

# 2013

## General Plan

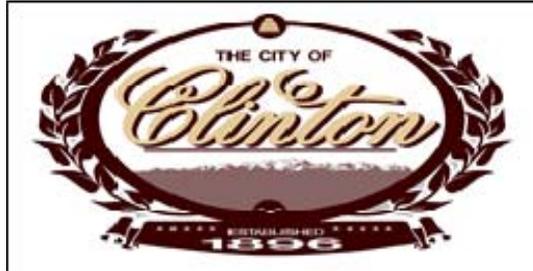


Clinton City, Utah

10/22/2013



# Clinton City



## General Plan

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Prepared By  
Clinton City Community Development Department  
2267 N 1500 W  
Clinton UT 84015

Under the Direction of  
Clinton City Citizens' General Plan Advisory Committee

Adopted by Clinton City Council  
November 26, 2013

Recommended to City Council  
By Clinton City Planning Commission  
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Presented to Planning Commission  
By Citizens' General Plan Committee  
August 20, 2013

# ACKNOWLEDGEMENTS

## City Council

Mayor L. Mitch Adams  
Blair Bateman  
Joanne Hansen  
Brice Mitchell  
Cheri Reed  
Anna Stanton

## Citizens' General Plan Committee

Chair Karen Peterson  
Vice-Chair Gary Tyler  
Melissa Bishop  
Travis Bonsteel  
Lorri Cessna  
Lori Miller  
Arverd Taylor  
Blair Bateman-City Council  
Liaison  
Cheri Reed-City Council Liaison  
Deborah Barlow-Planning  
Commission Liaison

## Planning Commission

Chair Deborah Barlow  
Sam DeLong  
Alan Labrecque  
Michael Petersen  
Tony Thompson  
Blair Bateman-City Council  
Liaison

## City Staff

Lynn Vinzant-Community  
Development Director

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# INTRODUCTION

Clinton City is the result of pioneer foresight, modern planning, and hard work. Clinton City was founded in 1896, the year Utah was established as a State. Our city's founders and other visionaries have continued to shape how Clinton looks, functions and feels. The vision in the general plan has been crafted to guide decision making about development, resource management, public safety, community services, programs, and the overall quality of life.

Settled in the shadow of the Wasatch Front Mountains, Clinton is a residential community that values its neighborhoods. Its unique characteristics and environment are the results of careful and deliberate planning that has produced our:

- Distinct neighborhoods
- Community atmosphere
- Youth oriented programs and family events
- Tree-lined streets, well-planned parks, and trails
- Pleasing and desirable commercial center
- Growing and thriving commercial district with a light industrial area
- Community of passionate and active volunteers

Clinton is located in the Salt Lake Valley, at the northern end of Davis County. We share boundaries with the cities of Clearfield, Roy, Sunset, West Point and unincorporated portions of Davis County. Two State Routes SR 108 and SR 37 intersect the city. Clinton is conveniently located to the west of I-15. Clinton is also regionally connected via Utah Transit Authority bus routes. Clinton is located near the Ogden Regional and Salt Lake International Airports.



Utah State Code Annotated, §10-9a-401, establishes the criteria and purpose of the long-range general plan as an opportunity for communities to present an overview of the present and a vision of the future needs of a city and to evaluate and provide information related to desires for future growth and development within the city.

## THIS PLAN WILL ADDRESS

- Health, general welfare, safety, energy conservation, transportation, prosperity, civic activities, aesthetics, recreational, educational, and cultural opportunities
- The reduction of the waste of physical, financial, or human resources that result from either excessive congestion or excessive scattering of population
- The efficient and economical use, conservation and production of the supply of:
  - Food and water
  - Drainage, sanitary, and other utilities
- The use of energy conservation and solar and renewable energy resources
- The promotion of responsible development
- The availability of moderate income housing
- The protection and promotion of air quality
- Historic preservation
- Identification of future land uses that are likely to require an expansion or significant modification of services or facilities provided by each affected entity
- Official maps

Residents are informed and we encourage and desire active and constructive collaboration to resolve common issues. Governing bodies listen, respond appropriately, and provide creative leadership.



## OUR COMMUNITY

Clinton has an agrarian history developed by pioneer stock. This history led to stable, well-maintained residential neighborhoods, a growing central business district, attractive landscaped environment, and a growing park and trail system. Through quality architectural design and landscape integrity, we encourage new development to respond to and enhance the surrounding physical environment.



We strive to maintain our vitality, sense of community, and tradition. Our community distinguishes itself through its collection of well-maintained and safe neighborhoods. Desiring to enhance our architectural history, our commercial design requirements are set to a human scale; our buildings promote the aesthetic enhancement of public spaces through design. These features contribute to the community experience and the livability of our city.

Clinton City achieves a fiscal balance with supportable economic development and redevelopment initiatives sustaining the tax base required for present and future needs. We encourage a diversity of commercial and professional businesses.

Our city has and is developing a rich variety of parks, recreational opportunities, and cultural activities, which are inclusive, accessible, and innovative. We desire to promote this ambiance and continue to develop an ever increasing sense of identity and pride within Clinton. The City creates and maintains useable open spaces for recreation.

Clinton has a healthy, clean and safe environment and is adequately prepared to meet and address public safety issues. Our police, fire, and other emergency response services are exceptional. The City has a strong history of citizen participation in programs such as youth programs and the Citizen Emergency Response Team.

Our desire to develop residential streetscapes lined with trees and a commercial area with extensive landscaping is crucial to the distinctive character of Clinton. We value developed open spaces that enhance the city's visual character and provide opportunities for mental and physical recreation which include easily accessible parks and walking/bicycle paths and trails.

#### GENERAL PLAN ADVISORY COMMITTEE

The General Plan Advisory Committee was composed of residents from established districts of the City designed to provide a representation of the City's diverse zoning and housing areas. This Committee worked together to craft the Community Vision for the Clinton City General Plan. The Committee met 21 times (dates) as a group to discuss general issues of concern and to present recommendations to the Planning Commission.



As part of the process for development of the General Plan, the Committee addressed these issues:



- Community Facilities and Services
- Community Identity
- Economic Development
- Environmental Resources and Hazards
- Housing
- Land use
- Neighborhoods
- Parks and Recreation
- Transportation

#### SURVEY OF RESIDENTS

The City conducted a, non-scientific, survey of residents as part of the General Plan program. Three Hundred Eighty Nine randomly selected adult residents returned questionnaires as a part of this survey. Results of the survey are on file at the City Hall.



The City utilized its website to provide current information on the general Plan update program. Summaries of the public meetings and information on program progress were posted for review. The public was asked to comment on various aspects of the program during its formation.

As required by Utah Code Ann. § 10-9a-403, The Planning Commission provided ten (10) days notice of its intent to make a recommendation to the City Council for a comprehensive general plan amendment update, the Planning Commission gave notice on August 19, 2013, to the following:



- To each affected entity;
- To the Automated Geographic Reference Center;
- To the Davis County Association of Governments;
- On the Utah Public Notice Website

- On the Clinton City Web Site
- In the Clinton City News Letter

### Notice of Public Hearings to Consider Modifications to the General Plan

As required by Utah Code Ann. § 10-9a-204, The Planning Commission provided ten (10) days notice of its intent to make a recommendation to the City Council for a comprehensive general plan amendment, update, the Planning Commission gave notice on August 19, 2013, to the following:

- The Ogden Standard Examiner for publication;
- To each affected entity;
- On the Utah Public Notice Website
- On the Clinton City Web Site

### Planning Commission Meetings

Prior to formal public hearings on the General Plan, a public open house was held by the Planning Commission to explore a range of issues related to the General Plan and the Vision. Discussions about Clinton's housing, parks, transportation, commercial and infrastructure needs were elements in all discussions. This meeting was held on September 3, 2013.

Because this plan was developed by a committee of citizens of Clinton City who relied upon survey results from citizens throughout the city and several citizen participation charettes, we are confident this plan reflects the desires of the majority of the residents of Clinton City. Any attempt to stray from this plan is strongly discouraged unless the City undergoes a similar process to determine that the desires of its citizens have changed.





# GOALS

## Economic Development

- Goal: Provide balanced economic opportunities and encourage commercial development to serve the needs of the region, the community, and individual neighborhoods.
- Provide placemakers within the central business district to increase walkability and to encourage retention of commercial development.



## Land Use

- Goal: Encourage residential development that will enhance and complement existing neighborhoods.
- Goal: Encourage commercial development that will complement existing developments and increase opportunities for entertainment and recreation within the city.



## Community Facilities and Services

- Goal: Provide and maintain sufficient services to ensure optimum health and safety for all residents.
- Goal: Provide and maintain an adequate level of service for all existing community facilities and support existing and future recreational and cultural activities for the use and benefit of all residents.



## Transportation



- Goal: Maintain a system of public streets which allows residents access to: residential, business, recreation, entertainment, and shopping areas.
- Goal: Encourage UTA to increase public transit in the area.
- Goal: Expand and maintain the system of trails and bike paths to serve the needs of the citizens.

## Parks and Recreation



- Goal: Provide a diverse network of parks, trails, and recreational facilities which afford all residents convenient access to a wide range of recreational opportunities.

## Housing

- Goal: Create a plan designed to encourage the maintaining and upgrading of existing housing within the city.
- Goal: Establish a policy of enforceable codes and consistent code enforcement.



## Land Use

Part of the tasking of the General Plan Review conducted by the Citizen Committee was to evaluate current land use within the City, land uses adjacent to Clinton and make recommendation for a long term view for Clinton City. While the City is predominantly a bedroom community development has occurred that has created a central business district and a small amount of development has occurred in light manufacturing. The business district has not only provided local services and shopping opportunities for residents, but also job opportunities. The businesses within the light manufacturing area are start-up businesses with limited impact; however it has created an environment for potential. Evaluation of current land uses within other cities that are adjacent to Clinton indicates that these uses are compatible with uses within Clinton. The long-range vision of these border uses continues to appear to be compatible with the long range view of Clinton with some concern to the east. While Sunset is predominately a bedroom community three significant changes are seen in the near future that may have a great impact upon the development of Sunset. Falcon Hill, the interchange at I-15 and 1800 North (SR-37) and the widening of 1800 North (SR-37) will create greater pressure for commercial and office development within these areas of Sunset. While the impact upon Clinton is uncertain the fact that there will be an impact is very real.

As a bedroom community, the current residential land uses within the City are predominantly conventional single-family with varied lot sizes and values. Based upon the community meetings, survey, and discussions of the Committee there is no foreseeable reason for this to be expected to change. The varied lot sizes and availability of houses within all economic strata provides Clinton a residential market that is available to a wide group of people. The survey conducted as part of this Plan bears this out in that there is not a perceived need for workforce housing nor an increased diversity of housing by the participants in the survey.





The Committee noted that one area of housing that needs attention is retirement housing. Based on the survey results, in a higher-density residential area, the only favorable option is a high-quality retirement community. At present there is one development within the City that is generally classified as retirement housing or empty nest housing and while it is generally considered high density by the citizens of the City it is considered high end single family community on separate lots that has a reputation for value retention, stability of residents and quick sales when one does come on the market. These were perceived as good traits by the Committee during discussions on this topic. Continuation of these types of neighborhoods was considered by the Committee and the following characteristics were

developed for consideration in creating ordinance guidelines for acceptance of these developments in the future.

Characteristics of a desired single family retirement community	
Should not be allowed in all zones	
	Allow in areas where the higher density would not detract from large lot developments
	Frontage of lots should not be adjacent to frontage of larger lots
	Density increases over established zone should be based on development criteria over standard development and outlined in an infill ordinance
	Allow only in small areas that are considered infill
Developments should improve the overall characteristics of surrounding properties	
	Require proof (through assessed values) of higher quality products
	Access should not be restricted
Qualifications for higher density should be established	
	Quantifiable criteria for percentages of increase over established zone
	Landscape requirements and enhancements
	Recorded Development Agreement with all approved development criteria
	Superior building materials
	Quantity and quality of community amenities
	Established and professionally managed HOA
	Trail / park / shopping / transportation access for residents
	Require proof that the City has adequate infrastructure to support the development
	Public streets and infrastructure meet established guidelines
	Meets unmet housing demand
Developer is builder	
	Architectural theme with diversity of appearance

Because the survey that was conducted to assist in the drafting of the general plan clearly indicated that the residents of Clinton City do not want high density housing, the City should not be overly accommodating in its granting of areas of higher density than is master planned.

The Master Land Use Map has been established to indicate the maximum planned density within an area of the City. These land use and density factors have been used to establish requirements of the technical plans of the General Plan and the Impact Fees charged by the City.

With the adoption of this Plan the fluid nature of the Performance Zone needs to be clarified.



