

CLEARFIELD STATION

MASTER DEVELOPMENT PLAN

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ACKNOWLEDGMENTS

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01 INTRODUCTION



Existing Conditions - Aerial Perspective

INTRODUCTION

This document serves as a guide to the future development of Clearfield Station by establishing the regulatory framework and design standards needed in the approval process with Clearfield City and the UTA.

Coordinated development of Clearfield Station is necessary to execute the vision, to enhance access to public transportation, and to build economic connections that will stimulate the future growth of Clearfield. With about 56 acres of vacant land, this site is a blank slate where a vibrant, transit-oriented community will meet the needs of Clearfield City residents and the Utah Transit Authority.

DOCUMENT HISTORY

The two precedent Clearfield Station planning efforts that helped inform the development of this document are *Clearfield Station: Urban Design Plan, Standards and Guidelines*, 2014 which established the framework used to develop Clearfield Station Apartments and the *Clearfield Connected: Station Area Plan + Design Guidelines*, 2018 which provides extensive information on the vision, goals, and objectives of the TOD area.

Indirectly, *The Clearfield City General Plan*, 2017 provides a city vision that is helpful in understanding the desired community needs and by identifying Clearfield Station as a downtown district that, when built, will enhance the quality of life for residents in the surrounding area.

DOCUMENT INFORMATION

This content is organized into seven chapters that include: Introduction, Existing Conditions, Masterplan Framework, Design Metrics & Guidelines, Land Use Regulations, Implementation, and Appendices. Each chapter provides valuable information that will help to regulate future development. This information is to be most useful for those who play a role in developing the site and those who play a role in overseeing the approvals.

Graphic depictions and photos used in this report are for illustrative purposes and are only intended to offer examples of specific building elements and spatial character. These are not intended to depict actual buildings or site development unless otherwise specified.

DEVELOPMENT OVERVIEW

Clearfield Station provides a mix of land-uses and transportation options that work together to create a complete community. It includes convenient quality services and amenities that increase the quality of life as well as provide employment opportunities and residential housing to the neighborhood. Some of these services and amenities include retail shops, restaurants, food markets, and public gathering spaces.

Clearfield Station is designed to be an asset to the larger regional community, in part by providing a number of community amenities such as parks, plazas, and active trail connections. Walkability and pedestrian opportunities need to be encouraged through engaging street design/ furnishings are outlined in this document.

VISION

Clearfield Station will be a thriving, mixed-used, walkable neighborhood that leverages the commuter rail station to create a complete community with multiple transportation options that connect it to the Wasatch Front. It will become a regional destination that provides abundant opportunities for employment, living, shopping and recreation, which all work together to create a vibrant community.

GUIDING PRINCIPLES

The design guidelines ensure consistency and quality across various projects. They are based on three major points: transportation/mobility, open space/public realm and the buildings/architecture.

WHY THIS SITE?

The current development market is thriving and this site possesses a unique mix of factors that make it a sought after development opportunity. Factors like the Front-Runner Station, population growth, a large vacant site, economic incentives, and community assets demonstrate some of the most important opportunities in Clearfield Station.

The first reason, the FrontRunner Commuter Train, is an incredible asset for Clearfield Station, as it connects the residents and office workers to the entire Wasatch Front. This gives residents the opportunity to not solely rely upon automobiles as their only form of transportation.

The second reason, is this vacant site is now owned by the Utah Transit Authority. This simplifies both the acquisition process and the subdivision of the 56-acre site into various individual parcels.

These two factors in addition to the economic incentives, community assets, and population growth, create an opportunity to develop a true transit-oriented development in Clearfield City.

ECONOMIC CONDITIONS

Utah has one of the strongest economies in the nation creating demand for housing and office space. This site is eligible for economic incentives that will help make this type of high-quality development feasible. These programs include funding incentives such as the Clearfield Community Development and Renewal Agency (CDRA) that are now in place, as well as the federally designated Opportunity Zone incentives that this site is eligible for.

The development of offices and housing on this site generate the need for amenities to provide benefits not only for residents and employees who live and work at Clearfield Station but for Clearfield City. These include public open space, enhanced street amenities, retail shops, and restaurants.

POPULATION GROWTH

The population growth in Utah is real. Utah is one of the fastest-growing states in the country and is expected to continue to outpace national averages. This has led to a strong demand for more housing, particularly in the form of compact and efficient multi-family developments. There is a specific demand for multifamily housing in high-quality, mixed-use neighborhoods.

OPPORTUNITY

All of the elements described above combine to create an opportunity to create a unique district in Clearfield and Davis County. A thoughtful, collaborative plan that is based on market realities will encourage interest from the development community, creating a place that will help put Clearfield on the map. The strong economic conditions and incentives mentioned above make this project both feasible to develop and meets the community needs by expanding the residential and commercial markets.

1.1 PROJECT DEVELOPMENT GOALS AND VISION

01 CREATION OF DESTINATION

Clearfield Station provides unique amenities that help create an exciting user experience. It is a significant employment center and destination for people from surrounding communities and the larger Wasatch Front. The public realm (streets and open spaces) are designed in a way that make the neighborhood walkable, friendly, and provide unique and exciting experiences for users.

02 CREATION OF LIVABLE COMMUNITY

Clearfield Station provides a mix of land-uses and transportation options that work together to create a complete community. This means that the neighborhood includes much more than residential housing, it also provides access to quality services and amenities that increase convenience and quality of life. Some of these include employment opportunities, retail shops, restaurants, food markets, public gathering spaces, and other neighborhood services, all within walking distance of each other.

03 CREATION OF COMMUNITY ASSET

Clearfield Station as an asset to the larger community provides a number of community assets such as parks, plazas, recreation facilities, and vibrant, walkable streetscapes. All development in the neighborhood promotes livability for residents and visitors.

04 ENHANCE TRANSIT ACCESS & USE

Clearfield Station is a convenient, functional park and ride destination for nearby residents. Parking is provided in close proximity to the station platform to accommodate commuters. Convenient automobile and bus access is also provided without jeopardizing safe pedestrian circulation. To enhance the user experience for the park & ride users, the transit plaza provides convenient retail options. The land-uses and location of new development are arranged to maximize the transit ridership by locating the densest development closest to the platform, with the least dense uses on the periphery. This also includes developing uses that act as origins and destinations for transit riders.

05 PROMOTE QUALITY URBAN DESIGN

Clearfield Station is designed and planned with sound urban design principles that promote walkable, safe, and livable streets. All development exhibits quality architecture, landscape architecture, and urban design, which work in harmony to create a great "place."

06 PROMOTE AREAS INDUSTRIAL PAST

Clearfield Station promotes the City's long history as an industrial job center by integrating a contemporary industrial character to the architecture and neighborhood. This industrial character is also displayed through the spirit of the place, by providing the amenities and opportunities needed to support today's evolving workforce and help it perform as one of the State's leading employment centers.

02 EXISTING CONDITIONS

HISTORICAL CONTEXT

In 1877, Clearfield City is one of the last established communities in northern Davis County. Today, Davis County is one of the fastest-growing counties in the nation due to its quality of life, communities, education, commerce, and is the home to several nationally known companies.

When it was first settled, the City was called Sandridge but the name was later changed to Clearfield to attract agricultural settlers. For many years, the city was a small farming community. Then in 1940, the United States military began construction on Hill Field (Hill Air Force Base), a defense facility that would eventually stretch along the eastern border of Clearfield. This Base has become one of the State of Utah's largest employers and has provided many opportunities for Clearfield City.

In 1943, the U.S. Navy installed the Clearfield Naval Supply Depot on the southwestern edge of the city. Clearfield was considered a prime site for the Depot due to its remote location, its nearby air transportation at Hill Air Force Base, and its proximity to railroads and major highways. The Depot was phased out by 1962 and was replaced by private firms moving into the large warehouse buildings. The area became known as the Freeport Center and today is a regional hub for manufacturing hub, warehousing, and distribution.

REGIONAL CONTEXT

Clearfield Station is located in Clearfield City in Davis County, Utah. This site is about 28 miles north of Salt Lake City and is situated between the Great Salt Lake to the west and the Wasatch Mountains to the east. Clearfield Station is roughly a 56-acre site that is bordered by State Street to the northeast; 1000 East to the southeast; and the UTA rail corridor to the west.

NEIGHBORHOOD CONTEXT

The Clearfield Station development area is about 56 acres of undeveloped land in Clearfield City. Located between the Union Pacific/FrontRunner tracks to the west and State Street to the east, the site is now underutilized as a park and ride lot for transit riders. The site is the largest area of UTA owned vacant land that is next to a FrontRunner transit station in the UTA system.

The Clearfield Station Apartments represents the first phase of development of this project area and is on the southwest corner of the State Street and 1000 East intersection. The Clearfield Station Apartments are not included in this MDP. However, the masterplan in this document integrates the existing road network to create an interconnected street grid.

ACCESS & CONNECTIONS:

FRONTRUNNER TRAIN

Connecting Ogden to Provo, the FrontRunner is a regional commuter rail line that is operated by the Utah Transit Authority (UTA). The existing train stations will be improved with the construction of a transit plaza that will be built to accommodate ridership and the community.

BUS

With a higher than average ridership than nearby communities, the Clearfield bus system makes vital neighborhood connections to the surrounding community. This transportation component helps connect over 3,000 nearby residents and over 120 businesses within a five-minute walk on the Route 470 corridor alone. The existing station has six bus pullouts and the Masterplan proposes adding an extra pullout to increase capacity.

VEHICULAR

The primary roadways are State Street along with 700 South and Antelope Drive, both of which connect to Interstate 15. From here, the Salt Lake International airport is about 25 miles south via I-15 and the Ogden airport is about 6.5 miles north.

RAIL TRAIL

Pedestrian and bicycle connectivity to the 23.5 mile Denver & Rio Grande Western Trail is accessible via 700 South or Antelope Drive. Trail connections to Salt Lake County and Utah County can be made by accessing the Jordan River Parkway Trail via the Legacy Parkway Trail to the south.



2.1 LOCAL ACCESS AND SERVICES

There is access to a variety of jobs, schools and other services within 3 miles of the site, the majority of these services are within 1 mile.

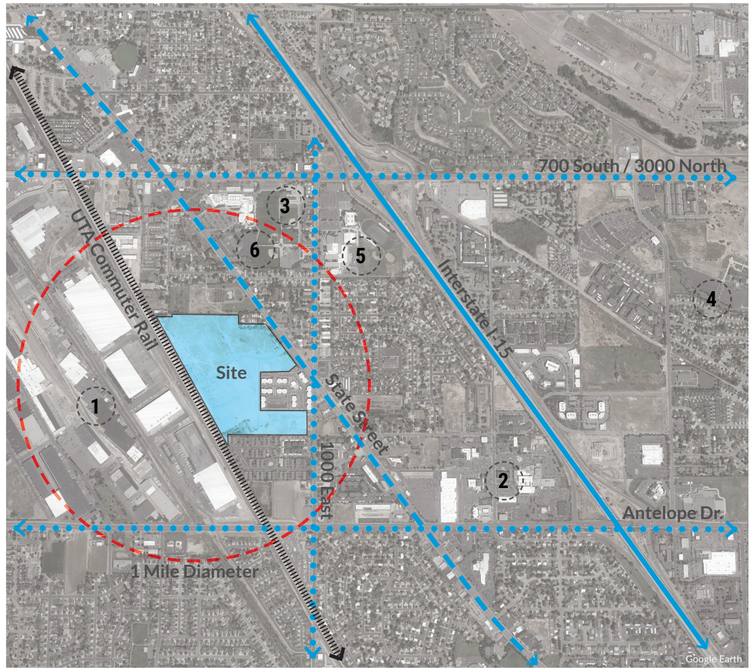
SCHOOLS
The site falls in the Davis School District and offers K-12 facilities within 1 mile of the site. Weber State University Davis Campus is also nearby.

