HONEYVILLE CITY PLANNING COMMISSION
MEETING NOTICE & AGENDA

Notice is hereby given that the **Regular Meeting** of the **Honeyville City Planning Commission** will be held on **Wednesday June 28, 2023** at 7:00 p.m., in the Honeyville City Hall, 2635 West 6980 North, Honeyville, UT 84314. Interested citizens are invited to attend.

Call to Order - Kenny Funk

Invocation & Pledge of Allegiance - Kenny Funk

Conflict of Interest, if any:

Public Comment Period: Comments will be listened to with no action taken. Items needing action will be placed on next month's agenda by request. Individuals will be given 5 minutes to comment.

Zoning Administrator Report - Codey Illum:

A. Zoning Admin Report:

Public Hearing - Amending Honeyville City's Land Use Code, Specifically Chapter 11: Residential Zones and Chapter 10: Agricultural Zones:

A. Open Public Hearing:
B. Close Public Hearing:
C. Action Item: Amending Honeyville City's Land Use Code, Specifically Chapter 11: Residential Zones and Chapter 10: Agricultural Zones:

Public Hearing - Adopt Honeyville City's Trails Plan

A. Open Public Hearing:
B. Close Public Hearing:
C. Action Item: Adopt Honeyville City's Trails Plan

Action Items:

A. Road Vacation Application - Shaw, Honeyville LLC, Ravenberg, Munns
B. Concept & Prelim Application - Cody Tolman
C. ADU & Guesthouse Guidelines
D. Defining Structure/Fence/Corral
E. Approval of Minutes: 05/24/23

Discussion Items:

Agenda Items for Next Month:

ADJOURNMENT

Posted on honeyvillecity.org, Utah Public Notice Website, at City Hall and at the Honeyville City Post Office: 06/27/23

HONEYVILLE CITY

NOTICE OF INTENT TO AMEND THE CITY'S LAND USE CODE, SPECIFICALLY, CHAPTER 11: RESIDENTIAL ZONES AND CHAPTER 10: AGRICULTURAL ZONES.

Honeyville City, located in Box Elder County, Utah intends to amend the City's land use code Chapter 11: Residential Zones and Chapter 10: Agricultural Zones. **NOTICE IS HEREBY GIVEN OF A PUBLIC HEARING BEING HELD DURING THE HONEYVILLE CITY PLANNING COMMISSION MEETING ON WEDNESDAY, JUNE 28, 2023 AT 7:00 P.M.,** at Honeyville City Hall (2635 W. 6980 N.)

This Public Meeting will be held **IN-PERSON** at Honeyville City Hall. If you wish to make a Public Comment at this meeting please be in attendance at 7:00 p.m.

Copies of the proposed changes are available to preview at Honeyville City Hall.

Brittiny Chlarson

Brittiny Chlarson
Honeyville City Recorder
Posted this 15th day of June, 2023

ORDINANCE NO. 2023-05

AN ORDINANCE OF HONEYVILLE CITY, UTAH, AMENDING THE CITY'S LAND USE CODE, SPECIFICALLY, CHAPTER 11: RESIDENTIAL ZONES AND CHAPTER 10: AGRICULTURAL ZONES; AND PROVIDING THAT THIS ORDINANCE SHALL TAKE EFFECT IMMEDIATELY UPON ITS ADOPTION AND POSTING.

SECTION 1. Recitals

WHEREAS, the City Council of Honeyville City finds that Honeyville City (herein "City") is a municipal corporation duly organized and existing under the laws of the State of Utah; and,

WHEREAS, the City Council of Honeyville finds that in conformance with the relevant provisions of UCA, the governing body of the City may pass any ordinance to regulate, require, prohibit, govern, control or supervise any activity, business, conduct or condition authorized by State law or any other provision of law; and,

WHEREAS, the City Council of Honeyville finds that certain exigencies of City governmental operations require that amendments be made from time to time to the Honeyville City Land Use Code; and,

WHEREAS, the City Council of Honeyville finds that a recommendation by the Honeyville Planning Commission has been made to amend portions of Chapter 11: Residential Zones and Chapter 10: Agricultural Zones of the City's Land Use Code; and,

WHEREAS, Honeyville City Planning Commission scheduled and held a public hearing on the proposed amendments to the Honeyville City Land Use Code and provided prior notice of the public hearing as required by the Utah State Code within the prescribed time as outlined in the Utah State Code; and

WHEREAS, after the public hearing was held and the general public was allowed to comment on the proposed amendments, the Honeyville City Planning Commission recommended amending Chapter 11: Residential Zones and Chapter 10: Agricultural Zones of the City's Land Use Code; and

WHEREAS, the City Council of Honeyville finds that all necessary requirements, public notices, and public hearings have been complied with to allow them to amend the City's Land Use Code; and,

WHEREAS, the City Council of Honeyville finds that the amendments to Chapter 11: Residential Zones and Chapter 10: Agricultural Zones of the City's Land Use Code as set forth below is in conformity with the City's General Plan; it is harmonious with the overall character of existing development in the vicinity; it will not adversely affect properties within the zones; and it will be in the best interest of and promote the health, safety and general welfare of the residents of the City of Honeyville,

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF HONEYVILLE AS FOLLOWS:

SECTION 1. Ordinance Amendments.

a. The current Honeyville City Land Use Code, **Chapter 11: Residential Zones** is hereby amended with the red-lined additional language and deletions for **Chapter 11: Residential Zones** that is attached to this ordinance as **Exhibit A.**
b. The current Honeyville City Land Use Code, **Chapter 10: Agricultural Zones** is hereby amended with the red-lined additional language and deletions for **Chapter 10: Agricultural Zones** that is attached to this ordinance as **Exhibit B.**

SECTION 2. Effective Date. This Ordinance shall take effect immediately upon its adoption, posting, and deposit with the City Recorder.

SECTION 3. Prior Ordinances. The body and substance of any and all prior Ordinances, together with their specific provisions, where not otherwise in conflict with this Ordinance, are hereby reaffirmed and readopted.

SECTION 4. Repealer of Conflicting Enactments. All orders and ordinances with respect to the changes herein enacted and adopted which have heretofore been adopted by the City, or parts thereof, which are in conflict with any of the provisions of this Ordinance, are, to the extent of such conflict, hereby repealed, except that this repeal shall not be construed to revive any act, order or resolution, or part thereof, heretofore repealed.

SECTION 5. Savings Clause. If any provision of this Ordinance shall be held or deemed to be or shall, in fact, be invalid, inoperative or unenforceable for any reason, such reason shall not have the effect of rendering any other provision or provisions hereof invalid, inoperative or unenforceable to any extent whatever, this Ordinance and the provisions of this Ordinance being deemed to be the separate independent and severable act of the City Council of Honeyville.

BE IT FURTHER ORDAINED that this Ordinance shall become effective on the ____ day of _____, 2023, and after publication or posting as required by law.

DATED this _____ day of _____, 2023.

HONEYVILLE CITY

by: _____
Mayor of Honeyville

Attested and recorded

_____
Recorder

EXHIBIT A

Red-lined additional language and deletions for Chapter 11: Residential Zones.

REDLINED VERSION

Chapter 11: RESIDENTIAL ZONES

10-11-1 : PURPOSE
10-11-2 : SCOPE
10-11-3 : USES ALLOWED
10-11-4 : DEVELOPMENT STANDARDS
10-11-5 : REGULATIONS OF GENERAL APPLICABILITY
10-11-6 : REGULATIONS FOR SPECIFIC USES
10-11-7 : SPECIAL REGULATIONS
10-11-8 : TABLES

10-11-1 : PURPOSE

Residential zones allow a wide range of residential land uses at various densities. These zones protect the stability of neighborhoods and encourage, collectively, diverse types of desirable new residential development and protect existing residential uses.

A. Rural Residential Zone: The purpose of the rural residential (RR) zone is to provide for and protect residential development in a semirural environment. The keeping of limited numbers of livestock and the raising of crops can be considered a normal activity in the rural residential zone.

B. Low Density Residential Zone: The purpose of the low density residential (R1) zone is to encourage, maintain and protect low density residential neighborhoods. Other uses which are compatible with and not detrimental to family oriented residential neighborhoods may be allowed as a permitted or conditional use.

C. Medium Density Residential Zone: The purpose of the medium density residential (R2) zone is to provide areas for moderate density residential neighborhoods when necessary public services, including sewerage disposal facilities, are available. This zone may provide an opportunity for less costly housing because of the smaller lot sizes permitted. Other compatible uses may be allowed as permitted or conditional uses.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-2 : SCOPE

The provisions of this chapter shall apply to any real property located in a residential zone as shown on the official zoning map. No building, structure or real property shall be used and no building or structure shall be hereafter erected, structurally or substantially altered, or enlarged except as set forth in this chapter. Such requirements shall not be construed to prohibit or limit other applicable provisions of this title, this code, or other laws.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-3 : USES ALLOWED

A. Permitted And Conditional Uses: Permitted and conditional uses allowed within residential zones shall be as set forth in table 10-11-1 of section 10-11-8 of this chapter. Permitted and

conditional uses are indicated by a "P" or "C", respectively, in the appropriate column. Uses not permitted are indicated by "N". Any use not shown on table 10-11-1 of section 10-11-8 of this chapter shall be prohibited unless the zoning administrator determines the use is substantially the same as a permitted or conditional use based upon an administrative interpretation as provided in section 10-5-20 of this title.

B. Accessory Uses: Permitted and conditional uses set forth in table 10-11-1 of section 10-11-8 of this chapter shall be deemed to include accessory uses and activities that are necessarily and customarily associated with and incidental and subordinate to such uses.

1. Accessory uses shall be subject to the same regulations that apply to permitted and conditional uses in the same zone except as otherwise expressly provided in this title.

2. No accessory use, building, or structure shall be allowed on a lot unless a permitted or conditional use has been established.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-4 : DEVELOPMENT STANDARDS

Development standards within residential zones shall be as set forth in table 10-11-2 of section 10-11-8 of this chapter.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-5 : REGULATIONS OF GENERAL APPLICABILITY

The use and development of real property in residential zones shall conform to the development standards as set forth in the following chapters of this title:

A. Existing conditions inventory: See chapter 17 of this title.

B. Landscaping and screening: See chapter 18 of this title.

C. Off street parking: See chapter 19 of this title.

D. Outdoor lighting: See chapter 20 of this title.

E. Signs: See chapter 21 of this title.

F. Supplementary development standards: See chapter 22 of this title.

G. Water source protection: See chapter 23 of this title.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-6 : REGULATIONS FOR SPECIFIC USES

To the extent that use and development of real property includes any matter encompassed by a

regulation for a specific use as set forth in this title, such regulation shall apply in addition to the requirements of this chapter and shall prevail over any conflicting provision of this chapter.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-7 : SPECIAL REGULATIONS

A. Animals: Within any residential zone, the keeping of animals shall be permitted only when the premises are occupied for residential use. The maintenance of animals on an unoccupied residential lot shall be prohibited when an adjoining lot is used for residential purposes.

B. Larger Accessory Buildings: Notwithstanding the maximum building size limitation shown on table 10-11-2 of section 10-11-8 of this chapter, the maximum size of an accessory building may be increased pursuant to a conditional use permit.

C. Increased Height: Notwithstanding the height limitations shown on table 10-11-2 of section 10- 11-8 of this chapter, a greater building height may be allowed pursuant to a conditional use permit.

D. The RR zone, as identified on the Zoning Map and Future Land Use Map, shall be defined as being 217.8-ft deep as measured from the road right-of-way, in order to accommodate one-acre (43,560 square feet) lots with 200-ft of frontage.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

10-11-8 : TABLES

TABLE 10-11-1
PERMITTED AND CONDITIONAL USES ALLOWED IN RESIDENTIAL ZONES

Use	**Zones**		
	RR	**R1**	**R2**
Agricultural uses:			
Animals and fowl for recreation and family food production	P	P	N
Stable, private	C	N	N
Stable, public	C	N	N
Residential uses:			
Assisted living facility	C	C	C
Dwelling, multiple-family	N	N	C
Dwelling, single-family	P	P	P
Dwelling, single-family with ~~accessory apartment~~ internal accessory dwelling unit (subject to Utah Code 10-9a-530)	~~C~~ P	~~C~~ P	~~C~~ P

Dwelling, temporary1	C	C	C
Dwelling, two-family	N	N	C
Guesthouse	C	C	C
Protective housing facility	N	N	C
Rehabilitation/treatment facility	C	N	N
Residential facility for elderly persons2	P	P	P
Residential facility for persons with a disability2	P	P	P
Transitional housing facility	C	N	N
Public and civic uses:			
Auditorium or stadium	C	N	N
Church or place of worship	P	P	P
Convalescent care facility	C	C	C
Golf course	C	N	N
Government service	P	P	P
Hospital	C	C	C
Post office	P	P	P
Protective service	C	C	C
Reception center	C	C	C
Recreation facility	C	N	N
School, charter (subject to Utah Code 10-9a-305)	P	P	P
School, elementary, middle, or high (subject to Utah Code 10-9a-305)	P	P	P
Utility, minor	P	P	P
Utility substation	C	C	C
Commercial uses:			
Animal hospital	C	N	N
Bed and breakfast	C	C	C
Family child daycare facility3	P	P	P
Family child residential certificate care facility3	P	P	P
Family group child daycare facility3	C	C	C
Produce stand	C	N	N
Wireless telecommunication facility	C	C	C

Notes:
1. Temporary dwelling must be removed within 30 days after a certificate of occupancy is issued for a permanent dwelling.
2. See chapter 27 of this title.
3. See chapter 25 of this title.

TABLE 10-11-2
DEVELOPMENT STANDARDS IN RESIDENTIAL ZONES

Development Standard	**Zones**		
	RR	**R1**	**R2**
Density standards:			
Dwelling units per ~~acre~~lot, maximum	1	~~0.5~~ 1	~~0.25~~ 4
Lot standards:			
Minimum lot area	1 acre	0.5 acre	0.5 acre
Minimum lot width	200 feet	100 feet	100 feet
Building standards:			
Distance between buildings	No requirement		
Maximum height, accessory building	30 feet	20 feet	20 feet
Maximum height, main building1	35 feet		
Maximum size, accessory building2	1,000 square feet	500 square feet	500 square feet
Setback standards - front yard:			
Any building3	35 feet		
Setback standards - rear yard:			
Accessory building	~~5 feet plus 1 foot increased setback for each foot of building height above~~ 10 feet		
Main building	20 feet		
Setback standards - interior side yard:			
Accessory building	10 feet~~, when 10 feet or more behind main building~~ ~~15 feet, when less than 10 feet behind main building plus 1 foot increased setback for each foot of building height above 10 feet~~		

Main building	20 feet
Setback standards - street side yard:	
Accessory building	Not permitted
Main building	35 feet
Main building on corner lot with yard that abuts the side yard of another lot	35 feet

Notes:
1. Except as otherwise permitted by subsection 10-11-7C of this chapter.
2. Except as otherwise permitted by subsection 10-11-7B of this chapter.
3. Except as modified by the provisions of subsection 10-22-14E, "Setback Measurement", of this title.

HISTORY
Adopted by Ord. 2007-02 on 7/11/2007

EXHIBIT B

Red-lined additional language and deletions for Chapter 10: Agricultural Zones.

Development Standard	Zone	Zone	Zone
	A-5	A-20	A-5A

Setback Standards – Front Yard:	
Any Building	35 feet
Setback Standards – Rear Yard:	
Accessory Building (allowed only when more than 20 feet behind main building)	**10 Feet** ~~3 feet minimum, if roof drains only on the subject property and building code requirements are met plus 1 foot increased setback for each 6 feet of building height above 18 feet.~~
Main Building	20 feet
Setback Standards – Street Side Yard:	
Accessory Building	Not Permitted
Main Building	35 feet
Main Building on corner lot with yard that abuts another lot	35 feet
Setback Standards – Interior Side Yard:	
Accessory Building	**10 Feet** ~~15 feet, when left behind main building~~
Main Building	20 feet

HONEYVILLE CITY

NOTICE OF INTENT TO ADOPT THE TRAILS MASTER PLAN THAT WAS CREATED BY BRAG USING THE INPUT OF HONEYVILLE RESIDENTS.

Honeyville City, located in Box Elder County, Utah intends to adopt a Trails Master Plan. **NOTICE IS HEREBY GIVEN OF A PUBLIC HEARING BEING HELD DURING THE HONEYVILLE CITY PLANNING COMMISSION MEETING ON WEDNESDAY, JUNE 28, 2023 AT 7:00 P.M.,** at Honeyville City Hall (2635 W. 6980 N.)

This Public Meeting will be held **IN-PERSON** at Honeyville City Hall. If you wish to make a Public Comment at this meeting please be in attendance at 7:00 p.m.

Copies of the proposed changes are available to preview at Honeyville City Hall.

Brittiny Chlarson

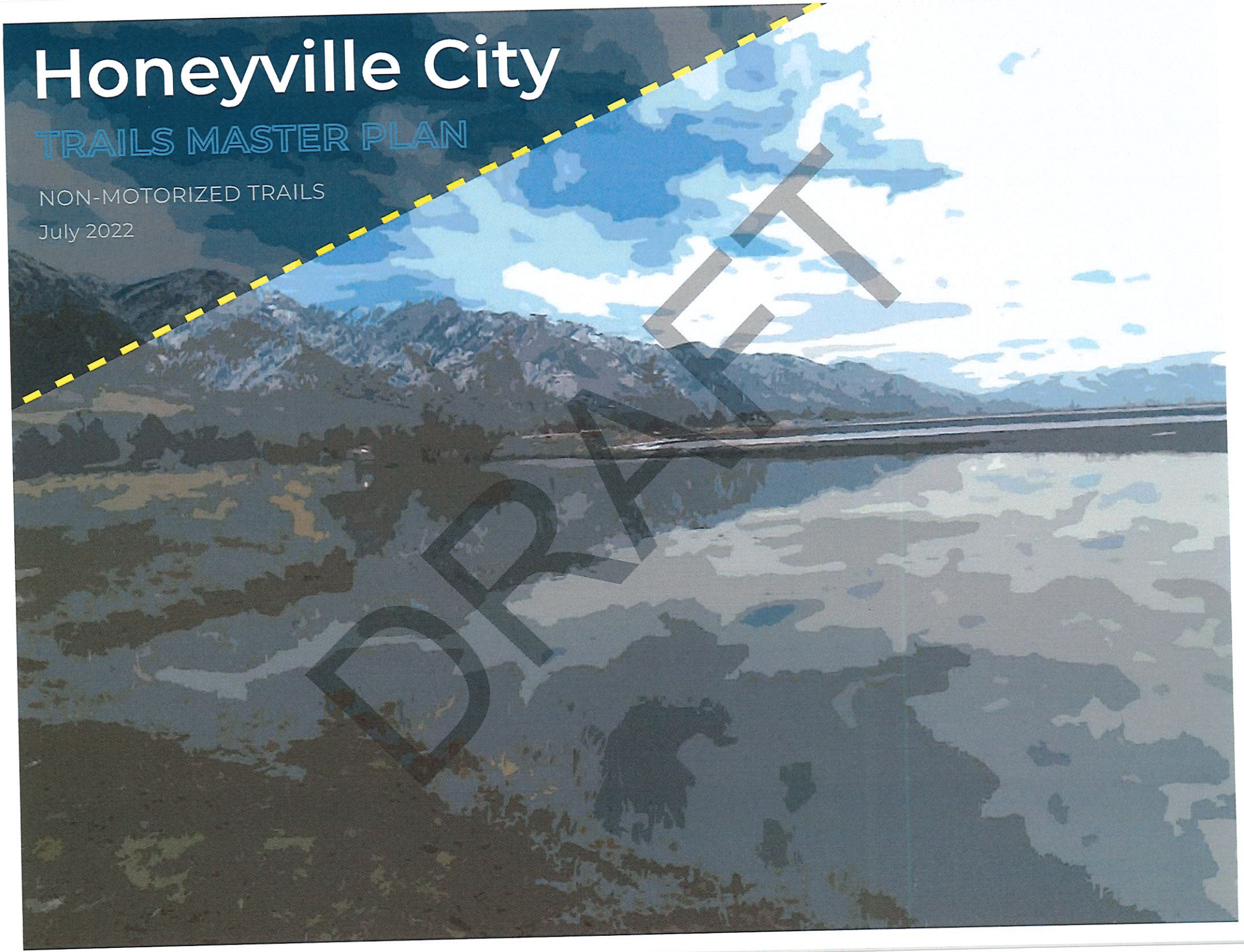
Brittiny Chlarson
Honeyville City Recorder
Posted this 15th day of June, 2023

Honeyville City

TRAILS MASTER PLAN

NON-MOTORIZED TRAILS

July 2022



Acknowledgments

Development of this plan would not have been possible without ongoing input and support from Honeyville City, and the engaged agencies, groups and individuals listed below:

Honeyville City Trails Committee

Boyd Bingham | Honeyville Mayor
Sharon Lorimer | Honeyville Town Council Member
Kory Wilde | Honeyville Town Council Member
Jason Munns | Citizen/B.E. Composite Mountain Bike Team Coach
Jeff Bullard | Citizen Member
Cherilee Hunsaker | Citizen Member
Kenny Funk | Honeyville Planning and Zoning Commission

Stakeholder Group

Charity Jenson | Bear River Health Department
Lexi Talatau | Bear River Health Department
Chris Wiltsie | Bike Utah
Jason Munns | Box Elder Composite Mountain Bike Team
Marcus Wager | Box Elder County
Scott Lyons | Box Elder County
Destin Christiansen | Box Elder County
Mark Bradley | Brigham City
Joan Hammer | Box Elder County Tourism
Carly Lansche | Cache County
Zach Maughan | USFS, Ogden and Logan Ranger Districts
Erik Skabelund | USFS, Ogden and Logan Ranger Districts
Dave Ashby | USFS, Ogden and Logan Ranger Districts

Cary Jacobson | UDOT Region 1
Chris Chesnut | UDOT Region 1
David Alger | UDOT Region 1
Ryan Halverson | UDOT Region 1
Kent Sorenson | Utah Division of Wildlife Resources
Craig Bruderer | Rocky Mountain Power
Jake Powell | Utah State University, LAEP Department
Nathan Anderson | Union Pacific
Representative | Crystal Hot Springs
Lesley Kendrick | Deweyville Town, Mayor
Shawn Warnke | Tremonton City
Trevor Nielsen | Bear River Canal Company

Project Staff

Zac Covington | Planning Director, Bear River Association of Governments (BRAG)

Matt Starley | Regional Planner, Bear River Association of Governments (BRAG)

DISCLAIMER: Any and all trails proposed on federal, state, city, or private properties are conceptual only and do not reflect any current permissions or agreements from the landowner. Honeyville City will work closely with individual land owners and land managers on potential projects. Trails will be constructed only when, and if, the city has permission to do so.

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1 Executive Summary

Access, Recreation, and Safety

In modern history, trails in Honeyville go way back to the days of the historic California Trail, early regional roadways, the early railraod west of town, and even a ferry across the Bear River. They served as basic routes to access goods and services, other nearby communities, mountain and river amenities, and other needs.

After being established in 1861, Honeyville grew mostly as a farming community with regional trails and roads running north and south between the Bear River and the Wellsville Mountains. Roads and trails also ran east to west, connecting people the the river, the mountians, and communities to the west.

Over the past 160 years, the community has mostly grown in a linear fashion, north to south, paralleling regional roads, waterways, and mountain ranges. Historic trails have morped over time into an interstate highway west of town, and a regional state highway through the middle of town which doubles as the city's Main Street.

As more homes have been built in Honeyville in recent decades, there is a growing pressure for more trails and recreational amenities. Cyclists enjoy the smooth, scenic ride along Highway 38, UTV's drive through town to access state and federal lands in and around the Wellsville Mountains, and tourists flock year-round to the beatiful therapeutic pools of Crystal Hot Springs. There is a growing need a well-planned trails which connect residents to local amenities, provides safe and functional routes through town, and helps local residents improve physical, social, and mental health.

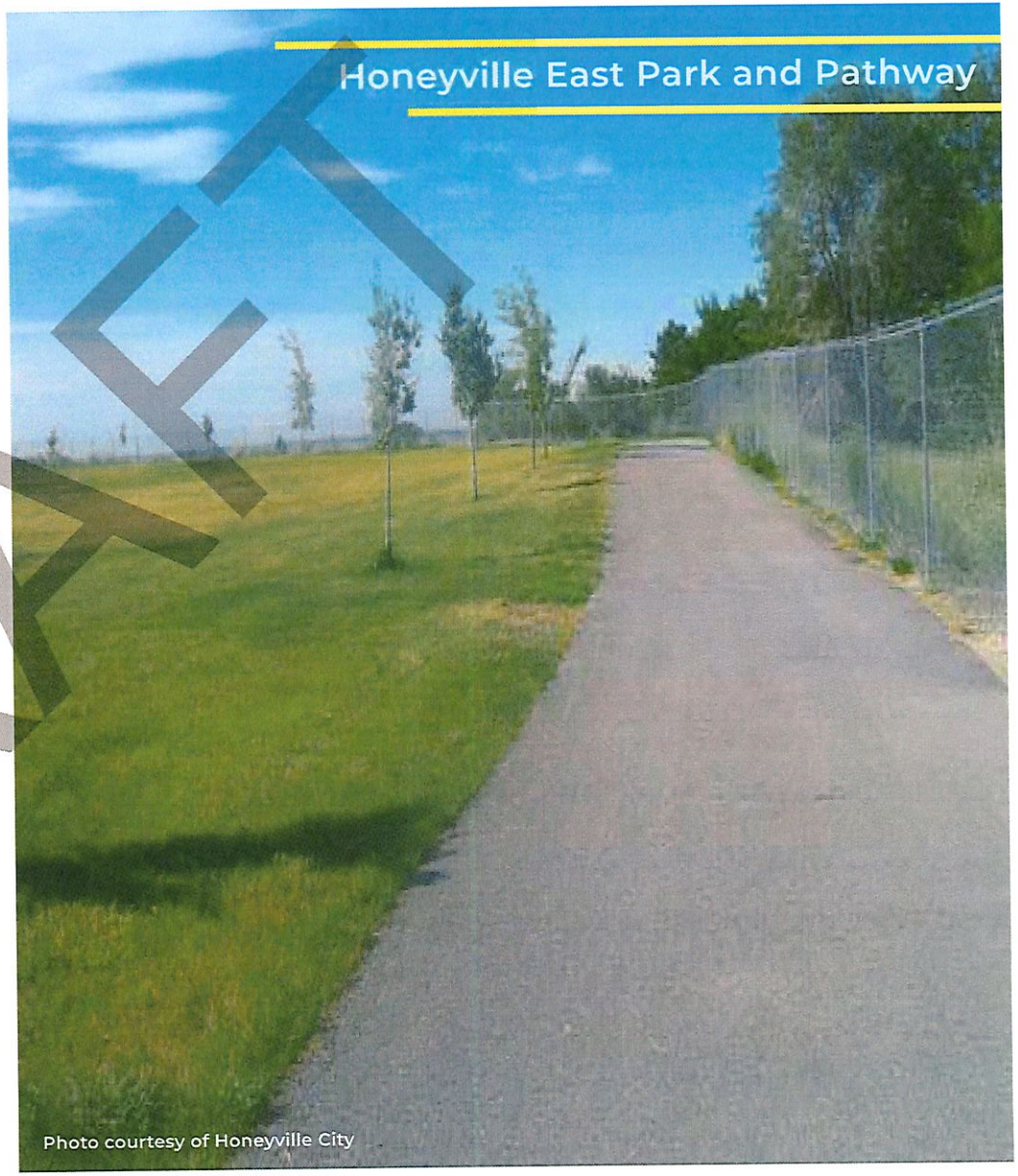


Photo courtesy of Honeyville City

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Looking southeast toward Honeyville



Looking towards the Wellsville Mountains and the south end Honeyville City. Honeyville enjoys amazing access to the mountains, river bottoms, creeks and springs, and beautiful open spaces. Growth is coming to the community slowely but surely. As more people come, the need for a well-planned and designed trail system is critical.