# LAND USE DEFINITIONS

For the purposes of residential zoning, Clinton City uses the following classifications:



Very High - Density Residential (VHDR)  
Multi Family dwellings



High - Density Residential (HDR)  
Patio Homes and R-1-6



Medium - Density Residential (MDR)  
R-1-8, R-1-8a, R-1-9



Low - Density Residential (LDR)  
R-1-10 R-1-15



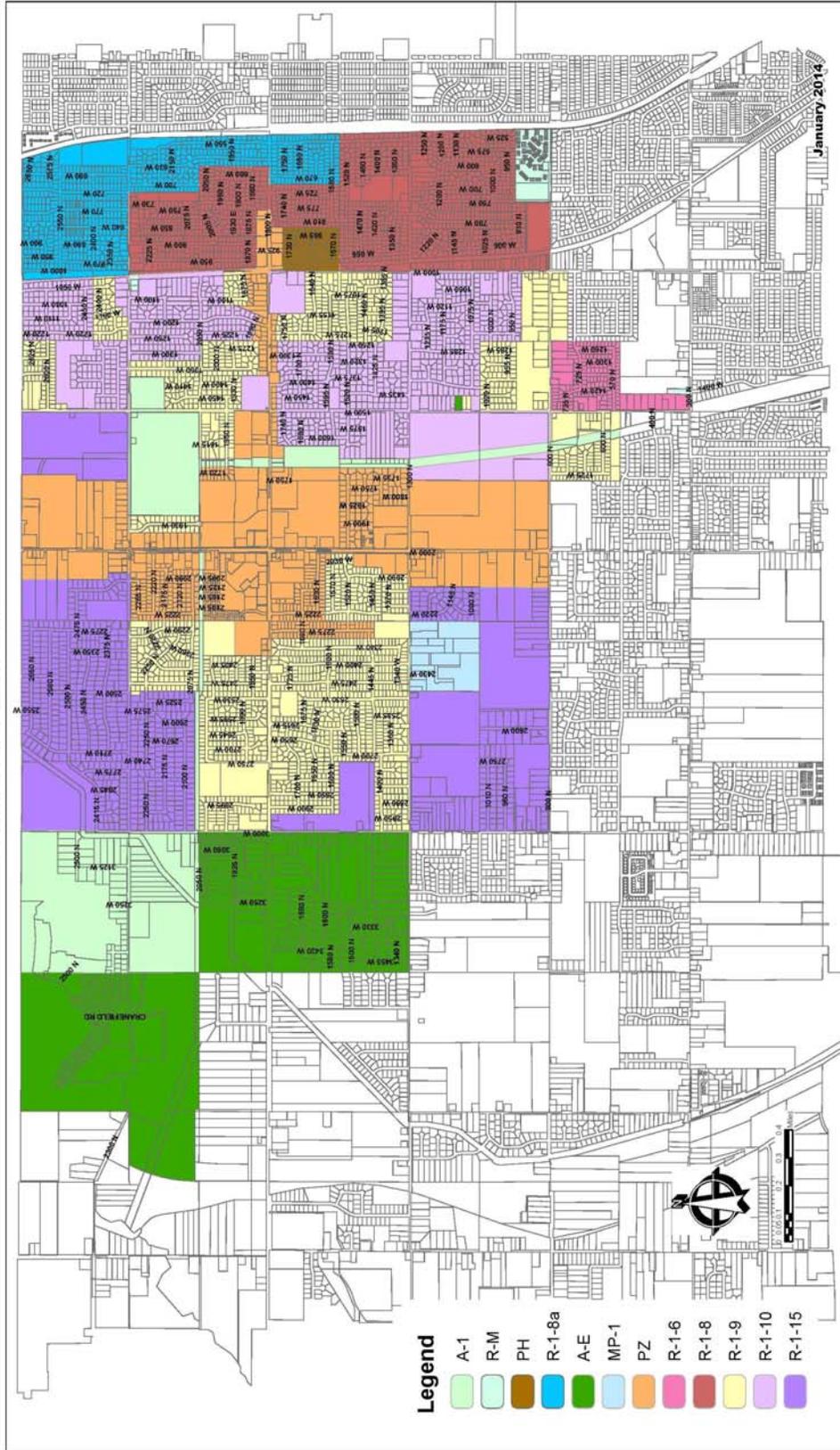
Agricultural Residential (AR) A-1 AE

Note: All photographs are at the same scale and are taken from the same altitude.

## CURRENT AND PROJECTED LAND USE AMOUNTS

CLINTON CITY LAND USE			
	Current Zoning	Classification	Master Land Use Map
Zone	Acres		Acres
R-M	23.19	Very High Density	23.35
PH	18.37	High Density	20.54
R-1-6	38.24	High Density	51.13
R-1-8	377.69	Medium Density	354.7
R-1-8a	241.21	Medium Density	193.15
R-1-9	491.26	Medium Density	788.14
R-1-10	185.28	Low Density	405.95
R-1-15	471.34	Low Density	570.76
A-E	387.41	Agricultural Residential	480.23
A-1	663.97	Agricultural Residential	340.13
PZ	852.94	Business District	560.05
MP-1	34.40	Light Manufacturing	40.33
CP-1	5.36	Neighborhood Business	
CP-2	13.31	Neighborhood Business	

# CLINTON CITY Master Land Use Map





## LEVELS OF SERVICE

In addition to running the basic functions of a city such as administration and Community Development, Clinton City provides its residents with a variety of services including fully-staffed Police and Fire Departments and a diverse recreation program. It is essential to remember that if the City seeks to increase its level of service it must take into account the existing revenue sources and whether or not those sources are sufficient to meet the increased demands.

### CLINTON CITY ECONOMICS

The various sources of revenue for Clinton City are outlined in table 1.01. While retail growth does increase a city's revenue, Clinton City must balance that growth with the desire of residents to maintain a central commercial district and keep the hometown atmosphere of the community.

Table 1.01

<u>2012</u>	<u>Clinton City</u>	
	<u>Amount</u>	<u>% of Budget</u>
<u>General property Taxes</u>	<u>\$1,351,694</u>	<u>15.50%</u>
<u>Energy/Franchise Tax</u>	<u>\$1,070,717</u>	<u>12.35%</u>
<u>Sales Tax</u>	<u>\$2,617,445</u>	<u>30.18%</u>
<u>Fee-in-lieu (motor vehicle)</u>	<u>\$126,618</u>	<u>1.46%</u>
<u>Other</u>	<u>\$0</u>	<u>0.00%</u>
<u>Licenses &amp; Permits</u>	<u>\$225,942</u>	<u>2.60%</u>
<u>Intergovernmental</u>	<u>\$1,249,297</u>	<u>14.41%</u>
<u>Revenue Charges for Services</u>	<u>\$1,207,305</u>	<u>13.92%</u>
<u>Fines &amp; Fees</u>	<u>\$314,416</u>	<u>3.63%</u>
<u>Emergency Services</u>	<u>\$0</u>	<u>0.00%</u>
<u>Misc.</u>	<u>\$316,457</u>	<u>3.65%</u>
<u>Special Revenue</u>	<u>\$191,130</u>	<u>2.20%</u>
<u>Total</u>	<u>\$8,671,021</u>	<u>100.00%</u>

Source: Utah State Auditor, 2012 Municipality Reports

Clinton City was listed as one of the Top Ten Lowest Cost Cities Per Capita on the 2011 Utah Taxpayer Association's Cost of Government Report. According to UTA the price of Government per capita in Clinton City is: \$404.45. (Source: <http://www.utahtaxpayers.org/wp-content/uploads/2011/05/Cost-of-Government-Report-2011-FINAL-updated.pdf>)

Lessons learned from previous fiscal experiences have taught that bonding should be accomplished with a secure revenue source either through a General Obligation Bond secured by an increase in property tax revenue or through a Revenue Bond based upon a revenue source established solely for payment of the bond. This strategy will facilitate the ability of the City to repay a bond in the event of any economic downturn.

## ADMINISTRATION

The administration of Clinton City primarily serves to run the day-to-day operations of the City including billing, personnel management, accounting, community development, and recording of city operations. It is difficult to predict what future staffing needs will be based solely on population. For example, during periods of rapid growth the City will likely need a building official and several full or part-time building inspectors. However, as growth slows fewer inspectors may be needed despite the increase in population. Care must be taken to ensure that administration is adequately staffed so city operations can run smoothly, while not demanding a disproportionate budget share.

## RECREATION

The Recreation Department has grown through a 25-year history developing, expanding and starting new programs as they determined. More specific guidance from the City Council should be established. The development of a mission statement, related to the needs of the citizens and desired growth will provide the Department guidance for effective, economical expansion if needed.

As needs are assessed, Clinton City Recreation strives to provide innovative, cutting-edge programs, efficiently utilizing our resources. When looking to produce a new program the Recreation Department should perform a needs based assessment, within the community, prior to evaluating the impacts upon such areas as budget, personnel, time, and facilities.

## CLINTON CITY FIRE DEPARTMENT

### Mission Statement:

To mitigate the impact of hazardous situations on life, property, and the environment through effective response, prevention and preparedness programs, while maintaining a high level of employee safety, efficiency and well-being.

### NFPA 1710 Chapter 4.

The fire department organizational statement shall provide service delivery objectives, including specific time objectives for each major service component [i.e., fire suppression, emergency medical services (EMS), special operations, and objectives for the percentage of responses that meet the time objectives.

#### 4.1.2.1

The fire department shall establish the following objectives:

(1) Alarm handling time to be completed in accordance with

4.1.2.3.

(2) 80 seconds for turnout time for fire and special operations response and 60 seconds turnout time for EMS response.

(3)\*240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident and 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident.

*Note: The only way to make the 480 seconds on an initial full alarm assignment is through Mutual Aid Agreements with other Fire Departments.*

(4) 240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher level capability at an emergency medical incident.

(5) 480 seconds or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with AED or basic life support (BLS) unit arrived in 240 seconds or less travel time.

Additional staffing levels should be addressed with increased population, call volume, special circumstances, or workload that would inhibit maintaining this level of service.

#### CLINTON CITY POLICE DEPARTMENT

##### Mission Statement:

It is the mission of the Clinton Police Department to protect and serve by providing superior police service to enhance the quality of life for the residents and visitors of the city by enforcing Federal, State, Local laws and City Ordinances and provide assistance to other public safety agencies.

Currently, Clinton has 16 police officers. Increases in crime need to be closely monitored to ensure the department is sufficiently staffed to meet the safety needs of the city as it continues to grow in population and commercial development.



# CLINTON CITY BOULEVARD STREETScape PLAN

The Clinton City Boulevard Streetscape Plan is considered part of the Clinton City General Plan and is a response, by the city, to attempt to deal with the upcoming changes that are going to be made to 1800 North (SR-37) and 2000 West (SR-108). These two arterial roadways bisect the City of Clinton and create the center of not only the city, but also the central business district. This Plan is the first full-scale design initiative by the city for public realm improvements with implementation scheduled to occur in conjunction with the redevelopment of these two roadways or when other development occurs along the two state roads. The streetscape plan provides a broad design concept and context for future physical improvements in the above-ground public realm (i.e. the public road right-of-way and other publicly owned spaces).



The plan contributes urban design principles and guidance on design intent that together provide a bridge between the general policy provisions of the Central Business District Design Standards established in the Zoning Ordinance by the City and design standards and specifications necessary for implementation. The desired affect is to make these streets attractive and pedestrian-friendly so that these two corridors serve to join the city rather than bisect it into sections. Streetscaping initiatives are recognized by the City as an important catalyst to the vitality of the city and the businesses that develop within the city.



The Plan will help create a new city gateway and provide guidance for improvements intended to soften the massive renovations that will come with the UDOT efforts to widen both state roads. The desire to have the city be highly involved in the aesthetic design of improvements along both state roads is highly important. The fact that the construction will include massive structure at the Union Pacific and Front Runner crossing is one of the major concerns and having this be an attractive feature is important.





The streetscape design promotes walking through widened sidewalks with features such as street furniture, enhanced lighting, and landscaped areas within anticipated remnant lands left due to required land acquisition needed to develop these streets. The streetscape design recognizes the development of 1800 North as an opportunity for reducing side friction on traffic yet allowing increased pedestrian and perhaps bicycle traffic to and from the Falcon Hill development to the east.

Today, both 1800 North and 2000 West are major transportation routes functioning as important vehicular thoroughfares and as truck routes to the city business area and the west from Interstate 15 to the east. However, as boulevards, they are not inviting places for pedestrians. It is the desire of the City to have these two boulevards develop pedestrian amenities and streetscape elements such as trees and greenery, benches, enhanced lighting, and information signs. For instance, 1800 North crosses the Denver and Rio Grand Western RR Historic Trail and it would be advantageous to the businesses within Clinton for users of the Trail to know what amenities are available. The inclusion of street trees along these boulevards would visually soften the streetscape and aid in creating pedestrian spaces within the downtown area.



This Plan will help create attractive areas within the central parts of the city and provide potential for underdeveloped sites along these streets. Development of this plan, as both 1800 North and 2000 West are developed or improved, is seen to be important to the vitality of the city and the central business district.



