), exclusive of access or maneuvering area, ramps or columns, to be used exclusively as temporary storage space for one private, compact motor vehicle.

Title 11, Chapter 14, Section 2 – Off Street Parking and Loading: General Requirements is hereby amended to read as follows:

11-14-2: GENERAL REQUIREMENTS:

A. Adequate Provisions Required: There shall be provided at the time of erection of any main building or at the time any main building is enlarged or increased in capacity or converted to a new use, minimum off street parking space with adequate provision for ingress and egress by standard size automobiles in accordance with the requirements herein.

B. Size: For the purpose of this chapter, one parking space shall be assumed to be one hundred eighty (180) square feet (dimensions of 9'x20'). In situations where the parking stall allows a portion of the vehicle to extend over landscaping ("nose over landscaping"), the painted lines for the stall may be allowed to be 18' in length. Ten percent (10%) of total surface parking may be developed as "compact parking spaces" with the parking stall dimensions of 8'6"x18'.

C. Parking Structures: Parking Structures may be developed entirely with parking stall dimensions of 8'6"x18'. Parking structures shall be required to include an adequate fire suppression system.

D. Alternatives To On Site Parking: For any new use, structure, building or parcel, required off street parking may be provided on other property not more than a two hundred foot (200') distance from the nearest point of the parcel, and shall not require persons to cross a public street. The planning commission may consider such alternatives through the site plan process. (Off site parking shall not be allowed for dwellings or to accommodate parking needs for property/parcels located either entirely or partially outside of Clearfield City.) (Ord. 2014-16, 7-8-2014)

Title 11, Chapter 14, Section 5, Paragraph E – Off Street Parking and Loading: Parking Area and Parking Lot Requirements: is hereby amended to read as follows:

E. Design: As a minimum requirement, parking areas shall comply with the standards as shown below. Travel lanes between dual rows of 90 degree parking may be developed at 24-feet in width subject to prior approval from the City Engineer and the North Davis Fire District. Primary access points to the parking lot, or the access lane located closest to the primary structure on the lot must be provided with 26 foot travel lanes.

Section 2. Repealer: Any provision or ordinances that are in conflict with this ordinance are hereby repealed.

Section 3. Effective Date: These amendments shall become effective immediately upon passage and posted as prescribed by law.

Passed and adopted by the Clearfield City Council this 28th day of July, 2015.

CLEARFIELD CITY CORPORATION

Mark R. Shepherd, Mayor

ATTEST:

Nancy R. Dean, City Recorder

VOTE OF THE COUNCIL

AYE:

NAY:

EXCUSED:

21 July 2015

Clearfield City
55 South State Street
Clearfield, Utah 84015

Attn: Mayor Mark Shepherd and City Council
Proj: **Clearfield City Public Works & Parks Facilities Upgrade –
Phase 1A Improvement Project**
Subj: Bid Results, Bid Proposal Tabulation & Recommendation

Dear Mark Shepherd and Council Members,

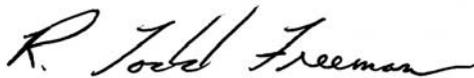
The “Bid Opening” for the above referenced project was conducted this afternoon. The lowest responsible bidder is Axis Reclamation & Construction of Ogden, Utah.

Enclosed are the “Bid Results” and “Bid Proposal Tabulation”. Axis Reclamation & Construction’s bid was reviewed and found to meet the bidding conditions required in the Contract Documents.

Since Axis Reclamation & Construction’s bid is the low bid for the advertised project, and their bid meets the conditions of the Contract Documents, I herewith recommend award of the above referenced project in the amount of \$226,757.10 to Axis Reclamation & Construction.

Should you have any questions or desire additional information concerning the contractor or his bid, please feel free to contact our office at your earliest convenience.

Sincerely,
CEC, Civil Engineering Consultants, PLLC.