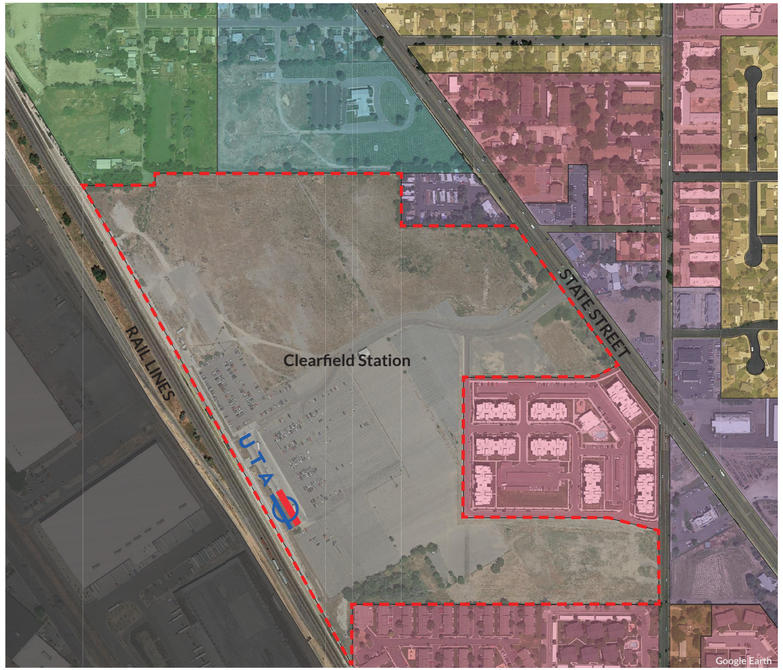
HEALTHCARE
Davis North Medical Center offers a variety of services and other associated medical centers are located 1 mile southeast along Antelope Drive.

EMPLOYMENT
There is convenient access to two of the area's major employment centers: Freeport Center and Hill Air Force Base. Hill Air Force Base, one of the state's largest employers, is located 2.5 miles to the northeast of the site along SR-193.

CIVIC CENTER
Clearfield City Hall is located approximately 1.5 miles north of the site along State Street. The Davis Conference Center is located approximately 2.5 miles to the southeast along 700 West.

NEARBY AMENITIES
1 Freeport Center
2 Davis North Medical Center
3 South Clearfield Elementary
4 Weber State University Davis
5 Clearfield High School
6 N. Davis Jr. High Aquatics & Fitness Center





2.2 EXISTING LAND USE & OWNERSHIP

The Clearfield Station property is currently owned by the Utah Transit Authority (UTA) with a development partnership between Stack Real Estate and Hamilton Partners, making this development a public-private venture. The existing parking lots shall be maintained in place and only be redeveloped per the Phasing Plan listed in Chapter 6. The UTA will have the right to maintain current operations as development occurs.

EXISTING LAND USE LEGEND
- Clearfield Cemetery
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- Retail / Commercial
- Agriculture/Low Density Residential
- Industrial
- Project Site

2.3 CONSTRAINTS AND OPPORTUNITIES

ACTIVE TRANSPORTATION CONNECTION

Regional Active Transportation (AT) connection to the Denver and Rio Grande Western Rail Trail from Clearfield Station can be made by going north on Depot Street to 700 South or south to Antelope Drive. It may be possible for a future bridge connection to be made over the existing rail lines if there is enough demand and adequate funding.

SITE ACCESSIBILITY

In response to existing roadways, Station Boulevard will enter the site at 1150 South and State Street. The goal is to modify the alignment of 1150 South to address State Street perpendicularly where a proposed signalized intersection will improve overall functionality and safety of the intersection. Additionally, Depot Street is to be connected to the north. While, 1450 South is to be connected to with a second signalized intersection at State Street. There is also an existing connection off of 1000 East.

ENVIRONMENTAL CONDITIONS

There are no negative soil or environmental conditions known on the site. The site is impacted by noise, both from jets taking off from Hill Air Force Base as well as from the commuter and transport rail lines next to the site. The average slopes across the site are 2%, which provides adequate surface drainage for existing conditions. An existing detention basin is located on the southwest corner of the site and provides adequate storage for the current stormwater runoff from the site.

STREET EXTENSION

The proposed Masterplan illustrates two street extensions. The first being an extension of 1450 South to State Street and the second being the extending Depot Street to the north - parallel to the west edge of the site.

MAP LEGEND

1 Existing detention pond on site. Currently provides adequate storage for surface drainage.

2 Main entrance to site will require traffic light once the development is underway.

3 Depot Street extension/improvement.

4 1450 South extension with signalized intersection.



03 MASTERPLAN FRAMEWORK

The Concept Masterplan presents an example approach for how the site could develop to meet the vision and principles outlined in this MDP. Ultimately, this illustrates how Clearfield Station will be a thriving place that accommodates all people, provides engaging job opportunities, and reduces its environmental impact.

The logic in developing this site focuses on integrating people with transit by providing convenient access to bus and rail infrastructure. The UTA bus and train stations serve as the hub of the development to which the streets and sidewalks bring the majority of the site to within a five to ten-minute walk. Two future parking structures will be phased to help accommodate the Park & Ride automobiles and the general parking demands of the development. Kiss and ride pullouts immediately adjacent to the transit areas allow for the quick drop-off and promote car-sharing opportunities.

The masterplan features extensive greening by providing street trees at intervals of no less than 30 feet in park strips and ample room for additional green infrastructure. The stormwater infrastructure utilizes a hybrid approach that collects water into four central detention basins and by implementing Low Impact Development strategies to "slow the flow" by utilizing rain gardens and bioswales where possible. These measures help to minimize the urban heat island, sequester carbon, and promote the urban forest biodiversity.

Space for public life is one of the highlights of the masterplan. Several public plazas and parks have been strategically located to allow for various seating and gathering opportunities. This people-driven design helps to promote restaurants and service businesses by providing a desirable place that is fun to visit. The enhanced streetscape zone along Station Boulevard builds a linear community asset that sets the stage for outdoor dining opportunities, public art installations, and street furnishings.
The active transportation network is an essential part in the Clearfield Station TOD. This is enhanced by providing separated bike lanes and a raised cycle-track that allows bikes to quickly and safely move throughout the development. This helps to bridge the "first mile, last mile" gap transit users often face when going to and from their destinations.

The various street typologies help to create a distinctive and unified streetscape design that connects to the surrounding community. Various traffic calming measures are featured along the street which focuses on reducing speeding and increase safety by providing multi-modal streets designed with walkability in mind. Several key features that enhance the pedestrian environment are bulb-outs and mid-block crosswalks, and reduced street widths. This road design allows for ample parallel parking and protects pedestrians by separated sidewalks and curb extensions at crosswalks. Additionally, universal design and accessibility standards will be included in all buildings, sidewalks, and public use areas to make the development equitable to all.



LEGEND

1. PLAYGROUND & PAVILION
2. REGIONAL TRAIL CONNECTION
3. OPEN SPACE AMENITY
4. STREET EXTENSION (OFF-SITE IMPROVEMENTS)
5. SIGNALIZED INTERSECTION
6. VEHICLE CANOPY
7. STORMWATER BASIN
8. BIOSWALE/RAIN GARDEN
9. NEW MEDIAN, REMOVE SIGNAL
10. TRANSIT PLAZA
11. TOWN SQUARE
12. PUBLIC PARK

3.1 STREETS & BLOCKS

The street layout of Clearfield Station provides the basis for the urban fabric and helps to define the character of the development. Once the streets are in place, the other site elements will follow and help to create a fully functioning development.

On average, the blocks are between 300’ and 350’ in length, which is consistent with block sizes in other successful Cities throughout the country. As illustrated in the Framework Plan, interconnected blocks promote efficient street connections and enough room for a variety of development options.

For safety, residential streets incorporate traffic calming measures such as curb extensions at every intersection, raised crosswalks at mid-block crossings, reduced corner radii, and narrow street lanes (11’ maximum).

See Chapter 4 for more information about Street Types.

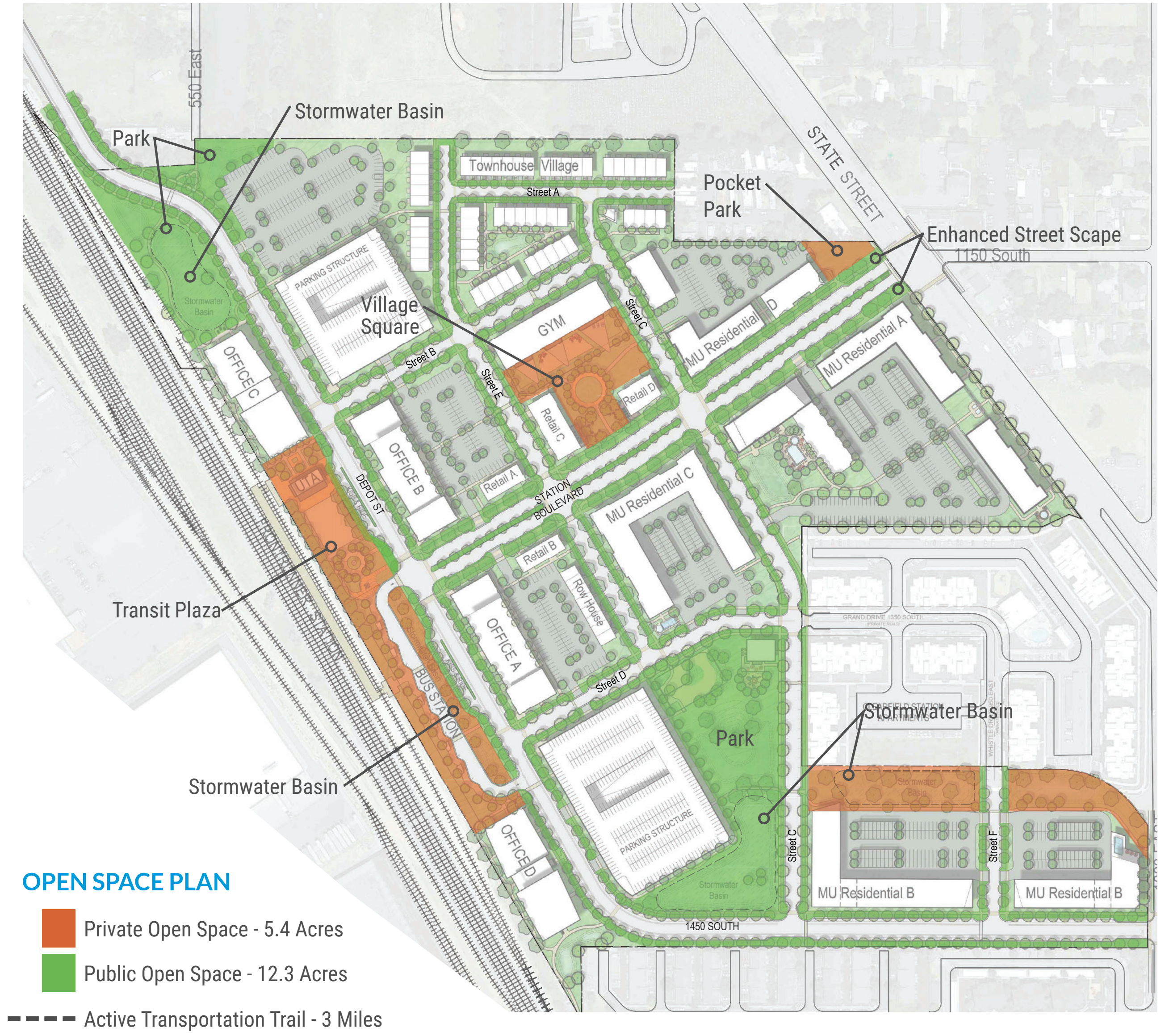


3.2 OPEN SPACE NETWORK

Public and private open spaces throughout Clearfield Station and to offer convenient access and outdoor amenities for residents and visitors alike. The open space design responds to the various land uses and desired program activities businesses may need. There are two larger public parks and a variety of smaller private spaces such as courtyards, roof amenities, and pocket parks. All provide unique active and passive experiences that complement one another.

The open spaces listed in the Open Space Plan create opportunities for outdoor recreation where residents and visitors can meet one another and contribute to a vibrant community-oriented experience.

The network of open spaces is woven into the urban form of the district and provides a variety of outdoor spaces that support an outdoor lifestyle. Open spaces are located in a deliberate manner and not just developed in the “leftover” spaces. The design and programming of each open space should give unique experiences. These spaces shall have green infrastructure best management practices that manage stormwater runoff and offer opportunities for urban ecologies to thrive. The open space network shall respond to the surrounding land uses by locating active open space (plazas) uses near commercial uses and passive open space (parks) closer to residential uses.



OPEN SPACE TYPES

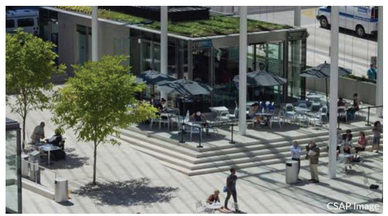




VILLAGE SQUARE

A central open space of approximately 1 acre that is located in a highly visible area in the heart of the neighborhood. This space is framed by buildings with active ground floor uses that promote activity on the square making it an iconic regional destination and a primary gathering place for civic and social purposes.





TRANSIT PLAZA

Open space adjacent to the commuter rail platform and bus loading zone is designed to enhance the experience of using public transportation by providing amenities that are geared toward transit users. This space includes landscape features that reinforce the industrial theme for the neighborhood in addition to seating, places for shade, public art, and convenient food options.