This Plan is to be utilized as a tool to implement, by ordinance, changes to the requirements for development along both of these arterials so the goals of the plan are achieved. This Plan improves upon the city adopted Central Business District Design Standards and hanging basket initiative within the District by establishing these goals and objectives:

- Establishing a long-term vision for enhancing the pedestrian amenity and civic image of the streets;
- Establishing a safe pedestrian environment with appropriate separation from vehicles;
- Better balancing pedestrian, cycle, and transit needs with motor vehicular needs;
- Strengthening linkages to the Downtown;
- Identifying the need for civic spaces and establishment of areas for specific streetscape treatment in order to enhance the character and sense of place along these streets; and,
- Establishing a high standard of design within public spaces as a model for private sector initiatives.



A key administrative principle that drives the Plan is that streetscape improvements (above-ground work) are to be coordinated and implemented at the same time as major infrastructural improvements (underground work) or when other major public development occurs on these streets. These coordinated works result in an economy of scale that will assist in reducing implementation costs and unnecessary disruptions to adjacent property owners, businesses, operations, vehicular traffic and pedestrian space. As an example, the development of the overpass across the Union Pacific and Front Runner corridor will need to be closely coordinated to ensure that the aesthetics desired by the city are incorporated into the design. Coordination of these activities will require the City to stay in close contact with the Utah Department of Transportation (UDOT) throughout the design phases of the corridors and to ensure that UDOT is fully aware of the desires of the City.



## BACKGROUND

### 1800 North

UDOT has begun and will conclude the required environmental assessment (EA) for the full development of 1800 North during the summer of 2013. The EA is an evaluation of the loads on 1800 North and includes an interchange on I-15 at 1800 North, an overpass over the





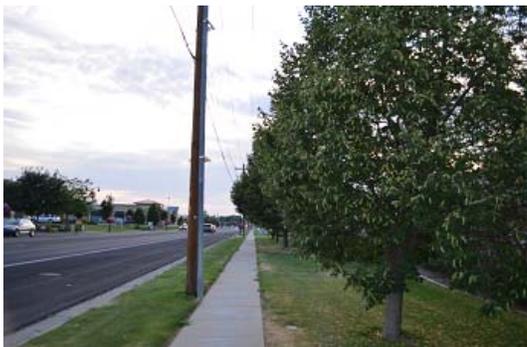
Union Pacific and Front Runner tracks, and full development from Main Street in Sunset to 2000 West in Clinton. The study calls for a widening of 1800 North into a five lane, 110-foot wide boulevard with additional turning lanes at Main Street in Sunset City and 2000 West in Clinton.

At this time the alignment has not been determined, however it is fully anticipated that it will shift north and south from the quarter section line as it extends from Main Street to the west. The overpass over the Union Pacific corridor will require a large structure be constructed which will extend west from the Union Pacific corridor to almost 810 West. There will be frontage roads on each side of this structure connecting streets east of 810 West to 1800 North via 810 West. The design and construction of the structure and these frontage roads will result in land acquisitions that will produce remnants, it is these remnants from which the City desires to develop and benefit.



#### 2000 West

In August of 2008, UDOT published the Final Environmental Impact Statement and Section 4(f) Evaluation for 2000 West (SR-108). Unlike 1800 North, there are no major structures on this boulevard. However, like 1800 North, its alignment is proposed to meander east and west as it runs north from south through the city. In 2007, the City sponsored a Surface Transportation Plan (STP) project to improve 2000 West from 1300 North to 2300 North. While this project did not widen the right-of-way to its full planned width of 110-feet, it did establish the full width at some locations within the development area. This area of improvement was provided a meandering 4-foot sidewalk in an attempt to create a more aesthetically pleasing environment. However, review of this standard is recommended to require a wider sidewalk in the future.



As development continues along 2000 West the city, with the support of UDOT, will require development of the right-of-way. There will not be areas of remnant land along this boulevard as with the development of 1800 North, so the opportunity for creating shaded rest areas is more limited. Improvements for pedestrian traffic should be encouraged with development and at 2050 North where a rest area and pergola could be developed.



#### DESIGN FUNCTIONS OF THE PLAN

The main design functions of the Plan are to provide:

- Key entry routes into and out of the City;
- A primary through route in the City;
- Recognition that the Central Business District is important to the citizens of Clinton;
- Acknowledgment that the development of 1800 North and 2000 West has the potential to have a very negative impact upon the City and a desire to have the impact be positive.



#### DESIGN OBSTACLES CREATED BY BOULEVARD WIDENING

The plan recognizes the following design obstacles that will be created when UDOT widens the boulevards.

- Some of the existing landscaping within the central business district may be lost;
- Some parking may be lost within the central business district;



#### DESIGN OBJECTIVES OF THE PLAN

The plan recognizes the following design objectives for the development of 1800 north and 2000 West.

- Recognize through traffic needs of vehicles and trucks;



- Recognize the impact upon the overpass at the UP corridor and the need for positive design action;
- Gain back as much landscaping that is lost due to widening of the boulevards with landscaped medians and trees within the sidewalk area;
- Use public outdoor space improvements as the catalyst for negating the impact of development of the boulevards;
- Make visiting and shopping in downtown Clinton attractive by achieving a high standard of design of all public open spaces to promote comfort, safety, enjoyment, accessibility, a sense of nature and usability;
- Establish a safe pedestrian environment with appropriate separation from vehicles, where feasible, widened sidewalks to a width of 5 feet, and full accessibility for all age and user groups.
- Review parking requirements and establish standards for shared parking for uses with different high use times;
- Install more trees to promote a shading canopy over the sidewalks through street tree planting.
- Install sufficient lighting to create a pedestrian friendly environment for both day and nighttime.
- Build on existing strengths and enhancing the presence of the City hanging baskets program, as long as funding is in place for the program;
- Encourage place-making opportunities through the incorporation of public art, interpretive media, focal points and gathering places;
- Include special treatments at intersections where UDOT will permit, such as brick crosswalks or other features;
- Create opportunities for complementary enhancements of adjacent private structures or lands;
- Upgrading public streets and public spaces to promote a high quality of design, public safety, and ease of access;
- Ensuring barrier free access from grade level; and,

- The leaving of a single dwelling when all adjacent homes are acquired for the right-of-way expansion is not desired.

#### CITY PARTICIPATION

The two boulevards in discussion are both state roads and UDOT has repeatedly said that the types of improvements desired by the City are not the responsibility of UDOT to provide. Because of this attitude expressed by UDOT the plan recognizes that the City will have to assume some responsibility for this desired level of development.

- Landscaping will have to be maintained by the City and to this end the City should develop a list of ideal plants for the environment within landscaped medians, sidewalk trees, and gathering places to be developed along the boulevards;
- Sprinkler systems for landscaping should be negotiated with the Davis Weber Canal Co. so that the City can use culinary water in order to have a clean system that will enable the use of drip systems and small head sprinklers to supply specific vegetation;
- Streetlights that the City uses are not a standard for UDOT streets and as such are the responsibility of the City to supply and maintain;
- Hanging flower pots that the City places adjacent to the existing right-of-way will have to be relocated and maintenance continued by the City for as long as the program is sufficiently funded; and,
- If desired, public Art will need to be committed to by the City and fund raising should be encouraged by the Clinton Arts and Clinton Parks Committees.





## TECHNICAL PLAN UPDATES

The General Plan contains technical plans dealing with infrastructure and parks. The Plans are updated in this review with the exceptions of the Culinary Water Master Plan, Moderate Income Housing Plan, and the Parks Master Plan; these two plans are completely reestablished with this review. The rewritten plans may be removed from this General Plan and considered complete as stand alone documents. The updates to the Transportation, Storm Drain, and Sanitary Sewer Plans may be considered complete once the update is added to the existing plans behind the cover page. The Boulevard Streetscape Plan is new to the General Plan and is considered part of the Transportation Master Plan and shall be added to the Transportation Master Plan with the update to make the Transportation Master Plan a complete document.

Due to the length of the Culinary Water Master Plan this Plan is attached to this General Plan by reference.



# TRANSPORTATION PLAN 2013 UPDATE

## INTRODUCTION

In February of 2006, Clinton City adopted the Clinton City Transportation Master Plan Update, 2005-2030 by resolution. This Plan contains goals, objectives and policy guidance as well as an overview of the strategies the City intends to accomplish by the year 2025. The Plan is the city's long-range blueprint for travel and mobility for the future and is a significant tool in determining the need, development, and use of the Transportation Impact Fees assessed by the City. The Plan primarily outlines the collector streets within the City and is intended to be a guide for upgrading and improving the collector street grid to a standard that will provide quality transportation routes to the citizens of the City for years to come. The Plan has been reviewed as part of the development of this General Plan and remains a valid document in its projections and conclusions.

## SIGNIFICANT PROJECTS COMPLETED SINCE PLAN ADOPTION

### 2000 West, 1300 North to 2300 North.

The City, through the use of funds obtained through the Surface Transportation Plan (STP) and in coordination with UDOT, has completed a project widening 2000 West (SR-108). While the project did not widen the roadway to its full projected 110-foot width, it did establish a center turn lane, right turn lanes, acceleration lanes and signal at 2000 West and 2300 North. The project has greatly improved access to the Central Business District, circulation, traffic flow and public safety throughout the area. The two year project was completed in 2008 with an overall cost of \$10.3 million, City participation in this project was \$697,300.

### 800 North D&RGW Bridge

The City, through the use of STP has completed a project removing the bridge over the old Denver and Rio Grand RR Right-of-Way and installed a pedestrian underpass at the intersection of the D&RGW RR Trail and 800 North. This project significantly improved the safety of the intersection of 1000 West and 800 North by greatly reducing the slope of 800 North entering the intersection from the east. The one-year project was completed in 2009 with an overall cost of \$1 million, City participation in this project was \$67,700.

### 800 North, 1000 West to 2000 West

The City, through the use of STP, and in coordination with Clearfield and West Point Cities, has reconstructed and upgraded to collector status 800 North from 1000 West to 2000 West. The project widened the existing 24-foot asphalt street to a completely developed 66-foot right-of-way with curb, gutter, and sidewalk on both north and south sides of the

street. The project included signaling the intersection of 1000 West and 800 North and installing streetlights the length of the project. The two-year project was completed in 2011 with an overall cost of \$5.2 million, City participation in this was \$351,000.

#### 2300 North, 3250 West to 3750 West

The City, through the use of impact fees, entered into an agreement with Ivory Homes as part of the development of Crane Field Estates Subdivision to ensure the improvement of 2300 North from 3250 West to 3750 West. The project widened the existing 24-foot asphalt street to a completely developed 66-foot right-of-way. The City portion of this project included developing the collector street as a 66-foot right-of way instead of the usual 60-foot right-of-way included in residential developments. The developer is being paid back with impact fees gained from construction within the subdivision. To date, the City has paid back \$157,420 of the \$188,993 agreement.

#### 2300 North, 1275 West to 2000 West

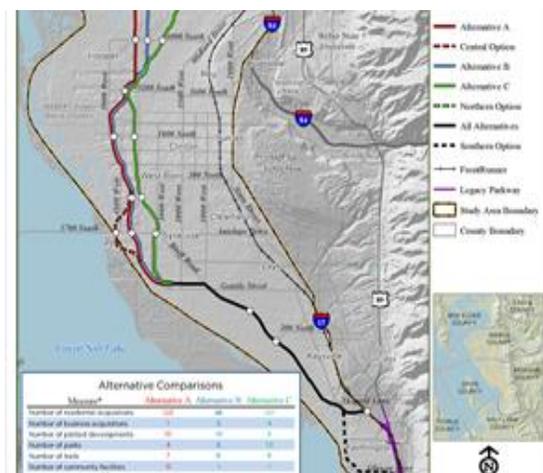
The City, through the use of impact fees, entered into an agreement with Benchmark Real Estate as part of the development of the Clinton Homestead Subdivision to ensure the improvement of 2300 North from 1275 West to 1500 West and limit the access of residential dwellings onto 2300 North in this area. In addition the City, as part of the City Park and campus project made improvements upgrading the street to collector street standards.

#### 1500 West, 2050 North to 2400 North

The City, through the use of impact fees, entered into an agreement with Benchmark Real Estate as part of the development of Clinton Homestead and Mirage Subdivisions to ensure the improvement of 1500 West and limit the access of residential dwellings onto 1500 West in this area. In addition the City, as part of the City Park project and new City campus, made improvements upgrading the street to collector street standards.

#### 1800 North Environmental Study

The City was instrumental in placing 1800 North on the STP and having UDOT start the Environmental Study for an overpass over the Union Pacific Lines. The Study has expanded to include improvements from Main Street in Sunset to 2000 West and an interchange with Interstate 15 at the top of 1800 North and going into Falcon Hill on the east side of the Interstate. This Study is in the last phases of development with completion expected in the spring of 2013. The status of funding for the construction of 1800 North and all of the improvements is unknown at this time,



however it is anticipated that funding for the start of design and some right-of-way acquisition will become available when the Study is complete. The timing of complete funding and construction is currently uncertain.

#### West Davis Corridor

UDOT has been conducting an Environmental Impact Study for the continuation of the West Davis Corridor, a limited access highway on the west side of Clinton City that will connect at the junction of Interstate 15 and the Legacy Highway and extend northward through Davis County and into Weber County to approximately 12<sup>th</sup> Street in Weber County. The route selection has been narrowed to two choices and completion of the study is anticipated in 2013. The timing of complete funding and construction is uncertain at this time.