2 Introduction

Background and Setting

Located along the western edge of the Wellsville Mountains in northern Utah, Honeyville City is a small community with agricultural roots and surprising recreational amenities.

Though there are only currently around 1,500 residents, the city is growing, mostly in the form of residental single-family homes. Most of the growth is occuring either on the benches east of town, along Highway 38, or in lower elevation agricultural lands.

The city only has one trail in the form of a short paved, multi-use pathway which skirts the perimeter of the city park located at 6900 South and 2500 West. The city plans to construct another pathway at their other park, also on 6900 South, but further west on roughly 2800 West.

However, up to this point, the city has never had an official trails master plan.

The average age of Honeyville residents is decreasing, while the average household income is increasing; most residents also work outside of the community. These demographic changes are accompanyed by changing needs related to desired trail types, access, and connectivity. According to a survey done in 2021, most residents generally want more and safer trails in the community for walking/running, biking, hiking, mountain biking, and horseback riding.

Like many smaller cities in Utah, Honeyville has limited staff, resources, and budgets. This trails master plan is intended to help the community prioritize projects which will benefit the greater community and provide safe facilities for a variety of users.

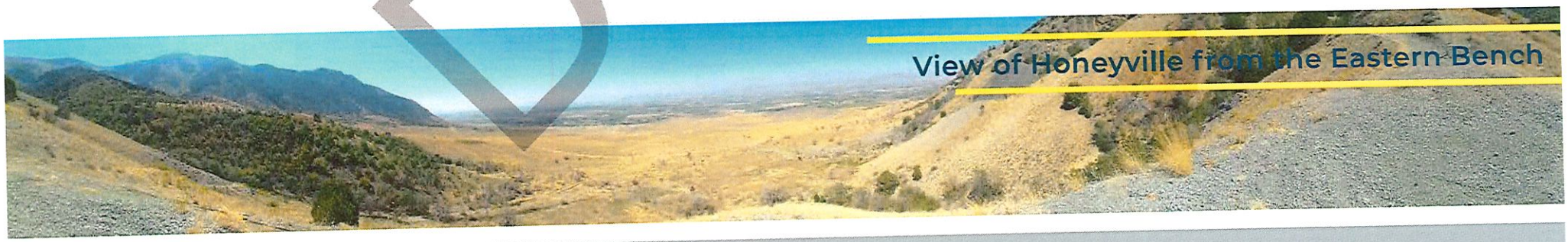
Planning Context and Purpose

This plan was created to serve as a guide for how the town plans for, and invests in, resources for maintaining existing trails and building quality new trails. Every effort has been made to address concerns of residents, non-residents, public agencies, and other project partners.

Addressing Common Concerns

The addition of trails in any community comes with social, economic and environmental impacts and concerns by the general public. These may include issues illustrated by the following questions:

- *How will the trail be funded?*
- *Who will maintain the trail?*
- *What if a landowner does not want a trail on their property?*



View of Honeyville from the Eastern Bench

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- ***What can landowners do to reduce their liability for allowing access?***
- ***What happens when the trail is not used for its intended purpose?***
- ***Will the trail further impact our sensitive lands, like wetlands and cultural sites?***

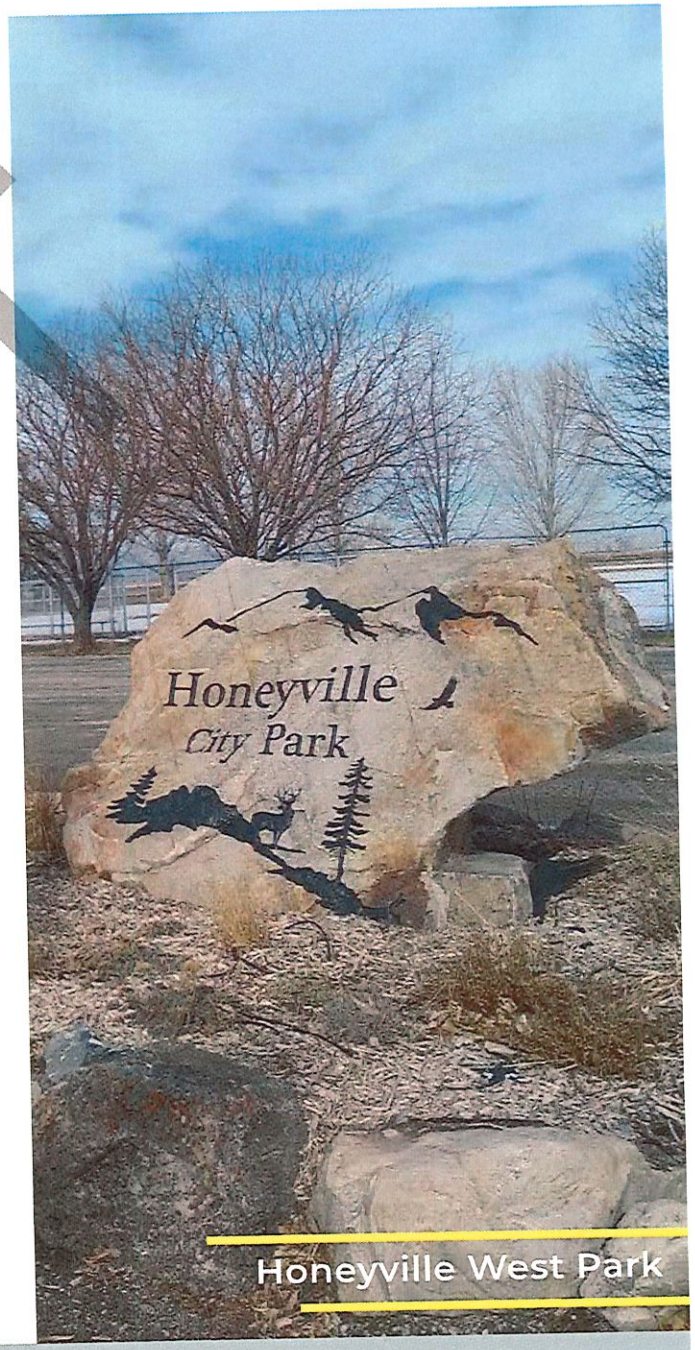
Identifying community and individual concerns about trails is an important process and is crucial to the success of trail project implementation. By identifying common concerns and addressing them through civil and productive discussions, most of concerns can be mitigated on some level, even if that means a particular trail alignment is abandoned. Though there is no sure-fire way to address every issue for every member of the public and for every property owner, most issues can generally be mitigated through good trail design, proper maintenance procedures, and finding a balance between private property rights and public access needs.

The following sections of this plan address most of those needs:

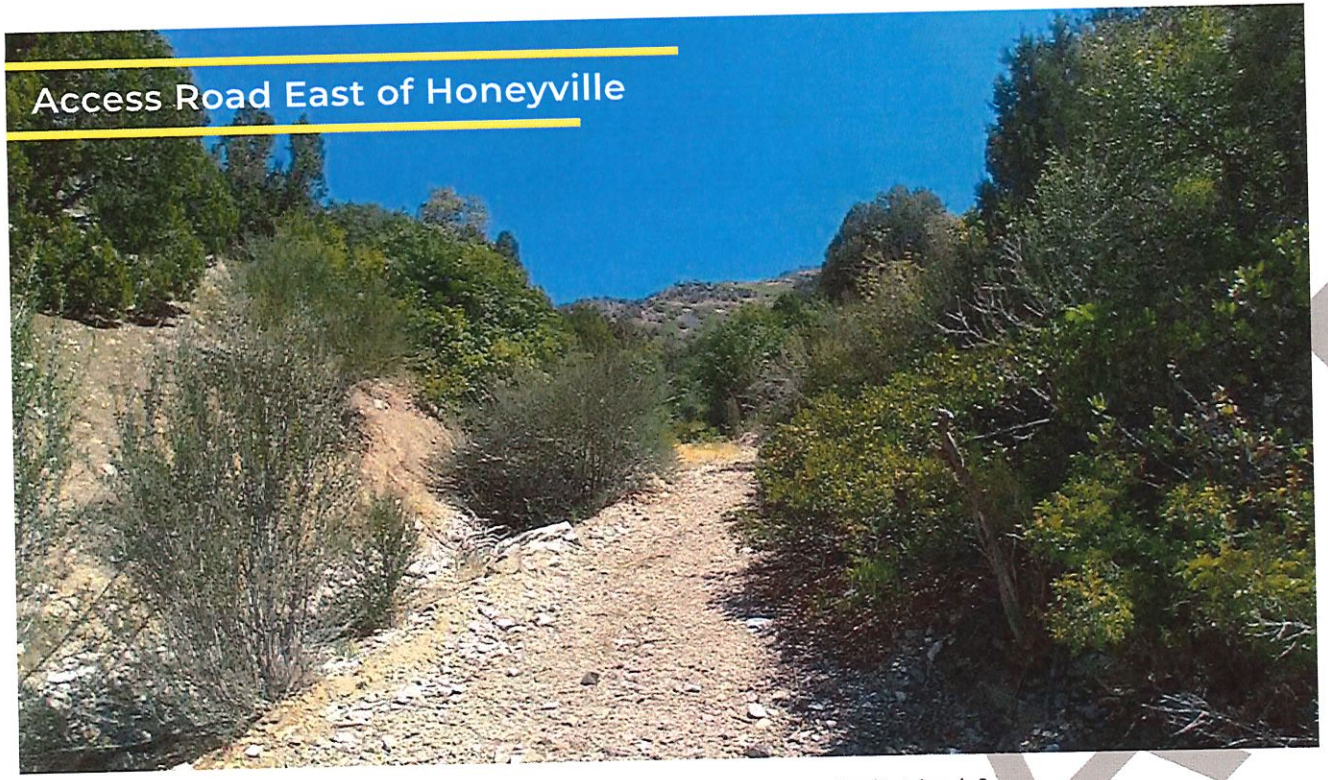
- The Implementation Section describes the process for identifying community concerns, how to ***balance private property rights*** and land management objectives with public needs, ***public access easements***, and how to ***fund trail projects.***
- The Regulations and Maintenance Section addresses ways to ***limit liability*** and also describes who will ***maintain the trail*** and how.
- The Trail Design Guidelines (**Appendix A**) provides guidance on designing safe and secure trails that ***minimize vandalism*** and ***environmental impacts.***

Benefits of Trails

Trails at their most basic level are linear spaces for humans and wildlife to move across the landscape. However trails have evolved into multi-beneficial spaces where one can cruise down a winding mountainside on a bike, stroll along a field of blooming wildflowers with their friends or family, or stand where ancient cultures used to look out across the mountains and valleys. Trails have become public investments in our community that yield numerous sociocultural, health, environmental, and economic benefits, including:



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1) Creating healthy communities and enhancing our quality of life by offering places for residents to recreate through exercising, learning, socializing and connecting to the landscape:

- Increases physical health of community[1] and reduces healthcare costs[2]
- Improves mental wellbeing of individuals[3]
- Supports community events, such as races, heritage days and community stewardship days, which help create a sense of place
- Provides opportunities to learn and explore the functions and processes of wildlife and plants; water, air and earth; and native cultures and heritage

2) Ensuring a healthy natural environment by:

- Protecting the long-term vitality of local and regional biology, soil, water and other natural phenomenon
- Highlighting the local flora and fauna to educate and connect people to the landscape
- Using existing corridors to reduce impacts, such as utility and transportation corridors, or floodplains and other natural hazard prone areas that restricts or limits development

3) Celebrating the historical and cultural characteristics of the community by:

- Preserving historically significant locations and routes
- Physically experiencing places where historical events occurred

4) Enhancing the financial prosperity of the community by:

- Increasing nearby land values[4]
- Retaining and attracting businesses

1 Abildso, C., S. Zizzi, S. Selin, and P. Gordon. 2012. "Assessing the cost effectiveness of a community rail-trail in achieving physical activity gains." Journal of Park and Recreation Administration 30(2): 102-113.

2 Deenihan, G. and B. Caulfield. 2014. "Estimating the Health Economic Benefits of Cycling." Journal of Transport & Health 1(2): 141-149

3 Barton, J., and J. Pretty. 2010. "What is the best dose of nature and green exercise for improving mental health? A multi-study analysis." Environmental Science and Technology 44(10): 3947-3955

4 Asabere, P. and F. Huffman. 2009. "The relative impacts of trails and greenbelts on home price." The Journal of Real Estate Finance and Economics 38(4): 408-419

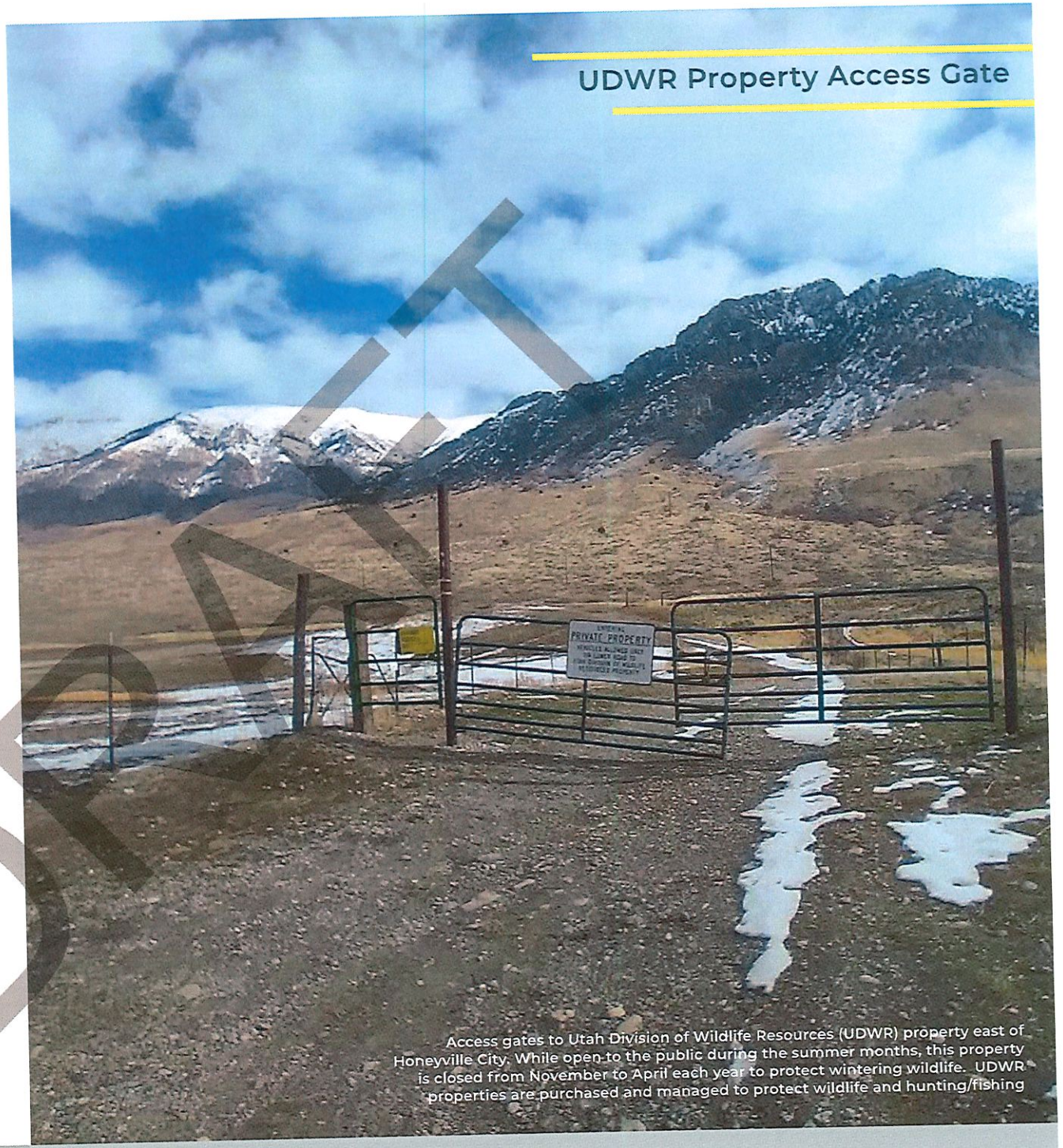
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and workers[5]

- Attract visitors and tourism spending that supports local businesses[6]

5) Transporting people and wildlife by offering routes through and to places:

- Provides a low to no cost alternative to get to work, visit a park or church, or go shopping
- Dedicates routes for wildlife to access the food, water and shelter they need to thrive



UDWR Property Access Gate

Access gates to Utah Division of Wildlife Resources (UDWR) property east of Honeyville City. While open to the public during the summer months, this property is closed from November to April each year to protect wintering wildlife. UDWR properties are purchased and managed to protect wildlife and hunting/fishing

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5 National Recreation and Park Association. 2018. "Promoting parks and recreation's role in economic development." https://www.nrpa.org/siteassets/nrpa-economic-development-report.pdf

6 Utah Transit Authority (UTA). (2017). Economic impacts of active transportation: Utah active transportation benefits study. Retrieved from https://bikeutah.org/wp-content/uploads/2017/03/Utah-Active-Transportation-Benefits-Study-Final-Report.pdf

3 Vision, Goals, and Objectives

Vision

Provide a comprehensive and diverse trail system that encourages healthy lifestyles, social engagement, and provides responsible access to the natural environment.

Goals and Objectives

Diversity

1. Provide a trail system with a diversity of uses and skill levels that meet the needs of current and future residents and visitors
2. Create a balanced system of trail types, including easy and accessible family-friendly trails that support multiple uses, and medium to difficult trails that support specific uses, including mountain biking and hiking

Connectivity

3. Expand the trail system in a way that connects people to locally and regionally significant places
4. Link new trails into the existing trail system when possible
5. Ensure new trails provide meaningful connections to local and regional amenities

Quality of Life of Residents and Healthy Environment

6. Provide a trail system that connects to, highlights and protects the town's ecological, historical and rural characteristics
7. Develop and design trails that limit impacts to agriculturally, environmentally and historically important lands
8. Design and construct trails in locations and that structurally minimize costs, impacts to sensitive areas, minimize erosion, sediment and vegetation disturbance, and are easily maintained
9. Ensure new trails enhance the quality of life of residents by being visually attractive, adventurous, enjoyable, scenic and historical
10. Support local events such as local heritage celebrations, athletic competitions, etc.

Safety and Security

11. Provide a safe and secure trail system that is easy to access and navigate
12. Create a uniform mapping, signage and wayfinding system to help users navigate, learn and explore the trail system
13. Provide quality trail amenities, including benches, kiosks, drinking fountains and restrooms that are designed properly, are safe for users, and are durable
14. Establish a set of rules that minimize unintended uses, protects users, and reduces liability
15. Continually assess trail conditions and user needs and adjust as necessary

Coordination

16. Work with the general public, private landowners, public land management agencies and developers to expand and maintain a healthy and sustainable trail system in and around Honeyville, through shared stewardship and mutual partnerships

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4 The Planning Process

Overview

In 2020, Honeyville City staff approached Bear River Association of Governments (BRAG) and the Utah Department of Transportation (UDOT) for help with exploring the potential of a pathway or other trail for cyclists utlizing the shoulder along Highway 38. As the major arterial through town which doubles as Honeyville's Main Street, the roadway is becoming more heavily used by cyclists going north and south. This is creating potential safety issues for both the cyclists and cars as they are trying to give each other enough space to safely travel.

After meeting with local city officials, it was determined that the best course of action was to create a trails master plan for the city which included planning options to help alleviate crowding issues along Highway 38. BRAG staff offered to help the city create the plan and work though the planning process.

It was determined early on in the process, that a public survey was needed to gauge the values and needs of local residents and visitors. The survey was designed to allow for resident and visitor data to be independently viewed and analyzed, in order to represent those needs as accurately as possible. The survey was administered starting in July of 2020, and ended in October of 2020. 146 people took the survey which asked about future trail needs and preferences.

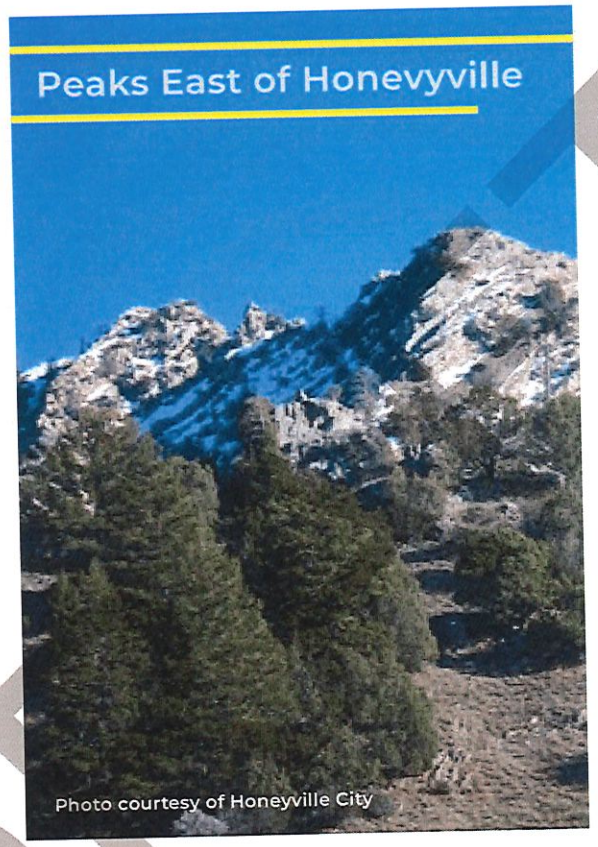


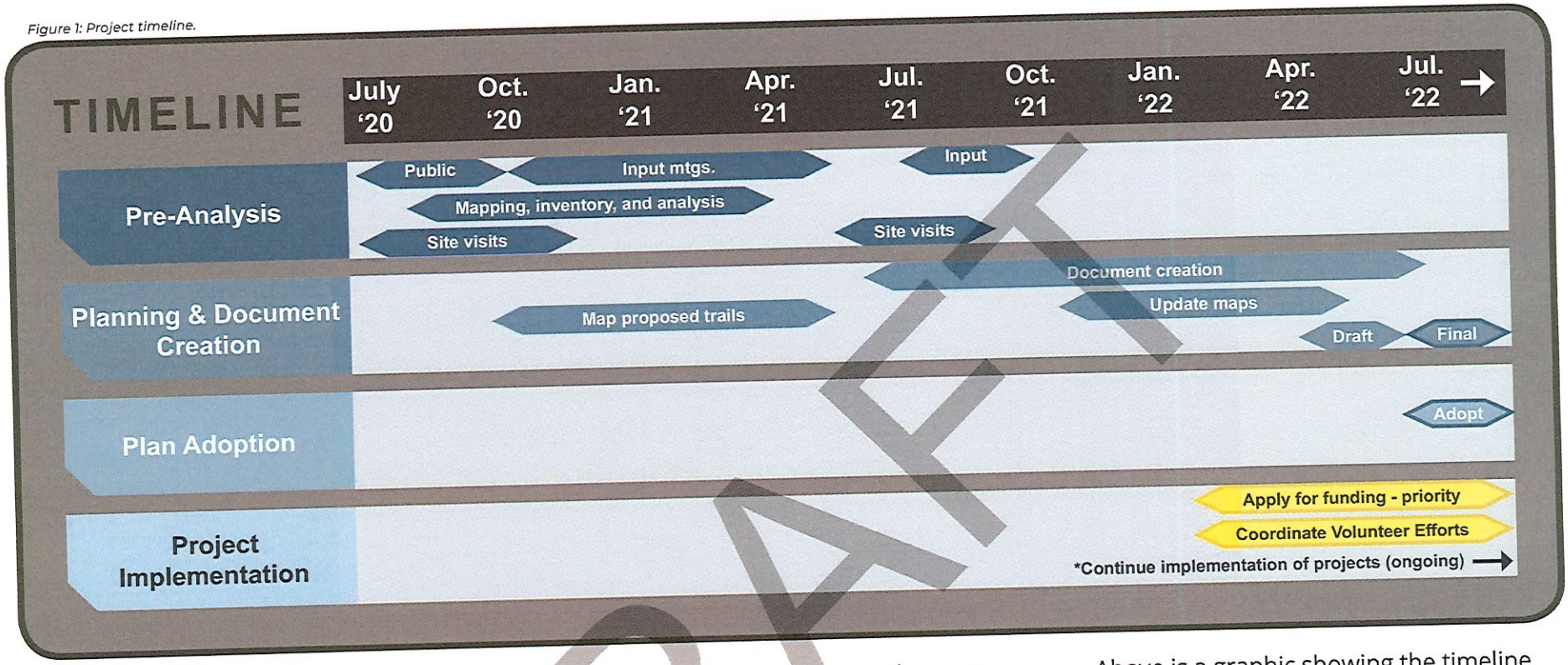
Photo courtesy of Honeyville City

With the help of Honeyville officials, UDOT staff, county staff, and other local experts, BRAG staff also created a detailed trails inventory which documented existing trails and other non-motorized transportation routes and facilities within and surrounding the city. From this data, a conceptual analysis was also created to show potential linkages between residential and community activity centers, existing facilities, potential current and future nodes of activity, and connections to public lands, outside facilities and other existing routes.

The next step in the process was planning new potential trail and facility locations based on the values and needs documented in the survey, as well as the analysis performed by Honeyville City officials, UDOT, BRAG staff and others. Proposed trails and facilities were presented to a stakeholder group consisting of Town leaders, county staff, UDOT, various state and federal land management agencies, and other organizations involved in trails and trails planning in the region and state to get initial feedback and comments.

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Figure 1: Project timeline.



After integrating input from the stakeholder group, a public open house was held on the evening of October 27th, 2021 at the Honeyville City offices. Local residents, property owners, public land managers, and representatives of local trail users and groups were invited to attend. Comments from the open house were integrated into the plan, and proposed trails were modified as necessary or even removed from the plan to reflect local needs and priorities.