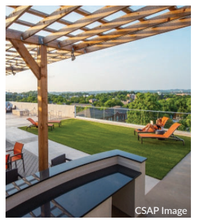


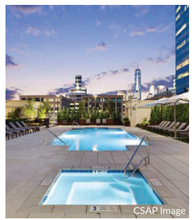


POCKET PARK/PLAZA

A series of smaller parks and plazas that are typically located on small, irregular parcels, and are dispersed throughout the neighborhood. The landscape features reinforce the industrial theme of the neighborhood while softening the urban environment through the design of interesting elements such as planting, seating, and paving.

OPEN SPACE TYPES





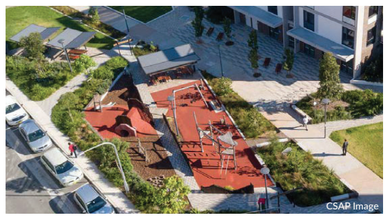


PRIVATE COURTYARD/ROOFTOP DECK

Private open spaces for residents and/or employees of a building. They will serve as gathering areas and lounges for recreational and relaxation activities. This area has outdoor cooking, fireplaces, pools, and hot tubs.



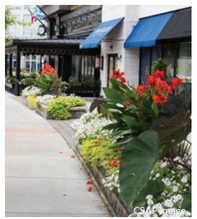




PARK

Public park space geared towards residents in the neighborhood where they can relax and play in an informal environment. The park includes flexible lawn areas for active and passive recreation and pathway loops for exercise.

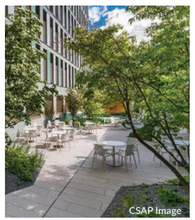
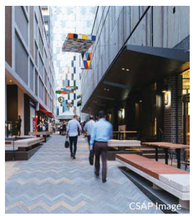
OPEN SPACE ENHANCEMENTS





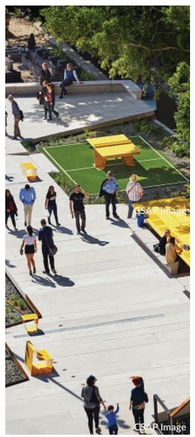
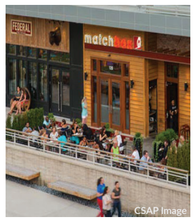
PLANTING IMPROVEMENTS

Planting areas soften the urban environment while reinforcing the look and feel of the contemporary industrial style of Clearfield Station. They utilize perennials, bulbs and wildflowers to add color to the landscape. These areas are meant to increase biodiversity and improve occupants wellbeing. They are organized in groups to create attractive massing and give an organic feel.

MID-BLOCK CROSSINGS

Mid-block traffic crossings enable pedestrians to cross the street in the middle of a block rather than traveling to an intersection or crossing at unpredictable locations. Bulb outs and crosswalks shall be used where possible to promote walkability and safety throughout the Clearfield Station District.


ENHANCED STREETSCAPE

Streets are first and foremost designed to create a friendly pedestrian experience. These open spaces may include public art, pedestrian lighting, outdoor dining seating and street furniture such as trash, recycling receptacles, and bollards.

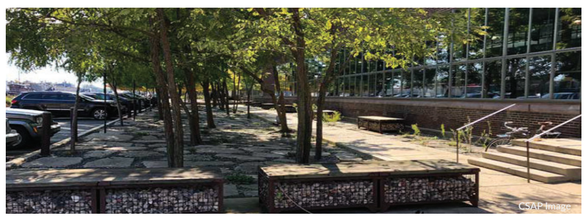
OPEN SPACE ENHANCEMENTS






MATERIALS & COLORS

Consistent application of complementary and high-quality materials reinforces the unique identity and a sense of place. The landscape has rough-cut elements such as tumbled stone, concrete, steel, timber, and brick to support an industrial feel. Among the materials used, there are historical remnants from the adjacent railroads, industrial area, and/or the historic Navy Depot. The most prominent colors associated with industrial areas are grays, with reds and blacks also playing a large role. The gray tones are often supplemented with more modern and interesting colors to be minimally applied to contrast the muted tones.

LANDSCAPE DESIGN

Landscape design has a unique aesthetic that mirrors the architectural design theme with the contemporary industrial style of the site. This industrial character helps to create a brand for the site that ties the neighborhood together. The lawn areas are strategically designed to become functional gathering places. These areas are minimized in other areas and replaced with water-efficient landscape planting.

3.3 TRANSPORTATION PLAN

Clearfield Station is designed to maximize its connection to the local and regional UTA transportation infrastructure by building a higher density development with lower parking requirements. This emphasis on transit has a number of benefits including walkability, sustainability, and resiliency. Upon full buildout, nearly 800 residential units will be within a 5 to 10-minute walk to the UTA Station.

Upon full buildout, there will be an estimated:

- 2.3 miles of road
- 6.5 miles of sidewalk
- 0.46 miles of raised cycle track
- 1.5 miles of on-street bike lanes

Commuter Rail - FrontRunner

The commuter rail is the key transit component of the Clearfield Station site. The layout for the entire development is arranged to maximize its use and reduce traffic congestion. The rail platform and pedestrian entrances will remain as existing; however, plaza improvements and sidewalk connections will activate space and welcome ridership.

Bus

The existing bus loading zone will remain protected in place and an additional loading bay to be added for increased capacity. Bus traffic is expected to be routed along Station Boulevard; however, routes may be directed to use 1450 S. and Depot St. One way directional arrows, appropriate signage, and "Bus Only" street paint shall be installed to help keep unauthorized vehicles out.

Kiss and Ride

Kiss and Ride temporary parking areas are to be located adjacent to the commuter rail. This provides rail patrons convenient drop-off and pick-up access to the commuter rail platform. Reference Chapter 4 Neighborhood Mixed-Use Streets with Kiss and Ride for street section design.

Pedestrian Amenities

Clearfield Station pedestrian amenities need to be consistent with other UTA stations. Improvements shall include accessible routes, crosswalks, seating, shelter, and basic landscaped areas. Based on funding availability, amenities such as public restrooms, water fountains, signage kiosks, and plaza areas should be developed to the same standards as the Clearfield Station district.

Bike Lanes

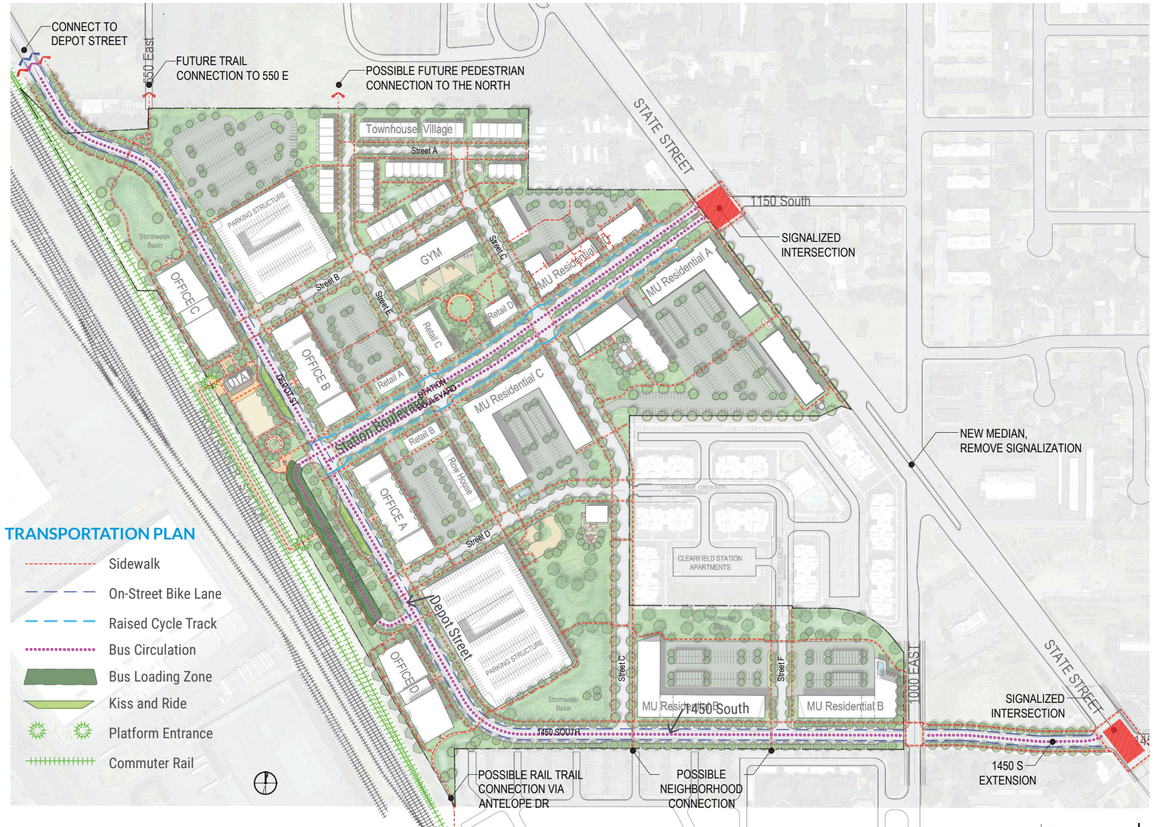
Cycling facilities are provided on streets and connect outside of the site. A protected cycle track is provided on Station Boulevard that connects State Street to the UTA Transit Station. An on-street bike lane runs along Depot Street, through the site connecting to 1000 East. All other streets in the district are designed to allow for a safe mix of cyclists and vehicles in travel lanes.

Automobile

Vehicular transportation is carefully designed to decrease traffic issues associated with new development. Although, TOD's generally have less traffic impact on the surrounding community than traditional development patterns the following elements are carefully considered:

The street network is externally connected via Depot Street and to State Street via Station Boulevard and 1450 South. It will be necessary to study and construct signalized intersections at Station Boulevard and State Street and at 1450 South and State Street. While its internal network is of a typical city grid, with shared roads to the existing Clearfield Station Apartment development. The closure of Express Drive along the south end of the development will help improve safety and traffic flow issues created by its design.

For further information on traffic patterns and the impacts of this development please see the Traffic Analysis in Appendix B.



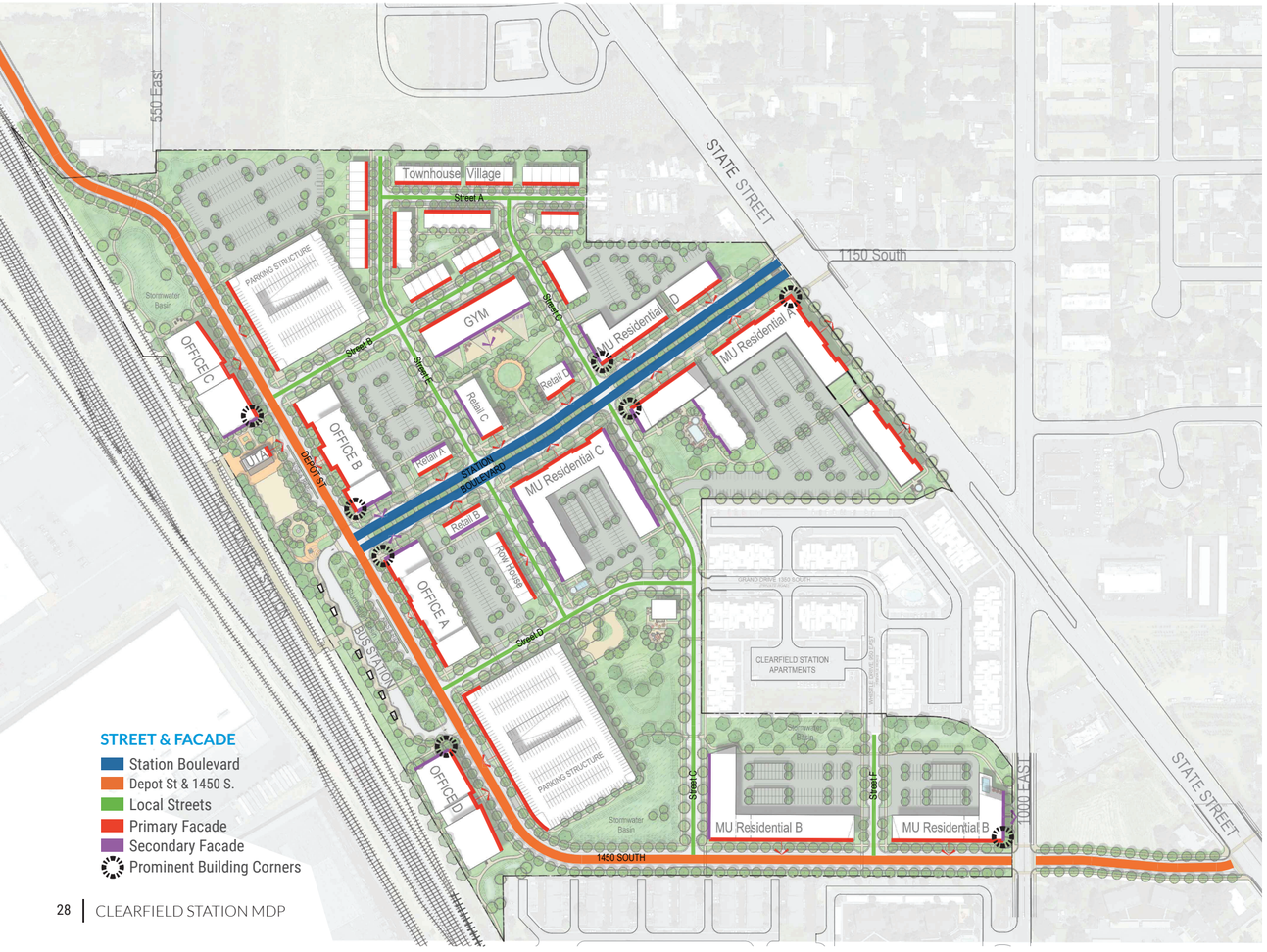
04 DESIGN METRICS AND GUIDELINES

INTENT

The design metrics and guidelines in this chapter will help define a clear set of rules for development to occur and help to establish a contemporary industrial identity for the Clearfield Station District. When complete, a thoughtful, well choreographed mix of buildings, streets, and open spaces will help to create a great place. Safety and accessibility are indispensable in developing the design metrics so that all aspects of the design account for equity and welfare among all users.