#### FUTURE PROJECTS

The City fully intends to continue following the Transportation Master Plan as a guide to improving collector streets, transportation and circulation throughout the City. The use of impact fees and cooperation with developers and development which occurs on collector streets is a great advantage to the City and should continue to be utilized as a means of making essential improvements. Additionally, the City should continue to apply for STP Funds wherever improvements are needed on collectors that are designated Functional Classification Map.

#### 3000 West, 300 North to 1300 North

The City is a cosponsor with West Point City for their project on the STP for improvements that will upgrade 3000 West to full collector status. This project is on the FY 2016 funding list, however the environmental study has not been started. City portion of this project is estimated to be \$270,000.

#### 3000 West, 2300 North to 6000 South

The City is a cosponsor with Hooper City for their project on the STP for improvements that will connect 3000 West through an undeveloped area of the City north of 2400 North into Weber County. This project will connect 3000 West in Davis County from Gentile Road via Bluff Road into Weber County via 4700 West to 4500 South. This will create another north south route on the west side of Davis County. City portion of this project is estimated to be \$330,000.

#### 3000 West, 1300 North to 2300 North

The City has applied for this project to be added to the STP as two projects. This will continue the improvements to the collector street system within the city and continue to improve traffic flows and safety within the City. City portion of these projects is estimated to be \$400,000.

### Collector Street Improvements

The City will continue to make collector street improvements throughout the city whenever development occurs in areas where the collectors require upgrade to full collector status. The City has maximized the benefits of having some of the streets designated on the UDOT Functional Classification Map. However, all collector streets cannot be funded through this STP

### MAINTENANCE

The City has 76 miles of paved streets not including the two state roads that intersect within the City. More than half of these roadways have been newly installed within the City during the past 15 years. The significance of this rapid growth to future maintenance is in the anticipated lifespan of roadways. Currently the City is reworking roadways that are 30 to 35 years old and the City is finding that the cost of complete removal and reestablishment of roadways is rapidly becoming an annual burden. Routine maintenance of these 76 miles of roadways must become a significant fiscal planning item for the Council and Staff.



### Scheduling

With some care the typical life of a paved street can be extended to 35 or 40 years, but in order to accomplish a routine maintenance and control over intrusion into the structure of the roadway a schedule must be established and maintained. Required maintenance includes crack seal when needed and a seal coat overlay at least every 7 years. This type of maintenance will reduce the need for a total removal of existing roadways and enable the rebuild to be limited to an overlay rather than complete reconstruction in many cases. The cost of crack seal varies on the amount needed per year but an annual budget of \$75,000 to \$100,000 would greatly improve the frequency of this maintenance item. Historically the City has had limited funds to expend on seal coat and most of the historic data is related to the one year seal coat that the City requires developers to pay for when there is new development. The annual cost of maintaining the City's 76 miles of roadway can be easily calculated.



$$\frac{( \text{Miles in feet} * \text{Average width in feet} ) * \text{Seal Coat/Yard}}{9}$$

$$\frac{( 76 \text{ mls} * 5,280 \text{ ft} * 36 \text{ ft} ) * \$1.63 / \text{yard}}{9 \text{ft/sq. yd}} = \$373,764$$

Of course this annual cost would be relative to new roads and many of the City's existing roads are beyond service life or at a point where extending the service life with seal coat maintenance would have no effect. These roadways will need to be completely reconstructed prior to being able to be entered into a routine maintenance schedule.

**Funding**

Funding of roadway maintenance and projects is always a frustration to the City Council and Staff. The City works hard to leverage its available funding through Community Development Block Grants (CDBG) and STP funding. However, these funding sources are highly sought by all communities and are limited in that they are only able to be used in highly specific areas.



# PARKS MASTER PLAN 2013 REWRITE

## PARKS

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### 1.01 TITLE

This plan shall be known as the Clinton City Parks, Recreation & Trails Master Plan and may be referred to as the Parks Master Plan, in this Chapter it is referred to as the Plan. This Plan is an Element in the overall General Plan for the City of Clinton.



### 1.02 INTRODUCTION

1. The Clinton City park system performs several important functions within the City. Its most basic function is to provide recreational and family gathering opportunities for local residents by offering a variety of experiences and park amenities that include developed facilities as well as open space areas. An efficient and useful park system helps protect sensitive environmental resources: live wetlands, floodplains, habitat, wildlife, and becomes an important image feature for the

community. Clinton City highly values parks and open spaces.

2. This Element of the General Plan includes components considering the existing and proposed park lands, recreation programs and facilities, and urban trails. Each component of this Plan is discussed separately, along with specific recommendations for further development and implementation.

### 1.03 EXISTING PARKS AND OTHER RESOURCES

Clinton City owns seven existing park sites, with an additional site leased from Rocky Mountain Power, all of which are operated and maintained by the City. Additionally, there are several landscape islands maintained by the City and private park areas within Clinton.

In order to adequately plan for a park system that serves the public, it is crucial to know what is already available. Specific inventories of each existing park are contained in Chapter 4, Park Inventory, of this Plan. Table 1.03 depicts the size and amenities at each park.

Table 1.03

Name	Address	Acreage	Boweries	Restrooms	Walking Trail	Tot Lot	Basketball/Tennis	Football/Soccer	Baseball Diamond	Additional Ameneties	% Complete
Pioneer (Mini Park)	2520 W 2075 N	0.17	0	0	0	0	0.5	0	0	Picnic Table	90%
Shady Grove (Mini)	950 W 1800 N	1.21	0	0	1	0	0	0	0		100%
Trailhead (Mini)	1000 W 800 N	0.42	0	0	1	0	0	0	0		10%
Shoestring Pond	992 W 2300 N	2.94	0	0	0	0	0	0	0	0	1%
Clinton Pond	2930 W 2415 N	8.41	P	P	1	P	0	0	0	Fishing Pond	60%
Veterans	1000 W 1700 N	2.13	1	R	0	1	0	1	0		80%
Meadows	600 W 2300 N	13.65	2	R	0	1	2	1	0		85%
Heritage	1000 W 1300 N	4.95	2	1	0	1	0	0	0		80%
Powerline	1650 W 1740 N	13.43	0	0	1	1	0	4	0	Skate/BMX Park	80%
Kestrel	3420 W 1800 N	5.24	0	0	0	1	0	0	0		60%
West Clinton	2750 W 1950 N	5.9	1	1	0	1	0	2	4		90%
West Fairfield	1542 W 600 N	4.03	0	0	0	0	0	0	0		10%
City Park	1200 N 1500 W	47	2	3	1	1	6	4	4	Sand Volleyball	75%
Sub Total (City Parks)		109.48	8	7	5	7	8.5	12	8		
Elementary Schools											
West Clinton	2826 W 1800 N	3.3				2					100%
Clinton	1101 W 1800 N	3.23				2					100%
Parkside	2262 N 1500 W	3.3				2					100%
Voyage Academy	1891 N 1500 W	2.5				1					50%
Sub Total (Schools)		12.33				7					
Grand Total		121.81	8	7	5	14	8.5	12	8		

Key: P= Amenity is Planned; R=Amenity exists, but is currently in need of renovation

1. Other Resources:

There are currently two developments within Clinton that contain private park like areas and a third is under development.

- a. Clinton Towne Center Subdivision: This site has a green space that is private; however the association allows citizens access through the area which serves as an extension of the Clinton Creek Trail.
- b. Crane Field Subdivision and Golf Course: This development is on the western edge of the City and will contain of a privately owned public 18-hole golf course along with two, home owners association run, pools and associated club houses and open space. The area will also contain a park area the size is yet to be determined.



**1.04 PROGRAMMED ACQUISITIONS AND PARK DEVELOPMENT PRIORITIES**

At the time of the creation of this Plan Clinton City is in the process of or soon anticipating acquisition of additional properties for park development.

Acquisition is the necessary action for all parcels not

Parcel ID	Acres	Park Type	Ownership estimated cost	Action
A - Child Craythorne Property 1300 North 2750 West "Park X"	8	N	Private \$560,000	Detention area and full development. Condition of development
B – Church Welfare Farm "Park Y"	15	N	Private \$1.25 million	Purchase in conjunction with development. Size is based upon an estimated population
C – Future annexation area "Park Z"	12	N	Private \$840,000	Purchase in conjunction with annexation or development. Size is based upon estimated population

N = Neighborhood Park currently owned by the City. In addition to the cost of acquisition, development cost also must be anticipated and will vary depending on the level of development

### 1.05 OTHER RESOURCES IN THE COMMUNITY

#### 1. Church Grounds:

Church grounds are privately owned and are not available to the general public. These grounds are not included in this evaluation.

#### 2. Private Developments:

Even though Clinton Towne Center Subdivision allows the passage of citizens through their area it does not allow recreating by the general public within their site. Because of the limited use and uncertainty of continued use private sites are not included in this evaluation.

#### 3. Elementary Schools:

Clinton City currently has four elementary schools. These schools all have a variety of tot lots, basketball areas, and open playing fields. These facilities are open for public use during non-school hours.

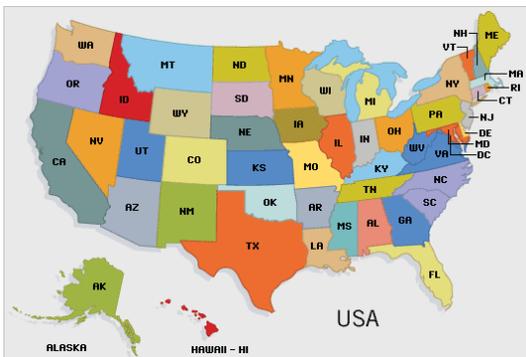


### 1.06 COMPARING PARK LAND ACRES IN CLINTON TO NATIONAL RECREATION AND PARK ASSOCIATION STANDARDS AND DISTRIBUTION

1. The National Recreation and Park Association (NRPA) recommends the population ratio method (acres of park land per 1,000 persons), modified to accommodate local preferences. NRPA further recommends that a total park system should represent a minimum of 6.5 to 10.5 acres of developed open space per 1,000 population.

a. Service Area Distribution: In the first parks plan established in 1984 the City established service area goals of 0.5 mile for Neighborhood Parks and 3.0 mile for Community Parks.

b. Goal for Developed Parks: The City has established a goal of 5.5 acres per 1000 population. It is anticipated that non-park open space, i.e. trails, golf courses, future remnants from development, will increase the average above the 6.5 acres per 1000 recommended ratio.



**1.07 ESTABLISHING A PARK LAND GOAL**

The recommended park goal for Clinton City takes into consideration the two elements discussed above; acres of park land per 1,000 population and service area distribution. This standard is a guide, a goal to work toward within the constraints of land availability, economic and fiscal health, and community desires.

1. Park Land per 1000 Population: 5.5 acres per 1000 population. The recommended park goal for Clinton City includes acreages for all of the existing parks, the school playground acreages, and mini parks. Five and one-half acres per 1000 population, which considers all parks, on this determination, the following table compares the total current (2013) and projected (2025) population to actual park acres. The table also evaluates a ratio of 6.5 acres per 1000 population, an alternative that has been reviewed by the City.



Table 1.07 Current Park Acres Comparison (2013)				
	Population	Park Acres	Acres/1000 Population	Above Goal 5.5Ac/1000
2013	21,000	121.81	5.80	6.31
2025	28,000	121.81	4.35	(32.19)
Calculated with Programmed Purchases				
2013	21,000	156.81	7.47	41.31
2025	28,000	156.81	5.6	2.94



2. Using the established park goal of 5.5/1000 for the combined parks, there currently is a slight shortage of park acreage in Clinton. Current park acres, using a 2010 population of 21,000 results in a surplus of approximately 6.31 acres throughout the community. The projected park acreage more than adequately meets the goals for the projected 2025 population

3. Including the pending land purchases and other developments the numbers change drastically. Existing and programmed park acres results in a surplus of 50 acres throughout the community. For the projected 2025 population, there remains an excess of 2 park acres. In the future the difficulty becomes, in the almost entirely developed City of Clinton there is a shortage of available land for future parks. What land is available may not be located properly to fill gaps in the existing system.



4. Service Area Distribution:

a. The Clinton City Parks and Trails Map illustrates the location of existing parks, service area radii, and shows resulting gaps in neighborhood access to parks.

b. The Clinton City Parks and Trails Map indicates the location of known land which is currently undeveloped. As of the date of this Plan, the vacant parcels shown do not have pending development plans and are presumed available for acquisition.

i. Neighborhood Parks: The Clinton City Parks and Trails Map illustrates that Clinton has few areas that are not accessible to an existing park.



If continued annexation occurs to the West, development of another Neighborhood Park should be considered further west.

## 1.08 FUTURE PARK NEEDS

1. All of the Recommended Park Development Priorities are needed in order to get as close as possible to the City park goal of 5.5 acres per 1000 population. The 2025 need of 48 acres will be achieved by the proposed parks recommended in the development priorities.
2. Looking to build-out of the City, an anticipated population of around 32,500 will require approximately 180 acres of park land to stay on the desired ratio.