A draft plan was submitted to the town and to the general public for comments and suggestions, then the final plan was submitted for approval by the City Council.

Project Timeline

This project was started in the summer of 2020. While a timeline for this project was created, it was critical to maintain flexible according to local priorities and needs. As such, this plan is intended to be an ever changing and living document and should be updated accordingly.

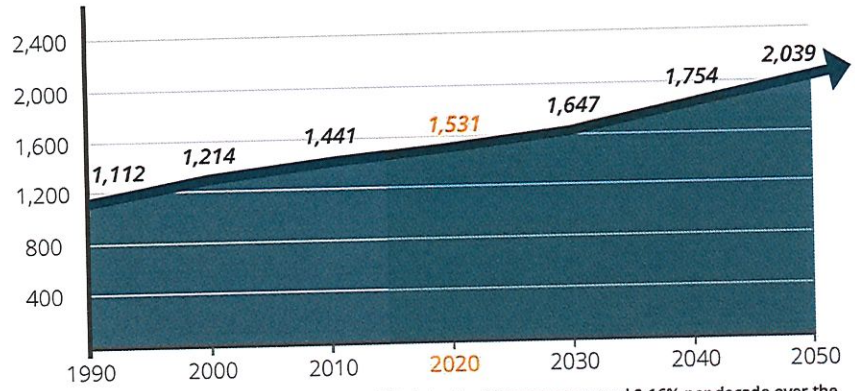
Above is a graphic showing the timeline utilized for creating this trails master plan.

Town Demographics and Trends

The following demographic charts, tables and graphics show basic trends and projections for Honeyville City, particularly those associated with future trails planning within the city and regionally.

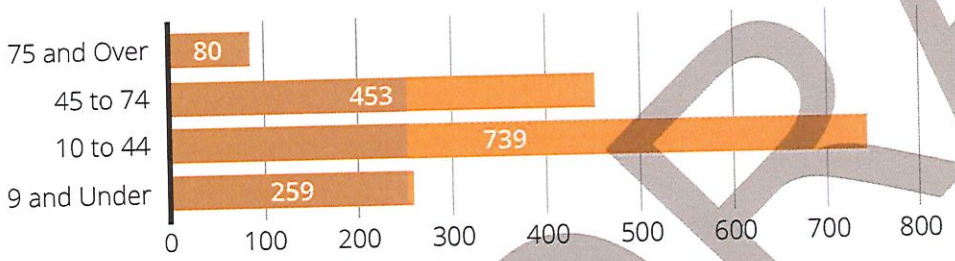
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Honeyville City Population Growth
(past and projected)

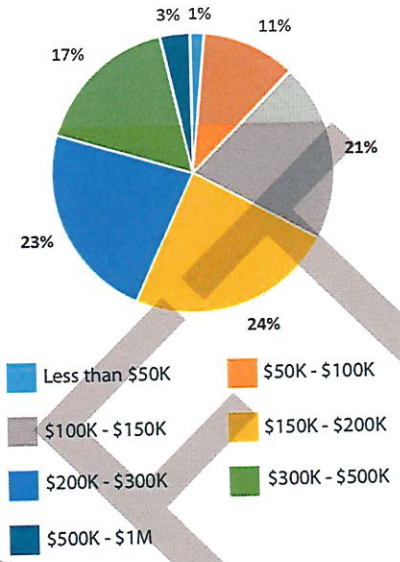


Honeyville is projected by the State of Utah to steadily grow at around 9-16% per decade over the next 30 years, which is slightly lower than the rest of the State of Utah's at 15-20% (US Census and BRAG). However, the town has seen local development pressure increase in recent years, and this could be a low estimate. Based on how the rest of the county develops over the next decade or two, Honeyville could see higher development pressure as people begin to discover the beautiful landscape, access to public lands, proximity to Crystal Hot Springs, and other amenities.

Honeyville Age Distribution
(Grouped for emphasis)



CURRENT HOME PRICES



MEDIAN HOUSEHOLD INCOME

Honeyville: **$90,962**

Utah: **$75,780**

MEDIAN AGE

Honeyville: **32.6** +/- 7.9

Utah: **31.2** +/- 0.2

AVG. COMMUTING TIME (MIN)

Honeyville: **25.9** +/- 3.0

Utah: **22.5** +/- 0.3

Figure 2: Various demographics for Honeyville City.

TAKE-AWAYS:

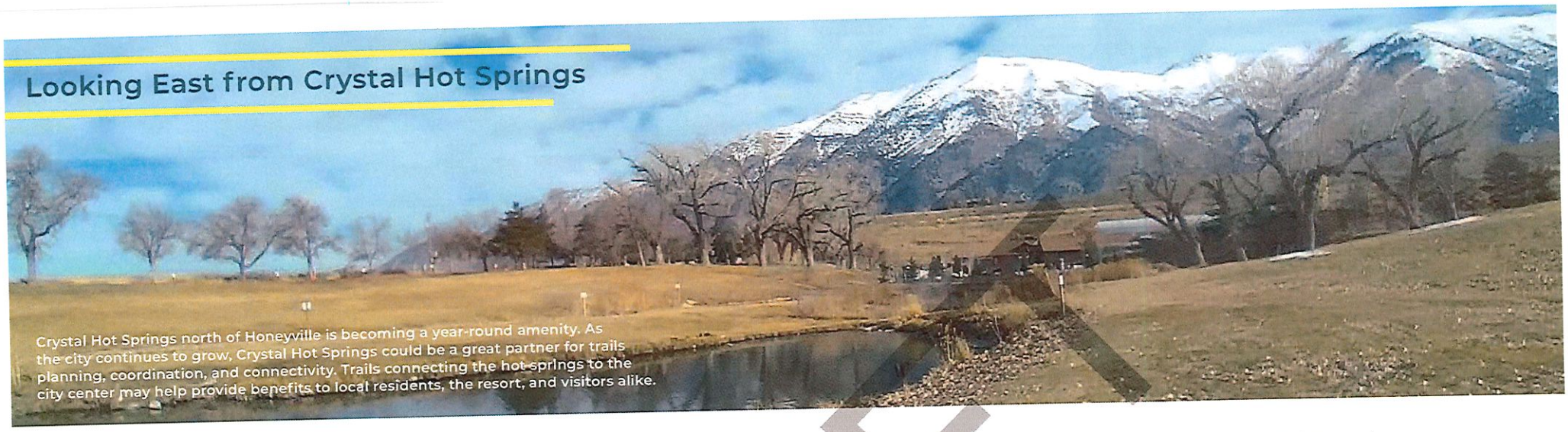
1) Honeyville is a bedroom community: Few people work in town.

2) Honeyville's residents are generally younger than surrounding areas.

3) Honeyville's families are slightly larger than surrounding areas (3.5).

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All data, unless otherwise specified, courtesy of the U.S. Census Bureau (2019 American Community Survey 5-Year Estimates).



Looking East from Crystal Hot Springs

Crystal Hot Springs north of Honeyville is becoming a year-round amenity. As the city continues to grow, Crystal Hot Springs could be a great partner for trails planning, coordination, and connectivity. Trails connecting the hot springs to the city center may help provide benefits to local residents, the resort, and visitors alike.

Related Plans and Documents

The following trail and land use planning documents were reviewed in order to understand trail priorities and needs in Honeyville City:

- Honeyville General Plan, 2010
- Box Elder County General Plan, 1998
- Southeast Box Elder County Active Transportation Plan, 2017
- U.S. Forest Service, Motor Vehicle Use Maps for the Logan Ranger Districts
- Wasatch-Cache National Forest 2003 Revised Forest Plan and Final EIS
- UDOT Statewide Active Transportation Plan
- Cache County Trails and Active Transportation Master Plan, 2018

Stakeholder and Public Input

To ensure that the values and needs of trail users, land managers, and other groups in and around Honeyville City were integrated into the planning process, the following groups were organized to provide critical input throughout the planning process:

Honeyville Trails Committee

This committee was made up of the Mayor of Honeyville, a member of the Honeyville Town Council, Honeyville Planning and Zoning representatives, and citizens interested in trails planning. The committee discussed potential future trail routes, identified various trail types, and informed the steering committee and stakeholder groups throughout the planning process.

Project Steering Committee

This committee consisted of the members of the local trails committee, planners from Box Elder County, the UDOT Region 1 Planner, and BRAG staff.

Other state, local and federal stakeholders

The stakeholder group was made up of various state, regional and federal agency representatives, staff and volunteers from Brigham City, Cache County, Bike Utah, the coach for the Box Elder Composite Mountain Bike Team, Rocky Mountain Power, Bear River Canal Company, Crystal Hot Springs, Deweyville Town, Tremonton City, Union Pacific, and the USU LAEP Department.

**See the Acknowledgements page at the beginning of this document for a detailed list of individuals and agencies included in the above committees and stakeholder groups.*

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Honeyville Trails Planning Survey

In July of 2020, an online survey was created to document the needs and values of both residents and non-residents related to current and future trails in Honeyville and the surrounding area.

The survey was closed in October of 2020, and 146 responses were collected, with 124 from residents and 22 from non-residents. Due to the fact that the vast majority (85%) of responses were from Honeyville residents, survey responses were not divided up and analyzed for the purpose of this analysis. However, BRAG and Honeyville City have all of the original respone data should the need arise to divide and analyze it for planning purposes.

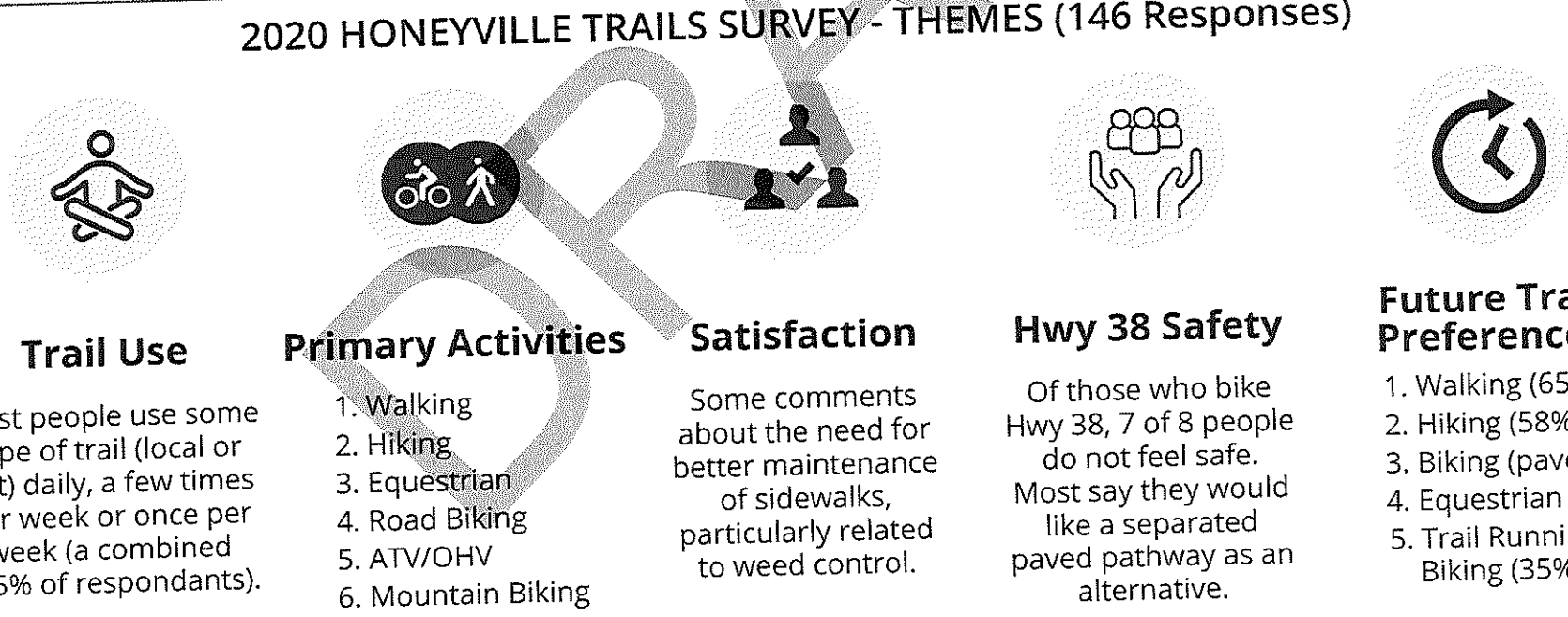
Overall, the survey captured a sentiment of gratitude for the existing trail systems, and expressed a desire for additional future trails that address both resident and visitor needs.

Most of those surveyed said their primary activities on existing trails in Honeyville consist of hiking, walking, mountain biking and road biking. Most use the trails for recreation, health, and exercise, and feel fairly safe using the trails.

Residents and visitors alike agree that the top four priorities for expanding or improving trails consist of the following, though both groups had slightly different views on which are most important:

- Increase the number of walking/ running trails
- Increase the number of hiking/ mountain biking trails
- More looped trails

Figure 3: 2020 Honeyville City public trails survey infographics.



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2020 HONEYVILLE TRAILS SURVEY - OTHER INFO (146 Responses)

Trail Locations

Preferences:

1. *Foothills/bench*
2. *Along waterways*
3. *Regional trails*
4. *Farmland trails*
5. *Neighborhood trails*

Trailheads

Feature Preferences:

1. *Parking*
2. *Restrooms*
3. *Maps/Wayfinding*
4. *Shade*
5. *Rules and Regs.*

Trails

Feature Preferences:

1. *Scenic view points*
2. *Trees/shade*
3. *Family friendly*
4. *Goes near water*
5. *Connects to other trails*

Inclusion

Quite a few comments about the need for multi-functional trails; particularly those that include equestrians and mountain bikers.

More Trails?

90% of respondants say there are currently <u>not</u> enough trails in Honeyville

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5 Trails Inventory and Analysis

Community Inventory

Currently, within Honeyville City proper, there is only 0.25 miles of trails; all part of a paved surface multi-use pathway located at the city park next to the cemetery.

The city does have a fairly extensive system of local sidewalks, however. While mostly constructed for safe routes to school needs, these sidewalks account for 5.1 miles of walking and biking connections for local residents.

In addition to local sidewalks and the pathway at the park, Honeyville residents enjoy close access to the Wellsville Mountain Range east of town. While the higher mountains and peaks are all Wilderness Area managed by the U.S. Forest Service, the benches are either private property or owned and managed by the Utah Division of Wildlife Resources. These state lands are prioritized for hunting and/or fishing access and critical wildlife habitat.

Existing Trails and Trailheads

The following pages include a community inventory map showing the location of existing trails, trailheads, and related amenities, as well as matrices which includes attribute and conditions data for those trails and trailheads. Strava heat maps are also included as part of the inventory.

Structures, Landmarks, and Public Lands

The community inventory map also includes existing homes, parking, public restrooms, historical sites, the church, the cemetery, beach access, town hall, and other amenities as well as land ownership.

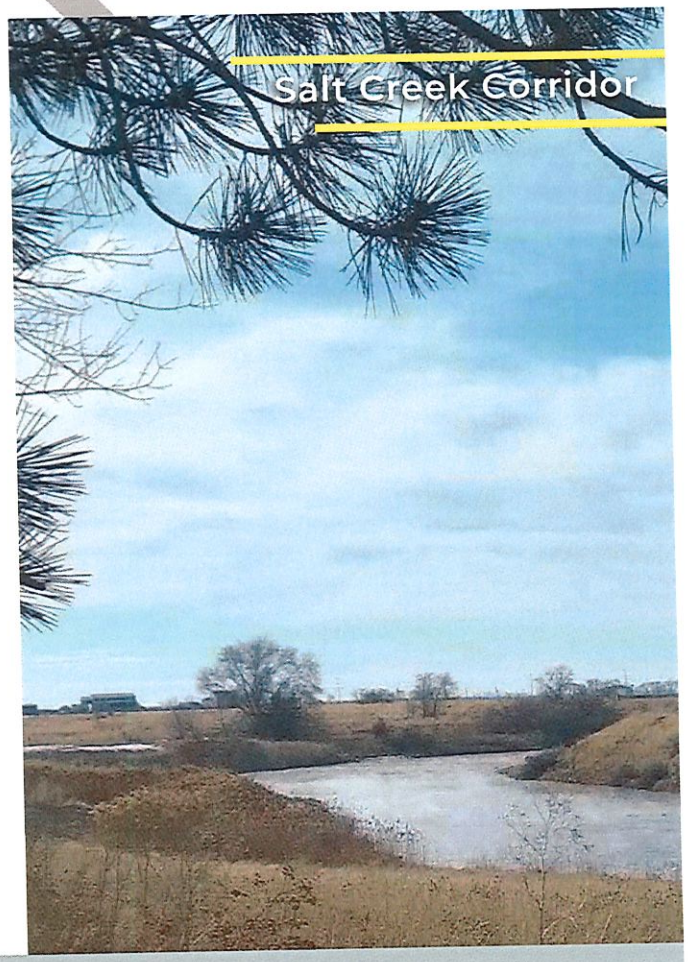
Sensitive Environmental Areas

Wetlands, riparian areas, waterbodies, and floodways are included in the inventory map, as well as topographic lines to highlight limitations for trail facilities and/or opportunities.

Community Analysis

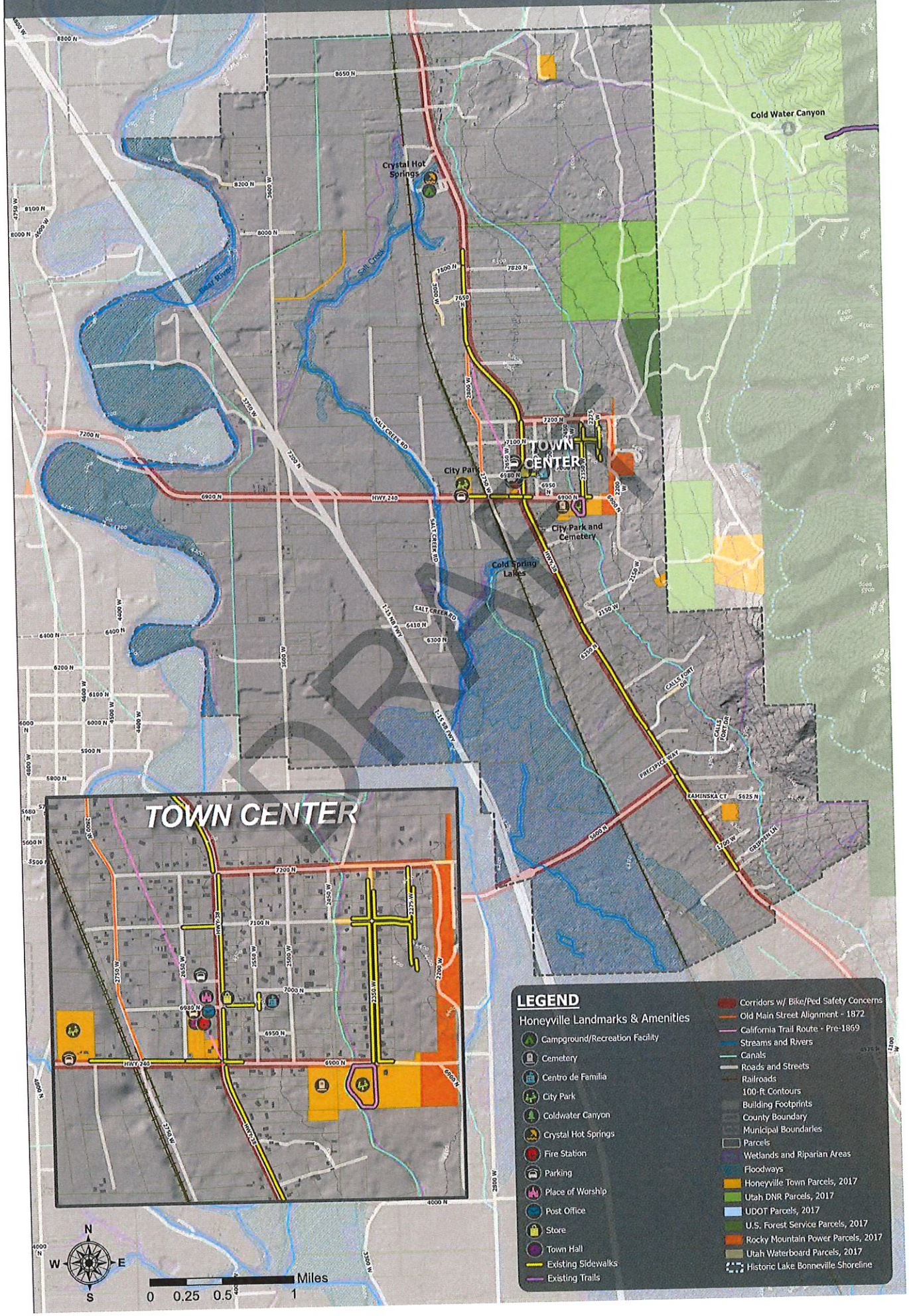
In addition to the detailed inventory map of trails and related facilities, a community analysis was created to show relationships between existing trails, amenities, developed areas, and community activity areas and town centers.

The analysis diagrams potential connectivity to these nodes in an attempt to show how people currently connect to their community and existing trail facilities, or how they could connect to them in the future.



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HONEYVILLE TRAILS PLAN 2022 - COMMUNITY INVENTORY



Existing Trails Matrix

Table 1: Existing trails matrix.

#	Trail Name	Uses					Trail Type			Surface			Length		Difficulty			Landowner							
		Walk	Hike	Bike	Horse	OHV	Single Track	Shared-Use Pathway	Jeep Trail/ Unimproved Road	Natural Earth	Unimproved/Gravel	Paved	In Honeyville	Total	Easy	Moderate	Difficult	Private	Honeyville City	UDWR	UDOT	US Forest Service	Rocky Mtn. Power	Utah Waterboard
1	Honeyville City Park (East)	•		•				•				•	0.25	0.25	•				•					
2	Cold Water Canyon		•				•			•			0	2.9		•	•					•		
3	Utah Division of Wildlife Resources/ U.S. Forest Service Access Roads	•	•	•	•	•			•	•	•		3.9	6.3	•	•	•	•		•		•		

Existing Trails Evaluation

Table 2: Existing trails evaluation.

#	Trail Name	Condition	Recommended Improvement	Trail Management Agency(ies)
1	Honeyville City Park (East)	Excellent		Honeyville City
2	Cold Water Canyon (West)	Fair/Poor	Re-route in steeper areas (drainage)	UDWR and USFS
3	Utah Division of Wildlife Resources/ U.S. Forest Service Access Roads	Fair/Poor		UDWR/USFS/Private

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Existing Trailheads Matrix

Table 3: Existing trailheads matrix.

#	Trailhead	Trail Access			Amenities					Landowner					
		Honeyville City Park (East)	Cold Water Canyon	UDWR/USFS Access Rds.	Parking	Trailer Parking	Restrooms	Drinking Water	Kiosk	Private	Honeyville City	Box Elder County	UDWR	UDOT	US Forest Service
1	Honeyville City Park (East)	•			•		•	•			•				
2	Cold Water Canyon		•												•
3	Utah Division of Wildlife Resources/U.S. Forest Service Access Roads			•	•					•			•		•

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Existing Trailheads Evaluation

Table 4: Existing trailheads evaluation.