Furthermore, the outlined guidelines are intended to guide development and create a consistent urban fabric. These metrics generally focus on providing high-quality aesthetics and appropriate architectural fenestration elements. By following the prescribed set of rules, the development will be efficient and built to last.





4.1 STREET WALLS AND BUILDING MASSING

OVERVIEW

Station Boulevard creates the central axis of the development and connects State Street to the UTA Transit Station. This main axis serves as a promenade offering a mix of residential, retail, and dining options, which will draw people to the district and serve as an amenity to residents. Locating the central plaza along Station Boulevard provides a central place for special events and activities.

Commercial office space is located on the west side of the development along Depot Street because of its proximity to the UTA Transit Station. This will help to encourage the use of public transit and may be considered as a key amenity for employers.

Local streets provide access to parking lots and structures for retail businesses, offices, and transit patrons. Due to reduced speed limits and less traffic, local streets accommodate residential entrances and access to private amenity areas.

PRIMARY FACADE

The primary building facades need to form a consistent street wall and define human-scale space along this corridor. This will help promote active ground floors with a mix of public and commercial activities. Along Station Boulevard, the facades should have the highest quality finishes and most articulated form to showcase building hierarchy. Main Entrances for retail, residential, and/or other active use tenants are encouraged along the Primary Facade of the buildings.

SECONDARY FACADE

All streets except for Station Boulevard are considered secondary streets in this plan. Buildings along secondary streets will still address the street but may have less articulation than the buildings facing Station Boulevard. High quality materials will be selected for windows that are durability and easily maintained. Retail, residential, and/or other active uses are encouraged.

STANDARDS

Street walls and building massing shall meet the following standards.

- Breaks in the street wall shall be limited to those necessary to accommodate mid-block crossings, pocket parks, entry courts, and permitted vehicular driveways.
- An identifiable break shall be provided between a building's commercial floors and the upper floors. This break may consist of a change in material or other facade articulation.
- Provide pedestrian passageways between buildings that are a minimum of 20 feet wide.

GUIDELINES

Street walls and building massing should consider the following guidelines.

- Design building massing to reinforce the street wall with appropriately scaled elements that are sensitive to neighborhood context.
- Generally, buildings should maintain a consistent street wall along their street frontages.
- On retail streets, design building walls along the sidewalk to define the street and provide a pedestrian-scale environment.

4.2 FACADE ARTICULATION

Both horizontal and vertical articulation is used to create interest and help set up a strong sense of design and identity. Massing, building details, and entries should be proportionately scaled.

Horizontal Articulation

The first 20 feet of height of a building façade will be articulated with a rhythm of modules which serve to break down the scale of the buildings face. A module is defined as a portion of the façade differentiated from the adjacent façade by a change in the line of the face of the building, and/or a real change in material color or fenestration. Characteristics between modules should relate to one another to achieve a unified composition. Modules should generally be no longer than 40 feet.

Vertical Articulation

Buildings will have three vertical segments, a base, middle and top. These three sections should be differentiated by cornices, string courses, stepbacks, recesses, projections, changes in floor height, and/or changes in color and material.

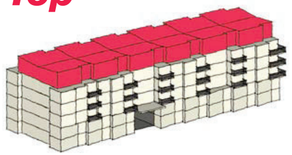
Considerations

The base section grounds the building as it relates to the street and ground floor activity. The middle section is the principal façade of the structure and differentiated from the base and top through methods mentioned above. The top section defines the roofline and is encouraged to have stepbacks, penthouse units, green roofs, or other occupied space.

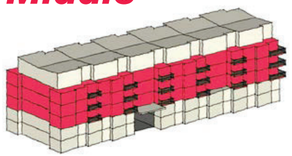




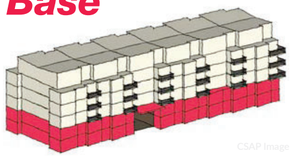
Top



Middle



Base



MATERIALS + COLORS

Consistent aesthetics use and complimentary use of building materials and finish colors throughout Clearfield Station will build a unique identity and establish a clear sense of place.

Considerations

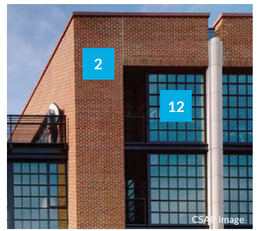
Only durable, high-quality materials that have a long life, age well, and are of a high level of craftsmanship will be used. They should reflect the industrial character discussed earlier and should add depth, texture and visual interest to both the buildings and the neighborhood.

Materials should be limited to one or two dominant materials with one or two accents. All materials should thoughtfully transition between the façade, space, and use and should turn corners.

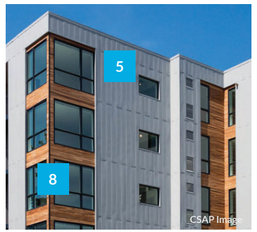
Lighter accent colors are highly encouraged to add pops of interest. Industrial buildings typically have dark, heavy materials such as brick, black steel, and dark concrete and shall be accented with color to lighten their presence.

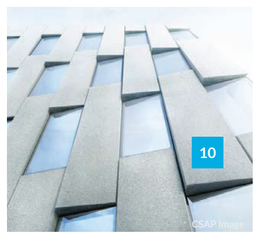
MATERIAL EXAMPLE IMAGES :

1	"Color Accent" for visual interest	7	Stone
2	Brick	8	Wood / Timber
3	Tumbled Brick	9	Curtain Wall Glazing System
4	Black Steel	10	Concrete or GFRC Panels
5	Colored Metal Panels	11	EIFS / Stucco
6	Corrugated or Corten Steel	12	Industrial Sash/ Divided Light Windows

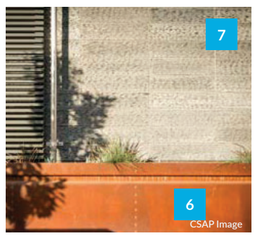


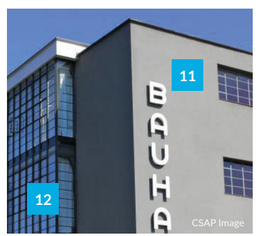
















4.3 ARCHITECTURAL MASSING

INTENT

All buildings within the Clearfield Station Site follow the design guidelines in this chapter to ensure that each structure is unified with the overall development creating a specific "look and feel" for the new community. Massing and height shall be appropriate to a building's intended use and is to blend with the surrounding context. Structures are unobtrusive to pedestrians and through articulation and materials create a visually interesting urban form.

Setbacks and stepbacks are utilized to maintain a relationship with the public Right of Way, creating a street wall that is well-defined and human-scaled. Ground floor setbacks are of an appropriate distance for each unique user.

Stepbacks are utilized to further articulate the facade on the upper floors of the building and create usable outdoor space for building occupants.

The guidelines on the following pages provide further specificity for architectural elements which will further create articulation and interest in building massing and urban form.

ARCHITECTURAL MASSING AND URBAN FORM:



1. A consistent streetwall on both sides of the street, as well as vertical elements such as trees create a sense of enclosure.
2. A variety of building height, scale and bulk creates a dynamic and visually interesting experience.
3. Buildings include stepbacks on upper stories in the building facade to ensure pedestrian scale and increase access to light and air.
4. The ground floor of buildings address the street and have a high level of transparency.
5. Windows, podium decks and balconies overlook the street.
6. A consistent row of trees provides a sense of enclosure, protects pedestrians from vehicles, provides shade, and brings nature into the urban environment.
7. Street furniture such as lighting, seating, trash receptacles, and bike racks are included in the Street Zone as pedestrian amenities.
8. Seating and outdoor dining is provided in the Building Zone as an extension of the indoor dining area.

MASSING & DENSITY

The densest uses and tallest building heights are along Station Boulevard and Depot Street. The floorplates of buildings will typically be less than 30,000 square feet. All buildings, especially those exceeding the desired SF/floor, will endeavor to be designed so that the ground floor maintains the human-scale and character of the street wall. The streetwall is created consistent and continuous on both sides of the street and creates the feeling of enclosure. Gaps will be avoided as much as possible.

SETBACKS & STEPBACKS

Setbacks: the distance between the building facade and the public Right of Way, are used to enhance the ground level environment and pedestrian experience. Appropriate setback distance for the ground floor use is generally 5 feet deep but no more than 15 feet.

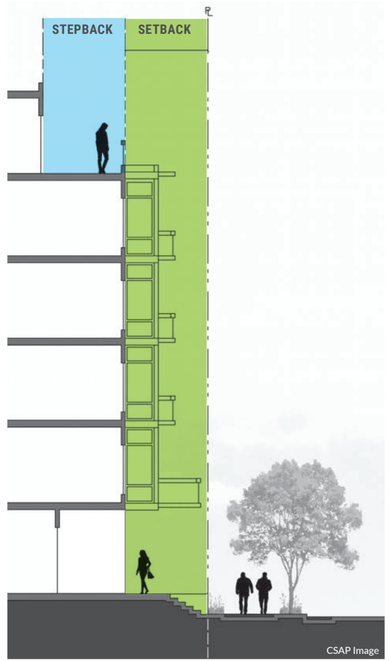
Considerations

- Create a space for outdoor dining in front of retail/restaurant spaces.
- To offer landscape and/or a patio/stoop in front of ground-level residential entrances.
- Entrance courts for office or residential building lobbies.
- To add interest and bring nature into the streetscape through planters and landscape.
- Building entries may be raised above the sidewalk level to create a feeling of semi-private space.

Stepbacks: the upper levels of a building which are offset from the façade.

Considerations

- Roof space created by stepbacks may be designed as usable outdoor space for building occupants.
- Break down the mass of the building by creating a defined top.



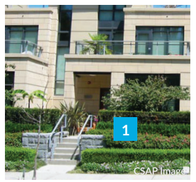
STEPBACK / SETBACK NOTES :
Diagram and Images are for illustrative purposes only. Final architectural design will reflect site-specific conditions and constraints.







4.4 ARCHITECTURAL DESIGN ELEMENTS







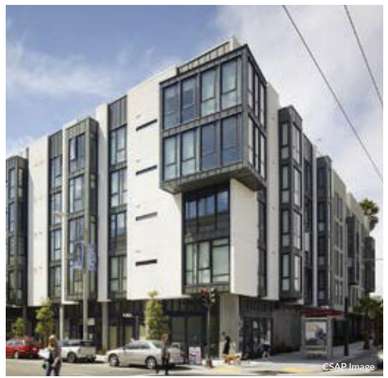
BASE ACTIVATION

In order to facilitate an active public streetscape and promote the neighborhood vitality, all buildings will address both the street and the sidewalk on the ground floor.

Buildings will orient and integrate courts, lobbies, entries, and glazing to face streets and other public open spaces to foster positive activity. Commercial entrances will be highlighted through signage, change of materials and/or through changes to the buildings massing.