R. Todd Freeman, P.E.
City Engineer

cc: Scott Hodge – Clearfield City Public Works Director
Dan Schuler – Public Works Inspector/Storm Water Manager

BID RESULTS

**Clearfield City Public Works & Parks Facilities
Upgrade – Phase 1A
Improvement Project**

OWNER: CLEARFIELD CITY
ENGINEER: CEC, CIVIL ENGINEERING CONSULTANTS, PLLC.

BID DATE: 21st July 2015
TIME: 2:30 P.M.

BID LOCATION: Clearfield City Offices
55 South State Street; 3rd Floor
Clearfield, Utah 84015

BIDDERS NAME	ADDENDUM	BID BOND	BID AMOUNT
Axis Reclamation & Construction	N/A	5%	\$226,757.10*
J. Lyne Roberts & Sons Inc.	N/A	5%	\$306,560.00
North Ridge Construction, Inc.	N/A	5%	\$391,301.33
Lundahl Building	N/A	5%	\$439,340.20*

* Denotes difference in bid proposal total and total entered in bid-sync.

BID PROPOSAL TABULATION

**Clearfield City Public Works & Parks
Facilities Upgrade - Phase 1A**

BID DATE: 21st July 2015

OWNER: CLEARFIELD CITY

PUBLIC WORKS DIRECTOR: SCOTT HODGE

Bid Item	Description	Quantity	Unit	Axis Reclamation & Construction 2730 North Parkland Blvd, #2 Ogden, Utah 84404		J. Lyne Roberts & Sons Inc. 2705 North 550 East Provo, Utah 84604		North Ridge Construction 6421 North Business Park Loop Rd., Unit C Park City, Utah 84098		Lundahl Building Systems 2005 North 600 West Suite C Logan, Utah 84321	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
1.	Mobilization, Bonds & Insurance.	1	ls.	\$27,645.00	\$27,645.00	\$30,750.00	\$30,750.00	\$8,583.83	\$8,583.83	\$8,260.00	\$8,260.00
2.	Remove existing fencing.	370	lf.	\$6.75	\$2,497.50	\$4.00	\$1,480.00	\$5.35	\$1,979.50	\$28.54	\$10,559.80
3.	Furnish and install fencing.	460	lf.	\$20.31	\$9,342.60	\$25.50	\$11,730.00	\$20.30	\$9,338.00	\$25.04	\$11,518.40
4.	Relocation of the "Sander Storage Rack".	1	ls.	\$22,475.00	\$22,475.00	\$36,550.00	\$36,550.00	\$9,302.50	\$9,302.50	\$60,323.00	\$60,323.00
5.	Relocation of the "Parks and Cemetery Storage Building".	1	ls.	\$54,100.00	\$54,100.00	\$91,800.00	\$91,800.00	\$176,047.50	\$176,047.50	\$169,563.00	\$169,563.00
6.	Relocation of the "Salt Storage Building".	1	ls.	\$110,697.00	\$110,697.00	\$134,250.00	\$134,250.00	\$186,050.00	\$186,050.00	\$179,116.00	\$179,116.00
TOTAL BID:				\$226,757.10		\$306,560.00		\$391,301.33		\$439,340.20	
Surety Company				One Republic Surety Company		The Cincinnati Insurance Company		North American Specialty Insurance Company		Employers Mutual Casualty Company	
City, State				Brookfield, WI		Cincinnati, OH		Manchester, NH		Des Moines, IA	
Bid Security - Bid Bond Amount				5%		5%		5%		5%	
Contractor's License Number				7983961-5501		226522-5501		5771770-5501		249669-5501	

CLEARFIELD CITY RESOLUTION 2015R-18

A RESOLUTION AUTHORIZING AN INTERLOCAL AGREEMENT WITH THE UTAH DEPARTMENT OF TRANSPORTATION FOR SIDEWALK CONSTRUCTION ON SR-107 FROM 825 WEST TO 985 WEST

WHEREAS, in the interest of public safety, the Utah Department of Transportation (“UDOT”) and the City desire to construct a pedestrian safety project on SR-107 (300 North) in Clearfield; and