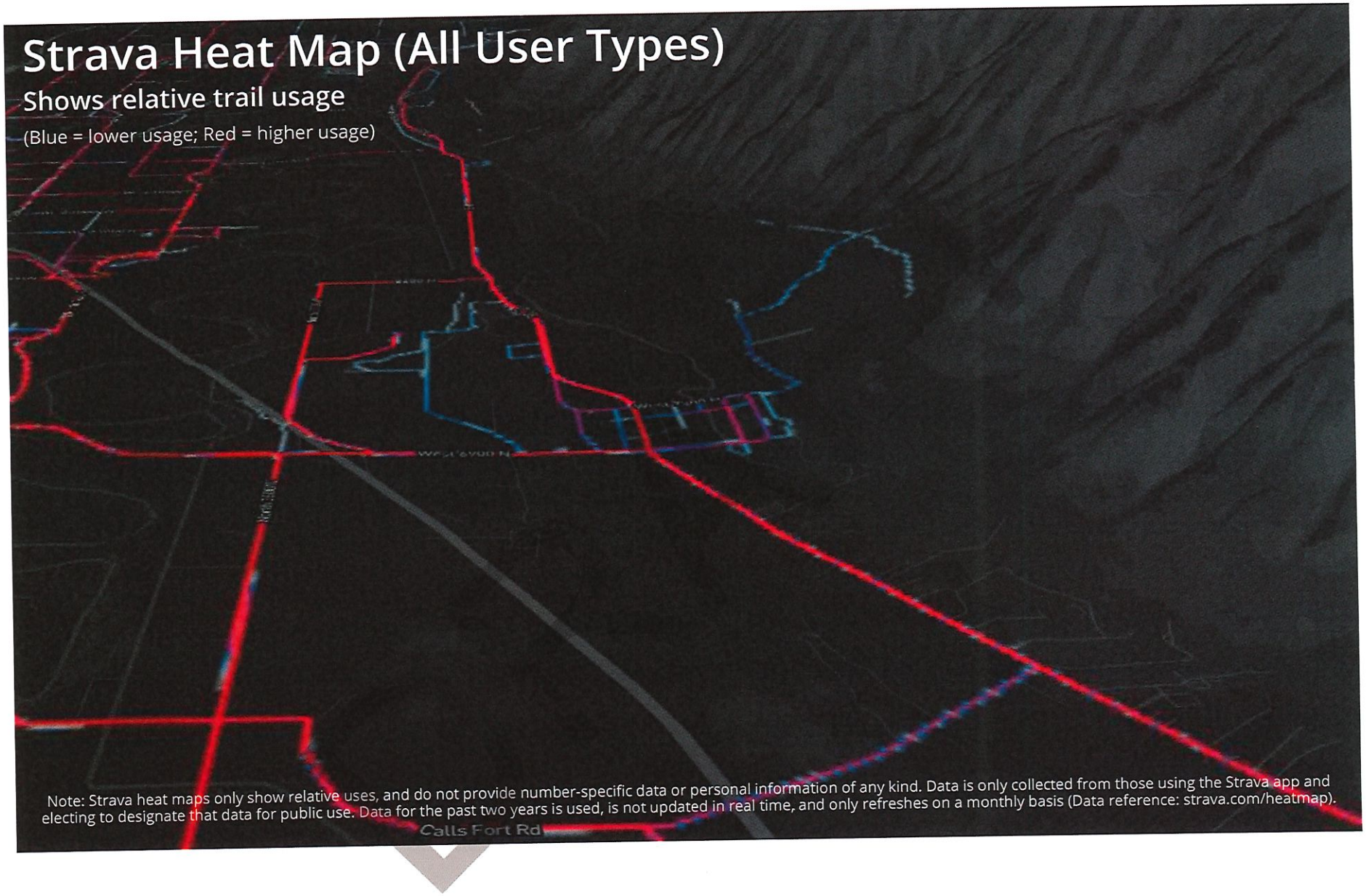
Trail Name	Condition	Recommended Improvement	Trail Management Agency(ies)	Notes
Honeyville City Park (East)	Excellent		Honeyville City	
Cold Water Canyon	Poor	Re-routes in steep sections	USFS	
Utah Division of Wildlife Resources/U.S. Forest Service Access Roads	Fair/Poor	Grading/re-routes	UDWR/USFS	

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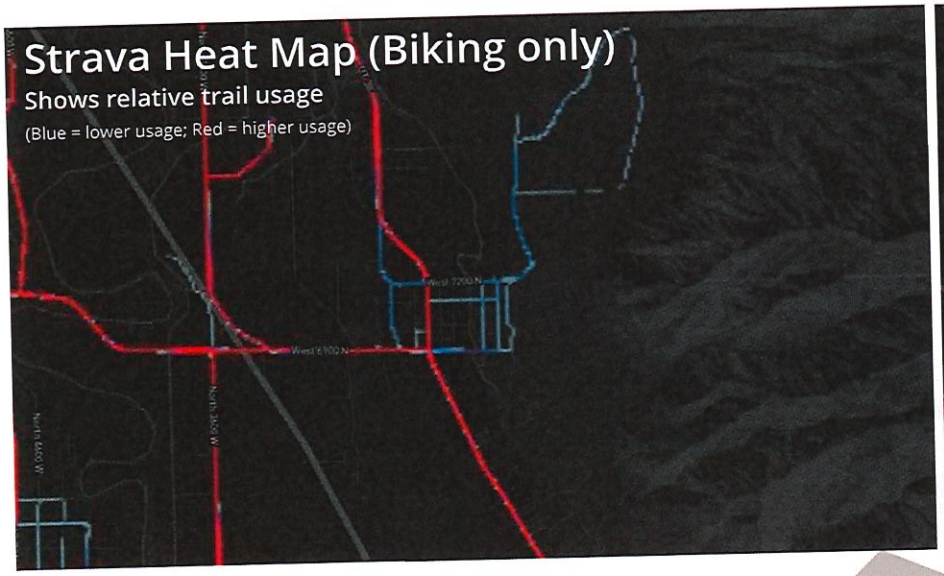
Strava Heat Map (All User Types)

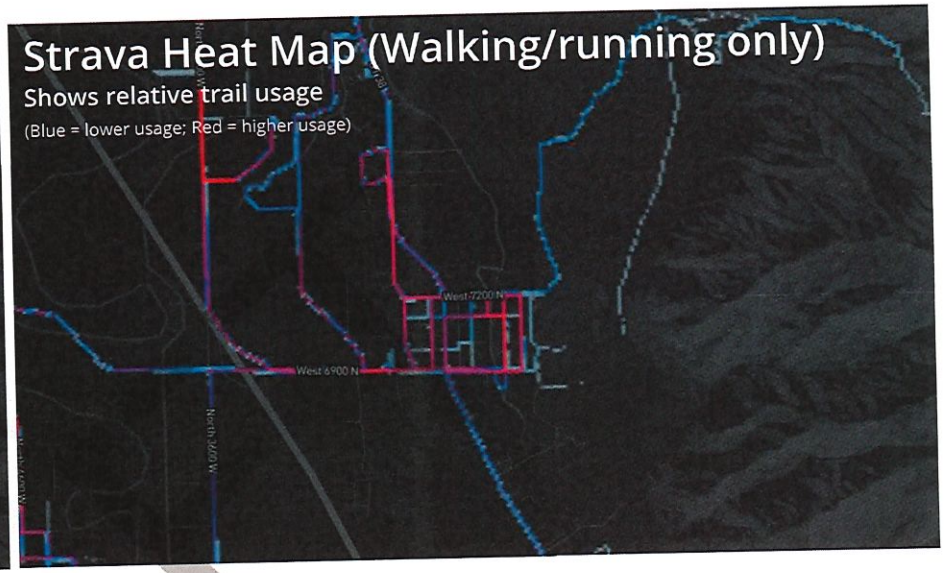
Shows relative trail usage

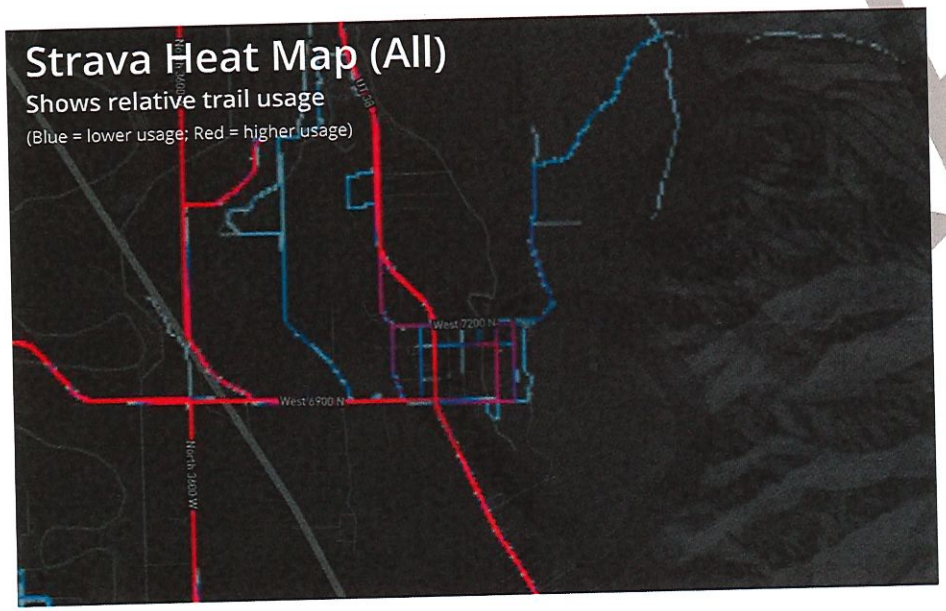
(Blue = lower usage; Red = higher usage)



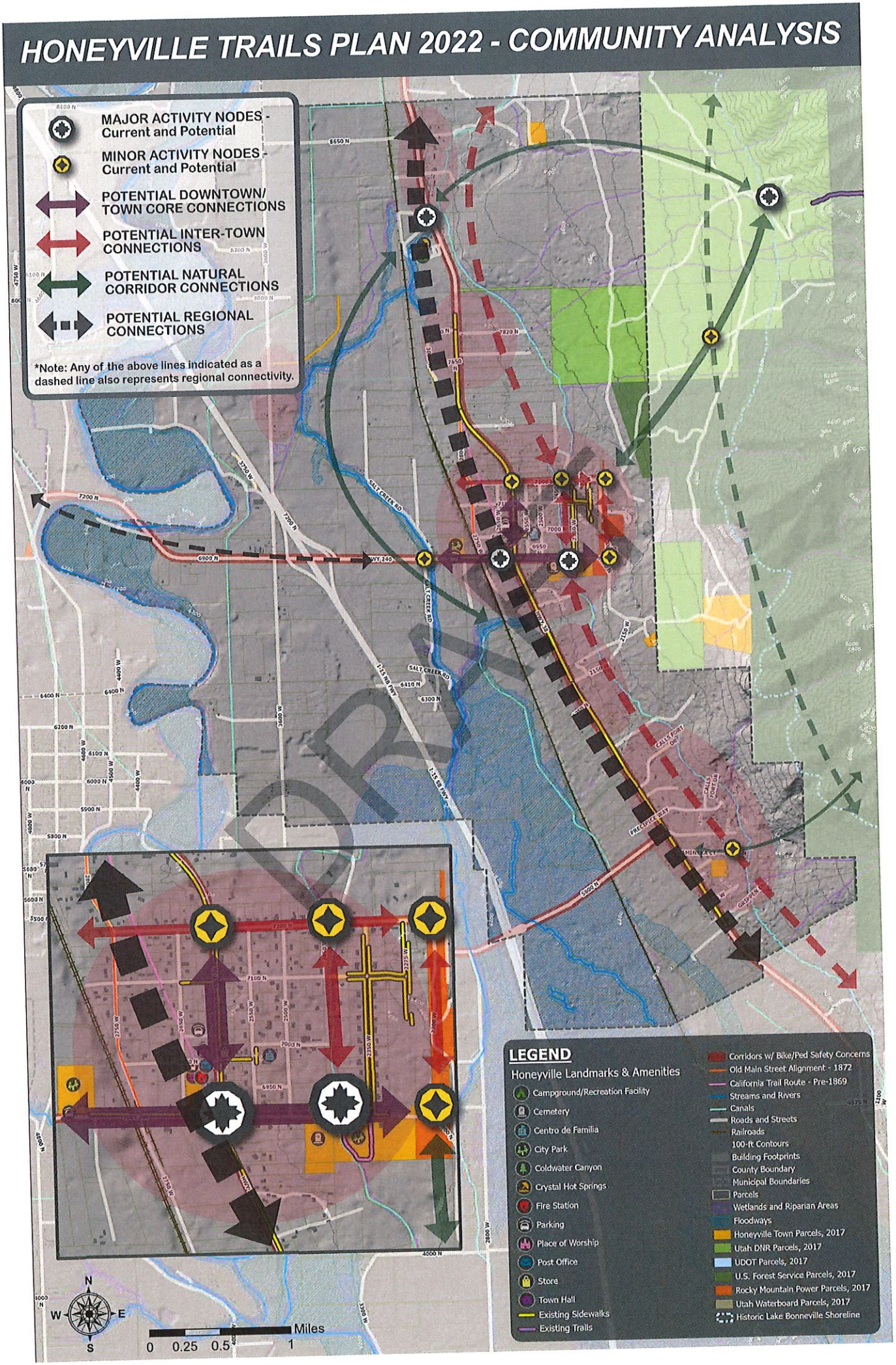
Note: Strava heat maps only show relative uses, and do not provide number-specific data or personal information of any kind. Data is only collected from those using the Strava app and electing to designate that data for public use. Data for the past two years is used, is not updated in real time, and only refreshes on a monthly basis (Data reference: strava.com/heatmap).


Strava Heat Map (Biking only)
Shows relative trail usage
(Blue = lower usage; Red = higher usage)
West 7200 N
West 6900 N
North 3600 W
North 3400 W

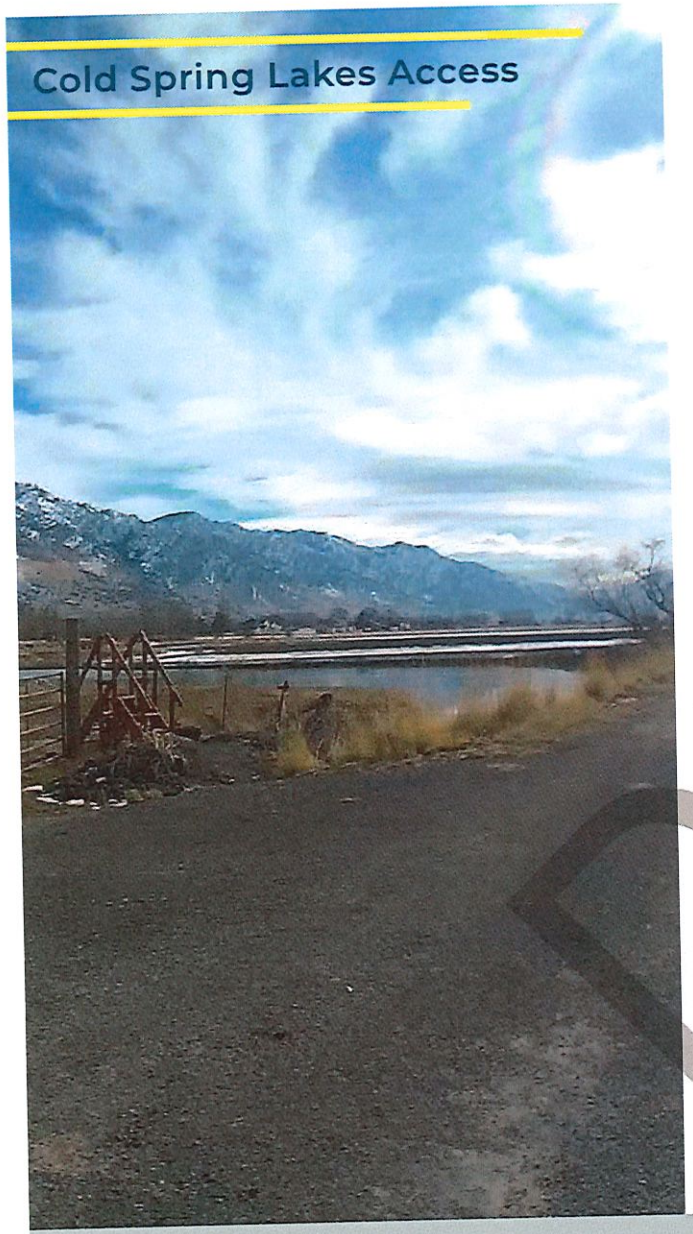

Strava Heat Map (Walking/running only)
Shows relative trail usage
(Blue = lower usage; Red = higher usage)
West 7200 N
West 6900 N
North 3600 W


Strava Heat Map (All)
Shows relative trail usage
(Blue = lower usage; Red = higher usage)
West 7200 N
West 6900 N
North 3600 W

HONEYVILLE TRAILS PLAN 2022 - COMMUNITY ANALYSIS



6 Proposed Trail Facilities



Proposed Trailheads

There are seven trailheads in and around Honeyville City that either currently exist and need some improvements, or do not exist, but would create great stagging areas for current and future trails.

Unofficial trailheads exist in Cold Water Canyon on UDWR land northeast of town, and the east end of 7200 North, which also accesses UDWR property, and eventually Cold Water Canyon on US Forest Service property. Likewise, the city has two parks, both of which can function as trailheads as they currently are, with and addition of some signage and kiosks were necessary.

Lastly, a trailhead is proposed at Cold Spring Lakes, which is already a public accessible area, as well as Crystal Hot Springs, and along Highway 38 at about half way between Crystal Hot Springs and 7820 North.

Proposed Trails

Approximately 85 miles of trails are proposed in and around Honeyville City in this plan. However, many of those are long-term projects that may take many years to construct, and some may become higher or lower priorities based on current community needs.

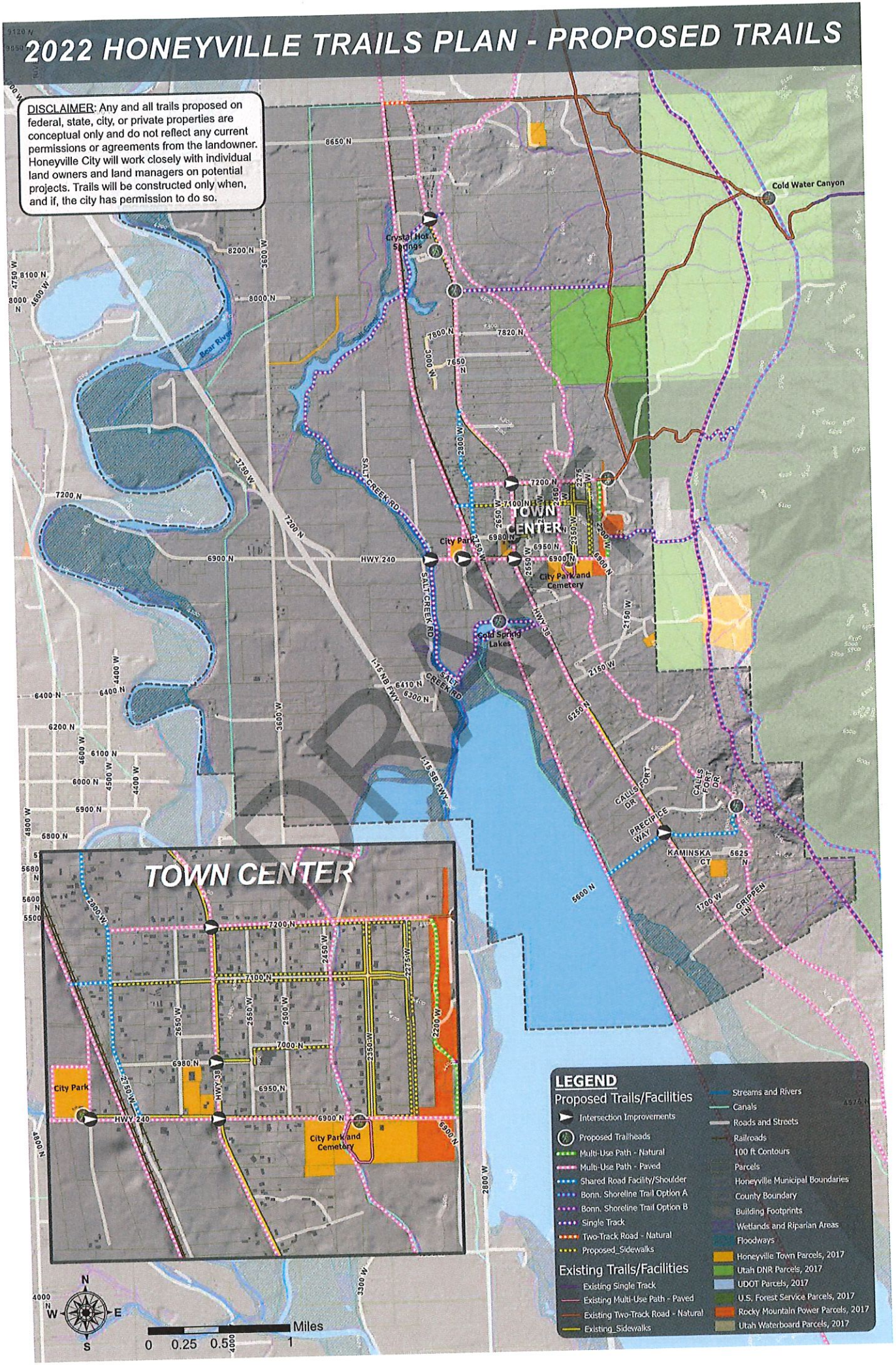
A large variety of trails types and locations were proposed in this plan to help the city plan for long-term needs, while having the flexibility needed to implement higher priority projects. In Section 7 of this document various trails and trail segments are identified as priorities for the city in the short, medium, and long-term. While many other trails are being proposed in this plan, this section provides a basic road map for the community moving forward.

Proposed Trailheads and Trails Tables

On the following pages are maps showing proposed trails and trailheads in and around Honeyville. Following the maps are tables showing various elements of each proposed trail and trailhead. The proposed trailheads table shows information related to location, trails accessed, amenities likely needed, and land ownership. Proposed trails tables include information on trail use, surface type, length, difficulty and land ownership.

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2022 HONEYVILLE TRAILS PLAN - PROPOSED TRAILS



Proposed Trails Matrix

Table 5: Proposed trails matrix.

#	Trail	Uses				Type			Surface			Length		Difficulty			Landowner					Scoring							Notes
		Hike	Bike	Horse	OHV	Single Track	Shared-Use Path	Jeep Trail/Unimprov.	Natural Earth	Unimproved/Gravel	Paved	In Honeyville City	Total	Easy	Moderate	Difficult	Private	Honeyville City	Utah DWR	Utah DOT	US Forest Service	Increases Safety (auto-ped) [1-3]	Cost (low cost gets higher score) [1-3]	Enhances Connectivity (regional and/or local) [1-3]	Landowner Amenability [1-3]	Partnerships (that help move project forward) [1-3]	Community Priority (Higher priority gets higher score) [1-5]	Total Score (out of 20)	
1	Bonneville Shoreline Trail Option A	•	•	•		•			•	•		0.6	20.9	•	•	•	•	•	•		•	3	3	3	1	2			
2	Bonneville Shoreline Trail Option B	•	•	•		•			•	•		1.4	20.0	•	•	•	•	•	•		•	3	3	3	2	2			
3	2200 West	•	•	•	•		•		•	•		0.4	0.4	•			•					2	3	3	2	2			Owned by Rocky Mountain Power
4	6900 North	•	•	•			•				•	0.9	0.9	•				•		•		3	2	3	3	3			
5	7200 North	•	•	•			•				•	0.7	0.7	•				•				3	2	3	3	3			
6	Canal Trail	•	•	•			•		•	•		5.6	12.9	•			•					3	2	3	1	2			
7	Highway 38 Pathway	•	•				•				•	5.0	10.1	•						•		3	1	3	3	3	5		
8	Rail Trail	•	•	•			•				•	5.1	9.4	•			•					3	2	3	1	1			
9	West City Park to Railroad	•	•	•			•				•	0.2	0.2	•			•	•				2	2	3	2	2			
10	West City Park Trail	•	•				•				•	0.2	0.2	•				•				3	2	3	3	3	5		
11	2800 West	•	•	•	•		•				•	0.8	0.8	•				•				2	3	3	3	3			
12	5600 North	•	•	•	•		•				•	0.9	0.9	•			•	•				2	3	3	3	3			
13	7100 North 2800 West to Railroad	•	•	•	•		•				•	0.1	0.1	•				•				2	3	3	3	3			
14	BST Connector Central	•	•	•		•			•			0.3	0.7	•	•		•				•	2	3	3	2	2			
15	BST Connector North	•	•	•		•			•			0	0.3		•						•	2	3	3	1	2			
16	BST Connector South	•	•	•		•			•			0.6	0.6		•		•					2	3	3	2	2	5		
17	Canal to Crystal Hot Springs Spur	•	•	•		•			•			0.1	0.1	•	•		•					2	3	3	2	2			
18	Cold Spring Lakes East	•	•	•		•			•			0.2	0.2	•			•					2	3	3	2	2			
19	Cold Spring Lakes West	•	•	•		•			•			0.2	0.2	•			•					2	3	3	2	2			
20	Salt Creek Trail	•	•	•		•			•			3.9	3.9	•	•		•					3	3	3	2	2	5		
21	UDWR Connector	•	•	•		•			•			0.8	0.8	•	•		•		•			2	2	3	2	2			
22	Hwy 38 to Railroad North Boundary Spur	•	•	•	•			•		•		0.1	0.1	•			•					2	2	3	2	2			

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Proposed Trailheads Matrix

Table 6: Proposed trailheads matrix.

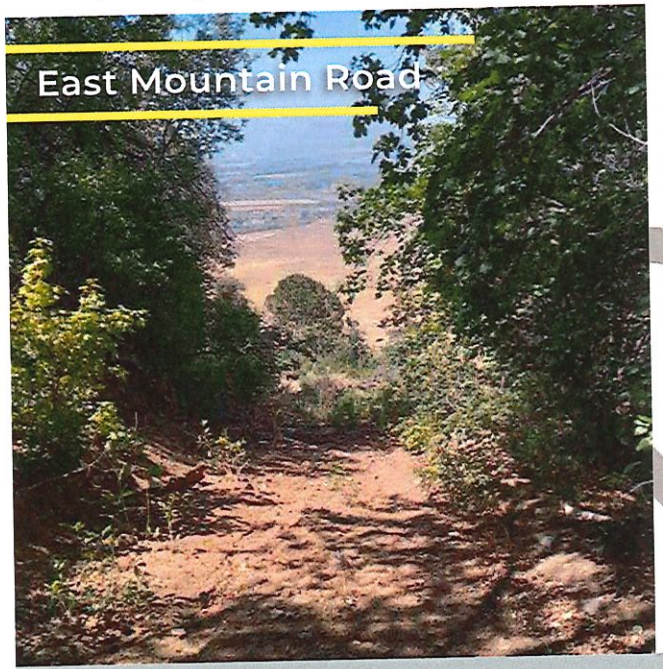
#	Trailhead	Trail Access																						Existing Amenities						Landowner					Recommended Improvements
		East Park Trail (Existing)	Bonneville Shoreline Trail Option A	Bonneville Shoreline Trail Option B	2200 West	6900 North	7200 North	Canal Trail	Highway 38 Pathway	Rail Trail	West Park to Railroad	West Park Trail	2800 West	5600 North	7100 North 2800 West to Railroad	BST Connector Central	BST Connector North	BST Connector South	Canal to Crystal Hot Springs Spur	Cold Spring Lakes East	Cold Spring Lakes West	Salt Creek Trail	UDWR Connector	Hwy 38 to Railroad North Boundary	Parking	Trailer Parking	Restrooms	Drinking Water	Kiosk	Private	Honeyville City	UDWR	UDOT	US Forest Service	
1	5600 North		•	•				•	•	•				•				•							•					•					Signage, water, restrooms
2	7200 North		•	•	•		•	•	•	•			•				•								•					•		•			More signage, more parking
3	Cold Spring Lakes								•	•										•	•	•			•						•		•			More signage, water, restrooms
4	Cold Water Canyon		•	•																												•		•		More formal TH location, signage, restrooms
5	Crystal Hot Springs							•	•	•												•			•	•	•	•		•					Formalilze TH w/ landowner, signage, more water
6	East City Park	•			•	•		•	•	•	•	•	•									•			•						•				Formalize parking, water, restrooms, signage
7	UDWR Connector							•	•														•							•		•			Parking, signage
8	West City Park	•			•	•		•	•	•	•	•	•									•			•	•	•	•			•				Signage

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7 Implementation

Project Prioritization

Implementation of this plan will help to maintain and preserve trails in Honeyville for generations to come. To be truly effective, the plan should be adopted by the city and integrated into other community planning process and documents, including the General Plan and Transportation Plan. As this plan is implemented, trails will align correctly within the community and regionally, creating an effective network of trails and pathways.



Likewise, having an adopted trails master plan is critical when applying for funding to construct trails or trail segments, or to re-route existing trails.

For the purpose of this plan, trail project implementation has been organized into three categories: short-term, medium-term, and long-term priorities. Terms all start at 0-years to emphasize the principle of implementing any of these projects as resources and opportunities become available.

Not all trails or trail sections in this plan are included in this list. This is simply a current representation of reasonable projects the city would like to implement in the next 0-20 years, collectively.

SHORT-TERM (0-5 Years)

1. ***West City Park Trail*** (around permiter of park)
2. ***Salt Creek Trail - South*** (west of West City Park along Hwy 240, then south along Salt Creek all the way to Cold Spring Lakes)

MEDIUM-TERM (0-10 Years)

3. ***Salt Creek Trail - Southeast Connector*** (east of West City Park along Hwy 240, then south along road east of the railroad tracks to Cold Spring Lakes)
4. ***South Bonneville Shoreline Trail and Connectors*** (East City Park east along 6900 North, then north along 2200 West, then east to BST at approximately 6980 North, then south along BST Option B, then west to future 5600 North trailhead).