## 1.09 PARK ACQUISITION AND FUNDING

Funding parks and recreation projects is the most challenging aspect of developing the Parks Plan. Funding is conditional upon the allocation of tax monies, the assessment of impact fees, and the economic climate. In addition to taxes, there are other funding sources which should be investigated.

### 1. Development Negotiations:

As a condition of development approval, the City would negotiate with builders or developers to give something to the City for the development of public facilities. Impact fees and land dedications for public improvements are examples.

2. Park and Recreation Impact Fees: Clinton City currently has an impact fee program in place for residential construction. Due to the rapid rate of growth that the City has had over the past 10 years the City has been able to accrue these funds in an adequate amount to stay ahead of the needed land acquisitions and development.

Private and Public Partnerships:

- a. Often it is possible for public agencies and private developers to cooperate on a facility that services the public, yet is also attractive to an entrepreneur. These can be effective funding methods for special use facilities like baseball





complexes, soccer complexes, or community water features. A recreation complex which includes swimming, tennis and perhaps other facilities is also potentially attractive as a private and public partnership.

### 3. Joint Development:

Another kind of partnership may occur between government agencies. There may be adjacent cities or quasi-governmental agencies which are or may be in the future available to Clinton. A joint development arrangement may include an agreement with one agency for use of the property which eliminates the capital expenditure required for land acquisition. The City has accomplished this through use of Rocky Mountain Power right-of-way.

### 4. City Funding – General Fund or Bonding

The City can fund parks directly from its general fund or can bond for the development and spread the cost over many years. Because of the amounts needed to fund the parks development, bonding is a reasonable approach. Repayment of bonds comes from general City revenue sources such as property and sales tax or impact fees may be used.



### 5. State and Local Funds;

a. Utah State Trails Committee: The Utah State Trails Committee distributes annually to local communities for trails development. Communities must make application to the State Trails Committee. While a trail master plan is not a specific requirement of funding, it is recommended as a demonstration of intent and commitment.

b. UDOT Transportation Enhancement Funds: The Utah Department of Transportation distributes annually to government entities funds for trails development. Communities must make application to UDOT. A trail master plan is required for application. The City, in conjunction with UTA, has successfully applied for and received these funds for the D&RG RR ROW Trail.



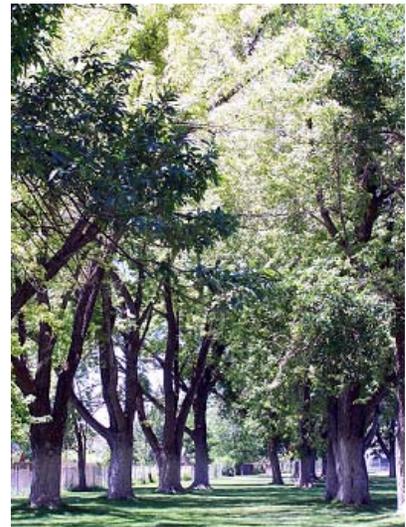
c. Other Funding Sources: There are funding sources within the state designed for specific improvements. In the past the City has received funds associated with Urban Fisheries, Development Agency funds, funding for trees, and direct grants. The City should monitor and actively seek these funds as they become available.

### 1.10 PARK COSTS

1. The cost of existing improvements and proposed improvements are contained in Chapter 4, Park Inventory. As Tables 1.03 and 1.04 indicate, the property, its size, approximate land cost at an estimated average per acre, approximate development cost, a cumulative total and general comments about the park lands and its development. Land costs per acre are averages and were provided by the City.

2. In some cases, exact park sites have not been selected and exact park acreages are not definitive, so the actual costs may change depending on how many acres are acquired and the level of development for each. The tables provide some relative cost information necessary for establishing capital improvement budgets. The source of the necessary funds is not identified except that it comes through the City. The funding mechanisms identified previously are all available for the City and should be explored for specific opportunities.

3. It is very difficult to anticipate the cost of development of an average park. The anticipated cost of developing the 47 acre Civic Center Park was initially set at \$5.5 million. However, as stands today, Civic Center Park costs have exceeded \$10,000,000. If this is considered the base cost for development the price per acre would be over \$212,000 per acre. This is an extreme cost, however the amenities associated with this community park are greater than any neighborhood park would be. An estimate was established for development of Kestrel Park with a cost of \$275,000 however at this time \$434,000 has been spent on development with restrooms and boweries



remaining to be constructed. It is obvious that estimating parks is very imprecise depending upon the amenities that are included in the design.

### 1.11 IMPLIMENTATION CONSIDERATIONS



1. A minimum of three additional park sites have been identified to meet the goals identified in the Plan. Planning for park and recreation development assumes that the facilities will be built over time. It also assumes that multiple acquisition and development strategies will be employed including use of currently owned land, joint development with other governmental agencies, the use of development exactions, private donations and bonding.

2. It is also important to note that the lands available for park development are becoming an increasingly scarce resource within the City. To assure the ability of the City to secure lands for future park development may mean that a land acquisition process needs to be established for key parcels in the near term.

3. Once parks are acquired and developed they must be managed and maintained. The ability of the City to perpetually maintain a park should be considered prior to the development of the park.



### 1.12 Volunteerism

Citizen involvement is encouraged through volunteer service from individuals and organizations such as the Parks Board, church groups, scouting groups, and neighborhoods. This involvement provides a reduction of cost and increases public pride of ownership.



# RECREATION

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## 2.01 INTRODUCTION

The Clinton City Recreation Program is an integral part of the community. The Recreation Department has established programs for all age groups within the community. There are sports and arts programs for small children, teens, adults, and programs and activities for seniors.

Recreation programs and activities include a broad spectrum of opportunities. In addition to the expected sports programs Clinton City sponsors various community programs that are enjoyed by residents and are organized by the Clinton City Recreation Department. Many more are expected to be available to residents in the future. These programs as well as others are discussed in this recreation component of the Clinton City Parks, Recreation & Trails Master Plan.

## 2.02 EXISTING RECREATION PROGRAMS AND FACILITIES

Currently, Clinton provides for several kinds of recreation programs that are available to the Citizens of Clinton, the surrounding cities and residents of Hill Air Force Base.

1. Civic Center Park: Designed to facilitate a wide variety of community events and activities.
  - a. Ball Fields: A four-plex ball field, 3-soft ball and 1-senior league fields, are the central development along with a score keepers building in the center. The score keepers building houses public restrooms, a snack bar, office space, training rooms and storage for ball fields. Two additional ball fields share space with two full size football fields. The City hosts many interstate and national softball competitions.





b. Family Facilities: Boweries, tennis, sand volleyball and basketball courts, tot lots, and horse shoe pits are among the attractions that are used for family gatherings. The Recreation Department schedules the use of these facilities.

c. Recreation Administration Building: The Recreation Administration Building is located on the site where the future recreation center is to be located and has been designed to be incorporated into this center. The building contains offices and storage areas as well as two multi-purpose rooms that are available for rental.

2. West Clinton Park: Designed to facilitate little league teams, the ball field is a four-plex.

a. Ball Fields: A four-plex little league complex and two soccer fields are the center of this park. In the center of the four-plex is a building containing public restrooms, a snack bar, and a second floor that is used as a score keepers area that may also be used for small meetings.

b. Family Facilities: A bowery and tot lot have been installed for family gatherings. The Recreation Department schedules the use of these facilities.

3. Heritage Park: The intent of the park is to create an atmosphere for outdoor family celebrations and an arena for the arts. A small informal amphitheater provides an arena for activities for scouts, families, and small gatherings as well as other forms of entertainment.

4. Pond Park: Pond Park was developed with the assistance of a grant from the State Department of Urban Fisheries. The State keeps the pond stocked with trout, bass, bluegill, and catfish and sponsors a youth fishing program in the summer managed by Clinton Recreation. In the future, the park will have amenities for family gatherings.



5. Youth Programs: The Recreation Department hosts a multitude of programs designed heavily toward the youth of the City. Additional programs are developed for adults, seniors and the family.

- a. Youth Softball: Boys and Girls softball leagues are established annually for youth kindergarten through 10<sup>th</sup> grades.
- b. Jr. Jazz Basketball: With the aid of the Utah Jazz the Recreation Department annually manages this co-ed program for youth 1<sup>st</sup> through 10<sup>th</sup> grades.
- c. Contact Football: In cooperation with the Wasatch Front Football League (WFFL) the Recreation Department annually manages this program for girls and boys between the ages of 7 and 15.
- d. Youth Soccer: In cooperation with the Real Soccer Team of Salt Lake City the Recreation Department established annual league competition for boys and girls, preschool through 6<sup>th</sup> grade.
- e. Youth in the Park: A program set up in the summer for Clinton City youth. The program involves organized games, arts and crafts, and field trips to local attractions.
- f. Youth Classes: During the spring and summer the Recreation Department hosts a variety of classes including golf, tennis, swimming, tumbling, bowling and dance. The Department is constantly revising the programs to meet the interests of the youth.

6. Adult and Family Programs:

- a. Seniors: The Recreation Department hosts a monthly seniors' luncheon in the Community Center. In addition weekend bus trips are set up go to attractions such as St. George, Utah; Laughlin or Wendover, Nevada; and the "Lights" in Provo, Utah.





b. Adults: The Recreation Department manages a summer and fall softball program for adults. Teams are coed, women’s, or men’s teams and are based upon elimination tournaments.

7. Other Programs: The Recreation Department is constantly evaluating the needs of the Community seeking new programs.

8. Heritage Days: Each summer the Recreation Department, with the assistance of a Citizens Committee, organizes the Annual Heritage Days Festival. The week-long festival includes all of the expected entertainment of a city summer festivity. While the festivities are revised year by year the favorites remain. Favorites include parades, a carnival, food, golf match, car show, and a fun run.

**2.03 RECREATION FACILITIES SUMMARY**

The following table summarizes recreation facilities provided in parks and schools. Since school age children engage in primarily field sports programs like soccer and baseball, school facilities are included in the analysis.



**2.04 NATIONAL RECREATION AND PARK ASSOCIATION STANDARDS**

The following table illustrates a comparison of national Recreation and Park Association (NRPA) Standards and actual Clinton City facilities based on one facility and a portion of the population.

Table 2.04 Comparison of NRPA Standards For Facilities and Actual Clinton Facilities		
	NRPA Standard 1Facility/Population	Current Clinton Facility/21,000 Population
BB/SB	2500**	9 youth and 4 adult
Soc/FB	10000	1
BB Court	5000	3
Tennis	2000	6
V Ball	5000	4
Swim	20000	0*
Track	0.25mi/20000	3

\*Indicates where Clinton has a shortage compared to NRPA Standard

\*\*Baseball and softball are combined and NRPA Standards adjusted accordingly.

1. Individual community characteristics and preferences should always be a modifying factor in assessing needs. Considering what Clinton residents perceive as the need, it may not be prudent for Clinton to strive to achieve a ratio of recreation facilities that is always consistent with NRPA standards. Rather, it is recommended that a diversity of recreation facilities and programs be provided to meet not only existing needs, but also anticipated needs as population characteristics and interests change.



## 2.05 IMPLEMENTATION CONSIDERATIONS

Recommendations for new facilities are broad and general, and as previously stated cover a range of activities and interests including young children, youth, adults, and senior citizens and special populations. The cost of new facilities is generally assumed to be part of the cost of parks included in the Chapter 1 of this Plan.

1. New Parks: Whenever new parks are planned, a theme for the park is necessary to determine the facilities, if any, to be included in the plan. Until the exact needs are determined, flexibility of design should be the main consideration. Whenever a park is being designed to add specific facilities that currently exist in other parks a thorough evaluation of existing facilities should be accomplished to determine the need.



2. Recreation Center:

a. Prior to any attempts to design a facility the City should gather a citizens action group to determine the specific needs and desires of the citizens of the City that should be designed into the Center. This group should also consider means of funding, to include bonding with the likelihood for increased property tax.

b. Due to both their high cost, and the lackluster response from survey participants regarding the issue, the City is discouraged from independently developing a recreational water complex. However, ordinances could be modified to allow private development to do so.





# TRAILS

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## 3.01 INTRODUCTION

The City of Clinton trails plan was developed to provide the basis for a network of facilities through the city. As a second priority, the plan suggests links to future trails of the adjacent jurisdictions to obtain the most regional trails connectivity for its citizens. The analysis took into account the Wasatch Front Regional Council (WFRC) Trails Plan, Davis County Trails Plan and the Utah Transit Authority Trails Plan.

## 3.02 TYPES OF TRAILS

Trails can be categorized by function, or by form; the trails referred to in this Plan encompass the following.

1. Class I or Bike Path, a pathway separated from other traffic, generally of a hard surface, paved or concrete; frequently used by both bicyclists and pedestrians.
2. Class II or Bike Lane, a striped lane adjacent to the curb on a roadway; for use by bicyclists only, and tended to be used more for commuting than recreation.



