

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:00 P.M. WORK SESSION
April 25, 2017

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Kent Bush Nike Peterson Vern Phipps Tim Roper Bruce Young	Councilmember Councilmember Councilmember Councilmember Councilmember
STAFF PRESENT:	JJ Allen Stuart Williams Scott Hodge Spencer Brimley Greg Krusi Eric Howes Curtis Dickson Summer Palmer Rich Knapp Nancy Dean Wendy Page	Assistant City Manager City Attorney Public Works Director Development Services Manager Police Chief Community Services Director Community Services Deputy Dir. Administrative Services Director Finance Manager City Recorder Deputy Recorder
EXCUSED:	Adam Lenhard	City Manager

VISITORS: Kathryn Murray, Brady Jugler – Planning Commission Chair

Mayor Shepherd called the meeting to order at 6:01 p.m.

DISCUSSION ON THE AMENDED FINAL SUBDIVISION PLAT FOR MIDTOWN VILLAGE AT LEGEND HILLS SUBDIVISION LOCATED AT APPROXIMATELY 1850, 1900 AND 1950 EAST 700 SOUTH

Spencer Brimley, Development Services Manager, explained the developer of the property located at approximately 1900 and 1950 East 700 South wanted to realign the lot lines in the Midtown Village at Legend Hills Subdivision to make two lots from the existing three lots so the size of the smaller parcel could be enlarged. He indicated the developer intended to apply for a zone change from the current C-2, commercial, zone to allow for mixed-use on the property which was the properties land use designation in the City's General Plan. He informed the Council that the plat that was originally submitted by the developer removed easements along the north and west sides of the property, but Public Works and the engineering staff asked that those easements remain in place for future utilities and infrastructure needs.

DISCUSSION ON THE FINAL SUBDIVISION PLAT FOR MORGAN PAVEMENT
SUBDIVISION LOCATED AT 600 AND 624 SOUTH MAIN

Spencer Brimley, Development Services Manager, discussed a proposal from Morgan Pavement to consolidate three parcels into one for property located at 600 and 624 South Main. He continued the proposal for the properties included plans to demolish two homes while keeping another building, located on the southwest portion of the southernmost parcel, for an on-site office and storage center for materials.

Councilmember Bush asked if Morgan Pavement would be keeping the office building it currently used in addition to the proposed on-site office building. Mr. Brimley explained the proposed site would not be able to be used for outdoor storage unless there was a primary use on the site; therefore, the building would be maintained as an office building so the remainder of the property could be used for material storage. Mayor Shepherd asked if the building would actually be used as offices. Mr. Brimley explained the plans were to use small portions, two or three rooms, as offices. He added other areas of the building would be used for storage space.

Councilmember Bush wondered if utility lines would be needed for the proposed office. Mr. Brimley said the building had been used by the previous tenant and should have some utilities already in place, but staff would require those issues to be addressed with the applicant as further entitlements were sought.

Councilmember Phipps asked how the property would be maintained while the applicant worked through the approval process. Mr. Brimley explained work would not begin until a site plan was reviewed and approved by the Planning Commission, currently scheduled for its May meeting. He continued the portion of land along Main Street would be improved with sidewalks, curb and gutter, and most of the required landscaping would be along the Main Street frontage of the property which would act as a screen for the rest of the property.

Councilmember Phipps inquired if the long term intent would be to demolish the one building currently being designated as an office. Mr. Brimley stated the applicant had not indicated there would be any future demolition of that building.

Councilmember Bush asked if the property would be fenced. Mr. Brimley responded fencing was required and the applicant would need to adhere to all other necessary regulations.

DISCUSSION ON A ZONING TEXT AMENDMENT TO CITY CODE § 11-8A-11,
AGRICULTURAL ZONE (A-1), § 11-8B-11, AGRICULTURAL ZONE (A-2) TO ALLOW
FOR THE KEEPING OF CHICKENS IN THE AGRICULTURAL ZONES

Spencer Brimley, Development Services Manager, explained that when the Council recently addressed allowing chickens on residential lots there was an individual who requested that smaller agricultural zones be allowed to have chickens also. He stated the zoning text amendment proposed prorating the number of chickens allowed in an agricultural zone based on

the size of the property. He informed the Council that there appeared to be a lot of interest in addressing the fowl unit requirements for smaller lots that were zoned agricultural. Councilmember Bush asked if any of the properties zoned for agricultural use were less than 10,000 square feet. Mr. Brimley responded there were none, but the language was included should there be at some point in the future.

Councilmember Young asked if one-half of a fowl unit included roosters. Mr. Brimley responded roosters would be allowed in the fowl unit.

Mr. Brimley informed the Council that the Planning Commission heard the item at its meeting on April 12, 2017 and recommended its approval.

Councilmember Bush asked if any other animals were addressed in the proposed ordinance. Mr. Brimley stated the changes were specific to fowl.