WHEREAS, funds for such sidewalk projects have been made available by appropriation of the Utah State Legislature, to be distributed by UDOT; and

WHEREAS, said funds are available to the City for this project on a 65% UDOT participation and 35% local match basis; and

WHEREAS, the parties find it necessary and prudent to enter into an Interlocal Cooperative Agreement in order to establish the terms and conditions under which the project will be performed and funds will be provided by UDOT to the City;

NOW THEREFORE BE IT RESOLVED by the Clearfield City Council that the attached Interlocal Cooperative Agreement with the Utah Department of Transportation for construction of a pedestrian safety project on SR-107 between 825 West and 985 West in Clearfield is hereby approved and the Mayor is duly authorized to execute the agreement.

Passed and adopted by the City Council at its regular meeting on the 28th day of July, 2015.

ATTEST:

CLEARFIELD CITY CORPORATION:

Nancy R. Dean, City Recorder

Mark R. Shepherd, Mayor

VOTE OF THE COUNCIL

AYE:

NAY:

COOPERATIVE AGREEMENT

THIS COOPERATIVE AGREEMENT made and entered into this ___ day of _____, 20___, by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as the “**UDOT**,” and the _____, a Municipal Corporation of the State of Utah, hereinafter referred to as the “**CITY**.”

WITNESSETH:

WHEREAS, in the interest of public safety, it is the desire of the parties hereto to construct and thereafter maintain a pedestrian safety project on **SR-107** at the location(s) described as follows: 825 West to 985 West and,

WHEREAS, funds for the construction of pedestrian safety projects have been made available by an appropriation from the Utah State Legislature for distribution by the **UDOT**; and

WHEREAS, it is the intent of the Utah State Legislature that participation in the pedestrian safety project be on a 65% State, 35% local match basis (this is due to the fact that the **City** is providing 35% - the state match is 65%), and

WHEREAS, the **UDOT** has determined by formal finding that payment for said work on the public right-of-way is not in violation of the laws of the State or any legal contract with the **CITY**.

THIS COOPERATIVE AGREEMENT is made to set out the terms and conditions where under said work shall be performed.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. The **CITY** with its regular engineering and construction forces at the standard schedule of wages and working hours and in accordance with the terms of its agreement with such employees, or through qualified contractors with whom it has obtained contracts upon appropriate solicitation in accordance with the laws of the State of Utah, shall perform the necessary field and office engineering, furnish all materials and perform the construction work covered by this agreement.

2. In accordance with Utah Code Annotated 1953, as amended effective May 11, 2010, 72-6-116, Regulation of Utilities – Relocation of Utilities, the **CITY** is required to pay, as part of the total project cost, 50% of the cost of any utility facility relocations required within the State highway right-of-way, and the utility company is required to pay the remainder of the cost of relocation. The **CITY** will determine, as part of the design of the project, those utility companies with facilities that will require relocation and the cost thereof, and will execute a Utility Relocation – 50% Reimbursement Agreement with those companies prior to advertising the project for bids. Please contact Leona Dalley, Region One Utilities and Railroads Engineering Coordinator, at 801-620-1635 for assistance in preparing the Reimbursement Agreement.
3. All construction work performed by the **CITY** or its contractor shall conform to **UDOT** standards. **CITY** construction may conform to local standards if they are equal to or greater than the **UDOT** standards.
4. All construction performed under this agreement shall be barrier free to wheelchairs at crosswalks and intersections according to State and Local standards.
5. The **CITY** shall submit plans for the work covered by this agreement to **UDOT** Region One Sidewalk Coordinator for review and approval. Upon approval of the plans, and before commencing any construction within the highway right-of-way, the **CITY** or its contractor shall obtain a Highway Right-of-Way Encroachment Permit from the Region One Encroachment and Permits Officer Jay Genereux, telephone number 801-620-1639.
6. The **CITY** will participate with a minimum of 35% of said project. The **CITY's** participation can be through financial contribution, preliminary or construction engineering costs, donated labor or equipment, etc. Supporting documentation will be required to verify all costs.
7. The total estimated cost of the pedestrian safety project including **CITY** participation is as follows:

UDOT Funds (Allocated Amount)	\$54,000.00
CITY Match (35% minimum of Total)	\$29,250.00
 TOTAL PROJECT	 \$83,250.00

8. Upon approval of the pedestrian safety project plans and satisfactory evidence that the project is ready to proceed, the **UDOT** will deliver to the **CITY** a lump sum amount of **\$40,500.00** 75% of the **UDOT** funds for the construction of the facilities covered by this cooperative agreement. Upon completion of construction and final inspection and approval by **UDOT**, the remaining 25% of **UDOT** funds **\$13,500.00** will be delivered to the **CITY** bringing the total **UDOT** funds to **\$54,000.00**. This amount is the maximum sum of **UDOT** contribution. **If the project should overrun the estimated project amount contained herein, the CITY match shall be revised to cover the additional amount.**
9. The **CITY** will furnish to the **UDOT** a statement upon completion of the project for which the grant was made certifying the amount of State funds expended, verification of **CITY** participation amounts and certification that the project was completed in accordance with the standards and specifications adopted for the project by this cooperative agreement.
10. **UDOT** shall have the right to audit all cost records and accounts of the **CITY** pertaining to this project. Should the audit disclose that the **CITY** expenditures for the project are less than the grant; all unexpended funds shall be refunded promptly to the **UDOT**. For purpose of audit, the **CITY** is required to keep and maintain its records of work covered herein for a minimum of three (3) years after completion of the project.
11. If for any reason, the **CITY** has not commenced construction of said project within a two (2) year time period from **UDOT** Commission approval of the safety project, the **CITY** will relinquish the grant allocation or refund the funds already paid to the **CITY** for the project upon request from the **UDOT** and this agreement shall be terminated. Upon commencement of the construction, the **CITY** agrees to complete the construction in an expeditious manner and in a reasonable timeframe. Should **UDOT** determine that the work is not proceeding in an expeditious manner and upon thirty (30) days written notice, it may withdraw said grant and require the **CITY** to refund any portion of the grant funds not expended for approved items at the time of withdrawal, and terminate the agreement.
12. Upon completion of the work covered by this cooperative agreement, the **CITY** shall, either directly or by ordinance, cause any sidewalks covered by this cooperative agreement to be maintained, renewed and/or repaired to perpetuate a secure and non-hazardous pedestrian facility. Said maintenance is to include snow removal.

13. UDOT and the CITY are both governmental entities subject to the Governmental Immunity Act. Each party agrees to indemnify, defend suits, costs, attorney's fees and actions arising from any and all damages, claims, actions or omissions or the acts of omissions of its officers, agents, or employees in connection with the performance and/or subject matter of this Agreement. It is expressly agreed between the parties that the obligation to indemnify is limited to the dollar amounts set forth in the Governmental Immunity Act, provided said Act applies to the action or omission giving rise to the protections of this paragraph. This paragraph shall not be construed as a waiver of the protections of the Governmental Immunity Act by the parties. The indemnification in this paragraph shall survive the expiration or termination of the Agreement.
14. If the CITY modifies its project and the modification affects the work, the CITY will notify UDOT. In the event there are changes in the scope of the work, extra work, or changes in the planned work that require a modification to this Agreement, such modification must be approved in writing by the parties prior to the start of work on said changes or additions.
15. Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of the Agreement at the request of the other party.
16. The failure of either party to insist upon strict compliance of any of the terms and conditions, or failure or delay by either party to exercise any rights or remedies provided in the Agreement, or by law, will not release either party from any obligations arising under this Agreement.
17. This Agreement does not create any type of agency relationship, joint venture or partnership between the parties.
18. Each party represents that it has the authority to enter into this Agreement.