Precedents

1. Raised entrances promote privacy and semi-private space
2. Transparent ground level storefront and furnishings
3. Garage doors enable indoor/outdoor space



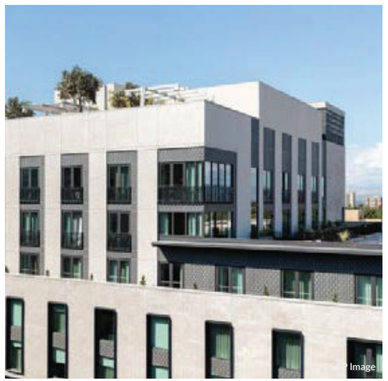
BUILDING CORNERS

Buildings will emphasize important intersections and corners with architectural features when a structure has primary façade orientations.

Corners in key locations are emphasized by utilizing a change in buildings massing and/or height, contrasting finishes, transparency or other unique, creative solutions.

Considerations

- Incorporate special design details at corners
- Modify the buildings massing and/or height
- Add contrasting finishes and increase transparency



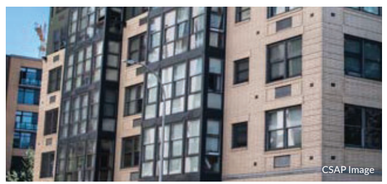
ROOFS

Rooflines will minimize visual impacts and emphasize the architectural style and characteristics of buildings in the development.

Considerations

- Rooflines to appear flat from street level
- Modulate in height to create interesting skyline
- Screen mechanical equipment
- Roof decks, terraces, and green roofs are encouraged
- High albedo roofing to reflect heat.



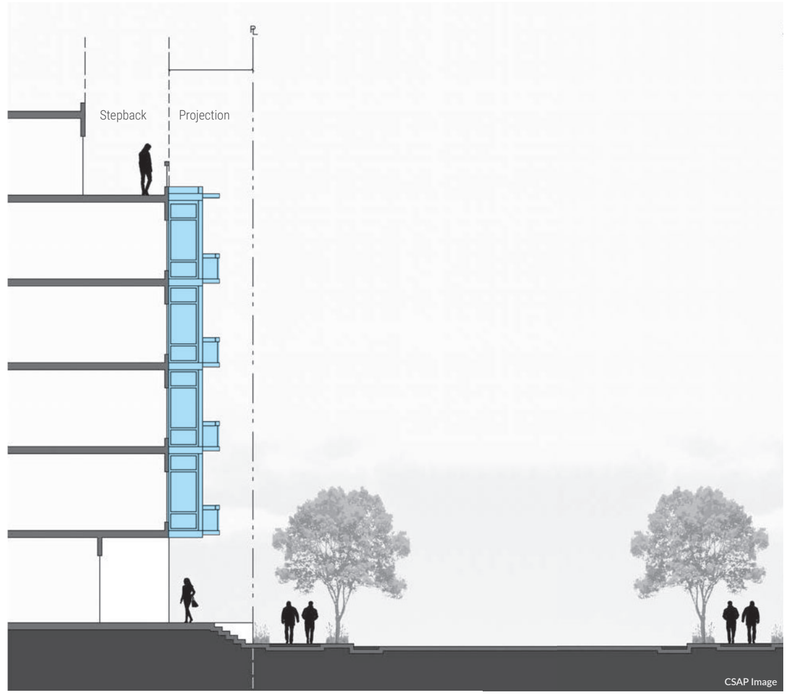


PROJECTIONS

To add additional visual interest through façade articulation, both habitable and non-habitable projections are encouraged.

Considerations

- Balcony dimensions should adhere to the outlines provided in Section 04 for each specific land use.
- Habitable projections are defined as a portion of the building enclosure.
- Non-Habitable projections are spaces not enclosed and utilized by residents.



4.5 ARCHITECTURAL CHARACTER

Although buildings and structures are not required to look the same within the Clearfield Station TOD they should all strive toward a unifying character. This unifying architectural theme should be in the industrial character which surrounds the site but yet be contemporary and modern. This industrial character helps to create and strengthen the brand for the site and provide a common theme that ties the neighborhood together.

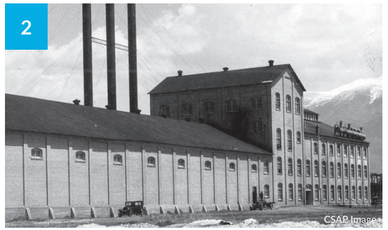
While the industrial character plays an important role on the site, there are few historic buildings adjacent to the site that the new development must respond to. Therefore, this presents an opportunity to create a new, unique, industrial-inspired architectural style.

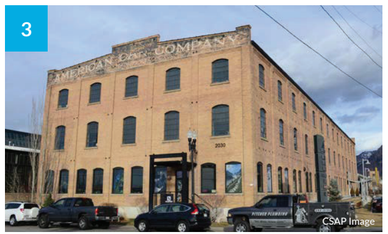
HISTORIC PRECEDENTS

There are no historic buildings currently existing on the site, and therefore, historic precedents should be considered from around the Intermountain West.

The images to the right display industrial buildings found in Clearfield, as well as nearby cities such as Ogden, Layton, and Kaysville. These are just a few examples of existing and former buildings from the area that offer inspiration for architects and designers.









HISTORIC PRECEDENT IMAGES :

1. Kaysville Flour Mill
2. Layton Sugar Company
3. American Can Company
4. DaVinci Academy











CONTEMPORARY PRECEDENT IMAGES :

1. HAFB West Development (Ogden) - Architectural Nexus
2. Liberty Boulevard (Salt Lake City) - Architectural Nexus
3. Hardware Village West (Salt Lake City) - Architectural Nexus
4. UT Dept. Human Services (Salt Lake City) - Hamilton Partners
5. Thanksgiving Station (Lehi) - Stack Real Estate

CONTEMPORARY PRECEDENTS

Referenced images in this chapter are of precedents that exhibit a contemporary style that is also rooted in historic-industrial architecture. They show the character and level of detailing envisioned for the Clearfield Station site.

These examples show a range of examples, from more abstract interpretations to more traditional recreations. These reference images are for design inspiration for the new Clearfield Station development.

Considerations

- Volumetric massing
- Predominantly brick and steel buildings
- Exposed structural elements
- High interior spaces with reposed brick, steel, and timber
- Divided light windows

4.6 STREET TYPES

Five unique street types with specific dimensions are used for Clearfield Station.

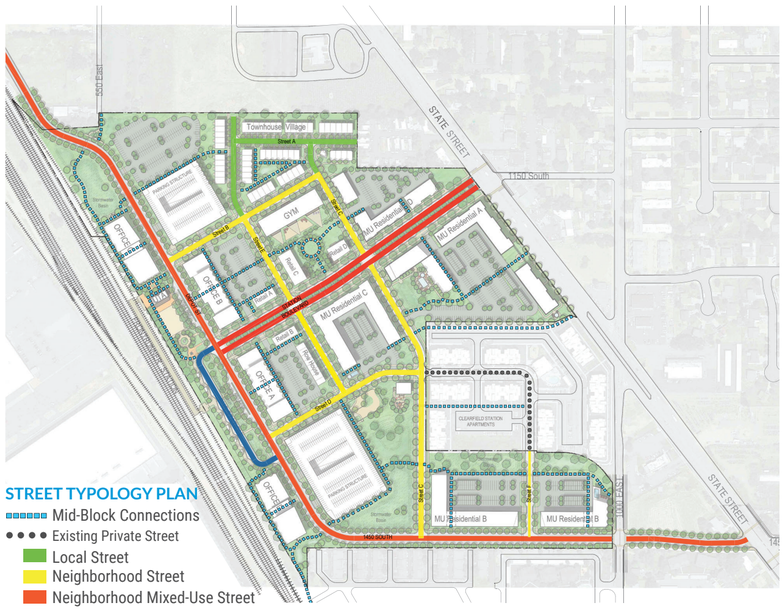
The **Local Street** type is the most basic with room for two: travel lanes, 6.5' park strips, and 6' sidewalks. The intent for this street is semi-private and serves residential land uses. This street has a 52' ROW.

The **Neighborhood Street** type is the default street design, and the most common street in the neighborhood. This street has two: travel lanes, parallel parking, parkstrips, and sidewalks to make a 66' ROW.

The **Neighborhood Mixed-Use Street** type is identical to the Neighborhood Street with street parking but has dedicated on-street bike lanes. This street has two: travel lanes, bike lanes, parallel parking, parkstrips, and sidewalks to make an 80' ROW.

The **Boulevard Street** type serves as the local collector street in the neighborhood, which connects State Street to the UTA Transit Station. This street has a central landscape median, four: travel lanes; two: separated bike lanes, parallel parking, parkstrips, and sidewalks to make a 123' ROW.

The **UTA Bus Drop-off** is a private, one way drive that is only to be used by authorized vehicles and UTA Buses.



LOCAL STREET

The **Local Street** type supports low residential densities and townhome type buildings. The street is designed for residential land uses, with park strips, sidewalks, and space for plantings. Streets will include places for neighbors to gather, relax, and recreate.

Standard Improvements

Curb ramps, corner curb extensions, street trees, sidewalk planters, stormwater control measures, and pedestrian scale lighting at corners and mid block locations.

Case by Case Additions

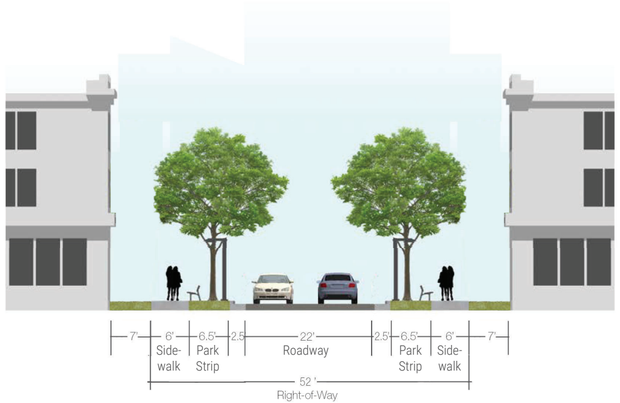
Special crossing treatments, parallel parking stalls.

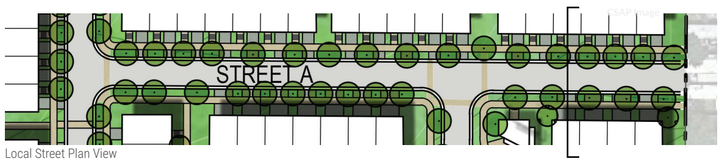
Considerations

Reduced pedestrian activity and low traffic volumes.

Street Trees

Class 1 (small) trees in parkstrips. See Section 4.8 for tree list.





Local Street Plan View

NEIGHBORHOOD STREETS

The **Neighborhood Street** type is the most common street type in Clearfield Station and provides access and parallel parking throughout the community. The street layout is efficient and enables parking flexibility.

The narrow street , mid-block crossings, and bulb-outs at intersections will help to slow traffic and improve pedestrian/bicycle safely.

Standard Improvements

Curb ramps, street trees, continuous planting strips, stormwater control measures, pedestrian scale lighting at corners/mid-block, and parallel parking.

Case by Case Additions

Raised crosswalks, extended bulb-out, mid-block bulb-out, and a shared public way.

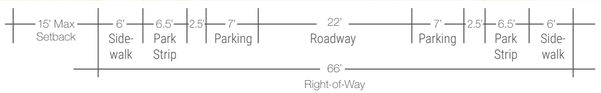
Considerations

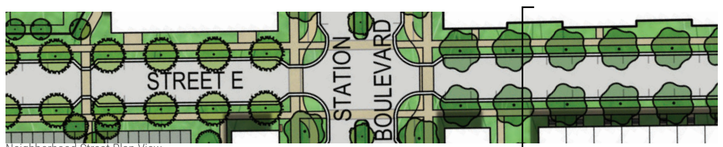
- Need for traffic calming.
- Need for increased public open space.
- Opportunities for community stewardship.
- Frequent driveway cuts.

Street Trees

Class 2 (medium) trees in parkstrips. See Section 4.8 for tree list.







Neighborhood Street Plan View

NEIGHBORHOOD MIXED-USE STREETS

The **Neighborhood Mixed-Use Street** type is a multi-modal street that accommodates on-street dedicated bike lanes. The buffered bike lanes on these streets provide safe and convenient access for bicycles on the streets that connects Clearfield Station to the surrounding area. Short term parking for customers and space loading facilities are essential components.

Standard Improvements

Marked crosswalks with curb ramps, pedestrian signals, corner curb extensions, street trees, sidewalk planters, stormwater control measures, pedestrian-scale lighting, special paving in furnishing zone, on-street parallel parking, and site furnishings.

Case by Case Additions

Sidewalk pocket park, extended bulb-out, special crossing treatments, mid-block crossing, flexible use of parking lane, shared public way, and a transit bulb-out.