3. Class III or Bike Route, an existing street that is signed for on-street bicycle use; used to access local facilities, parks, shopping areas, etc., and to connect to other trails.

4. Multi-use trails with a similar form and usage as a Class I bike path.

5. The Clinton City park system performs several important functions within the City. Its most basic function is to provide recreational opportunities for local residents by offering a diversity of experiences and park amenities that include developed facilities as well as open space areas. An efficient and useful park system can also help protect sensitive environmental resources such as wetlands, floodplains, wildlife and habitat, and becomes an important image feature for the community. Clinton City highly values park and open spaces.

6. The Parks, Recreation and Trails Element includes consideration of existing and proposed park lands, recreation programs and facilities, urban trails. Each component of the Element is discussed separately, along with specific recommendations for further work and implementation.



### 3.03 EXISTING TRAILS FACILITIES

Trails are intended for recreation and to allow citizens to access commercial areas and points of interest either by walking or bicycle. Clinton City has started a trail system based upon corridors that serve other uses that can easily be doubled as a trail. Trails within Clinton City are limited in their scope, however they constitute a strong backbone from which to expand the system.

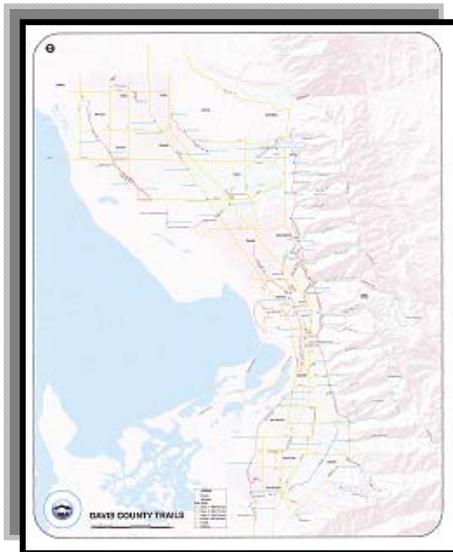
1. 2050 Trail: The 2050 Trail parallels the 2050 North Storm Channel and runs for a mile from 2000 West to 3000 West. The trail is 12-foot wide asphalt on the south side of the Channel and only crosses one street, 2475 West. The trail has several bridges over the Channel that





connects the subdivisions on the north side of the Channel to the trail. This trail is used by residents for recreation and exercise and is a safe pathway for children to walk to West Clinton Elementary.

2. Powerline Park Trail: The Powerline Park Trail parallels the Rocky Mountain Power Corridor and runs for a half mile from 1300 North to 1800 North. The trail is 12-foot wide asphalt and connects to the walking path in Powerline Park. This is a part of the Rocky Mountain Power ROW Trail.



3. Kendall/Dawson Trail: This trail extends through Kendall and Dawson Subdivisions paralleling the Rocky Mountain Power Corridor. The trail extends for 600 feet crossing both 1950 and 2050 North at approximately 1675 West. This is a part of the Rocky Mountain Power ROW Trail, part of the Wasatch Front Regional Council Trails Master Plan and the Davis County Trails Master Plan.

4. Denver Rio Grand Western RR Trail (Rail Trail): This trail is a joint venture with UTA. The overall trail connects several cities and totals 27 miles.

5. Walking Paths: Walking Paths have been constructed at Meadows Park, Powerline Park, and at Pond Park. These paths are established for jogging, walking, skating and bicycle riding.

### 3.04 NEEDS ASSESSMENT

As part of this Plan, an assessment of the need for trails was undertaken. Survey participants overwhelmingly favored bicycle and walking trails over other forms of outdoor recreation.

These high rankings related to trails, paths, bike paths and their development indicates the desire of residents to have these amenities within their neighborhood environ. The high use of the existing facilities by the citizenry indicates the



desire for continued adequate trail and path amenities.

### 3.05 PROGRAMED ACQUISITIONS

At the time of the creation of this Plan Clinton City is in the process of or soon anticipating acquisition of or obtaining access to additional properties for trail and path development.

1. Layton Canal: The Layton Canal is operated by Weber Basin Water and owned by the Bureau of Reclamation. Located on the west end of town the canal can be used to connect Pond Park, the 2050 Trail, and Kestrel Park. Development of this trail would include a 10-foot asphalt trail on the easterly side and a bridge at the junction with Clinton Creek. The bridge would allow extension of the Creek trail to the west. This trail could be extended along the canal into Roy City to the north and West Point City to the south.

2. 2050 Trail: Currently developed between 2000 West and 3000 West along 2050 drainage canal, the plan is to continue the Trail to the west to join with the Layton Canal Trail and beyond into the annexation area of the City. Current plans are to shift the asphalt path to the north side of the creek on the west side of 3000 West because further to the west the creek divides Clinton and West Point with Clinton on the North side. This trail could eventually be run further to the west and joined with the Pioneer Trail running north south along the lake front.

3. Powerline Trail: Eventually including the Kendall/Dawson Trail and Powerline Park Trail the Powerline Trail is on the Davis County Trails Master Plan Map as a major north south trail out of Weber County into Salt Lake County. The City recently acquired the property under the power line corridor in West Fairfield Park and will continue to ensure that development





under the corridor and adjacent to it includes development of the trail.

#### 4. Other Trails and Paths:

a. 800 North and 2300 North: Major corridors between Main Street to the east and West Point and Roy to the West these collector streets are ideal candidates for a bike path.

b. 2050 North Path: This path follows the line of the Clinton Creek Trail to the east across 2000 West. This path extends up the south side of the Civic Center development and continuation along 2050 North needs to be planned between 1500 West and 1000 West. This connection to the Rail Trail will greatly enhance the overall trail system connecting the Rail Trail with Powerline Trail and the Layton Canal Trail. A streetscape design for the stretch that parallels 2050 North Street will need to be developed to create a 10-foot wide walking area.



5. Walking Paths: Walking Paths are programmed for development in Kestrel Park, West Fairfield Park, and will be a consideration in other parks as they are developed.

### 3.06 DEVELOPMENT STRATEGY

Trail development will be based on opportunism and the progression of events that make trail development favorable. Development will be initiated as funding becomes available, as agreements for right-of-way and land acquisitions are consummated. A favorable environment for development of these trails will exist when these resources are made available and as joint efforts are made between adjoining cities and other government agencies.

### 3.07 TRAIL CLASSIFICATIONS

Rather than develop our own trail classification system the American Association of State Highway and Transportation Officials (AASHTO) have produced a trail classification system that is sufficient to classify trails if that becomes necessary. Most trails described in this plan have right-of-ways that are separate and distinct from any roadway or other transportation system. Those that share a right-of-way with another transportation method are obvious.

### 3.08 COST

The cost of existing improvements and proposed improvements are contained in Chapter 4, Park Inventory. The cost of trails is difficult to anticipate, however based upon the recent construction bid the average cost of improvements within the city for the actual trail average \$350,000.00 per mile. This does not include the cost of land acquisition.



# PIONEER PARK

## INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 0.17 Acres	1. Area (0.17 acres) was an unusable portion of a subdivision. The developer donated the land to the city for improvement as a neighborhood park. Additionally, a portion of the Davis County Storm Channel is included.	\$30,000.00	1996
Landscape Improvements	1. 0.17 acres landscaping	\$7,000.00	1999
	2. Perimeter fencing, chain link, 353 l.f. with mowstrip	\$4,500.00	1999
	3. Landscape trees (5)		
	4. Trees	\$1,000.00	1999
	5. Half Basketball Court	\$400.00	2003
		\$8,000.00	2005
Street Improvements	1. Sidewalk, 193 l.f.	\$1,740.00	1999
	2. Curb, Gutter, and Sidewalk, 193 l.f.	\$1,930.00	1999
TOTAL IMPROVEMENTS		\$54,570.00	



# CLINTON POND PARK INVENTORY

**February 12, 2014**

Facility	Description	Value	Year
Land Purchase 6.93 Acres	1. Purchased from developer of subdivision adjacent to project. Land purchased with storm drain impact fees; a secondary use of the area will be detention.	\$228,719.00	2000
Lot 71 Newberry	2. Purchased to expand the park, 22,453 sq. ft. park impact fees uses.	\$55,102.00	2003
Buildings			
Playground Equipment	1. Benches (3)	\$3,405.06	2005
Landscape Improvements	1. Pond engineering, ½ park ½ storm drain	\$7,325.75	2003
	2. Pond construction	\$29,797.00	2003
	3. Sprinkler system	\$57,505.00	2003
	4. Trees	\$11,410.00	2003
	5. Rocks	\$800.00	2003
	6. Landscaping (hydroseed & sod)	\$17,000.00	2004
	7. Trees	\$7,000.00	2004
	8. Vegetation near pond	\$4,000.00	2013
Parking Area Improvements	1. Curb & gutter with Old Kent 1	\$33,095.52	2002
	2. Curb, gutter & parking with Old Kent 2	\$22,762.20	2004
		\$1,078.25	2005
	3. Gravel parking west end	\$2,500.00	2009
	4. Fence	\$7,500.00	2009
	5. Street Lights (3)		
Other Improvements	1. Walking path	\$20,590.00	2003
	2. Sidewalks to path	\$2,200.00	2004
	3. Fish Dump/Boat Ramp	\$2,500.00	2004
	4. Garbage Cans (6)	\$2,262.75	2005
	5. Pond Aerators	\$4,500.00	2009
	6. Sign	\$2,500.00	2009
City Participation			

# POND PARK



# VETERANS PARK



# VETERANS PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land 2.13 Acres	Area is adjacent to Clinton Elementary School increasing the effective area of the park. The school district recently purchased the corner lot on 1000 W 1800 N to increase parking. In cooperation with the district the city installed CG&S. The increased parking will be advantageous to the park.	\$80,000.00	
Buildings	Restroom (size 3)	\$80,000.00	
Ball Fields	1. One seniors ball diamond with dugouts constructed by the city on school property. 2. Bleacher (1 each)	\$13,000.00 \$5,000	1999
Boweries	1. Large 40' x 60' 2. Small 8' x 6' (3 each)	\$90,000.00 \$6,000.00	
Playground Equipment	Playground equipment is located in the schoolyard.		
Landscape Improvements	1. 2 acres of landscaping. 2. Perimeter fence, 230 l.f. 6' chain link.	\$50,000.00 \$1,900.00	
Street Improvements	1. Improvements to corner of 1000 W 1800 N. 460 l.f. CG&S \$ storm drain. 2. Park frontage, 350 l.f. CG&S.	\$10,750.00 \$6,650.00	
Other Improvements	1. Drinking fountains (1) 2. Picnic Tables, 8' (18) 3. Lights	\$1,000.00 \$9,000.00 \$3,000.00	2003
City Participation	1. School Parking Lot, Demolition of old house 2. School Parking Lot, City Participation	\$12,000.00 \$38,000.00	2005
City Improvement	1. Park Sign 2. Memorial	\$2,500.00 \$7,000.00	2009 2013
<b>TOTAL IMPROVEMENTS</b>		<b>\$415,800.00</b>	

# WEST FAIRFIELD PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 4.002 Acres	1. Lot 32 West Fairfield #2 (purchase)	\$55,000.00	2005
	2. Parcels A, B, C, and D (value)	\$192,840.00	2005
Buildings			
Playground Equipment			
Landscape Improvements	1. Secondary water main	\$1,500.00	2009
Parking Area Improvements			
Other Improvements	2. Utility Laterals	\$1,984.00	2005
City Participation	1. Neighborhood garden plot improvements	\$2,500.00	2009
TOTAL IMPROVEMENTS		\$253,824.00	



# MEADOWS PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 13.65 Acres	1. Clinton City owns 9.56 acres, the remaining belonging to Sunset City. The park has a detention area that serves both Sunset and Clinton. Clinton City maintains and has improved the entire site as a park.	\$382,400.00 Clinton City land \$162,400.00 Sunset City land	
Buildings	1. Restroom (size 3)	80,000.00	
Ball Fields	1. One senior's ball diamond with dugouts. 2. One little league field. 3. Bleachers (1 each)	\$13,000.00 \$10,000.00 \$5,000.00	1998 1999 1998
Boweries	1. Large 40' x 60' 2. Family 10' x 10' (2 each) 3. Small 8' x 6' (2 each)	\$90,000.00 \$10,000.00 \$4,000.00	1997 2000
Tennis Courts	Double Court	\$30,000.00	
Basketball Courts	6 hoop court	\$30,000.00	1998
Volleyball Courts	Double court	\$15,000.00	1998
Playground Equipment	Tot Lot	\$39,500.00	1998
Walking Track	1. 0.5 mile track. 2. Streetlights on track (11 each) 3. Benches (5 each) 4. Streetlights (2300N & Playground) (3 each)	\$23,000.00 \$16,000.00 \$1,500.00 \$4,000.00	1999 1998 2003
Landscape Improvements	1. 9.6 acres landscaping. 2. Perimeter fence, w/o mow strip. 3. Sidewalk and landscaping north end	\$240,000.00 \$15,000.00 \$5,000.00	2003
Parking Area Improvements	1. Parking lot 2. Vinyl fence	\$51,500.00 \$700.00	2000
Other Improvements	1. Picnic tables 8' (8 each)	\$4,000.00	1997