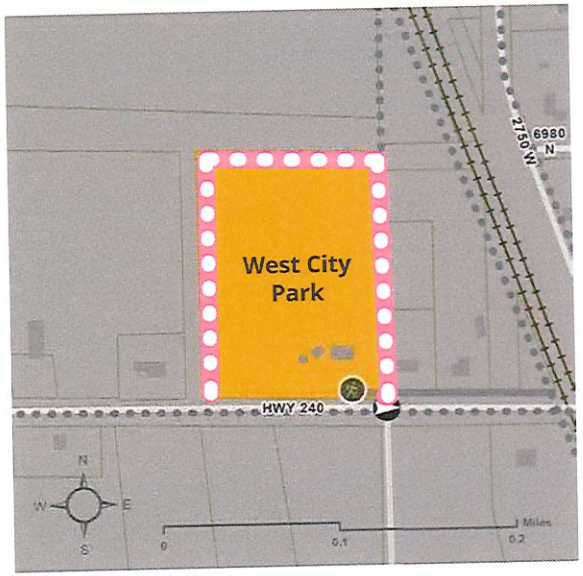
LONG-TERM (0-20 Years)

5. ***Salt Creek Trail - North*** (Hwy 240 north to Crystal Hot Springs)
6. ***Highway 38 Pathway*** (municipal boundary south to municipal boundary north)
7. ***6900 North Pathway*** (East City Park to railroad - connect to section leading to West City Park and Salt Creek)

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Project Summaries

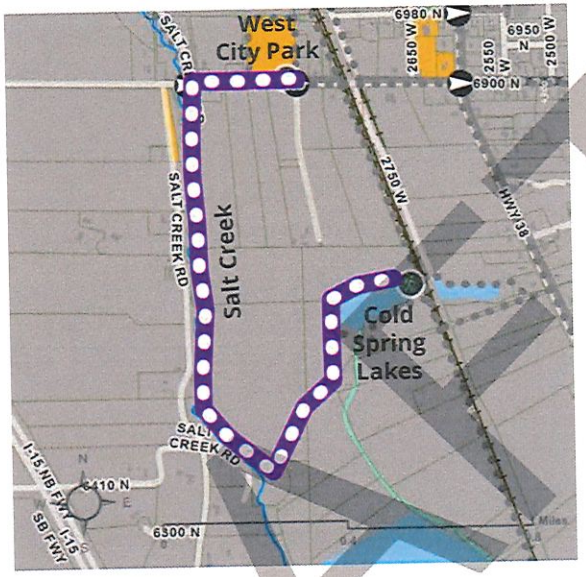
1. *West City Park Trail* (around permiter of park)



This park pathway is something the city has been planning for some time to provide another destination for walking and biking close to town. The park is fairly flat, and this trail would be ADA accesible for all users.

Length	0.5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City
Prop. Timeline	2023
Est. Cost	$150K - $500K
Pot. Proj. Barriers	Cost, material availability
Next Steps	Find funding/construct

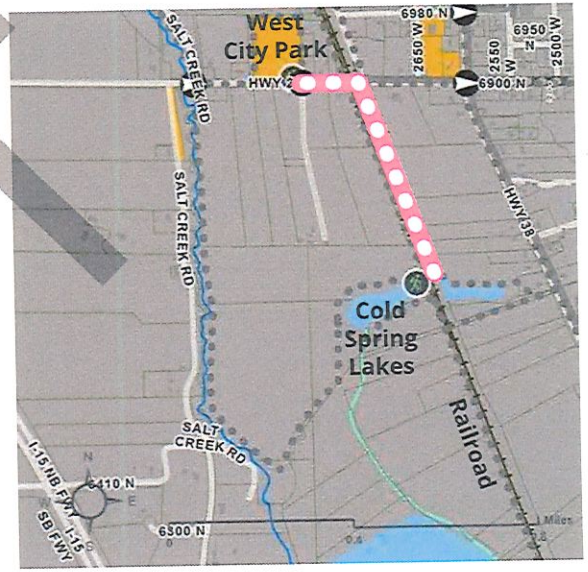
2. *Salt Creek Trail - South* (west of West City Park along Hwy 240, then south along Salt Creek all the way to Cold Spring Lakes)



Throughout this trails master planning process, there has been a lot of interest from local residents and officials in a trail along Salt Creek. This first phase would connect the West City Park to Cold Spring Lakes, where a trailhead for sportsman access currently exists.

Length	1.2 Miles
Uses	Hike/Bike/Equestrian
Difficulty, Type	Moderate, Single Track
Resp. Entities	City
Prop. Timeline	2024
Est. Cost	Minimal - $100,000
Pot. Proj. Barriers	Private property access
Next Steps	Work with property owners

3. *Salt Creek Trail - Southeast Connector* (east of West City Park along Hwy 240, then south along road east of the railroad tracks to Cold Spring Lakes)



This small unpaved, multi-use pathway would connect Cold Spring Lakes back to the West City Park via the access road to the sportsmans access. This would complete a short but beautiful 1.5 mile loop in town.

Length	0.5 MIles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City
Prop. Timeline	2025
Est. Cost	$150K - $500K
Pot. Proj. Barriers	RR crossing
Next Steps	Talk with RR

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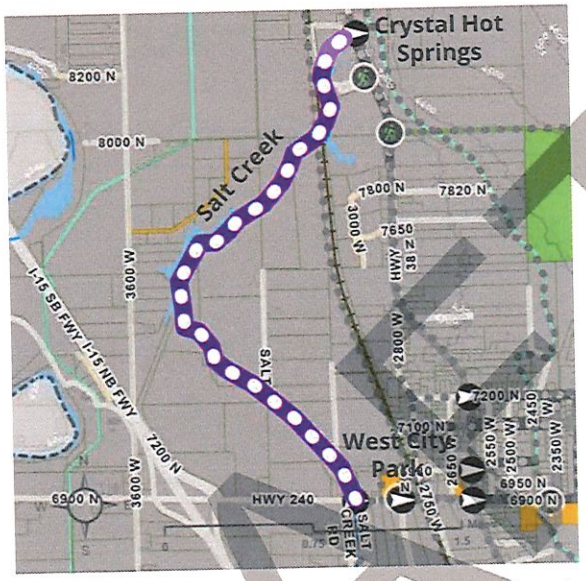
4. ***South Bonneville Shoreline Trail (BST) and Connectors*** (East City Park east along 6900 North, then north along 2200 West, then east to BST at approximately 6980 North, then south along BST Option B, then west to future 5600 North trailhead).



This will be a good start for creating and accessing the BST in Honeyville. Though mostly on private property, the land is fairly steep and rocky, and not suitable for development.

Length	2.6 Miles
Uses	Hike/Bike/Equestrian
Difficulty, Type	Moderate, Single Track
Resp. Entities	City
Prop. Timeline	2025
Est. Cost	Minimal - $200,000
Pot. Proj. Barriers	Private property access
Next Steps	Work with property owners

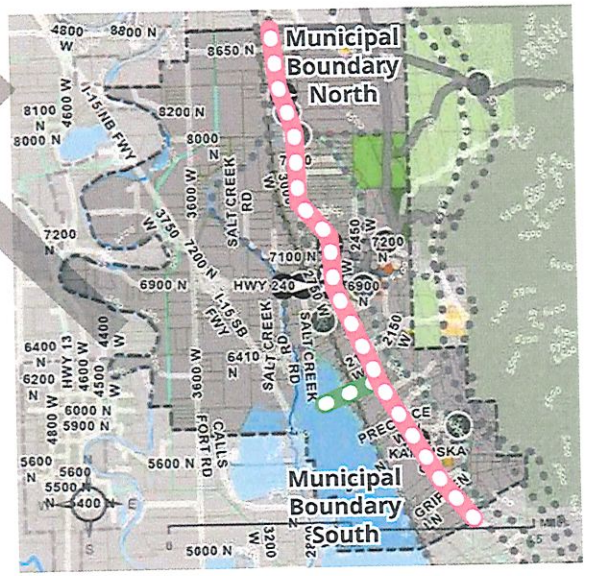
5. ***Salt Creek Trail - North*** (Hwy 240 north to Crystal Hot Springs)



This north segment of the larger Salt Creek Trail system provides an additional 2+ miles of natural surface, single trail trail for runners, hikers, bikers, and equestrians. The trail also connects Crystal Hot Springs to the city, providing potential economic opportunities for Honeyville City.

Length	2.4 Miles
Uses	Hike/Bike/Equestrian
Difficulty, Type	Moderate, Single Track
Resp. Entities	City
Prop. Timeline	2027
Est. Cost	Minimal - $200,000
Pot. Proj. Barriers	Private property access
Next Steps	Work with property owners

6. ***Highway 38 Pathway*** (municipal boundary south to municipal boundary north)

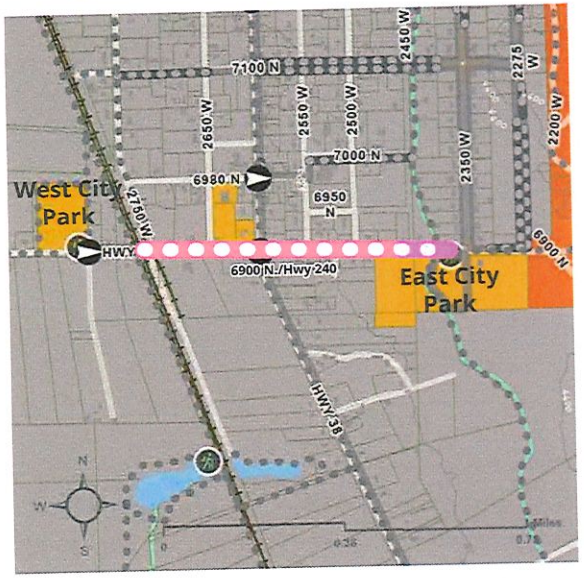


Currently, there are significant safety issues for cyclists riding along Highway 38, as well as recreational users and families that would like to travel north-south in town without a car. This paved, multi-use pathway would provide a separated trail for all user types to enjoy.

Length	5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City/UDOT
Prop. Timeline	2030
Est. Cost	$5 Million +
Pot. Proj. Barriers	Cost
Next Steps	Work with UDOT staff

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7. ***6900 North Pathway*** (East City Park to railroad - connect to section leading to West City Park and Salt Creek)



This paved, multi-use pathway provides a critical connection east-west accross the entire city. Almost every north-south trail proposed in this plan connects in some way to it. A safe crossing at Hwy 38 should also be pursued for this pathway.

Length	0.5 Miles
Uses	Hike/Bike
Difficulty, Type	Easy, Multi-Use Paved
Resp. Entities	City/UDOT
Prop. Timeline	2030
Est. Cost	$150K - $500K
Pot. Proj. Barriers	Crossing Hwy 38 Safely
Next Steps	Work with UDOT staff

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Trail Development Process

The following section outlines a simple process for developing new trails in and around local rural communities. It is critical that the steps are followed as the success of implementing each step is dependent on the successful implementation of the previous step. For example, if Step 3; Corridor Mapping and Land Owner Permissions is ignored, much time, effort, and money can be wasted without prior approval from land owners or public land managers.

It is hoped that, by using this section as a guide for future trail development, Honeyville City can successfully continue to plan for and construct future trails that are beneficial to residents and visitors.

Building Partnerships

For communities to create a connected and seamless trail network it is crucial they continue to coordinate efforts across jurisdictional boundaries and between various public and private land owners. As project partners, reaching out to adjacent property managers and land owners will help tremendously to create more effective and useful trails and trail systems.

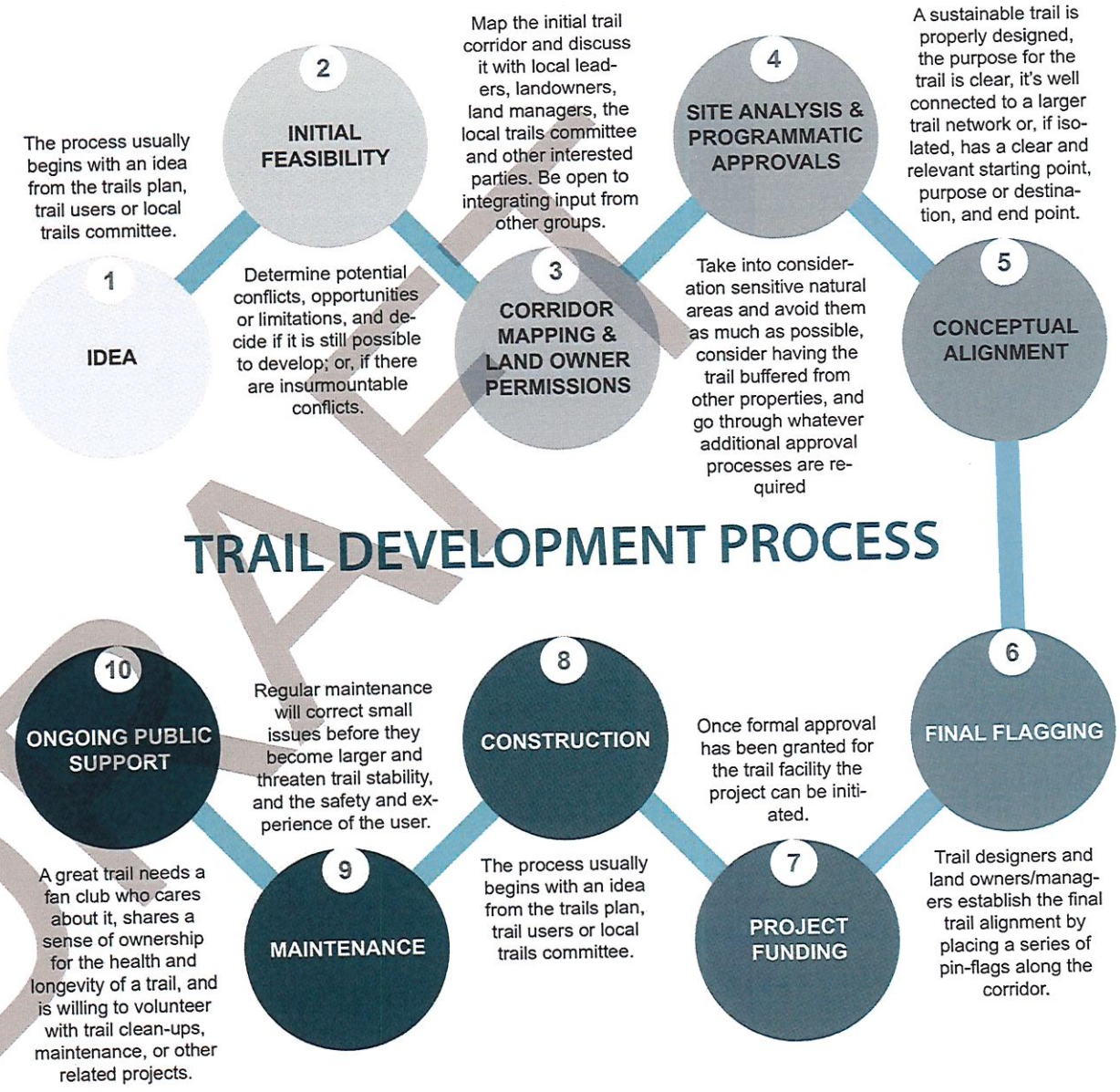


Figure 4: Trail development process diagram.

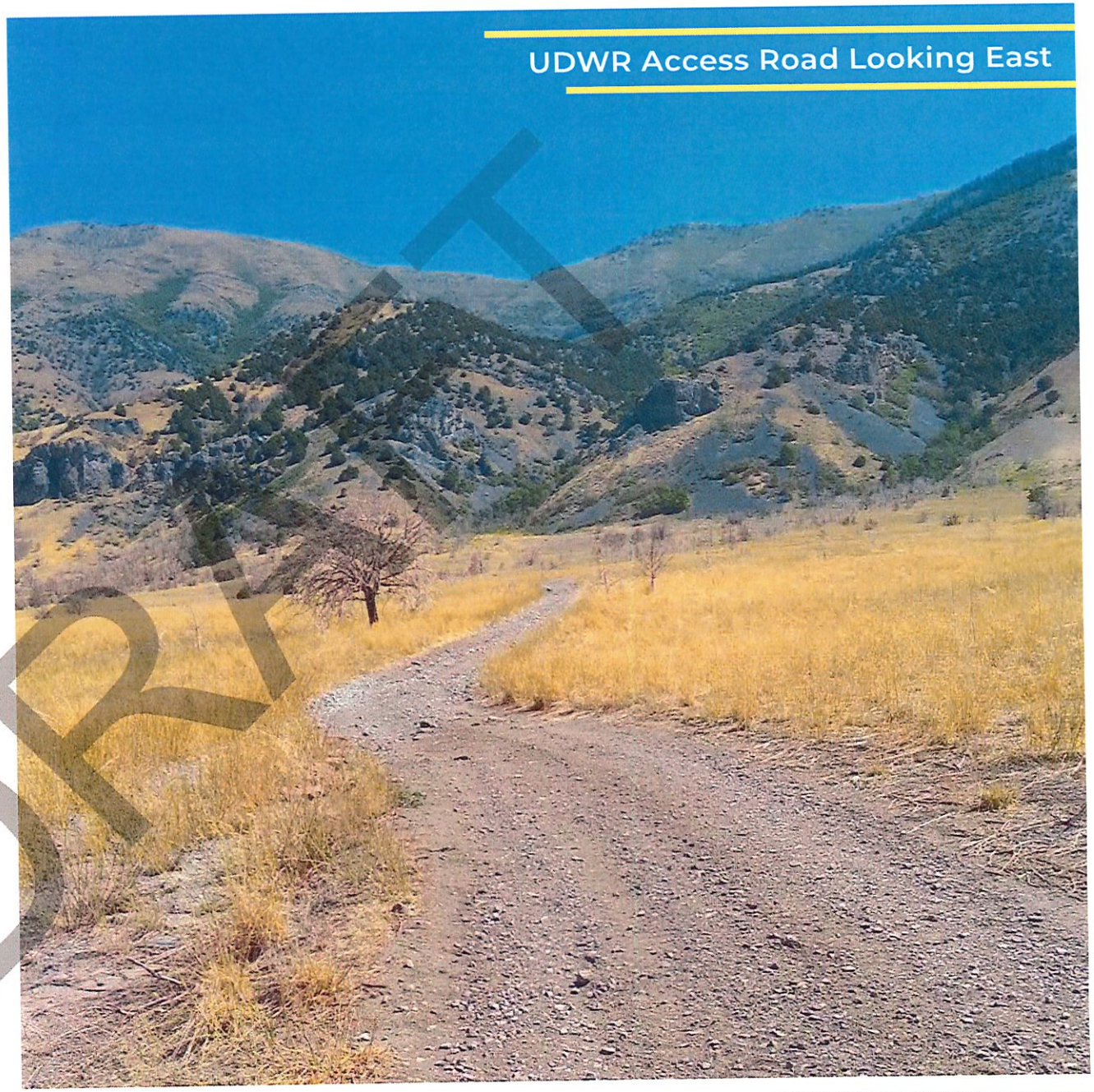
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Likewise, reaching out to the public is also encouraged to make sure planners and officials are representing their constituents viewpoints and providing amenities which benefit the community as a whole. Continuing the conversation with the general public and landowners should occur any time a new trail, pathway, or trailhead is being proposed in or around the city.

Although the stakeholder list included at the beginning of this plan represents a list of current project partners, this list should grow as the need for more trails grows.

Private Property, Access, Easements, and Liability

Development of this plan has placed special emphasis on private property rights. None of the trails or trailheads proposed on private property in this plan will include eminent domain or other types of government overreach. Utah is a private property rights-oriented state and eminent domain cannot be used for recreational amenities, including trails. Access can only be granted through a willing buyer/willing seller scenario, or through applicable access or conservation easements negotiated with a willing landowner.


UDWR Access Road Looking East

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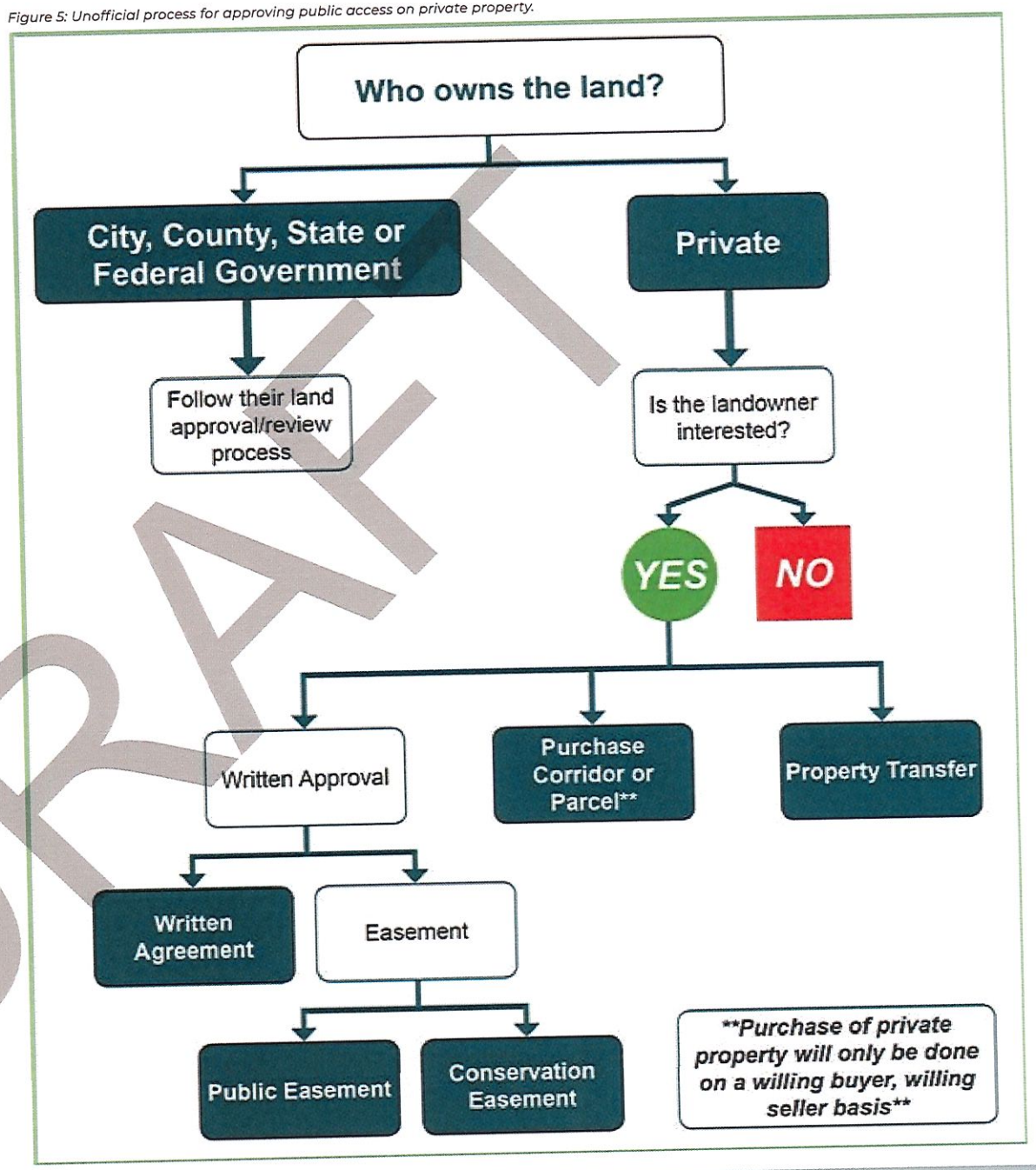
This section was written to inform how existing and future trails can become an officially existing trail. A trail becomes existing and official on private land if there is a written agreement between the private landowner and the public, or on public land if the trail has been officially reviewed and approved by that public agency. If the trail crosses public property it has to go through that land agencies approval process. If the trail crosses private property and the owner is interested, the trail can become official through a written access easement or agreement, a land transfer, or land purchase. Again, land purchases will only occur in a willing buyer-willing seller scenario.

Private Property Rights

When a trail intersects private property, land owners may be apprehensive about the prospect of allowing public use of their property for recreation. However, landowners are offered protection under Utah State Code 57-14. The purpose of the chapter states the following:

"The purpose of this chapter is to limit the liability of public and private landowners towards a person entering the owner's land as a trespasser or for recreational

Figure 5: Unofficial process for approving public access on private property.



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purposes, whether by permission or by operation of Title 73, Chapter 29, Public Waters Access Act."

The statute does not necessarily prevent a landowner from being sued, but it does provide landowners with basic protection.

On the previous page is an unofficial process for approving new trail corridors for public access in relation to private property rights and working with private property owners.

As noted in the diagram, private property can only be accessed through a willing buyer-willing seller scenario. Or, if the property does not need to be purchased outright, a willing private property owner could allow access through an easement or agreement. This could also include compensation for the landowner.

Capital Project and Maintenance Cost Estimates

The cost of constructing and maintaining trails can vary depending on location, material, length and terrain among other considerations. The table below provides a general estimate of the cost of constructing and maintaining trails based on recently completed trail projects in the Bear River Region, along the Wasatch Front, and in other similar areas. Property procurement, design, engineering, maintenance and repair costs are not included in these estimates, but can add an additional 10-20%.

Likewise, the following three pages includes a fairly comprehensive list of current federal, state, and private funding sources for various related projects. Since grant application due dates, match requirements, or the amount of funding available changes, it is critical to contact staff for each grant to get applicable information and updates.

Table 7: Capital project and maintenance cost estimates. Based on recent regional projects and the 2019 UDOT Regional Transportation Plan.

TRAIL TYPE	CONSTRUCTION COST (PER MILE)	MAINTENANCE COST (PER MILE)	NOTES
2 – 4 foot-wide Single Track Trail	$0 - 80,000	$250 - $1,000	Cost can vary greatly based on level of volunteer vs professional contractor services (based on recent estimates for Sniderville Basin area trails, Utah).
Sharrow Facility	$1,500 - $25,000	$5,000 - $10,000	Cost to stripe/paint and similar maintenance to road.
Shoulder Trail	$0 - $100,000	$5,000 - $10,000	If adequate shoulders currently exist, costs are lower; if new shoulders need to be paved, see paved pathway costs and adjust for width.
10-12 foot-wide Unimproved road or Jeep Trail	$5,000 - $25,000	$1,500 - $5,000	If jeep trails already exist, costs could be negligible, and mostly related to city/staff time negotiating access.
10 foot-wide Crushed Aggregate/ Natural Path	$10,000 - $200,000	$1,500 - $5,000	Costs vary greatly based on specific surface types and in-kind resources.
Paved 10 foot-wide Pathway	$500,000 - $1,200,000	$5,000 - $10,000	Cost for asphalt pathway only (concrete increases cost substantially).

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Potential Funding Sources

Table 8: Potential funding sources.