Considerations

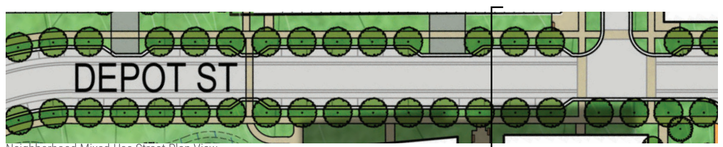
- High level of pedestrian activation.
- Provide generous pedestrian environment.
- Access needs to local businesses.
- Important transit connections.

Street Trees

Class 2 (medium) trees in parkstrips. See Section 4.8 for tree list.







Neighborhood Mixed-Use Street Plan View

BOULEVARD STREET

The **Boulevard** street type is the primary vehicular thoroughfare connecting the UTA Transit Station to State Street by utilizing functional, safe, and convenient design principles that accommodate multi-modal transportation. The well-landscaped central median helps to create a road hierarchy and reduce potential conflicts between pedestrians and automobiles. This will help to improve pedestrian safety and improve bus system efficiency.

Standard Improvements

Street trees, sidewalk planters, center median, sidewalks, pedestrian-scale lighting, site furnishings, corner curb extensions, marked crosswalks with curb ramps, pedestrian signals, multi-use path, and stormwater control measures.

Case by Case Additions

On-street parallel parking, pedestrian refuge island, sidewalk pocket park, extended bulb-out, special crossing treatments, and transit bulb-out.

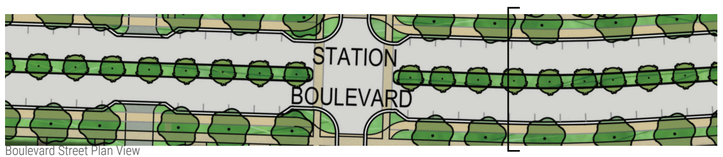
Considerations

- Moderate volume and speed of traffic.
- Provides a generous pedestrian environment.
- Provides recreational amenities.
- Few access points and driveways.
- Connect to the regional trail network.

Street Trees

Class 2 (medium) trees in parkstrips. Class 3 (large) trees in median. No more than three species to be used to help build uniformity. Xeriscape plants in Kiss and Ride median. See Section 4.8 for tree list.





Boulevard Street Plan View

NEIGHBORHOOD MIXED-USE STREETS WITH KISS AND RIDE

The **Neighborhood Mixed-Use Street with Kiss and Ride** type is the same is Neighborhood Mixed-Use Street with bike lanes except it also has a Kiss and Ride component. This is important for people who are being dropped off for transit uses. Kiss and Ride pullouts may only occur at two locations, one in front of the bus station and the other in front of the transit plaza.

Standard Improvements

Bypass lane, temporary parking, protective median, marked crosswalks with curb ramps, pedestrian signals, corner curb extensions, street trees, sidewalk planters, stormwater control measures, pedestrian-scale lighting, special paving in furnishing zone, on-street parallel parking, and site furnishings.

Case by Case Additions

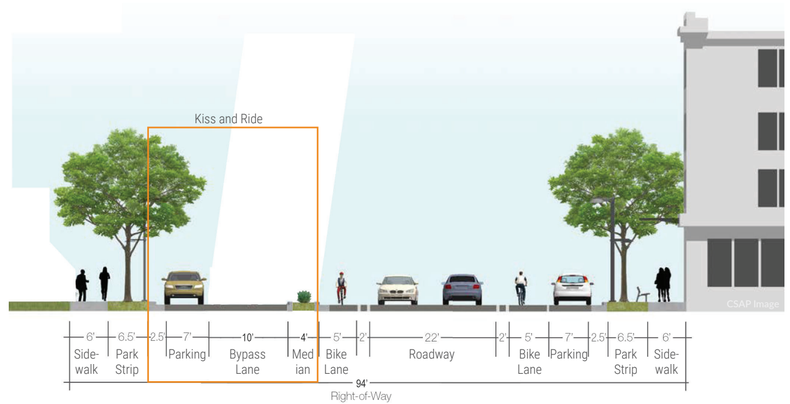
Sidewalk pocket park, extended bulb-out, special crossing treatments, mid-block crossing, flexible use of parking lane, shared public way, and transit bulb-out.

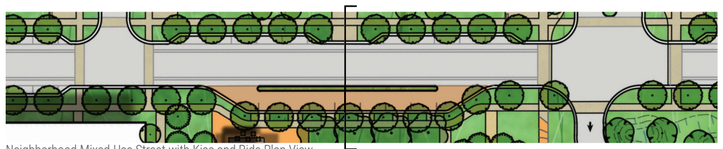
Considerations

- Expedited transfer point for commuters.
- Temporary parking striping.
- Minimize congestion and improve safety.
- Ingress and egress safety signage.

Street Trees

Class 2 (medium) trees in parkstrips. Xeriscape plants in Kiss and Ride median. See Section 4.8 for tree list.




Neighborhood Mixed-Use Street with Kiss and Ride Plan View

4.7 SIDEWALK ZONES

GENERAL SIDEWALK ELEMENTS

The use of zones is crucial to streetscape design when creating an inviting pedestrian environment and a walkable neighborhood. Therefore all streets in the neighborhood will utilize the three zones; a Frontage Zone, Throughway Zone and Furnishing Zone as described in this document.

In addition to the explanation of the zones included in this section, the graphic on the facing page demonstrates how the three streetscape zones are broken down and positioned in relation to each other. The simple fundamental zoning is critical for the master plan and a key behind effective street design.

FURNISHING ZONE

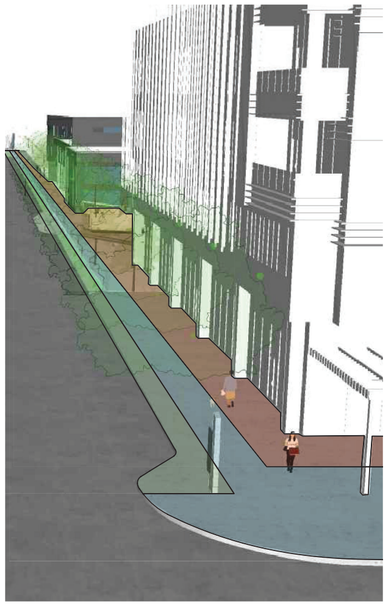
The furnishing zone is the space between the throughway zone and the street. The area of the sidewalk used for street trees, landscaping in park strips, transit stops, street lights, and site furnishings.

FRONTAGE ZONE

The area between the Right of Way and the building facade. This zone may be used to display merchandise, enhance entryways, or provide outdoor seating and dining. It should generally be thought of as an extension of the building into the public realm. This space will typically need some space from a building setback to give enough usable space.

THROUGHWAY ZONE

The area of the sidewalk for unobstructed pedestrian travel along the street. It is located between the frontage zone and the furnishing zone. This space must remain at least five feet wide and meet ADA standards.



4.8 TREES

This section shall be used to aid the future selection and placement of trees in Clearfield Station. The following provisions are enacted to:

- Establish and maintain the maximum and proper amount of tree cover on public and private open space.
- Maintain public trees in a healthy non-hazardous condition.
- Establish and maintain appropriate diversity in tree species to provide a stable and sustainable urban forest;
- Perpetuate the many contributions trees make to the financial, social, aesthetic, and environmental well being of Clearfield Station.

Considerations

- The selection of street trees shall be performance based and encourages designers to choose the “right tree for the right place”.
- All trees planted in the public ROW must be a minimum of 2” caliper in size.

The site chosen for planting should follow the below criteria:

- 5’ from water meter and/or utility box
- 10’ from fire hydrant
- 5-10’ from residential driveway
- 5-10’ from property line of adjoining parcel
- 5-10’ from non-traffic conducting signage
- 5-10’ from utility pole and/or light
- 20’ from an unregulated intersection
- 30’ from stop signs
- 30’ from commercial driveway and/or alley
- 40’ from an intersection with traffic lights

Class 1 Trees

Bigtooth Maple (Acer grandidentatum)
Paperbark Maple (Acer griseum)
Red Buckeye (Aesculus pavia)
Eastern Redbud (Cercis canadensis)
English Hawthorn (Crataegus laevigata)
Goldenrain Tree (Koelreuteria paniculata)
Spring Snow Flowering Crabapple (Malus spp.)
Flowering Plum (Prunus cerasifera)
Flowering Cherry (Prunus x yeodensis)
Japanese Tree Lilac (Syringa reticulata)
Lavalle Hawthorn (Crataegus x lavallei)

Class 2 Trees

Sycamore Maple (Acer pseudoplatanus)
Black Maple (Acer nigrum)
Common Hackberry (Celtis occidentalis)
Ginkgo Tree (Ginkgo biloba)
Honeylocust (Gleditsia triacanthos)
Kentucky Coffeetree (Gymnocladus dioicus)
Japanese Pagoda (Sophora japonica)
European Hornbeam (Carpinus betulus)
Autumn Blaze Maple (Acer x freemanii)
Littleleaf Linden (Tilia cordata)
Colorado Spruce (Picea Pungens)

Class 3 Trees

Bur Oak (Quercus macrocatpa)
English Oak (Quercus robur)
Silver Linden (Tilia tomentosa)
Sycamore (Platanus x acerifalia)
New Horizon Elm (Ulmus japonica x pumila)
Japanese Zelkova (Zelkova serrata)
Northern Catalpa (Catalpa speciosa)
Austrian Pine (Pinus Nigra)



Class 1 Tree - Flowering Cherry



Class 2 Tree - Honeylocust



Class 2 Tree - Zelkova

4.9 STREETSCAPE

OVERVIEW

The Clearfield Station streetscape is an important component of the public realm and community character. Measured from the back of curb to the Right of Way Line, the streetscape is designed to prioritize: walking, bicycling, transit stops, places for social interaction, and green infrastructure.

Streetscape design should prioritize:

- Pedestrians, bicycles, and transit
- Safety
- Urban Ecology
- Efficiency

Design Guidelines

- Streets act as outdoor rooms with attractive places to sit, stop, gather, and play.
- Streets provide opportunities for people to meet one another and create a vibrant community-oriented neighborhood experience.
- Paving materials and patterns give interest and excitement, while also being durable, functional, and is easy to maintain.
- Changes in paving differentiate between Streetscape Zones.
- Curb radii minimized on street corners to slow vehicles movements and maximize pedestrian safety.
- Bulb outs at curb corners at all intersections and mid-block street crossings to decrease pedestrian crossing distance.
- Green infrastructure and stormwater management shall be incorporated into the streetscape in the "Street Zone" with stormwater retention systems hanging planters, sidewalk landscaping, street trees, rain gardens, swales, and permeable paving.

Site Furnishings

Street furniture is provided as part of the general streetscape design for all streets in the district. The following, is a list of street furniture that is included within the Clearfield Station Site. However, not all streets utilize all street furniture elements listed.

- Street Lighting
- Pedestrian Lighting
- Seating / Benches
- Trash / Recycling Receptacles
- Bike Racks
- Wayfinding Signage
- Raised Planters
- Bollards

Street Trees

Street trees are located in regular intervals on all streets in the neighborhood. They are planted at 30' to 50 foot intervals. See Section 4.8 for more information on species and placement.

Street Lighting

Street lighting for Clearfield Station should conform with Clearfield City standards. "Double Acorn" street lights for Station Boulevard and "Single Acorn" street lights for the other streets. Photometrics to be studied (part of future design.)

Streetscape precedent images :

1. Street Zones contain trees, plantings and street furniture.
2. Building Zones contain pedestrian amenities such as outdoor dining.
3. Interesting paving patterns bring excitement and refinement to the street.
4. Bioretention strips are built in to the Street Zone of the streetscape to filter storm water.
5. Seating is designed into streetscape planters in interesting and varying ways.

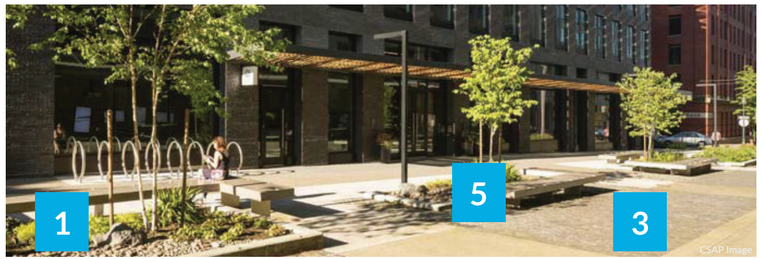












4.10 SITE FURNISHINGS

INTENT

The selected products are to provide an enhanced, identifiable site furnishings for Clearfield Station street Furnishing Zone. The developer may choose alternate site furnishings upon Clearfield City approval.