	2. Picnic tables 16' (6 each)	\$5,000.00	1997
	3. Soccer goals (2 each)	\$2,000.00	1999
	4. Picnic tables 8' (2 each)	\$1,000.00	2002
	5. Picnic tables 4' x 4' (2 each)	\$1,200.00	2003
	6. Drinking fountain (free standing) (2 each)	\$2,800.00	2003
	7. Sign	\$3,000.00	2009
	8. 2550 North improvements	\$6,000.00	2013
	9. Improvements to detention area	\$5,500.00	2013
TOTAL IMPROVEMENTS		\$1,258,500.00	



# HERITAGE PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 4.95 Acres	1. Purchased from developer of subdivision adjacent to the project. Land purchased with Park Impact Fees. No other use, other than as a park is anticipated.	\$179,498.00	2000
Buildings	1. Boweries 2. Restrooms	\$93,743.52 \$175,000.00	2005 2007
Playground Equipment	1. Playground 2. Benches	\$32,027.28 \$12,086.01	2005 2005
Landscape Improvements	1. Perimeter fencing, vinyl, 460 l.f. w/mow strip 2. Engineering, grading plan 3. Sprinkler main 4. Drainage 5. Earthwork 6. Landscaping 7. Sprinklers 8. Landscape, Grading & Sod 9. Trees & Beds 10. Street Lights (12) 11. Water Feature 12. Sign 13. Landscaping	\$11,500.00 \$5,503.75 \$10,352.00 \$5,604.00 \$2,884.00 \$1,430.00 \$12,000.00 \$35,633.17 \$11,164.68 \$30,000.00 \$20,000.00 \$2,000.00 \$5,000.00	2000 2002/3/4 2002 2003 2003 2003 2004 2005 2005 2008 2008 2009 2013
Street Improvements	1. Curb, Gutter, and Sidewalk, 560 l.f. 2. Street and parking lot engineering 3. Street and parking lot 4. Sidewalk 5. Sidewalk 6. Lighting Conduit	\$5,600.00 \$49,059.00 \$53,639.96 \$12,726.00 \$7,000.00 3,000.00	2000 2002/3 2002 2003 2004 2004
Other Improvements	1. Sewer connection with manhole 2. Secondary water connection 3. Culinary water connection 4. Storm drain connection 5. Power to property 6. Sewer main 7. Tables (13) 8. Garbage Cans (8) 9. Drinking Fountains (3)	\$4,000.00 \$3,000.00 \$800.00 \$4,500.00 \$4,100.00 \$1,892.00 \$6599.16 \$2688.00 \$6,085.00	2000 2001 2000 2001 2001 2003 2005 2005 2005

City Participation	<ol style="list-style-type: none"> <li>1. Labor</li> <li>2. Labor</li> <li>3. Labor</li> <li>4. Labor</li> <li>5. Labor</li> </ol>	<p style="text-align: right;">\$20,381.59</p> <p style="text-align: right;">\$12,650.00</p> <p style="text-align: right;">\$23,500.00</p> <p style="text-align: right;">\$1,000.00</p> <p style="text-align: right;">\$2,300.00</p>	<p style="text-align: right;">2004</p> <p style="text-align: right;">2007</p> <p style="text-align: right;">2008</p> <p style="text-align: right;">2009</p> <p style="text-align: right;">2013</p>
<b>TOTAL IMPROVEMENTS</b>		<b>\$869,947.12</b>	



# POWERLINE PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 12.54 Acres	1. Property is part of a 20 year lease from Utah Power and Light @ \$1,000.00/year. The park contains a detention basin that serves a dual purpose as soccer fields and T-ball fields. 2.6 acres are part of a trail that will extend to 1300 North.	\$376,200.00 If purchased by the City	1997
Ball Fields	1. T-ball backstops, portable (6) 2. Soccer Goals (5 sets)	\$3,000.00 \$3,000.00	2000 2002
BMX Track and Skate Park	1. BMX Track, Labor 2. Skate Park (60' x 100')	\$4,000.00 \$45,000.00	1999 2002
Walking Track	1. Around detention 10' wide 2. To 1300 North	\$30,000.00 \$23,632.00	1998 2003
Landscape Improvements	1. 7.9 acres landscaped 2. Vinyl fencing 3. Fencing, 6' chain link with mow strip 4. Vinyl fencing 5. Swale, walkway & street engineering 6. 1750 West swale development 7. Swale sprinkler 8. Swale hydro-seed 9. Swale mow strip 10. 1300 North street improvements 11. Modifications to storm drain spillway 12. Big toy	\$197,500.00 \$1,400.00 \$34,700.00 \$2,400.00 \$32,753.75 \$24,998.00 \$31,264.21 \$3,585.00 \$2,072.00 \$36,748.50 \$3,000.00 \$20,000.00	1999 2000 1999 2003 2002/3 2003 2003 2003 2003 2003 2003 2006
Parking Area Improvements	1. 0.67 acres parking lot	\$35,840.00	2000

Other Improvements	<ol style="list-style-type: none"> <li>1. Water fountain</li> <li>2. Benches and tables</li> <li>3. Doggie bag stations</li> <li>4. Trashcans</li> <li>5. Sign</li> </ol>	<p>\$1,200.00</p> <p>\$4,000.00</p> <p>\$2,800.00</p> <p>\$500.00</p> <p>\$2,500.00</p>	<p>2001</p> <p>2003</p> <p>2006</p> <p>2006</p> <p>2009</p>
City Participation	<ol style="list-style-type: none"> <li>1. Labor, Swale</li> </ol>	\$2,900.00	2004
TOTAL IMPROVEMENTS		\$924,993.46	



# KESTREL PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 4.95 Acres	Purchased from developer of subdivision adjacent to the project. Land Purchased with storm drain impact fees; a secondary use of the area will be detention.	\$117,000.00	2000
Landscape Improvements	<ol style="list-style-type: none"> <li>1. Perimeter fencing, chain link, 970 l.f. no mowstrip.</li> <li>2. Non-specific grading</li> <li>3. Sprinkler system</li> <li>4. Walking path</li> <li>5. Hydroseed</li> <li>6. Trees</li> </ol>	<p style="text-align: right;">\$7,760.00</p> <p style="text-align: right;">\$5,000.00</p> <p style="text-align: right;">\$20,000.00</p> <p style="text-align: right;">\$25,000.00</p> <p style="text-align: right;">\$12,000.00</p> <p style="text-align: right;">\$2,500.00</p>	<p style="text-align: center;">2000</p> <p style="text-align: center;">2003</p> <p style="text-align: center;">2007</p> <p style="text-align: center;">2007</p> <p style="text-align: center;">2007</p> <p style="text-align: center;">2007</p>
Street Improvements	<ol style="list-style-type: none"> <li>1. 3420 West improvements. Installed by developer of adjacent subdivision as part of a payback agreement.</li> <li>2. 1800 North improvements. Installed by developer of adjacent subdivision as part of a payback agreement.</li> <li>3. Parking Lot</li> </ol>	<p style="text-align: right;">\$26,488.56</p> <p style="text-align: right;">\$28,917.50</p> <p style="text-align: right;">\$135,000.00</p>	<p style="text-align: center;">2001</p> <p style="text-align: center;">2001</p> <p style="text-align: center;">2010</p>
Other Improvements	<ol style="list-style-type: none"> <li>1. Sewer connection</li> <li>2. Culinary water connection.</li> <li>3. Secondary water connection. (Above connections were installed by subdivider's contractor with city reimbursement, city provided material.)</li> <li>4. Drain improvements</li> <li>5. Sign</li> <li>6. Sand volleyball</li> <li>7. Playground boarder</li> <li>8. Big Toy</li> </ol>	<p style="text-align: right;">\$900.00</p> <p style="text-align: right;">\$1,000.00</p> <p style="text-align: right;">\$1,250.00</p> <p style="text-align: right;">\$4,500.00</p> <p style="text-align: right;">\$2,500.00</p> <p style="text-align: right;">\$15,000.00</p> <p style="text-align: right;">\$15,000.00</p> <p style="text-align: right;">\$15,000.00</p>	<p style="text-align: center;">2000</p> <p style="text-align: center;">2000</p> <p style="text-align: center;">2000</p> <p style="text-align: center;">2007</p> <p style="text-align: center;">2009</p> <p style="text-align: center;">2010</p> <p style="text-align: center;">2010</p> <p style="text-align: center;">2010</p>
<b>TOTAL IMPROVEMENTS</b>		<b>\$434,816.06</b>	



# WEST CLINTON SPORTS PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 5.90 Acres	Purchased from the School District. 1. Developed in conjunction with school property for maximum utilization of the entire property. No other use, other than a park is anticipated.	\$147,475.00	2000
Buildings	1. Architect costs 2. Engineering costs 3. Ballfield Complex 4. Shed	\$2,730.00 \$775.00 \$245,000.00 \$15,000.00	2002 2002 2003 2002
Ball Fields	1. Ballfield development 2. Bleachers (12) 3. Ballfield Development	\$126,883.00 \$18,816.00 \$2,160.04	2002/3 2003 2005
Boweries	1. 20 x 40 2. Tables (8)	\$50,000.00 \$6,400.00	2005 2006
Playground Equipment	1. Playground	\$44,782.00	2002
Landscape Improvements	1. Grading engineering 2. Sprinkler System 3. Trees & plants	\$12,000.00 \$43,120.00 \$1,950.00	2002 2002/3 2005
Parking Area Improvements	1. Engineering 2. Parking lot construction 3. Parking lot striping	\$12,950.00 \$125,540.37 \$685.00	2002 2002 2005
Other Improvements	1. Storm drain line, 400 l.f. 2. Benches, fountains, tables 3. Lights (7) 4. Scoreboards 5. Benches 6. Sign	\$4,000.00 \$15,152.00 \$14,700.00 \$20,000.00 \$2,139.00 \$2,500.00	2001 2003 2003 2004 2005 2009
City Participation	1. Labor	\$24,227.00	2004
<b>TOTAL IMPROVEMENTS</b>		<b>\$914,757.41</b>	

# WEST CLINTON SPORTS PARK



# CLINTON CITY PARK INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 57.00 Acres	1. Property, 57 acres	\$2,476,414.11	2005
	2. 13 shares DWCC water, \$20,000 / share.	\$260,000.00	2005
		\$173,000.00	2006
	3. Property, corner house	\$12,500.00	2006
	4. County parcel, 6,928 sq.ft.	\$175,000.00	2008
	5. Property, 2300 N house		
Development	1. Grading, infrastructure, frontage streets, water, sewer, storm drain mains, sprinkler system.	\$6,141,551.00	2008
Buildings	1. Recreation center	\$1,022,142.90	2007
	2. Restrooms (2)	\$418,627.00	2008
	3. Storage Buildings (3)	\$138,459.00	2008
	4. Score keeper building	\$867,846.00	2008
	5. Storage Building electrical	\$47,393.00	2007
Ball Fields	1. 4 field complex	\$150,000.00	2007
	2. Musco ball field lights	\$267,500.00	2007
	3. Backstops (6)	\$54,258.00	2007
	4. Fencing and dugouts	\$70,512.00	2007
Boweries	1. Large size (2)	\$114,872.00	2007
	2. Picnic tables 8' (9)	\$10,000.00	2007
	3. Electrical	\$17,688.00	2007
Tennis Courts	1. Double court	\$122,000.00	2007
	2. Electrical	\$4,400.00	2007
Basketball Courts	1. 4 hoop court	\$68,630.00	2007
	2. Electrical	\$5,200.00	2007
Volleyball Courts	1. Single court	\$7,500.00	2008
	2. Sand	\$4,200.00	2008
Playground Equipment	1. Swing set	\$5,335.00	2007