DISCUSSION ON THE 1000 EAST PEDESTRIAN CROSSING UPGRADE WARRANT STUDY

Scott Hodge, Public Works Director, stated the City recently concluded a study to determine if a pedestrian crossing was warranted on 1000 East between Clearfield High School and Fisher Park. He explained the crossing was unique due to the compliance of drivers who were willing to stop to allow students to cross the street. He added that compliance by drivers created a scenario where pedestrians weren't afraid to walk into oncoming traffic because they knew the cars would stop. He reviewed the findings of the study with the Council. He reported the study concluded some kind of improvement and control were warranted for the crosswalk.

Councilmember Bush asked how the location for the crosswalk had been determined. Mr. Hodge was not sure how that location was determined.

Mr. Hodge reviewed three options that might be considered to improve the pedestrian crossing.

- Option One included the installation of a Pedestrian Traffic Signal that would cost about \$70,000.
- Option Two included the installation of a Pedestrian Hybrid Beacon (HAWK) that would cost about \$70,000.
- Option Three included the installation of a Rectangular Rapid Flashing Beacon (RRFB) that would cost between \$15,000 and \$30,000.

Councilmember Peterson asked if a traffic signal at that location was too close to State Route 193. Mr. Hodge responded the City would need to talk to UDOT and address its proper placement. Councilmember Young stated the Pedestrian Traffic Signal was based on demand. He asked if the light would remain green during times with low pedestrian flow. Mr. Hodge explained the light could be set for particular patterns and pedestrians would be able to push a button and wait for the light to turn to cross, but there would still be times when the light would change regardless of pedestrian flow.

Mr. Hodge reported the Pedestrian Hybrid Beacon Example was commonly used for trail crossings and was often referred to as a HAWK crossing. He explained the mechanism only changed the light when it was triggered by a pedestrian. Councilmember Peterson asked if the HAWK crossing had the potential to stop traffic for longer periods of time because of high pedestrian flow. Mr. Hodge commented there was the potential hazard for students to cross the street whether the light stopped traffic or not. JJ Allen, Assistant City Manager, commented the light could be programmed to potentially control the pedestrian stack.

Mr. Hodge explained the RRFB provided additional signage to alert drivers and created a refuge for pedestrians in the median. Councilmember Bush asked if the road was wide enough to install that type of a signal. Mr. Hodge responded the road was actually wide enough for two lanes and a smaller yet safe middle. Councilmember Peterson commented the signal might not address high pedestrian flow adequately.

Mr. Hodge stated the study recommended upgrading the signs already in place, emphasizing the education of pedestrians regarding safe crossing habits, and the installation of the RRFB. He explained the RRFB significantly enhanced the visibility of the crosswalk to motorists, was more cost effective, and took advantage of the existing high percentage of drivers who yielded to pedestrians at that crosswalk while maintaining the current pedestrian patterns.

Councilmember Bush asked if the Davis School District would be willing to help with the cost of the signal. Mayor Shepherd commented the District should be approached for assistance. Mr. Hodge reported he had contacted the School District and was in the process of setting up a meeting about the issue. He added the School District had also been given a copy of the warrant study for review.

Mayor Shepherd expressed his opinion that the HAWK signal was a better, more visible option for the crossing. He continued there was a worry that students might continue to cross regardless of the type of signal controlling the flow. He commented if the City were to enforce obeying the crosswalk signals, it might want to consider partnering with Syracuse City for a youth court that would be able to assess appropriate punishment for any violations. There was a discussion about placing an officer at the site to enforce the regulations.

There was a discussion about the possibility of partnering with Davis School District and the Church of Jesus Christ of Latter-day Saints to place a HAWK signal at the crosswalk. It was determined the City would talk to the two organizations about participating with the crossing.

Councilmember Peterson asked if the installation of the signal would have an impact on South Clearfield Elementary and its Safe Route to School plan as well as where a crossing guard was placed. Mr. Hodge responded the City could choose to keep the school crossing zone down the street from the HAWK signal, but it might be wise to move the school crossing zone to the HAWK signal.

Councilmember Phipps suggested the City's purpose in studying the different options was to control traffic and now it should approach the School District with that solution in mind. Mr. Allen added there were competing issues at the crossing: the flow of vehicular traffic and the

safety of pedestrians. Mayor Shepherd suggested a signal similar to the HAWK signal would help traffic flow during peak pedestrian use. He agreed the burden for traffic control lay with the City and the pedestrian safety was shared by the different entities. There was consensus from the Council to pursue a HAWK type signal and to approach the Davis School District and the Church of Jesus Christ of Latter-day Saints for participation from a pedestrian safety point of view. It was also discussed that the location of the crosswalk should be addressed in the discussions.

Mayor Shepherd also suggested controlling the traffic coming from the parking lots by making the egress right turn only during school hours. Greg Krusi, Police Chief, agreed.

Mr. Allen asked if the Council would like to add the expense to the fiscal year 2018 tentative budget. There was consensus to add the expense to the budget so the project could move forward more quickly but work to negotiate participation from the School District and the Church of Jesus Christ of Latter-day Saints.

Councilmember Roper moved to adjourn the work session and reconvene in policy session at 6:46 p.m., seconded by Councilmember Young. All voting AYE.

**APPROVED AND ADOPTED
This 13th day of June, 2017**

/s/Mark R. Shepherd, Mayor

ATTEST:

/s/Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, April 25, 2017.

/s/Nancy R. Dean, City Recorder