	NAME	ELIGIBLE PROJECTS	FUNDING AMOUNT	LOCAL MATCH	APPLICATION DUE BY	WEBSITE
LOCAL	**Box Elder County Tourism Tax Advisory Board Standard Grant**	Projects that promote tourism and economic development.	Varies	None	Ongoing	http://www.boxeldercounty.org/tourism-grant-information.htm
STATE	**Utah Outdoor Recreation Grant**	The built recreational infrastructure must provide an economic opportunity for the local area with the ability to attract or retain residents and/or increase the visitation to the region.	10,000-$200,000 (2022)	Given as a 50/50 match. Up to 25 percent of total may be an in-kind match.	March	https://business.utah.gov/outdoor/uorg/
	Recreational Trails Program	Construction and maintenance of trails and facilities; trailheads; restroom facilities; trail signage; acquisition of property or easements; purchase / lease of trail construction and maintenance equipment; educational programs to promote safety and environmental protection. Motorized and non-motorized grant programs.	Depends on federal funding but usually up to $100,000	50/50 sponsor match. Match may be comprised of sponsor cash, in-kind services, volunteer labor, or donations.	May	https://stateparks.utah.gov/resources/grants/recreational-trails-program/
	Land and Water Conservation Fund	Walking trails, land acquisition for recreation (must relate to the 2014 Utah State Comprehensive Outdoor Recreation Plan (SCORP))	Depends on federal funding	50-50 matching reimbursement program. The grant recipient must be able to fund 100 percent of the project while seeking periodic reimbursements for eligible expenses from the program.	May	https://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/

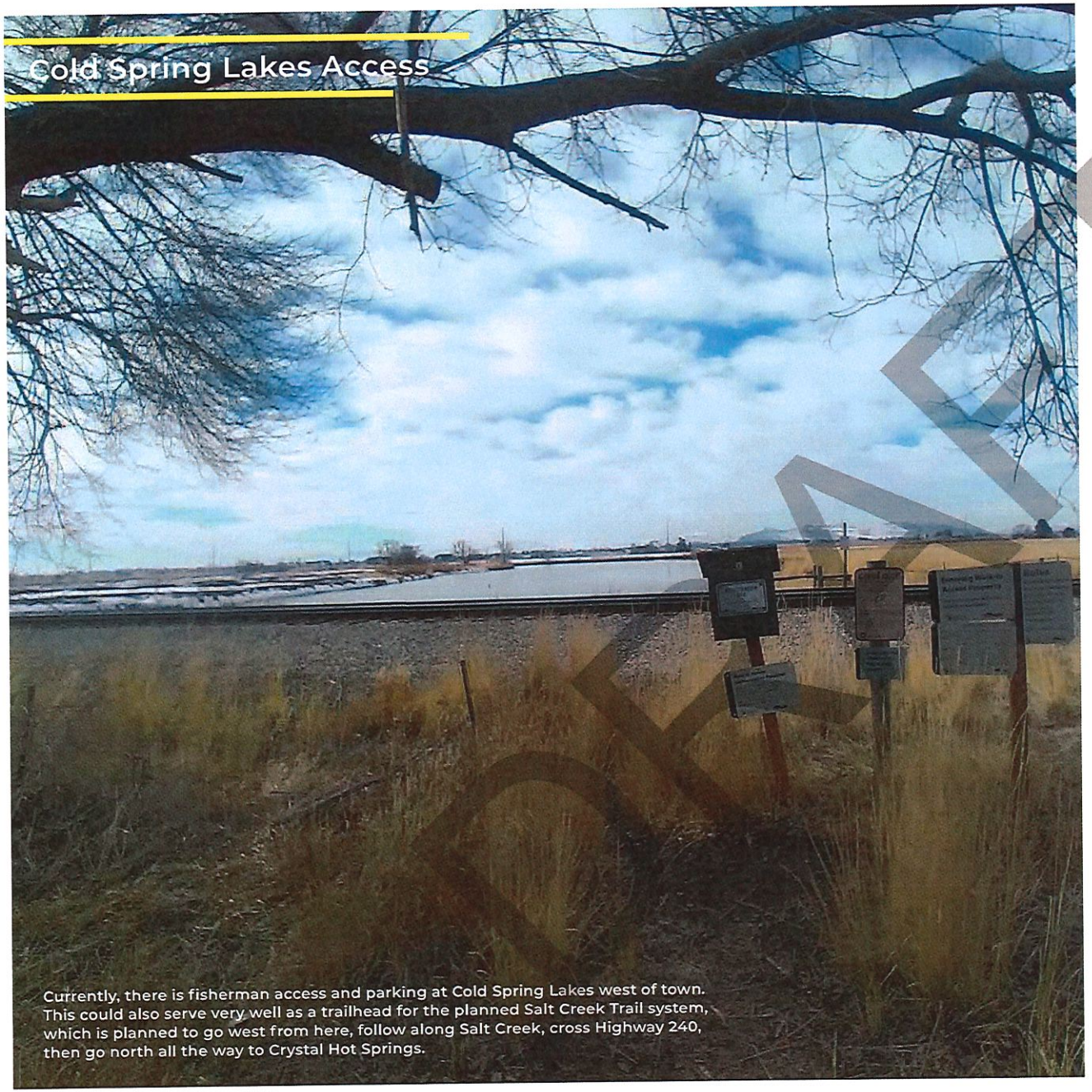
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	NAME	ELIGIBLE PROJECTS	FUNDING AMOUNT	LOCAL MATCH	APPLICATION DUE BY	WEBSITE
STATE	**UDOT Safe Routes to School**	Qualification is within 2 miles of school: new sidewalks, off-street bike/ped facilities, pavement markings, connections between locations, bike parking facilities, traffic calming, installing school related signs.	Reimbursed up to the maximum amount designated in a cooperative agreement with UDOT	Fully responsible for the design, cost estimate, and construction of the project.	March	https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:4814,
	UDOT Transportation Alternatives Program (TAP)	Bike facilities, trails, sidewalks (off state routes), vehicle/wildlife mortality reductions, safe routes to school, other transportation alternatives projects.	$100,000-$200,000	Local match is beneficial.	September	https://www.udot.utah.gov/connect/business/public-entities/local-government-program-assistance/
	UDOT Transportation Investment Fund (TIF)	Active transportation projects	Varies	40% Local	March	https://www.udot.utah.gov/connect/about-us/commission/project-prioritization-process/
FEDERAL	**Surface Transportation Block Grant Program (STBG)**	Construction, planning, and design of bicycle transportation facilities or pedestrian walkways; recreational trails; safe routes to school projects; environmental mitigation related to stormwater and habitat connectivity; vegetation management.	Varies	Can vary; up to 20%	Varies depending on federal funding and state allocation	https://www.fhwa.dot.gov/specialfunding/stp/

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	NAME	ELIGIBLE PROJECTS	FUNDING AMOUNT	LOCAL MATCH	APPLICATION DUE BY	WEBSITE
FEDERAL	**Federal Highway Administration Mitigation and Air Quality (CMAQ)**	Non-recreational bike/ped transportation improvements; projects that reduce air pollution or that shift traffic demand to other transportation modes.	Varies	Can vary; up to 20%	Varies depending on federal funding and state allocation	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
FEDERAL	**Highway Safety Improvement Program**	Program (HSIP) Safety projects that are consistent with the State's strategic highway safety plan (SHSP) , including pedestrian hybrid beacons, improvements that separate pedestrians from vehicles.	Varies	None specified	Varies depending on federal funding and state allocation	https://safety.fhwa.dot.gov/hsip/
NON-PROFIT & PRIVATE	**National Forest Foundation (NFF) Matching Awards Program (MAP)**	Recreation or restoration projects; trail maintenance, bridge and crossing construction or repair, installation of trail drainage structures; engaging youth/ underserved populations in stewardship; employing youth crews in restoration work. Non-motorized.	$500-$125,000 (average is $25,000)	1:1 cash match	Round 1: January Round 2: June	https://www.nationalforests.org/grant-programs/map
NON-PROFIT & PRIVATE	**Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)**	New multi-use trail construction, trail facility/ infrastructure (e.g., trailheads, bathrooms), improvements to existing trails; land acquisition; trail signage; significant maintenance tasks; capacity building for nonprofits or friends groups. (Preference given for rail-trails)	Project Transformation grant: $15,000 - $50,000; Community Support grant: $5,000 - $10,000	None	January	https://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/

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Currently, there is fisherman access and parking at Cold Spring Lakes west of town. This could also serve very well as a trailhead for the planned Salt Creek Trail system, which is planned to go west from here, follow along Salt Creek, cross Highway 240, then go north all the way to Crystal Hot Springs.

Marketing and Tourism

Economic pportunities could potentially exist for Honeyville City as the city grows and as local tourism increases. Crystal Hot Springs visitation, in particular, seems to be consistently growing, and winter use is becoming greater and much more predictable.

Whereas several of the proposed trail alignments connect Honeyville to Crystal Hot Springs, there may be some future opportunities for creating more downtown shops or eateries to provide options for visitors, resulting in sales tax revenue for the city.

Likewise, other tourism activities, such as agritourism, hiking, cycling, mountain biking, water trail use along the Bear River, and other similar activities, can create a draw to Honeyville, providing there is something for visitors to purchase or services in the city to utilize.

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8 Regulations and Management

Administration

While Honeyville City will act as the main coordinating body for this plan and related planning processes, it is critical that each participating agency and organization be involved in coordination, implementation, and maintenance of trail facilities on their respective properties if, and when, appropriate. Stakeholders will need to work together to implement trail sections and coordinate efforts on various properties, especially related to trail alignment and design. Overall, project implementation will be much more effective as multiple partners coordinate efforts.

Rules and Regulations

Rules and regulations should be established on a agency-by-agency and property owner-by-property owner basis, but should always align with local codes, ordinances and standards. When creating regulations it is important to work with various stakeholders, including the public, to balance the needs and expectations of all potential beneficiaries. Likewise, if a trail crosses multiple organizational, jurisdictional or agency boundaries, stakeholders need to work together to have similar rules and regulations. Consistency with rules between agencies and land owners will also help as users go from one property to another.

Providing adequate regulatory signage and community education through maps and other trail related materials can also help reduce issues and conflicts with trail users. Likewise, enforcement can help limit negative behavior by providing clear consequences for breaking trail rules. These rules need to be include in community ordinances, or posted on signs in town, at trailheads, and along applicable sections of the trail.

Maintenance and Repairs

Appropriate repair and maintenance activities reduce liability and increase safety and security for trail users. Routine maintenance can reduce incidents of litter, graffiti and vandalism while providing a quality experience for users and property owners.

Maintenance, repairs, and management of individual trails and pathway segments will be the responsibility of the organization or agency that manages them or has responsibility for particular trails or sections of trail.

The costs of maintenance associated with trails varies widely depending on the type of trail and level of use. Upgrades and structural remedies could be funded through city funds, agency funds, donations, volunteer labor, grants, or a combination of all five.

Preventative maintenance can also reduce future repair costs and can include:

- Mowing
- Weed control
- Litter and waste collection
- Snow removal
- Trail resurfacing or grooming
- Re-striping lines
- Replacing degraded or vandalized signs
- Section realignments
- Others

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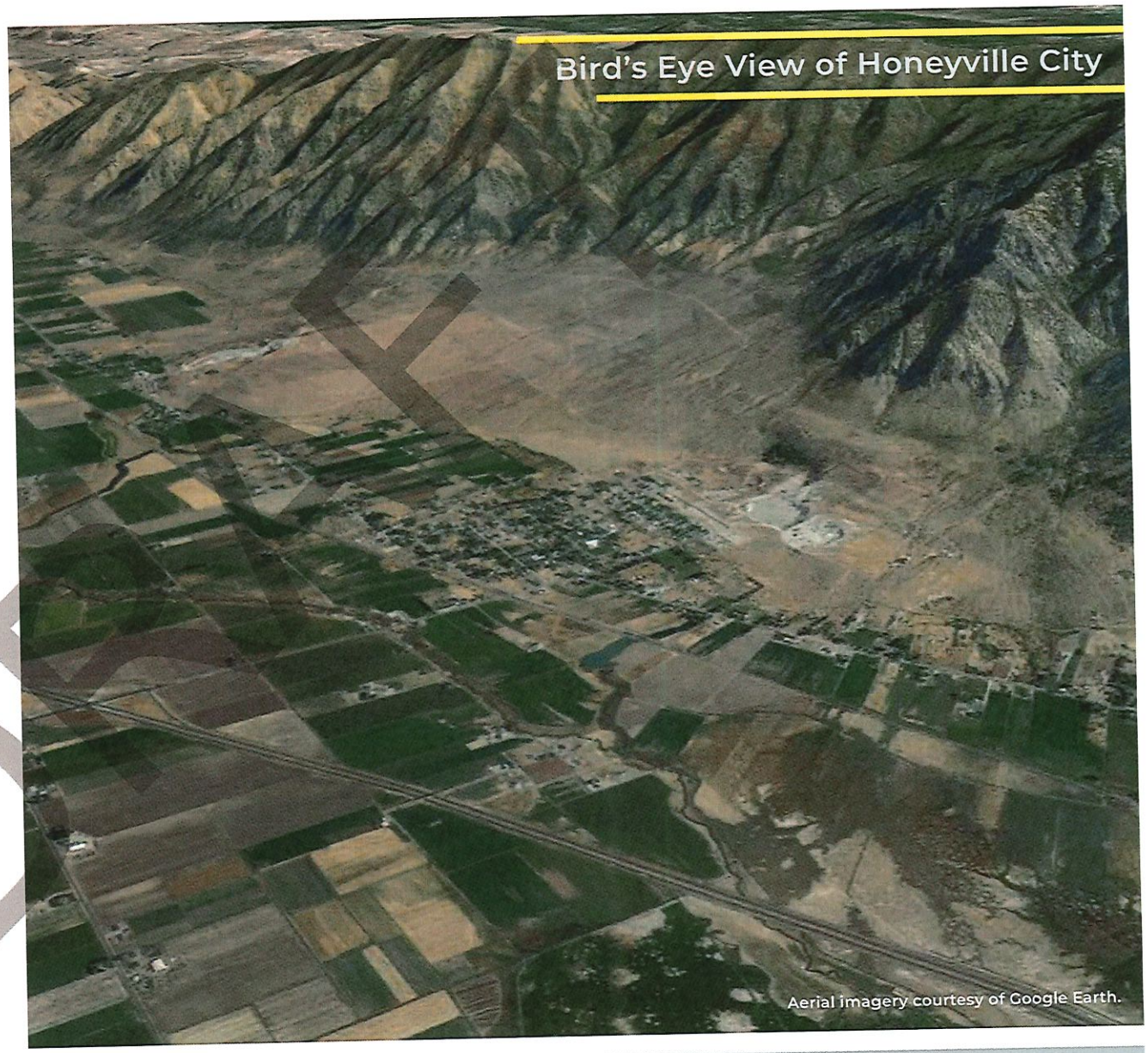
9 Conclusion

As Honeyville continues to grow and develop as a community, the need for a well-connected trail and pathway system will be essential for current and future residents. This plan lays the foundation for the town to begin working with developers and other project partners to make sure future trails and trail facilities meet the needs of the community, and that they are constructed correctly and in a sustainable manner.

While some important choices lay before the city related to growth, development, and recreation, there is no better time than now to begin laying the necessary groundwork for the regional and local trails included in this plan. In order to have a well-connected trail system, it is critical that community leaders, residents, landowners, and stakeholders come together to implement the vision, goals, and objectives found in this plan.

According to David Burwell, President of the Rails-to-Trails Conservancy in 2001,

"Trails not only connect us to each other, they connect us to ourselves."



Bird's Eye View of Honeyville City

Aerial imagery courtesy of Google Earth.

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10 Works Cited and References

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11 Appendices

Appendix A - 2020 Honeyville Trails Plan Public Survey Results Summary

Appendix B - Trail Design Guidelines

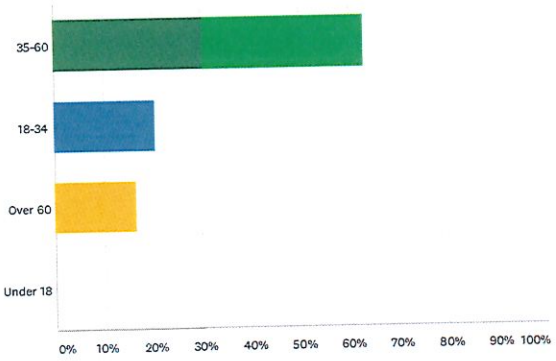
Appendix C - Willard City Trail Ordinance (Example)

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Honeyville Trail User Survey

Q1 How old are you?

Answered: 146 Skipped: 0



ANSWER CHOICES	RESPONSES	
35-60	63.01%	92
18-34	20.55%	30
Over 60	16.44%	24
Under 18	0.00%	0
TOTAL		146

Honeyville Trail User Survey

Q2 Where do you live?

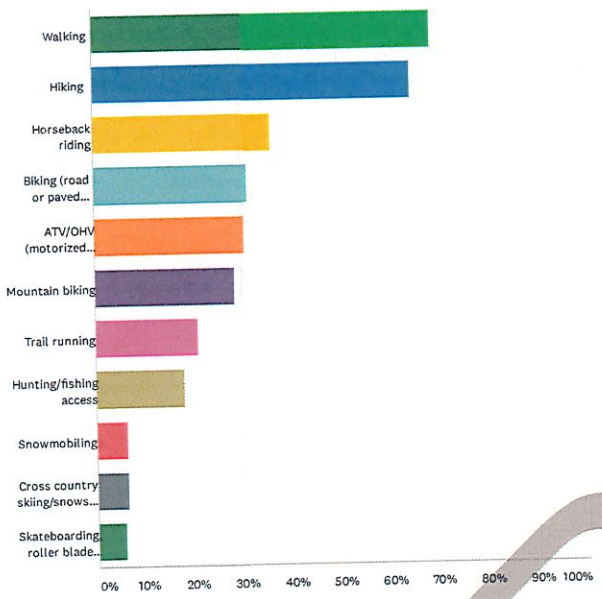
Answered: 146 Skipped: 0

*For privacy purposes, Q2 answers are not shared here due to some answers containing personal addresses. It is estimated that 22 of 146 responses came from respondants not living in Honeyville City proper.

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Q3 What is your primary activity on trails within or outside of Honeyville? Directions: select all that apply

Answered: 144 Skipped: 2

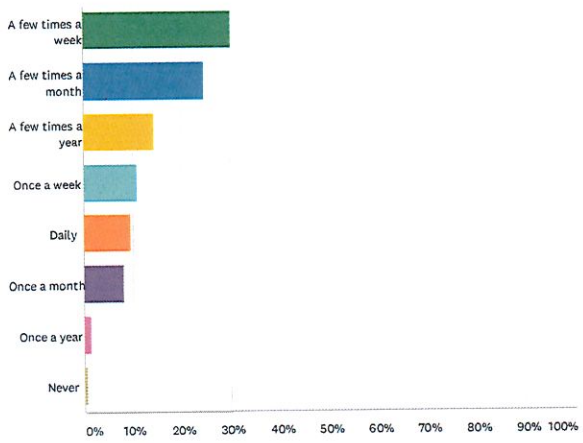


ANSWER CHOICES	RESPONSES	
Walking	68.75%	99
Hiking	64.58%	93
Horseback riding	36.11%	52
Biking (road or paved trails)	31.25%	45
ATV/OHV (motorized travel)	30.56%	44
Mountain biking	28.47%	41
Trail running	20.83%	30
Hunting/fishing access	18.06%	26
Snowmobiling	6.25%	9
Cross country skiing/snowshoeing	6.25%	9
Skateboarding, roller blades, scooter, hover board, etc.	5.56%	8
Total Respondents: 144		

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Q4 On average, how often do you do the activities you selected from question 3?

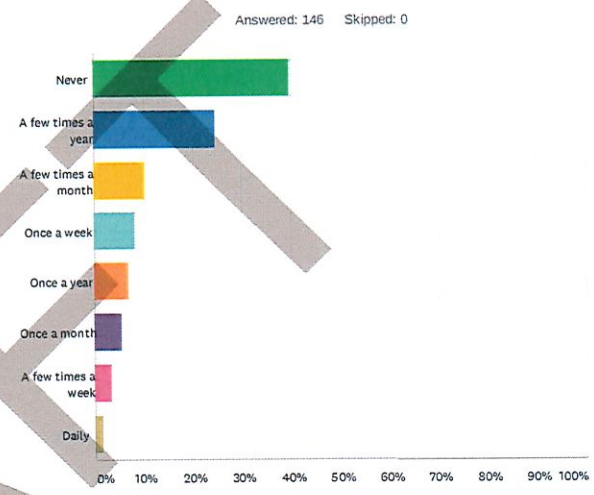
Answered: 146 Skipped: 0



ANSWER CHOICES	RESPONSES	
A few times a week	30.14%	44
A few times a month	24.66%	36
A few times a year	14.38%	21
Once a week	10.96%	16
Daily	9.59%	14
Once a month	8.22%	12
Once a year	1.37%	2
Never	0.68%	1
TOTAL		146

Q5 How often do you use the Honeyville East Park pathway? (see map below)

Answered: 146 Skipped: 0

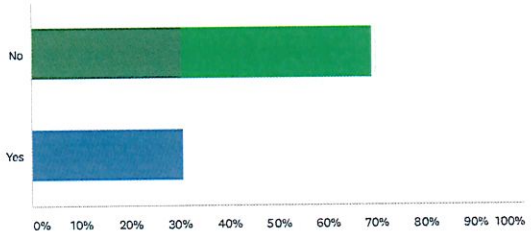


ANSWER CHOICES	RESPONSES	
Never	39.73%	58
A few times a year	24.66%	36
A few times a month	10.27%	15
Once a week	8.22%	12
Once a year	6.85%	10
Once a month	5.48%	8
A few times a week	3.42%	5
Daily	1.37%	2
TOTAL		146

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Q6 Do you bike along Highway 38?

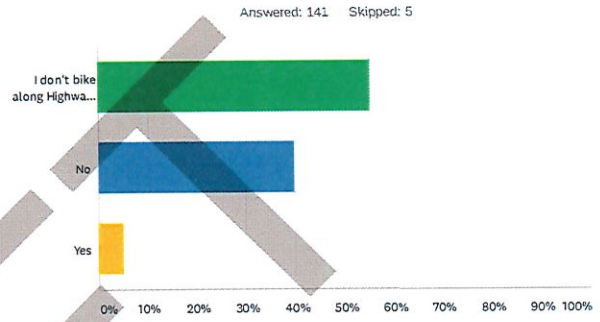
Answered: 146 Skipped: 0



ANSWER CHOICES	RESPONSES	
No	69.18%	101
Yes	30.82%	45
TOTAL		146

Q7 If yes, do you feel safe biking along Highway 38?

Answered: 141 Skipped: 5

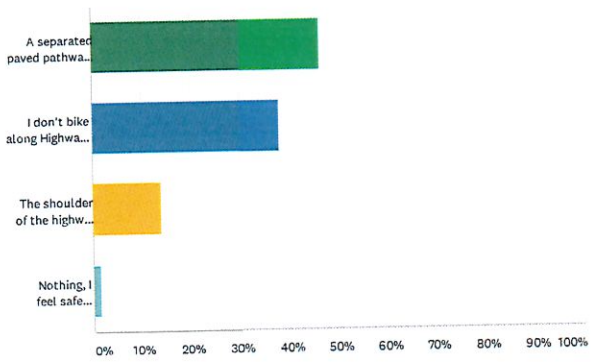


ANSWER CHOICES	RESPONSES	
I don't bike along Highway 38	55.32%	78
No	39.72%	56
Yes	4.96%	7
TOTAL		141

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Q8 Complete the sentence, I would feel more safe biking along Highway 38 if...

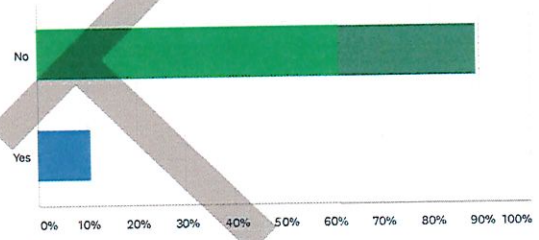
Answered: 142 Skipped: 4



ANSWER CHOICES	RESPONSES	
A separated paved pathway was built adjacent to the highway	46.48%	66
I don't bike along Highway 38	38.03%	54
The shoulder of the highway was extended and created a clear separation from vehicles	14.08%	20
Nothing, I feel safe biking along the highway as is	1.41%	2
TOTAL		142

Q9 In your opinion, are there enough trails in Honeyville?