Bollard



Permitted Streets : All Street Types

Make/Model : Landscape Forms / Annapolis

Finish : Metallic Silver

Placement : Optional

Benches



Permitted Streets : All Street Types

Make/Model : Landscape Forms / Parc Vue Bench

Finish : Metallic Silver

Placement : Minimum of 1 bench every 500 feet within 1000 feet of UTA Station.

Receptacles



Permitted Streets : All Street Types

Make/Model : Landscape Forms / Chaise Park Litter

Finish : Metallic Silver

Placement : Minimum of 1 set of (Litter & Recycle) within 15' of each Boulevard Street intersection, optional on other streets.

Street Lights



Permitted Streets : Double Acorn - required on Station Boulevard, Single Acorn - required on Depot Street & 1450 South; optional on all others.

Make/Model : Holophane / Washington Postlite w/ Spike

Pole : Salem 5" Dia. Smooth

Base : Salem 13" Sq. Base, 45" height

Luminaries : Double LED Lumninaire

Crossarms : Annapolis Series: ACA/2

Banner Arms : Double Arms, Standard 26" length, Two 180 degree Clamps on 5" shaft, Ball Finial, 3/4" Dia. Arm Pipe, Scroll Attachment Option

Finish Material : Black Cast Aluminum

Height : 14 Feet

Placement : Minimum 60' Spacing, Maximum 90' Spacing

Bike Racks



Permitted Streets : Double - Station Boulevard, Single - All Other Streets

Make/Model : Landscape Forms / Bola Bike Rack

Finish : Metallic Silver

Placement (Minimum): Multifamily : 1 bike rack space per 10 parking stalls, Retail : 1 bike rack space per 5,000 SF, Office : 1 space per 10,000 SF, Open space : Per Zoning Administrator

Tables/Chairs



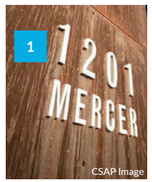
Permitted Streets : Double - Station Boulevard, Single - All Other Streets

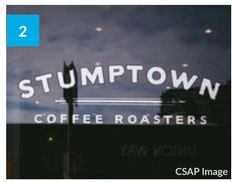
Make/Model : Landscape Forms / Carousel Table

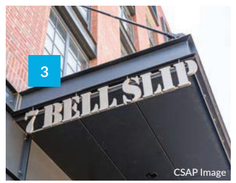
Finish : Metallic Silver

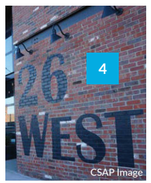
Placement : Optional

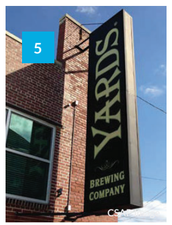
4.11 SIGNAGE













Precedents

1. Wall Sign
2. Window Sign
3. Awning Sign
4. Mural Sign
5. Projecting Sign
6. Hanging Sign

BUILDING SIGNAGE

Intent

Buildings will utilize various types of signage to indicate the commercial or non-commercial use of the spaces. Signs will also be utilized to promote easy wayfinding, add an extra layer of interest to the building, and enhance the pedestrian experience.

Signs will to be located on facades that face primary streets, are made of durable high-quality materials and are appropriately scaled to the building.

General Guidelines

- Signs shall not obscure architectural elements or impair public safety.
- Sign typeface should be clearly legible.
- Signs shall be designed of high quality materials consistent with the overall building architecture and district character.
- Three dimensional lettering is encouraged.
- Signs should be artful, creative, and expressive.

RESIDENTIAL SIGNAGE

Common Entrance Signage

Sign area at the main public entrance shall not exceed 20 sq. ft. Secondary public entrances are permitted one sign to a max of 5 sq. ft.

Wall Signs

- The height shall not exceed the second floor window sill.
- Signs shall be wall mounted.

Projecting Signs

- Height shall not exceed 20 feet or the project past an above windowsill.
- 4 foot maximum projection and a minimum 9 foot clearance above the sidewalk shall be maintained.

Awning Signs

- The area shall not exceed 50% of the vertical face area of the awning.
- Maximum letter height is 12 inches.

Individual Entrance Signage

Sign area for a individual unit at grade shall not exceed two square feet.

Nameplate

One Nameplate sign is permitted per unit.

NON-RESIDENTIAL SIGNAGE

Location

All non-residential buildings including mixed-use, office, and commercial land uses.

Window Signs

- Permanent or temporary window signs shall not exceed 1/2 the area of the window to a maximum of 20 sq. ft.
- Sings shall be made of durable material and fixed to the window.

Wall Signs

- The area of wall signs shall not exceed 1 sq. ft. per foot of street frontage occupied by the business measured along the wall to which the sings are attached, or 20 sq. ft. for retail spaces under 30,000 sq feet.
- The height of any wall sign shall not exceed 10 feet.

Projecting Signs

- The area of projecting signs shall not exceed 24 sq. ft.
- Projecting signs shall be located no closer than 20 ft. apart.
- The height of a projecting sign shall not exceed 30 ft. or the height of the wall that is attached or the windowsill above.
- A minimum 9 foot clearance above the sidewalk shall be maintained.
- Projecting signs shall not extend more than 6 foot 6 inches into the ROW.

Signs on Awnings

- The area of awning shall not exceed the lesser of: 50% of the are of the vertical face of the awning, or 200 sq. ft.
- Maximum letter height is 12 inches.
- Sign may be non-illuminated or indirectly illuminated.

Cabinet & Backlit Signs

- Cabinet and backlit signs shall require a building permit from Clearfield City.

Nameplate

- One nameplate sign is permitted per business.
- The area shall not exceed 2 sq. ft.

Guidelines

- Signs should creatively use two and three dimensional form to express the character of the use.
- To minimize irreversible damage, all mounting and supports should be inserted into mortar joints and not into the masonry face.
- Lighted signs shall conceal any junction boxes, lamps, tubing, conduits, and raceways.

TEMPORARY SIGNAGE

Construction

One sign per business under construction is permitted. Signs shall not exceed 12 sq. ft. in size. Sign must be removed within seven days following the completion of the contract.

For Sale/Lease

One sign is allowed for each street frontage of the subject property. The sign shall not be greater than 10 ft. tall, and may not extend above the roof line of the building. Sign area shall be a maximum of 6 sq. ft. for parcels less than 50,000 sq. ft. and no larger than 18 sq. ft. for parcels greater than 50,000 sq. ft.

Public Events

Signs noticing public events must be promptly removed after the event has occurred.

PROHIBITED SIGNAGE

Any signage not described in this section is subject to Clearfield City Approval.

4.12 PARKING

The comprehensive parking strategy aims to promote walkability within the Clearfield Station District, while still providing convenient and accessible parking. The majority of parking at Clearfield Station will be provided on surface lots and in structures; however, many will be located along the streets in parallel stalls.

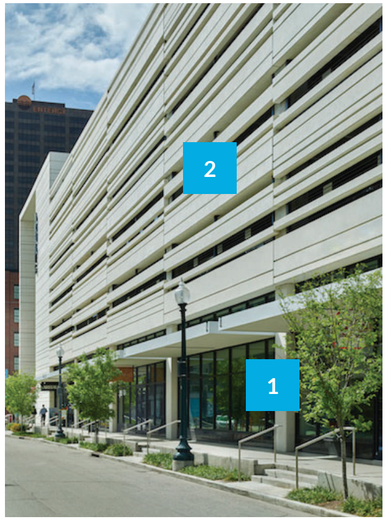
See the parking plan for the location of surface lots, street stalls, and multi-level parking garages locations. Driveway and parking garage entrances need to be studied to reduce traffic congestion and minimize pedestrian experience within the community. Park and Ride, visitor, and ADA parking shall be prioritized and located within the shortest distance as possible.

Landscaped medians and planting islands shall be used to screen parking areas from the street where possible. Parking garages are to use materials and articulation to add to the visual interest from the street wall.

The masterplan provides about 3,400 parking stalls, which give parking flexibility for future businesses. See Appendix B for a parking stall analysis and breakdown.

Design Guidelines

- Dedicated parking structures provide parking for park and ride purposes.
- Adequate bike parking is provided for each building in the neighborhood.
- Parking structures facing Depot Street & 1450 South may have active uses at a portion on the ground floor.
- All streets in the district include on-street parking, as defined for each street type.
- Shared parking strategies are encouraged.

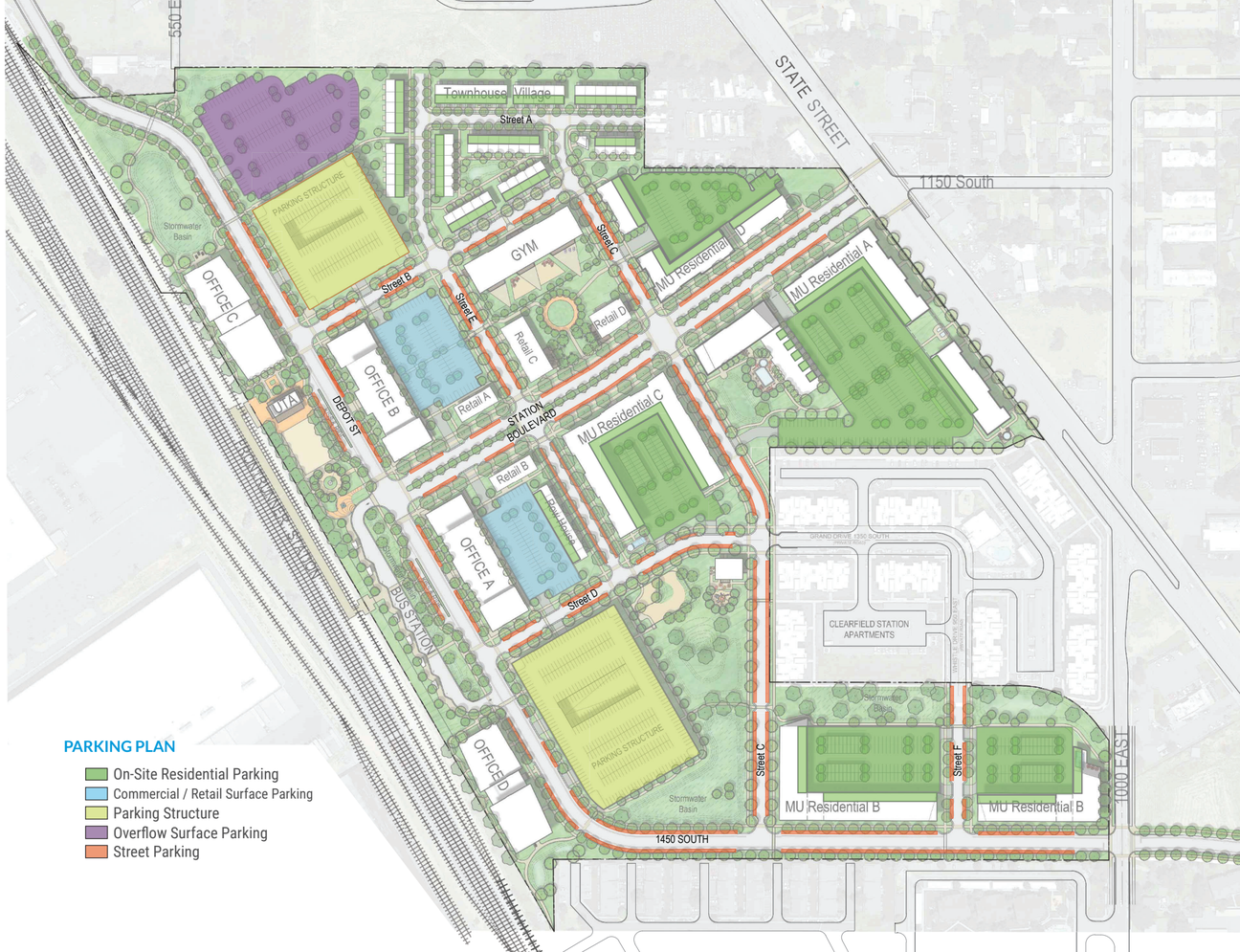


PARKING STRUCTURE PRECEDENT

CSAP Image

1 Retail uses on the ground level of the parking structure activate the street.

2 Decorative façade treatment of parking structure adds visual interest to the street.



PARKING PLAN

- On-Site Residential Parking
- Commercial / Retail Surface Parking
- Parking Structure
- Overflow Surface Parking
- Street Parking