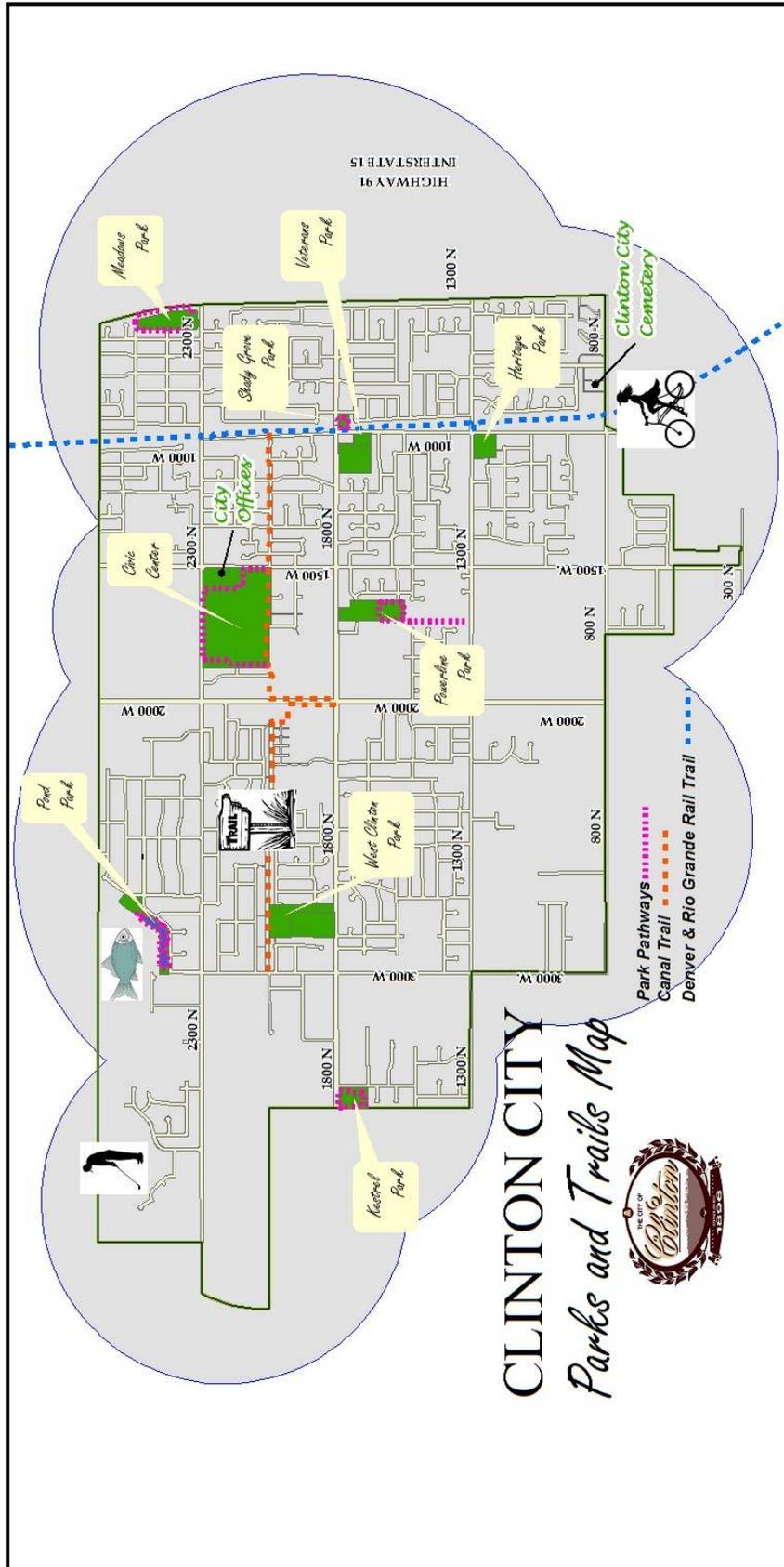
	<ul style="list-style-type: none"> <li>2. Tot lot, large</li> <li>3. Benches (3)</li> <li>4. Diggers (2)</li> <li>5. Tot Lot Netting</li> </ul>	<ul style="list-style-type: none"> <li>\$35,000.00</li> <li>\$1,500.00</li> <li>1,114.57</li> <li>2,060.00</li> </ul>	<ul style="list-style-type: none"> <li>2007</li> <li>2007</li> <li>2007</li> <li>2007</li> </ul>
Landscape Improvements	<ul style="list-style-type: none"> <li>1. Landscaping, 25 acres</li> <li>2. Trees</li> </ul>	<ul style="list-style-type: none"> <li>\$625,000.00</li> <li>\$40,835.00</li> </ul>	<ul style="list-style-type: none"> <li>2002</li> <li>2003</li> </ul>
Parking Area Improvements	<ul style="list-style-type: none"> <li>1. Roadways and parking</li> <li>2. Sealcoat</li> </ul>	<ul style="list-style-type: none"> <li>\$804,797.50</li> <li>\$0.00</li> </ul>	<ul style="list-style-type: none"> <li>2006</li> <li>2003</li> </ul>
Other Improvements	<ul style="list-style-type: none"> <li>1. Clock tower</li> </ul>	<ul style="list-style-type: none"> <li>\$50,000.00</li> </ul>	<ul style="list-style-type: none"> <li>2008</li> </ul>
TOTAL IMPROVEMENTS		\$14,195,335.08	



# TRAILS INVENTORY

February 12, 2014

Facility	Description	Value	Year
Land Purchase 9.208 Acres	Property is part of the Davis County Storm Drain System. Through agreement with the County the City has access to and permission to develop the property as a trail.	\$276,240.00 If purchased by the City	1998
12.12 Acres	Denver Rio Grand Western Historic Trail. Through agreement with the UTA the City has access to and permission to develop the property as a trail.	\$787,800.00 If purchased by the City	2006
Paved Trail	1. 4,871 l.f. between 3000 West and 2000 West 2. 10,440 l.f. from Roy boarder to Clearfield Boarder	\$57,000.00 \$232,588.00	2000 2006
Unpaved Trail	1. Improvements in D&RGW RR ROW	\$99,300.00	2005
Landscaping	1. D&RG Landscape & Sprinkler 2300 N 2. D&RG Landscape & Sprinklers 2050 N	\$14,000.00 \$14,000.00	2010 2011
Concrete Walkway	1. 2475 West Crossing	\$900.00	2000
Other Improvements	1. Fence and gates 2. Fence and gates 3. Bridges over Clinton Creek 4. Utilities stubbed into D&RG RR ROW 5. D&RG Doggie bag stations 6. D&RG Sign 7. D&RG Benches	\$900.00 \$10,000.00 \$24,000.00 \$13,400.95 \$3,200.00 \$1,000.00 \$1,500.00	2000 2005 2005 2005 2009 2010 2010
TOTAL IMPROVEMENTS		\$1,535,828.95	





# STORM DRAIN MASTER PLAN 2013 UPDATE

## INTRODUCTION

In September of 2005, Clinton City adopted by resolution the Clinton City Storm Drain Master Plan. This Plan contains goals, objectives and policy guidelines as well as an overview of the strategies the City intends to accomplish to meet the needs of growth. The Plan outlines the capital goals needed to meet the needs as the City grows and expands and to assist in the development of the storm drain impact fees. The Plan establishes the drainage plan throughout the city, as well as the needs and demands that will be placed upon the City by continued growth.

The Plan has been reviewed as part of the development of this General Plan and remains a valid document in its projections and conclusions. The plan depends heavily upon the requirement that non-single family development be required to detain the storm flow from these properties in order to reduce the impact upon the designed system.

## SIGNIFICANT PROJECTS ACCOMPLISHED SINCE PLAN ADOPTION

2000 West, 1300 North to 2300 North. As part of the Surface Transportation Plan (STP) that the City sponsored, which resulted in the widening 2000 West (SR-108), the storm water plan for this significant surface area was evaluated and the mains within the project area were upsized to deal with the anticipated long range flows. This improvement precludes the need to change the infrastructure as SR-108 is widened to its full width.

800 North, 1000 West to 2000 West. While accomplishing the STP project in 800 North from 1000 West to 2000 West the City installed a drainage system in order to deal with the increased run-off from the area. At present this run-off is diverted into the West Point City System until the main is continued west down 800 North to the yet to be constructed detention area planned for development in the area of 2600 West. The project significantly improved the ability to service the south portion of the City.

2800 West and 2900 West south of 1800 North. These two streets and the cross streets connecting them were reconstructed utilizing Community Development Block Grant funds from the 2009 and 2011 grant cycles. Storm water mains were included in these projects to facilitate draining the subdivisions around the project, as well as the undeveloped lands to the south.

1500 West and 2600 North: As part of the Clinton Homestead development the City participated in improvements to the system in 1500 West and through the fields to the west along what would be 2600 North. This system connected with the north main along the Clinton/Roy border extending west to Clinton Pond Park. This main trunk line is a significant completion to the overall system and the City's ability to drain the north end of the city.

Kestrel Park Detention. As has always been the practice of the City, the combined use of land as parks and detention area has continued with the development of Kestrel Park at 3450 West 1800 North. This detention area services the extreme westerly end of the City and serves to delay flows into the Davis County Storm Channel.

#### FUTURE PROJECTS

The City fully intends to continue following the Plan and does not see any deficiencies within the plan.

1300 West Detention Pond. This pond is a necessary addition to the system at this time. The pipes in the area the pond is intended to serve are at design capacity, which means any additional development of the lands in the drainage zone is not possible until this pond is developed and functional. The City is in contact with property owners of potential sites for this pond and it is anticipated that land acquisition will occur in 2013. Design and construction of the pond itself will follow as funds are available.

#### MAINTENANCE

Storm drain system maintenance is routinely associated with the cleaning of the system, maintaining surface structures and detention structures. Maintenance costs are greatly influenced by the Federal Clean Water Act which requires the City to maintain a Storm Water Pollution Management Plan which requires the City to take steps to continually improve the quality of the discharge water from the City system. The requirements established by the EPA are constantly changing and thus the costs of maintaining the system are continually going up. There is no telling where these requirements will end, at present it is not a requirement to test run-off waters for quality; however it is anticipated that in the future cities will be required to test for quality and take steps to reduce the pollutants in the run-off. The cost of the improvements needed to meet these requirements can not be anticipated; however they will need to be covered by the users of the system.

#### SCHEDULING

Public Works maintains records of maintenance on the system and routinely cleans detention areas, curb inlet boxes, and other areas where sediment and pollutants may collect in the system.

#### FUNDING

The storm water system is funded as an enterprise fund operating separate from the General Fund. Funding sources for the storm water system come from fees assessed to the users of the system and from impact fees which are associated with growth needs. Routine maintenance is funded through the annual budgeting process and capital improvements are funded utilizing reserve funds developed within the enterprise fund.

# **SANITARY SEWER MASTER PLAN 2013 UPDATE**

## INTRODUCTION

In 2000, Clinton City adopted by resolution the Clinton City Sanitary Sewer Master Plan. This Plan contains an overall evaluation of the City system and determined that the existing infrastructure, at the time of the evaluation, was satisfactory for the future needs of the City. The significance of this finding is that no capital improvements will be necessary to facilitate future growth. Because of this, the City does not assess a sanitary sewer impact fee on new development which decreases the cost of developing within the City.

The Plan has been reviewed as part of the development of this General Plan and remains a valid document in its evaluation and conclusions. The plan depends heavily upon the long range plan for development within the various drainage areas of the City and any changes to the density of development may result in the necessity of reopening this plan.

The City has created a Sanitary Sewer Special Service District (SSSSD) which serves the western portion of the city commonly referred to as Cranefield Subdivision. This area is serviced by a single lift station that pumps waste into the district main close to the area. The operation of this District is funded by a separate enterprise fund from the City Sanitary Sewer Enterprise Fund.

## SIGNIFICANT PROJECTS ACCOMPLISHED SINCE PLAN ADOPTION

In 2007, the Cranefield Subdivision lift station was constructed and the SSSSD was created, which allowed the area west of the North Davis Sewer District trunk line to be developed and serviced. The creation of the District allowed the area being serviced to be independent of the City system and the residents of the City to be free of paying for the lift station which does not serve them. The design of the station is such that the District will be able to service the area west of the pump station as far as 4500 West which is the limit of possible annexation for the city according to the findings of this General Plan.

## FUTURE PROJECTS

The City fully intends to continue following the Plan and does not see any design deficiencies within the plan.

The Plan does outline a few areas of the system that will be deficient at build out, however these areas are in sections of the City that have not yet developed. Improvements

associated with these areas should be continually evaluated for project timing to ensure new roadways are not constructed over necessary improvements or development allowed without these areas being improved. Funding for these projects will be from the enterprise fund and reserves will need to be developed to cover the cost of these improvements.

Expansion of the SSSSD will only occur with future development. If there is development to the west outside of the existing proposed Cranefeld development, there will probably be a need for upsizing the outfall, pressurized, main.

## MAINTENANCE

The Sanitary Sewer is a high maintenance item requiring regular routine maintenance in order to ensure that the pipes stay clear and backups do not occur. Plugged sewer mains are costly to the city due to the amount of extensive and expensive damage they can cause to a dwelling. The sewer system is inspected by camera and flushed by power flushing routinely to ensure backups do not occur. Regular inspection of commercial grease traps to ensure grease does not get into the system is a function of the maintenance schedule. Maintenance costs are part of the enterprise fund; funding is obtained through fees assessed against the users of the system and is a part of the annual budget.

SSSSD Systems are maintained by the City under contract from the District Board.

## SCHEDULING

Public Works maintains records of maintenance on the system and routinely cleans sections of the system on an annual basis.

## FUNDING

The sanitary sewer system is funded as an enterprise fund operating separate from the General Fund. Funding sources for the sanitary sewer system come from fees assessed to the users of the system. Impact fees are not assessed for the sanitary sewer system. Routine maintenance is funded through the annual budgeting process and capital improvements are funded utilizing reserve funds developed within the enterprise fund.

The SSSSD is a separate enterprise fund managed by the City under contract from the SSSSD. The District collects funds from the users within the District and funds operate independently of the City system. The District contracts with the City to maintain the District systems to include the lift station. The City reports annually to the District Board, during the budgeting cycle, the status of the District systems and costs associated with the operation of the Systems.