Answered: 140 Skipped: 6

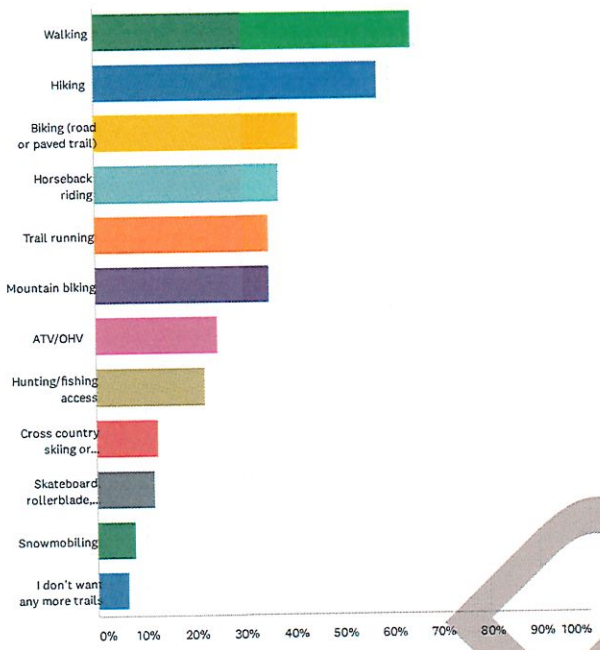


ANSWER CHOICES	RESPONSES	
No	89.29%	125
Yes	10.71%	15
TOTAL		140

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Q10 What types of additional trails and/or facilities would you like to see developed in Honeyville? Directions: select all that apply

Answered: 144 Skipped: 2

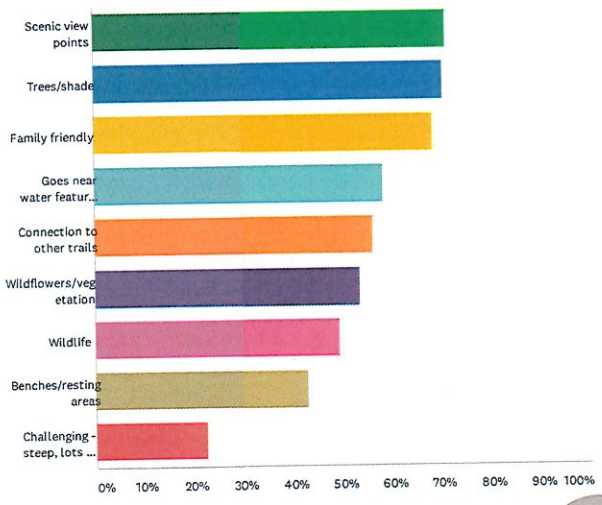


ANSWER CHOICES	RESPONSES	
Walking	64.58%	93
Hiking	57.64%	83
Biking (road or paved trail)	41.67%	60
Horseback riding	37.50%	54
Trail running	35.42%	51
Mountain biking	35.42%	51
ATV/OHV	25.00%	36
Hunting/fishing access	22.22%	32
Cross country skiing or snowshoeing	12.50%	18
Skateboard, rollerblade, scooter, hover board, etc.	11.81%	17
Snowmobiling	7.64%	11
I don't want any more trails	6.25%	9
Total Respondents: 144		

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Q11 What kind of features do you look for in a trail? Directions: select all that apply

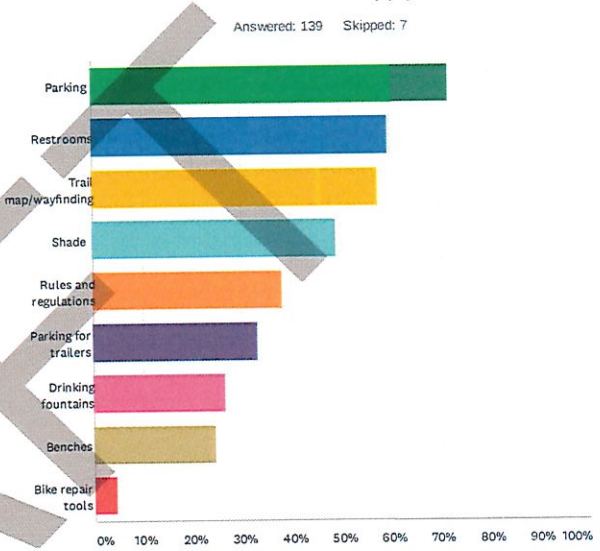
Answered: 142 Skipped: 4



ANSWER CHOICES	RESPONSES	
Scenic view points	71.13%	101
Trees/shade	70.42%	100
Family friendly	68.31%	97
Goes near water features e.g., lakes, ponds or streams	58.45%	83
Connection to other trails	56.34%	80
Wildflowers/vegetation	53.52%	76
Wildlife	49.30%	70
Benches/resting areas	42.96%	61
Challenging - steep, lots of turns, jumps	22.54%	32
Total Respondents: 142		

Q12 What types of features do you look for in a trailhead? Directions: select all that apply

Answered: 139 Skipped: 7

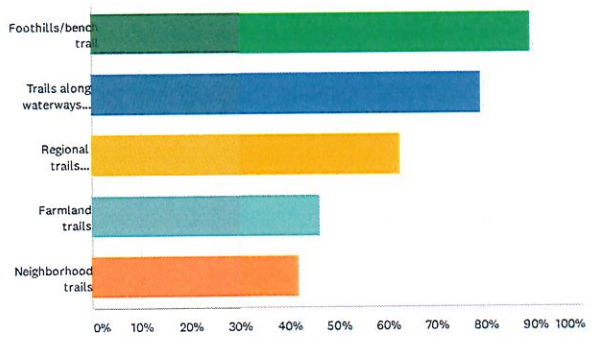


ANSWER CHOICES	RESPONSES	
Parking	71.94%	100
Restrooms	59.71%	83
Trail map/wayfinding	57.55%	80
Shade	48.92%	68
Rules and regulations	38.13%	53
Parking for trailers	33.09%	46
Drinking fountains	26.62%	37
Benches	24.46%	34
Bike repair tools	4.32%	6
Total Respondents: 139		

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Q13 What areas would you like to see future trails located in Honeyville? Directions: select all that apply

Answered: 140 Skipped: 6



ANSWER CHOICES	RESPONSES	
Foothills/bench trail	89.29%	125
Trails along waterways (river, creek, canal or pond)	79.29%	111
Regional trails connecting to other communities	62.86%	88
Farmland trails	46.43%	65
Neighborhood trails	42.14%	59
Total Respondents: 140		

Q14 Do you have anything else you would like to share about existing or future trails in Honeyville?

Answered: 66 Skipped: 80

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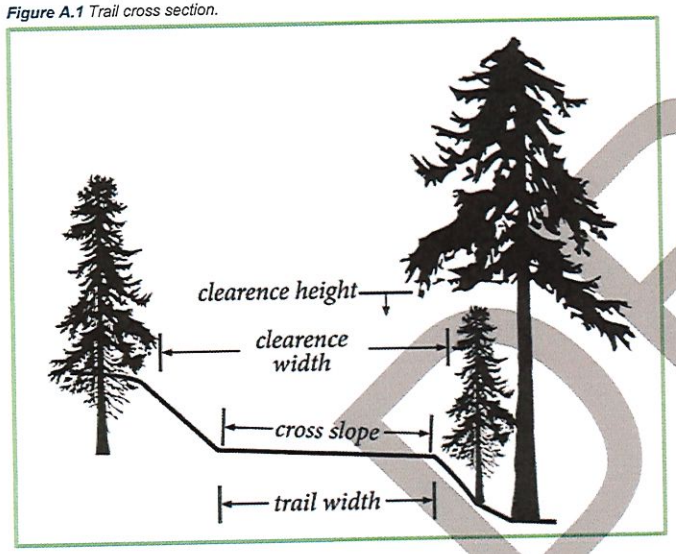
Appendix B - Trail Design Guidelines

Trail use, geography, soils and future management plans all play a role when developing trails for motorized or non-motorized uses. For example, natural contours should be used whenever possible to minimize erosion and man-made scarring on the landscape. Trail systems in mountainous areas are particularly susceptible to accelerated maintenance when not designed properly. The following sections provides principles selected to act as a guide to trail development in the Rich County area and have been adapted to the conditions prevalent to the area. These guidelines help project managers determine the larger context of their project early in the planning process. The next step would be consulting the land manager as to the natural characteristics of the area. Knowledge of the terrain, along with a consideration of users and their experience, can then be combined to determine the type of trail features and designs that should be implemented. The result is the creation of safe and enjoyable routes with respect to the natural environment, the character of the trail, those maintaining the trail.

TRAIL CORRIDOR

Each corridor section provides a set of recommended standards based on the Forest Service and developed best management practices for trails (see **Figure A.1**) (U.S. Dept. Of Agriculture, 2013). Each corridor type includes recommendations for three classes of trails semi-developed, moderately developed, and highly developed.

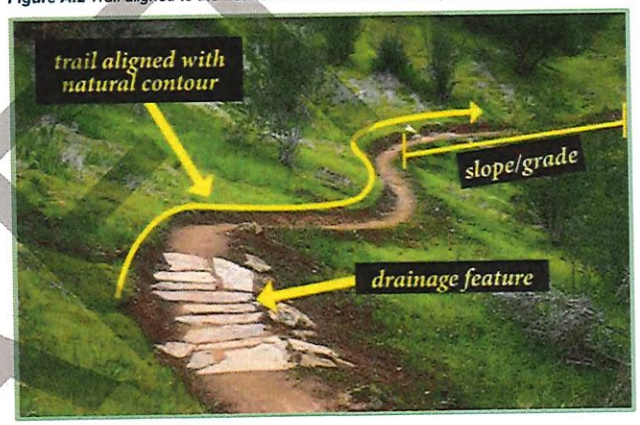
Figure A.1 *Trail cross section.*



GENERAL STANDARDS

Trail alignment: Trails should be aligned to run along natural contours of the terrain (see **Figure A.2**). This helps reduce runoff, integrates the trail into the landscape naturally, and creates an easier slope for users.

Figure A.2 *Trail aligned to the natural contours of the landscape.*

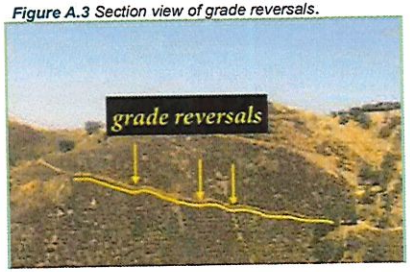


Drainage: Water controls are integral features of a trail that help maintain the terrain's natural drainage to reduce water erosion and maintenance needs (see **Figure A.2**). Common water controls include outslope, grade reversals and grade dips.

Outslope: Outslope is when a trail's cross slope tips towards the downhill side (see **Figure A.2**). This encourages water to flow off the trail. Despite being easy to integrate into a trail, outslopes require constant maintenance due to traffic. Overtime the outslope wears and requires regrading.

Grade Reversal: Grade reversals are short sections of trail that change from climbing to descending, then return to climbing (see **Figure A.3**). This minimizes water erosion by draining water off the trail before it can gain volume and speed.

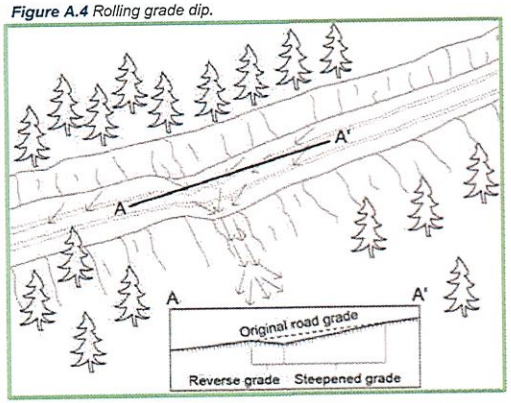
Figure A.3 *Section view of grade reversals.*



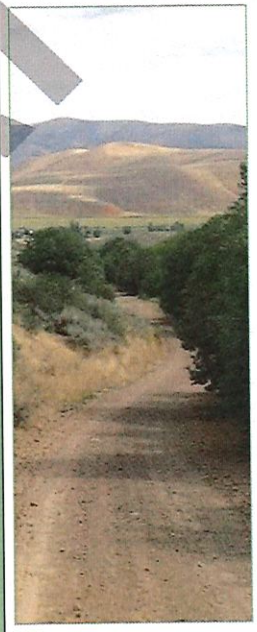
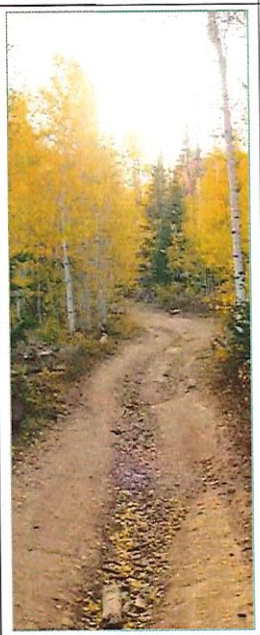
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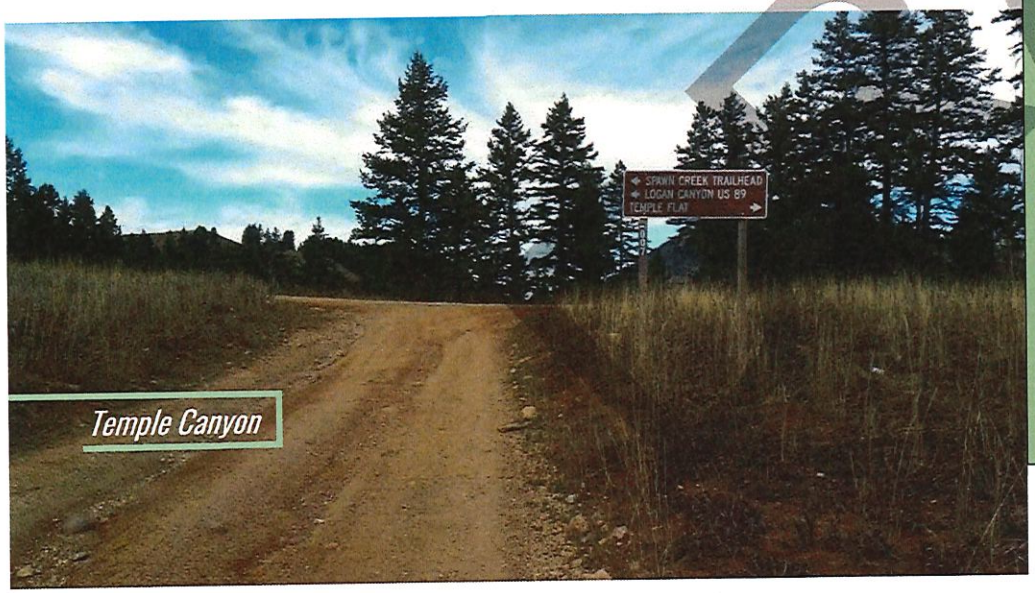
Grade Dips: Grade dips or rolling dips are features used to convey water off the trail. They consists of three parts: a lead-in section, a flat bottom section where water is conveyed off the trail, and a lead-out section (see **Figure A.4**). The flat bottom section is turned at an angle (usually 45 degrees or less) and sloped outward to get the water off the trail. The flat bottom section allows water to slow down, spread out, and drop sediment on the trail. Grade dips are preferred drainage methods because they are easy to install and require little maintenance.

Figure A.4 *Rolling grade dip.*



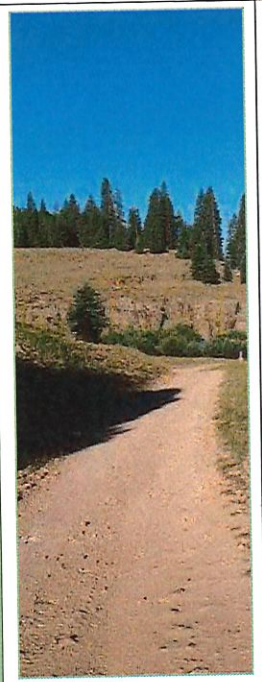
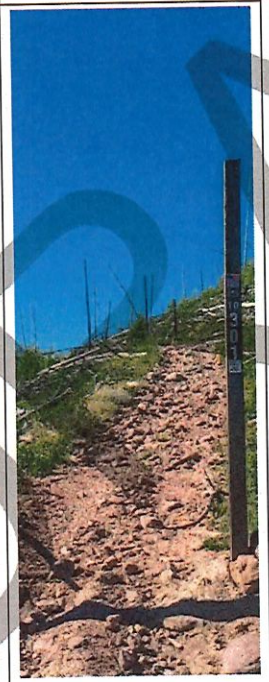
UTV STANDARDS

Trail Attributes	Trail Class 1 Highly Developed	Trail Class 2 Moderately Developed	Trail Class 3 Semi-Developed
Difficulty	Easy	Moderate-Difficult	Difficult
Surface (tread)	Roadbase or similar	Compacted earth, sand	Compacted earth, loose material, sand
Roughness	Graded	Graded with rough segments	Generally rough throughout
Sustained Grade	3% – 10%	5% – 15%	10% – 25%
Maximum Grade	15%	25%	35%
Trail width	10 feet	7 – 8 feet	6 feet
Minimum Clearance Width	3 feet	2 feet	2 feet
Target Cross Slope	3% – 5%	3% – 8%	5% – 10%
Minimum Clearance Height	12-14 feet	10 – 12 feet	10 feet
Example			

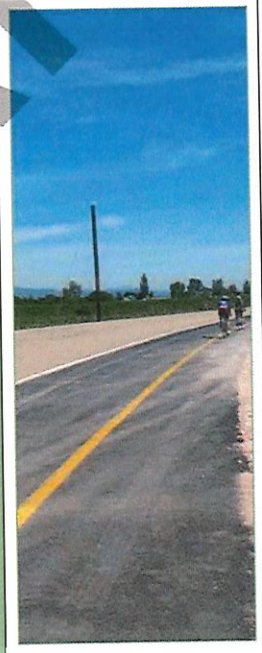
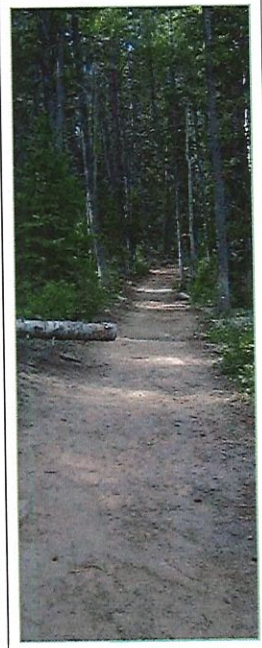
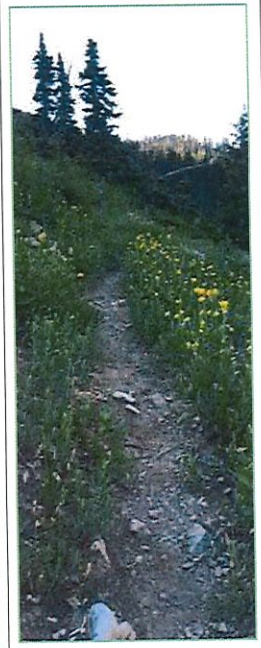


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ATV STANDARDS

Trail Attributes	Trail Class 1 Highly Developed	Trail Class 2 Moderately Developed	Trail Class 3 Semi-Developed
Difficulty	Easy	Moderate-Difficult	Difficult
Surface (tread)	Roadbase or similar	Compacted earth, sand	Compacted earth, loose material, sand
Roughness	Graded	Graded with rough segments	Generally rough throughout
Sustained Grade	3% – 10%	5% – 15%	10% – 25%
Maximum Grade	15%	25%	35%
Trail width	8 feet	4 feet	4 feet
Minimum Clearance Width	3 feet	2 feet	2 feet
Target Cross Slope	3% – 5%	3% – 8%	5% – 10%
Minimum Clearance Height	9 feet	8 feet	8 feet
Example			

SINGLE TRACK AND PATHWAY STANDARDS

Trail Attributes	Pathway Highly Developed	Single Track Moderately Developed	Single Track, Semi-Primitive Semi-Developed
Difficulty	Easy	Moderate-Difficult	Difficult
Surface (tread)	Asphalt, concrete	Crushed aggregate, compacted earth	Compacted earth, loose material, sand
Roughness	Graded	Graded with rough segments	Generally rough throughout
Target Grade	0% – 8%	5% – 15%	10% – 20%
Maximum Grade	10%	15%	30%
Trail width	8 – 10 feet	3-4 feet	2-4 feet
Minimum Clearance Width	2 feet	1 foot	1 foot
Target Cross Slope	2-3%	2-5%	2-8%
Minimum Clearance Height	10 feet	8 feet	8 feet
Example			

TRAILHEADS

Trailheads are access points, staging areas, and information stations for trail users. At minimum trailheads should provide parking with a visual cue (e.g., wayfinding sign, clearing) of where the trail starts.

Other trailhead amenities could include:

- Wayfinding signage, community bulletin board
- Lighting
- Restrooms and drinking fountains
- Trash and recycling receptacles
- Benches and picnic tables
- Shelter, trees and other types of shades or shelters

The beginning of high use trails, where multiple trails converge, and where trails converge with other recreation opportunities (e.g., beaches, parks) are optimal locations for trailheads. Incorporating trailheads into existing locations, such as along highways, the hilltop of subdivisions (e.g., Stillwater), existing campgrounds and existing parking lots, such as the Garden City offices, would avoid the need to build trailhead parking facilities or other improvements.

SIGNS

Clear and consistent signage should be used to direct users, provide educational or historical interpretations, and inform users of regulations and guidelines. High quality, well maintained, and properly located signs can result in a safer, more enjoyable, and environmentally friendly experience.

Types of signs:

- *Trailhead Information Sign/Kiosk*: Located at trailheads, these signs provide general information about the trail, including a trail map, a general map of the area, regulatory information, safety information, and trail warnings.
- *Regulatory Signs*: Identifies trail rules, regulations, and allowed uses. Access points, trailheads and junctions are good locations for regulatory signs.
- *Boundary Signs*: Identifies where land ownership changes (e.g., Wilderness areas, private property).
- *Destination Signs/Wayfinding*: Shows direction and distances to various spots along the trail.
- *Directional Signs/Wayfinding*: Shows where to turn off or proceed at junctions as well as provide assurances that users are on the correct route. Makers should be used at strategic intervals (e.g., every mile) or at intersections.
- *Interpretive Signs*: Identifies and educates users about topics, including natural, cultural and historic resources. Interpretive signs should be placed in strategic areas such as trailheads, scenic viewpoints and other point of interest.
- *Highway Information Signs*: Informs motorist of trailheads or provides warnings of trail crossings.

Sign recommendations:

- Use consistent branding, text, graphic and map elements.
- Maintain an even balance of graphic content, text and whitespace.
- Identify the section names and sponsors of trail.
- Keep text brief for informational signs and convey relevant information.
- Consider signs for the following areas: trailheads, campgrounds, picnic area, overlooks and scenic resources, intersections and crossings, rest stops and key roadways.

ROAD CROSSINGS

Crossing are legally designated places for trail users to safely cross a road or railroad. They can occur at intersections or midblocks. Marked crossing indicate optimal locations to cross and help designate right-of-way for motorists to yield to pedestrians.

Elements to consider when assessing intersections and crossings include:

- Information/signs, signals and markings
- Turning radius
- Crosswalks
- Crossing times and distances
- Medians
- Refuge islands and slip lanes
- Accessibility, curb ramps
- Traffic volume, speed and patterns

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

ENVIRONMENTAL CONSIDERATIONS

Trail placement should provide opportunities for users to observe and connect to the natural environment (e.g., streams, wetlands and wildlife) while protecting those and other sensitive areas from overuse, degradation or fragmentation. When designing any aspect of the trail and trail system it is important to respect sensitive areas, including riparian zones, wetlands, streams, erodible soils, unstable and steep slopes, and threatened, endangered and sensitive species habitat.

If trails do travel through sensitive, location modified or different construction methods should be used to minimize impacts. This might include, timing of construction activities, erosion control measures, water quality monitoring, vegetative buffers, rerouting the trail, and other best management practices (see Appendix B Best Management Practices for Trail Building).

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LANDSCAPING

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

Other few landscaping considerations for trails:

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

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Appendix C - Willard City Trail Ordinance (Example)

THE CITY OF WILLARD

NON-MOTORIZED MULTI-USE PATHWAY ORDINANCE

SECTION 1. PURPOSE

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

SECTION 2. DEFINITIONS

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

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

2.1 NON- MOTORIZED TRAFFIC

a. The operation of a motor vehicle is prohibited on trail-ways.

b. Violations of the ordinance will be counted as an infraction of the law. Multiple violations of the ordinance can result in a class C misdemeanor.

c. No person shall travel on the trail-way in excess of 15 mph.

d. Where separate lanes exist, any pedestrian using paved trails must travel only in the lane designated for pedestrians. Wheeled methods of transportation must also stay in their designated lanes.

e. Walking zones must be observed.

f. Wheeled mechanisms must pass on the left and announce when they are about to do so.

2.2 Modes of Transportation Allowed on Trail

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

SECTION 3. ACTIVITIES PROHIBITED

3.1 Firearms, Hunting, Shooting

a. No firearm, bow and arrow, nor any weapon shall be discharged within, into, over, or across the trail at any time.

b. No manner of animal trap shall be set within the trail.

c. Any and all hunting and/ or trapping shall be pursuant to the state law. All State wildlife preservation restrictions will apply.

3.2 Drugs and Alcoholic Beverages

a. Alcoholic beverages and the use of any type of drug on the trail is illegal and not permitted.

b. No drunk or intoxicated person or individual under the influence of alcohol, drugs, or narcotics will be permitted entry to trail areas, and if discovered therein will be subject to arrest and/or immediate expulsion. The sale or consumption of alcoholic liquors, beer, wine or illegal drugs or narcotics is prohibited.

3.3 Littering and Trash

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

3.4 Soliciting

a. It is unlawful for any person to engage in or solicit business of any nature whatsoever within the trail way.

b. The placing of advertising, decoration, or any other device on the trail is prohibited without authorization from the City.

3.5 Camping

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

3.6 Vandalism and Obstructions

a. No person shall place or cause to be placed an obstruction or encroachment in a trail, so as to hinder or prevent public travel, or to injure or impede persons traveling on the trail.

b. No person shall willfully injure a trail or any of its components by destroying or removing any part of it.

c. No person shall injure a trail by obstructing or placing objects on the trail that could cause harm to the trail itself or other people.

d. No graffiti, forms of writing, or markings of any kind shall be placed on the trail-way or trail signs.

e. No person shall deposit snow on the trail surface or disturb surface in such a way that it makes it unsafe for its intended purpose.

3.7 Fires

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

3.8 Fireworks

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

3.9 Protection of Natural Resources

a. No person shall bring into or plant in or upon the trail system any tree, shrub, plant, flora, seeds, or any kind of chemicals unless authorized by the City.

b. No person shall remove, cut down, burn, or harm any form of vegetation adjacent to the trail-way unless permitted to do so for trail maintenance and abiding by fire codes by the City.

3.10 Monuments and Memorials

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

3.11 Games and Sports.

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

3.12 Public Assemblies, Meetings, Contests

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

3.13 Begging

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

3.14 Noise Nuisance

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

SECTION 4. TRAIL REGULATIONS

4.1 Pets

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

4.2 Agricultural Equipment

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

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

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

4.3 Horses and Livestock

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

4.4 Parking Regulations

a. Vehicles using the trail may only park in designated parking areas for the use of the trail-way.

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

4.5 Trail Access

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

4.6 Trail User Code of Conduct

a. Trail signs shall be obeyed.

b. Stay on trails; do not take short-cuts.

c. A person may not leave the trail-way and enter on private property without permission of the landowner

d. When on a trail, all trail users must stay on the right half of the trail trail-way, when meeting or being passed by another trail user.

e. When passing another trail user traveling in the same direction, a trail user must pass on the left half of the trail trail-way and may pass only when such left half is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safety of any trail user.

f. Any trail user who is about to enter onto or cross a trail shall yield the right of way to any trail user already on the trail to be entered or crossed.

g. No person shall travel on a trail at a speed greater than 15 MPH.

h. When stopping, trail users shall move off of the trail.

I. All trail users, using a trail from one-half hour after sunset to one-half hour before sunrise shall be equipped with lights. Bicyclists shall have a headlight visible from five- hundred feet to the front and a red or amber light visible from five-hundred feet to the rear. Other trail users should have white lights visible from two-hundred fifty feet to the front, and a red or amber light visible from two-hundred fifty feet to the rear.

4.7 Trail Hours

a. The trail shall be open year round.

SECTION 5. PERMITS

PERMITS FOR WORK WITHIN TRAILS

Permits shall be required for the following activities:

a. Digging up or excavating a trench in a trail right-of-way for the purpose of installing pipes, wires, or other utilities.

b. Installing private sewer or water lines in a trail right-of-way.

c. The Selectboard shall not grant a requested permit unless it determines that the proposed activity will not interfere with public use of the trail or create a condition that poses a threat to the safety of those using the trail. The selectboard may include in any permit reasonable conditions to protect the safe use of the trail by the public. The selectboard may also condition upon approval of a permit on the permitee reimbursing the town city for its reasonable costs in monitoring performance of the work authorized by the permit.

SECTION 6. ENFORCEMENT

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

SECTION 7. EFFECTIVE DATE

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

Date: _____

Signed by: _____

DRAFT

Petition to: Honeyville City Corporation
Address: P.O. Box 142, 2635 West 6980 North, Honeyville, UT 84314

- **Consideration of Petition to Vacate or Change a Plat (Honeyville Municipal Code 10-5-12 section B)**
- **Vacating or Altering a Street or Alley (Honeyville Municipal Code 10-5-12 section C)**

For Office Use Only:
Application # CC
Public Hearing Date:
Application Date:
Approved:
Denied:

Request:

Approval to proceed with the vacate process in compliance with the Honeyville Municipal Codes listed above.

Note the **Right of way Vacation and Easement Creation Plat will be the core working document for obtaining all approvals needed.

Name of Applicant or Authorized Agent: Richard J. Shaw and Kelli D. Shaw
Address 4035 West 6900 North, Honeyville, UT 84314
Mailing Address: same as above
Phone # Richard – 801-698-6552, Kelli – 435-452-2227
Email: Richard – richie.shaw@autoliv.com Kelli – kelli.shaw@rocketmail.com

The petition will be processed in accordance with the applicable sections of Honeyville City Code Annotated, including a public hearing and a decision by the legislative body (city council). The petition must include the name, address, and acknowledgement of each owner affected by the proposed vacation. Written notice will be sent to operators of utility facilities located within or authorized to install utilities within the bounds of the public street or utility easement.

We the undersigned petition Honeyville City to grant approval to proceed:

OWNER	ADDRESS	SIGNATURE
Richard J. Shaw	**4035 West 6900 North, Honeyville, UT 84314**	
Kelli D. Shaw	**4035 West 6900 North, Honeyville, UT 84314**	
Honeyville, LLC c/o Max Hansen	**55 Madison Street, Suite 625 Denver, CO 80206**	
Mike J. Ravenberg	**4375 West 3300 North, Corinne, UT 84307**	
Lowell Shelly Munns Trust, ~~Wesley~~ Weston Munns, Trst	**1980 Montana Highway 284, Townsend, MT 59644**	

HONEYVILLE

Concept Plan Application

Project/Subdivision Name: Tolman Subdivision

Approx. Location: 2366 W. 720 N.

Parcel Number(s): 05-038-0049 Total Acres: 1.2

Current Zone: P R1 Requesting a Rezone?* NA If Yes, to what zone? NA

Number of Lots: 1 Number of Lots Per Acre: 1

**Requests to rezone a parcel require a separate application & process. This question is for informational purposes only & does not replace the rezone application requirements.*

Contact Information

Developer: N/A 1 LOT Cody Tolman

Company Name:

Concept Plan Requirements
(Ordinance 10-5-9)

- ☐ Notarized Agent Authorization (if Developer is different from Property Owner)
- ☐ 1 electronic PDF copy of the plat/parcel map of the area
- ☐ Concept Drawing/Sketch (1 electronic PDF copy & 1 hard copy 11" x 17") (Ch. 10-5-9.D.2 and 10-31-3.c.6)
    - **General**
        - Proposed name of subdivision
        - Approximate section corners or lines
        - North arrow, scale, date of drawing
        - Property boundary with dimensions
        - A vicinity plan showing location of property and all existing features within or adjacent to the property
        - Total acreage of the entire tract proposed for subdivision
    - **Existing**
        - Locations of existing buildings
        - Location and description of existing vegetation
        - Locations and ownership of all adjacent tracts of land
        - General knowledge of existing land characteristics (i.e. slope, wetlands, vegetation)
        - Topography contours at 2-foot increments from existing data such as USGS quad and identifying areas greater than 15%
    - **Existing and Proposed**
        - Locations of existing and proposed of the following:
            - Streets
            - Utilities
            - Easements (public and private)
            - Watercourses and impoundments
            - Storm water disposal facilities
            - Drainage Patterns
    - **Proposed**
        - Configuration of proposed lots with minimum average lot sizes
        - Approximate locations, dimensions, and area of all parcels of land proposed to be set aside for park or playground use or other public use
        - Proposed future drainage scheme
- ☐ Soils and geologic map indicating soils types, their boundaries and any known geologic hazards *(See Honeyville Sensitive Lands Map and the UGS online mapper)*
- ☐ Environmental Impact Assessment
- ☐ Name and mailing address of property owners within 300 feet of subdivision boundary
- ☐ Complete application must be submitted two (2) weeks prior to the regularly scheduled Planning Commission meeting.

Updated July 2020

Applicant Certification
Concept Plan

I swear the statements and answers contained herein, in the attached plans, and other exhibits, thoroughly, to the best of my ability, present the argument in behalf of the application requested herewith, and that the statements and information above referred to are in all respects true and correct to the best of my knowledge and belief. I also certify and agree:

- I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me with respect to this application and to appear on my/our behalf before any city commission, board or council considering this application.

- I understand that Honeyville City may rescind any approval or take any other legal or appropriate action for information or representations submitted that is incorrect or untrue.

- I have reviewed the applicable sections of the Honeyville Municipal Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses.

- To pay all fees associated with this project as assessed by the current adopted Consolidated Fee Schedule, as well as any fees associated with any City Consultant (e.g. engineer, attorney.)

- The applicant shall also be responsible for all collection fees incurred including a collection fee of up to 40% (pursuant to the provisions of the Utah Code Ann. §12-1-11).

- To allow the Staff, Planning Commission, or City Council or appointed agent(s) of the City to enter the subject property to make any necessary inspections thereof.

Developer's Signature: _____ Date: 5/5/23

Property Owner's Signature: Letty Halladay Date: 5 May 2023

Updated July 2020

Agent Authorization

State of Utah)

County of Box Elder)

I/We , the sole owner(s) of the real property located at 2366 W. 720 N.,

Honeyville, Utah, hereby appoint Cody Tolman as my/our

Agent with regard to this application affecting the above described real property, and authorize said Agent to appear on my/our behalf before any city commission, board or council considering this application.

Dated this 5 day of May, 2023

Signed: Letty Halladay
Property Owner

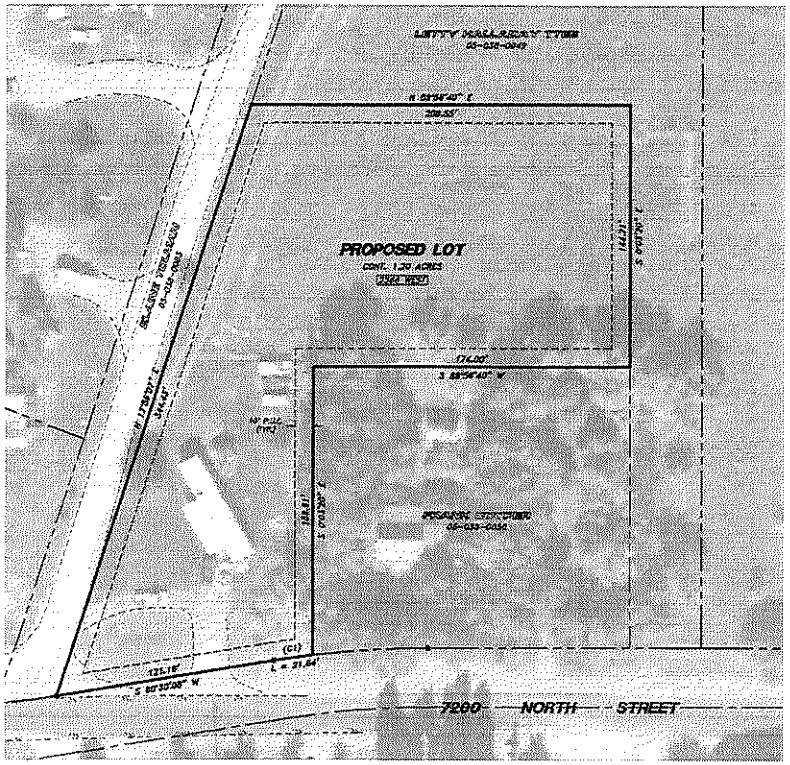
Property Owner

Subscribed and sworn to before me on this 5 day of May, 2023

Lydia Murphy
Notary Public, State of Utah
Commission #727573
My Commission Expires
October 26, 2026

Notary Public

Updated July 2020





LEGEND

- SUBJECT PROPERTY LINE
- INTERIOR LOT LINES
- ADJOINING PROPERTY LINE
- PREVIOUS PROPERTY LINE
- CENTERLINE
- PUBLIC UTILITY EASEMENT (PUE)
- DITCH
- FIELD SEPARATION LINE
- FENCE LINE (MISC)
- FENCE LINE (WOOD OR VINYL)
- STREET MONUMENT
- FOUND REBAR SET BY OTHERS
- SET 5/8"X24" REBAR WITH CAP
- SECTION CORNER

NOTICE!

EXISTING UTILITIES ARE SHOWN ON PLANS FOR THE CONVENIENCE OF THE CONTRACTOR(S). THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES. THE ENGINEER BEARS NO RESPONSIBILITY FOR UTILITIES NOT SHOWN, OR SHOWN INCORRECTLY.

Call BEFORE YOU Dig
1-800-662-4111

ENGINEER'S NOTICE TO CONTRACTORS

THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM AVAILABLE INFORMATION PROVIDED BY OTHERS. THE LOCATIONS SHOWN ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR, SO THAT ANY NECESSARY ADJUSTMENT CAN BE MADE IN ALIGNMENT AND/OR GRADE OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR IS REQUIRED TO CONTACT THE UTILITY COMPANIES AND TAKE DUE PRECAUTIONARY MEASURE TO PROTECT ANY UTILITY LINES SHOWN, AND ANY OTHER LINES OBTAINED BY THE CONTRACTORS RESEARCH, AND OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS.

ZONE R-1 REQUIREMENTS

MINIMUM LOT SIZE	0.5 ACRE
MIN. LOT WIDTH	100'
FRONT SETBACK	35'
SIDE YARD SETBACK FACING STREET	35'
SIDE YARD SETBACK	20'
REAR SETBACK	20'

CONCEPT PLAN FOR

CODY TOLMAN

2166 WEST 7200 NORTH
HONEYVILLE, BOX ELDER COUNTY, UTAH

A PART OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 11 NORTH, RANGE 2 WEST, S.L.B.&M.

Drawn By: JES Date: 03/30/22
Designed By:
Checked By:
Approved By:
Scale: 1" = 30'
Drawing File: 33-1-93118.dwg
JOB NUMBER: 33-1-93

No.	Date	By	Revision

HANSEN & ASSOCIATES, INC.
Engineers and Land Surveyors
538 North Main Street, Brigham, Utah 84302
Visit us at www.haieng.com
Logan, Utah (435) 752-4202
Brigham City (435) 723-3491
Celebrating over 60 Years of Business

Sheet 3 of 9 Sheets

JONES & ASSOCIATES

HONEYVILLE
Established 1863

MEMORANDUM

To: Honeyville City

From: Dana Q. Shuler, P.E.
City Engineer's Office
Jones & Associates Consulting Engineers

RE: Cody Tolman Subdivision
Concept Plan Review

Date: June 19, 2023

Applications for both a concept and preliminary subdivision were received on May 11, 2023. The initial submittal was reviewed for Concept Plan Requirements and was deemed to be incomplete. The applicant has subsequently submitted additional information for completion of the concept plan application.

Concept Plan Review

10-5-9.D.2 Concept Plan Application Requirements	Requirement met?
Notarized Agent Authorization	Yes
1 electronic pdf copy of the plat/parcel map of the area	Yes
Concept Drawing/Sketch (1 electronic copy)	Yes
The name, address and telephone number of the applicant and the applicant's agent, if any.	Yes
The name of the proposed subdivision.	Yes
The name and business address of the project designer and engineer.	Yes
The dimensions, area and general location of the site.	Yes
North point or arrow, pointing to the left or top of sheet.	Yes
Locations of existing buildings.	Yes
Locations and names of existing streets and general location of proposed streets.	Yes
Public and private easements related to site.	Unknown
Approximate section corners or lines.	Yes
Watercourses and impoundments.	N/A

10-5-9.D.2 Concept Plan Application Requirements	**Requirement met?**
Location and description of existing vegetation.	No; description lacking
Stormwater disposal facilities; location and size of utility service (water, sewer, power, gas, telephone cable) lines; location and type of proposed sewage disposal facilities; type of water system proposed; location of all other proposed on site and off site improvements.	Yes
Topographic contours at two foot (2') increments from existing data such as USGS quads and identifying areas greater than fifteen percent (15%).	Yes
Soils and geologic map indicating soils types, their boundaries and any known geologic hazards such as fault zones, unstable soils, etc.	Yes
Vicinity map.	Yes
Name and address of property owners within three hundred feet (300') of proposed subdivision.	Yes
Adjacent properties and names of owners.	Yes
Existing zoning.	Yes

After Concept Plan review, Planning Commission shall determine whether "one or more of the following requirements is not applicable to the subdivision under consideration...." If found that such requirements may be waived, "such waiver of requirement shall be made in writing with findings of fact substantiating the inapplicability of said requirements." (10-5-10.D.3):

10-5-10.D.3 Requirement under consideration to be waived:	**Staff Recommendation to Planning Commission**
A minimum of ten (10) copies of the preliminary plan and one reproducible vellum or Mylar of each sheet comprising the preliminary plan. One additional print is required when the property being subdivided abuts a state highway.	Amend; require electronic submittal plus two (2) 22"x34" paper copies of preliminary plan
If services are to be provided by an entity other than the city, a letter from the entity shall be submitted stating the entity has the capacity to provide the required service and including conditions upon which the service will be provided.	Waive; existing utilities on site
A letter from each utility company involved addressed to the planning commission, stating that the company has reviewed the plat and setting forth their comments concerning the extent of services and the design of utility easements. The plat as approved by the utility company shall be initialed by an official of the company and furnished to the planning commission.	Waive; existing utilities on site

10-5-10.D.3 Requirement under consideration to be waived:	**Staff Recommendation to Planning Commission**
Statement of the estimated starting and completion dates for each phase of development, including the grading work proposed and any landscape work that may be required.	Waive; single phase
A certificate of title insurance for land to be dedicated to the city.	Waive; not applicable
Trust agreement for perpetual care funds, if applicable.	Waive; not applicable
A copy of proposed protective covenants, articles of incorporation, association or condominium regulations, bonds and guarantees, if applicable.	Waive; not applicable
Appropriate supporting documents showing potable water will be available to the developer in the quantities required by local or state codes.	Waive; existing utilities on site
Where applicable, supporting documents showing the Bear River health department has approved the subdivision and all lots contained therein for on site wastewater disposal systems.	Waive; existing septic on site
Estimated construction cost and proposed method of financing all improvements, including streets and related facilities; water facilities; sewage facilities; storm drainage facilities; electrical distribution system; and all such other utilities as may be necessary.	Do not waive
Evidence that the applicant has sufficient financial capability and adequate control over the land to complete the proposed subdivision.	Do not waive
Fiscal impact study, if required by the planning commission.	Waive; single lot subdivision
Names and addresses of owners within three hundred feet (300') of the subdivision.	Waive; provided under concept plan submittal
Soils report prepared by a registered civil engineer, soil engineer or engineering geologist, that certifies to the types of soils, the geologic hazards, development restrictions and suitability of the area for subdivision development.	Waive; single lot subdivision with existing home on site

Staff Recommendation:

Staff recommends approval of the Concept Plan.
Staff also recommends waiving all but two (2) of the requirements under paragraph 10-5-10.D.3 for the reasons listed.

If you have any questions, please feel free to contact me.

Attachment: Concept Plan

Reviewed by DQS
06/19/2023 1:58:23 PM

Concept Plan - see concept plan review memo dated 06/19/2023

CODY TOLMAN SUBDIVISION

HONEYVILLE, BOX ELDER COUNTY, UTAH
A PART OF THE SOUTHEAST QUARTER OF SECTION 33,
TOWNSHIP 11 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN

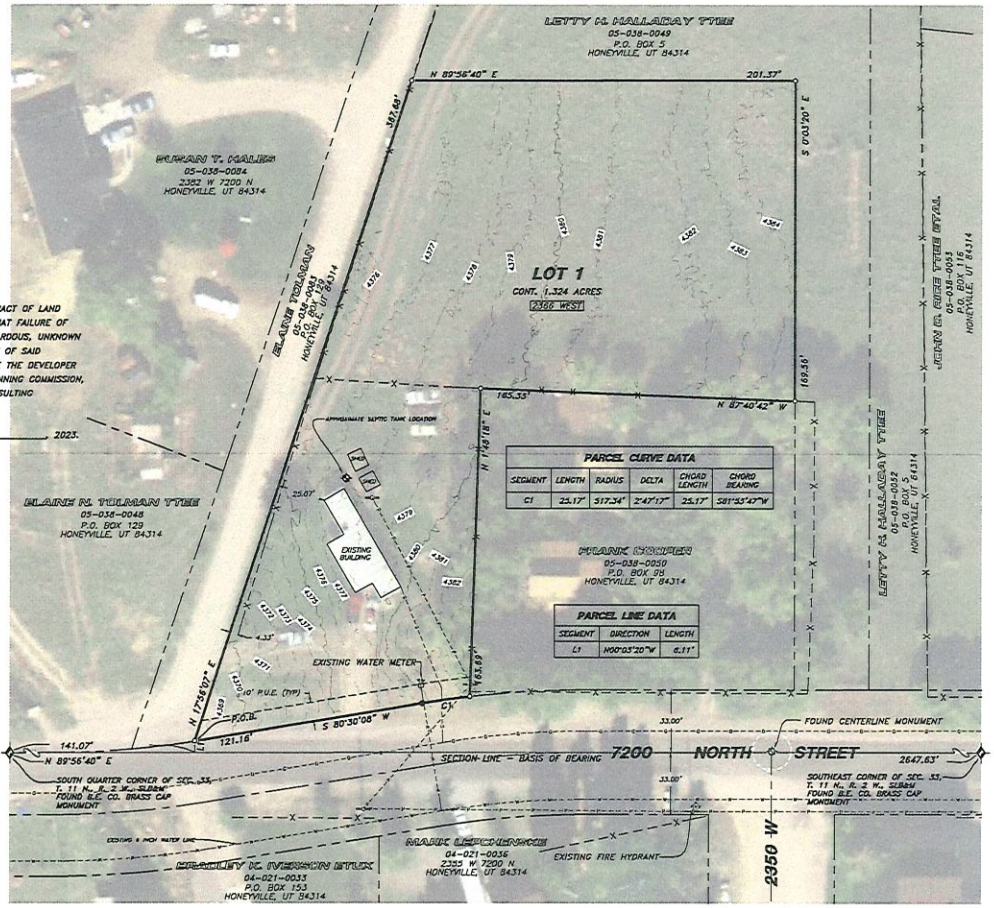
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0 30 60

Scale in Feet
(Data in Parentheses is Record)

LEGEND

- Subject Property Line
- Interior Lot Lines
- Adjoining Property Line
- Previous Property Line
- Centerline
- Public Utility Easement (PUE)
- Existing Water Line
- Existing Power Line
- Existing Gas Line
- Existing 5.0' Contour
- Existing 1.0' Contour
- Fence Line
- Existing Street Monument
- Found rebar set by others
- Set 5/8"x24" Rebar With Cap
- Section Corner
- Existing Power Pole



OWNER'S ACKNOWLEDGMENT OF RESPONSIBILITY

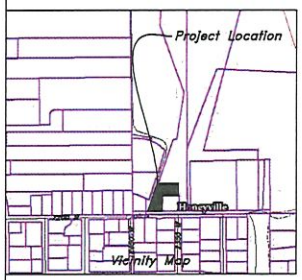
KNOW ALL MEN BY THESE PRESENTS THAT WE THE UNDERSIGNED OWNERS OF THE TRACT OF LAND CONTAINED WITHIN THE SUBDIVISION BOUNDARY DESCRIBED HEREON, ACKNOWLEDGE THAT FAILURE OF THE LOCAL JURISDICTION OR PLANNING COMMISSION TO OBSERVE OR RECOGNIZE HAZARDOUS, UNKNOWN OR UNSIGHTLY CONDITIONS, OR TO RECOMMEND DENIAL OF THE SUBDIVISION BECAUSE OF SAID UNRECOGNIZED HAZARDOUS, UNKNOWN OR UNSIGHTLY CONDITIONS SHALL NOT RELIEVE THE DEVELOPER OR OWNER THEREFROM, AND SHALL NOT RESULT IN THE LOCAL JURISDICTION OR PLANNING COMMISSION, ITS OFFICERS OR AGENT, BEING RESPONSIBLE FOR THE CONDITIONS AND DAMAGES RESULTING THEREFROM.

IN WITNESS THEREOF WE HAVE HEREUNTO SET OUR HAND THIS_____DAY OF_____, 2023.

_____
LETTY H. HALLADAY

Notes:

1. Honeyville City is not responsible for drainage along Right-of-Use Roadways. Property owners are responsible for culverts, entrance roads and property drainage of any entrance roads constructed inside the Right-of-Ways. A minimum 18" RCP or HDPE set to existing ditch grade is required at each driveway along State Highway 38.
2. The Subject Property does not fall in a F.E.M.A. Flood Plain.
3. Honeyville City is not responsible for surface flooding. Any structure shall be constructed so that the finish floor is equal or above the centerline of the adjoining road.
4. Any on-site sewage disposal system must be approved by Bear River Health Department.
5. All Public Utility Easements (P.U.E.) are 10.00 feet wide unless noted otherwise.
6. Site is in the "very low liquefaction risk" zone according to the City of Honeyville Sensitive Lands map and is made up of Sterling Gravelly Loam, 6 to 20 percent slopes.



Developer:
CODY TOLMAN
2368 W 7200 N
HONEYVILLE, UT 84314
(435) 279-3922

HANSEN & ASSOCIATES, INC.
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23-3-83 23-3-93v19.dwg 5/15/2023

APPROVAL AS TO FORM

Approved as to Form this____day of _____, A.D., 2023.

_____
Attorney

APPROVAL AND ACCEPTANCE

Presented to the Honeyville City Council this _____ day of _____ A.D., 2023, at which time this Subdivision was Approved and Accepted.

Attest: _____ _____
Clerk Mayor

PLANNING COMMISSION APPROVAL

Approved this _____ day of _____ A.D., 2023, by the Honeyville City Planning Commission.

_____ _____
Chairman Date

ENGINEER'S CERTIFICATE

I certify that I have had this plat examined and find that it is correct and in accordance with the information on file in this office.

_____ _____
Engineer Date

BEAR RIVER DISTRICT HEALTH DEPT. APPROVAL

Waste Disposal System & Culinary Water System
Approval This ___ day of _____ 2023.

_____
District Sanitarian

SURVEYOR'S CERTIFICATE

I, MATT PRETL, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT; AND BY THE AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED AND SHOWN HEREON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS AND HAVE HEREBY SUBDIVIDED SAID TRACT INTO ONE (1) LOT, KNOWN HEREAFTER AS CODY TOLMAN SUBDIVISION AND THAT THE SAME HAS BEEN SURVEYED AND MONUMENTS HAVE BEEN LOCATED AND/OR PLACED ON THE GROUND AS REPRESENTED ON THE PLAT HEREON.

SIGNED THIS _____ DAY OF _____, 2023.

MATT PRETL P.L.S.
UTAH LAND SURVEYOR LICENSE NO. 10437995

BOUNDARY DESCRIPTION

A PART OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 11 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN.

BEGINNING AT A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 7200 NORTH STREET, POINT ALSO BEING ON THE SOUTHEAST CORNER OF THE ELAINE TOLMAN PROPERTY, TAX ID. NO. 05-038-0085 LOCATED 141.07 NORTH 89°56'40" EAST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER AND 6.11 FEET NORTH 00°03'20" WEST FROM THE SOUTH QUARTER CORNER OF SAID SECTION 33;

RUNNING THENCE NORTH 17°56'07" EAST 387.68 FEET ALONG THE EAST LINE OF SAID TOLMAN PROPERTY; THENCE NORTH 89°56'40" EAST 201.37 FEET; THENCE SOUTH 00°03'20" EAST 169.56 FEET TO THE NORTH LINE OF THE FRANK COOPER PROPERTY, TAX ID. NO. 05-038-0050, POINT ALSO BEING ON AN EXISTING FENCE LINE; THENCE ALONG THE BOUNDARY OF SAID COOPER PROPERTY AND SAID EXISTING FENCE LINE THE FOLLOWING TWO (2) COURSES; (1) NORTH 87°40'42" WEST 165.33 FEET; AND (2) SOUTH 01°48'18" WEST 163.69 FEET TO SAID NORTH RIGHT-OF-WAY LINE; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES: (1) WESTERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 517.34 FOOT RADIUS CURVE, A DISTANCE OF 25.17 FEET, CHORD BEARS SOUTH 81°53'47" WEST 25.17 FEET, HAVING A CENTRAL ANGLE OF 02°47'17"; AND (2) SOUTH 80°30'08" WEST 121.16 FEET TO THE POINT OF BEGINNING. CONTAINING 1.324 ACRES.

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF THE ABOVE DESCRIBED TRACT OF LAND HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO A LOT AS SHOWN ON THIS PLAT AND NAME SAID TRACT CODY TOLMAN SUBDIVISION AND HEREBY DEDICATE, GRANT AND CONVEY TO HONEYVILLE CITY, BOX ELDER COUNTY, UTAH, ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS EASEMENTS FOR PUBLIC UTILITY AND DRAINAGE PURPOSES AS SHOWN HEREON. THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINES AND DRAINAGE AS MAY BE AUTHORIZED BY HONEYVILLE CITY.

THIS _____ DAY OF_____, 2023.

_____ _____
LETTY H. HALLADAY - TRUSTEE OF THE LETTY H. HALLADAY REVOCABLE TRUST — DATE

TRUST ACKNOWLEDGMENT

STATE OF UTAH)
:ss
COUNTY OF BOX ELDER)

ON THIS_____DAY OF_____, 2023, LETTY H. HALLADAY, TRUSTEE FOR THE LETTY H. HALLADAY REVOCABLE TRUST, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY OF BOX ELDER, IN THE STATE OF UTAH, THE SIGNER OF THE ATTACHED OWNERS DEDICATION, ONE IN NUMBER, WHO DULY ACKNOWLEDGED TO ME SHE SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSE THEREIN MENTIONED ON BEHALF OF SAID TRUST.

_____
NOTARY PUBLIC

NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH AND SET THE PROPERTY CORNERS OF THE ONE LOT SUBDIVISION AS SHOWN AND DESCRIBED HEREON. THE SURVEY WAS ORDERED BY CODY TOLMAN. THE CONTROL USED TO ESTABLISH THE PROPERTY CORNERS WAS THE HAI RTK NO."C" 2017-03178 AND 2002-1356, AND THE EXISTING BOX ELDER COUNTY SURVEY MONUMENTATION SURROUNDING SECTION 33, T11N, R2W, SLB&M.

THE BASIS OF BEARING IS THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION WHICH BEARS NORTH 89°56'40" EAST, UTAH NORTH, STATE PLANE, CALCULATED N.A.D.83 BEARING.

COUNTY RECORDER'S NO. _____

State of Utah, County of Box Elder, Recorded and Filed at the Request of _____
Date _____ Time _____ Fee _____
Abstracted _____
Index _____
Filed In: ____ File of Plats

_____
County Recorder