05 LAND USE AREA REGULATIONS

OVERVIEW

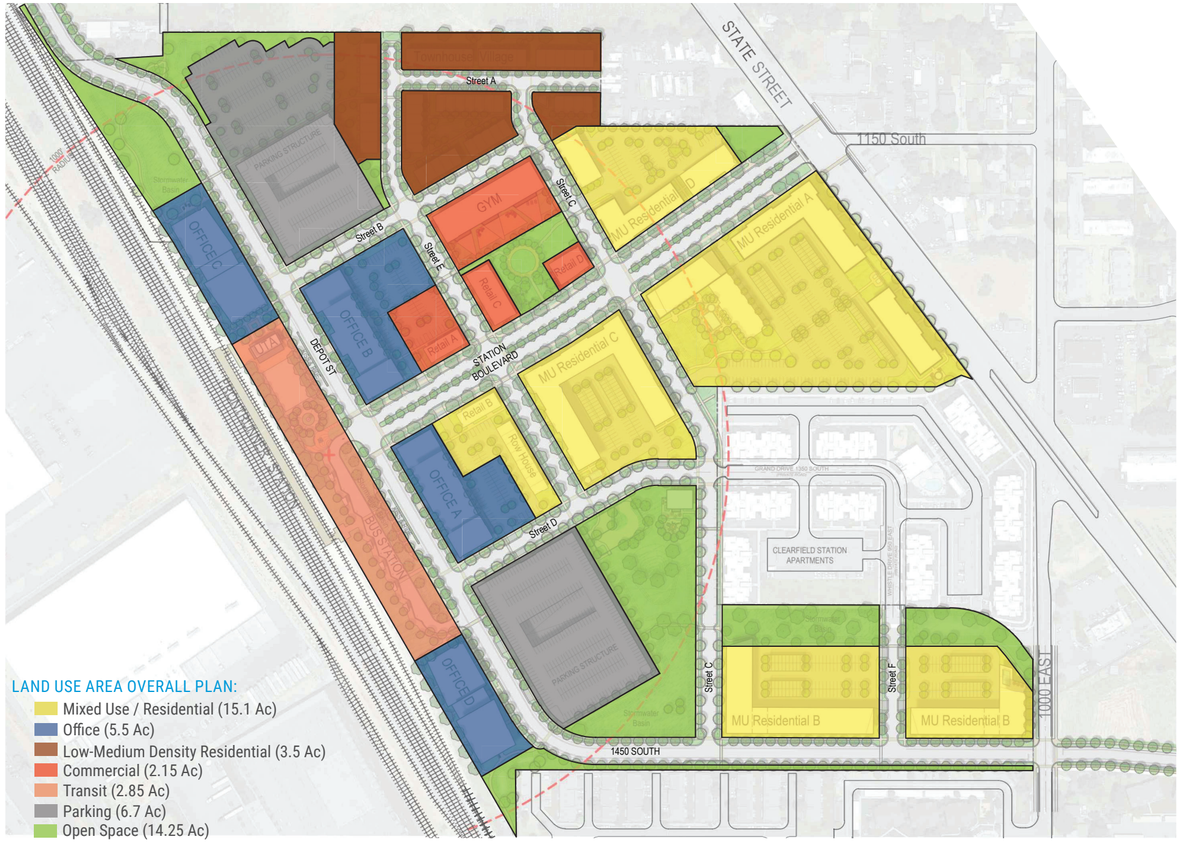
Clearfield Station consists of seven Land Use Areas that provide a mixed use approach to the development. Generally, higher density mixed-use and commercial properties are located near the Clearfield Transit Station and along Station Boulevard. An interconnected street grid, bike lanes, and sidewalks will allow efficient connections.

The Land Use Areas within Clearfield Station offers flexibility in how it is to be designed and operated which builds resiliency and adaptability. The character of each area shall stay consistent along each block face on the street, while still allowing for an eclectic composition of buildings and adequate density. In all cases, the fronts of buildings and street treatment shall accommodate a pedestrian-friendly environment.

The Land Use Regulations listed in this chapter provide the regulatory framework for Clearfield Station to be constructed with the overall vision. The Design Metrics listed in Chapter 4 of this document apply to the land-use standards and guidelines listed in this chapter.



Precedent Image : West Valley City Center Transformation



5.1 MIXED-USE/RESIDENTIAL LAND USE AREA REGULATIONS

GENERAL CHARACTER

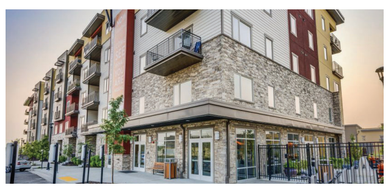
The Mixed-Use/Residential Area provides pedestrian circulation that facilitates neighborhood and transit connections. This lends an opportunity to have businesses occupy the ground floor while residential uses occupy the upper floors. This promotes transparent ground floors, enhanced street environment, and live-work opportunities. This mixed-use development will bring an urban character that promotes enhanced building entrances and more articulated streetscapes. Buildings shall be placed adjacent to the sidewalk with pedestrian entrances oriented to the street. See Chapter 4 for design guidelines and streetscape standards.

LAND USE REQUIREMENTS

Permitted Uses

Street Level: Retail, Service Related Office, Entertainment, Restaurant, General Commercial, Residential Amenity Spaces, Residential Brownstone Residences, and Hotel. A minimum building depth of 30 feet is required.

Upper stories: Residential, Amenity Spaces, and Service Related Office.



Mixed-Use/Residential Development

BUILDING PLACEMENT & HEIGHT

Front setbacks: 0 foot minimum and a 10 foot maximum as measured from the Right of Way line. All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use.

Side setbacks: None

Orientation: Buildings must be oriented with an entrance or entrances facing toward the street.

Building Height: Buildings in mixed use areas must be a minimum of 2 stories in height and are limited to a maximum of 8 stories.

BUILDING CHARACTER

Primary Building Façade Design

Articulation: A vertical façade division of 12" or more must be provided at 42' intervals measured horizontally along street face façade offset shall be included at the street level floor.

Doors: A street level door shall be provided no more than an average of 50' on center.

Human Scale Elements: Balconies, terraces, canopies, articulated roof areas or the like shall be provided at an elevation of 9' to 14' above the sidewalk to provide human scaled elements. These shall occur at the minimum rate of 15% of the façade length and may encroach over the public walk and shall include awnings, canopies, balconies and the like. These elements shall be placed along building façade adjacent to the public street and be consistent with architectural materials on the building.

Corner Expression: Buildings at block corners along Primary Streets shall comply with the standards set forth in Chapter 4: Building Corners.

Building Stepback: A building stepback of 8' minimum shall be provided at the primary façade of buildings exceeding 3 stories and shall occur at level 2, 3 or 4, and may be used as balconies, terraces, or articulated roof areas. In lieu of this, balconies, terraces, canopies, articulated roof areas or the like shall be provided at an elevation of 9' to 14' above the sidewalk to provide human scaled elements. These shall occur at the minimum rate of 33% of the façade length and may encroach over the public walk and shall include awnings, canopies, balconies, and the like. They shall be placed along building facades adjacent to the public street and be consistent with architectural materials on the building.

Glazing: Where Retail, Service Related Office, Entertainment, Restaurant, General Commercial, or Residential Amenity Spaces occur adjacent to public street or plaza, a minimum of 60% of the ground floor of the affected building façade shall consist of transparent surfaces, such as windows or doorways, to promote visual interest.

* See Chapter 4 for more information on Primary Building Facade Design.

REQUIRED PARKING

Residential: 1.2 stalls per dwelling unit minimum (2.0 minimum per townhome unit).

Special Service Office: A minimum of 4 stalls per 1000 square foot usable square feet.

Street Parking: On-street parking is required as indicated by the typical street sections.

Access: Parking structure entrances shall not be located along Station Boulevard.

Other Commercial Uses (Including Leasing Offices): Minimum of 4 stalls per 1000 usable square feet.

Alternative: Parking ratios for Mixed-Use/Residential Land Use Area may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant.

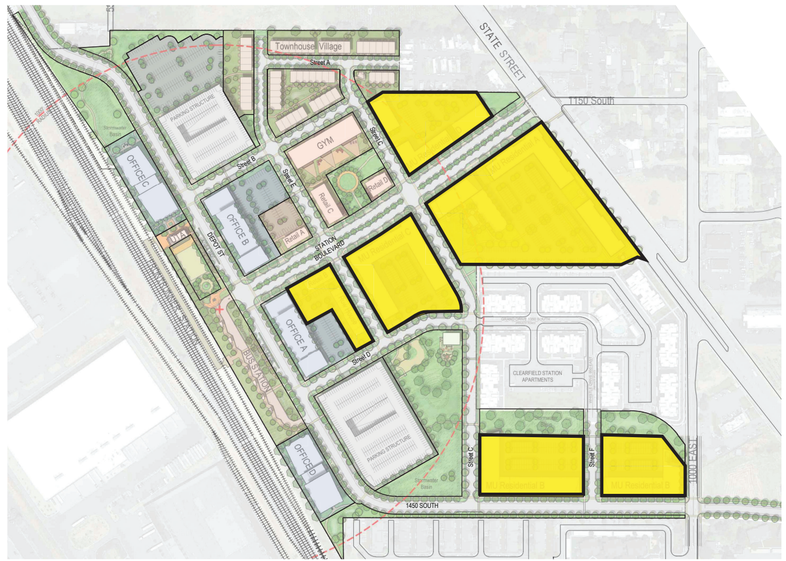
SPECIAL REQUIREMENTS

Mid-Block Break: Attached buildings shall form a continuous street wall of no greater than 300 lineal feet maximum, with a vehicular or pedestrian pass through required for street walls exceeding 300 lineal feet.

Service Areas: Delivery docks shall be located at the backs or sides of buildings. Service areas shall be a minimum of 70% screened from pedestrian areas.

Waste Collection: Waste collection areas shall be located away from pedestrian areas and access to buildings. Trash and recycling receptacles shall be enclosed on all sides with a gate for access. Solid waste dumpsters shall be enclosed or inside the buildings.

Blank Walls: Blank walls at street level at Primary Facades that face public streets shall not exceed 12 linear feet without entries or windows.



LAND USE AREA

Mixed Use / Residential

5.2 OFFICE LAND USE AREA REGULATIONS

GENERAL CHARACTER

The office area accommodates office buildings that will help to define the heart of the development. This neighborhood business street environment includes buildings with primarily street-level, office, lobby, and commercial uses and upper-level office uses. To create urban focus, buildings and their entrances will define sidewalks and streets. Buildings shall be placed adjacent to the sidewalk with primary pedestrian entrances oriented to the street. See Chapter 4 for design standards and guidelines and streetscape standards.

LAND USE REQUIREMENTS

Permitted Uses: Retail, Office, Entertainment, Restaurant, General Commercial.

BUILDING PLACEMENT & HEIGHT

Front setbacks: 0 foot minimum and a 10 foot maximum as measured from the Right of Way line. All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use.

Side setbacks: None

Orientation: Buildings shall be oriented with an entrance, entrances, or a glass facade facing the street.

Building Height: Buildings in the Office Land Use Area must be a minimum of 5 stories in height east of Station Boulevard, and 3 stories minimum west of Depot Street.

BUILDING CHARACTER

Primary Building Façade Design

Articulation: At intervals of 42 foot maximum horizontally measured, along the street face, a minimum of a 12" vertical building façade offset shall be included at the street level floor.

Doors: A street level primary entrance door and entrance statement shall be provided on the dominant primary face of the building.

Human Scale Elements: Balconies, terraces, canopies, articulated roof areas or the like shall be provided at an elevation of 9' to 14' above the sidewalk to provide human scaled elements. These shall occur at the minimum rate of 15% of the façade length and may encroach over the public walk and shall include awnings, canopies, balconies and the like. These elements shall be placed along building facades adjacent to the public street and be consistent with architectural materials on the building.

Building Stepback: A building stepback of 8' minimum shall be provided at the primary facades of buildings exceeding 3 stories and shall occur at level 2, 3 or 4, and may be used as balconies, terraces, or articulated roof areas. In lieu of this, balconies, terraces, canopies, articulated roof areas or the like shall be provided at an elevation of 9' to 14' above the sidewalk to provide human scaled elements. These shall occur at the minimum rate of 33% of the façade length and may encroach over the public walk and shall include awnings, canopies, balconies, and the like. They shall be placed along building facades adjacent to the public street and be consistent with architectural materials on the building.

Corner Expression: Buildings at block corners along Primary Streets shall comply with the standards outlined in Chapter 4 Building Corners.

Glazing: Where Retail, Office, Entertainment, Restaurant, or General Commercial occur adjacent to public street or plaza, a minimum of 60% of the ground floor of the affected building façade shall consist of transparent surfaces, such as windows or doorways, to promote visual interest.

* See Chapter 4 for more information on Primary Building Facade Design.

REQUIRED PARKING

Office: A minimum of 4 stalls per 1000 usable square feet.

Street Parking: On-street parking is required as indicated by the typical street sections.

Access: Parking structure entrances shall not be located along Station Boulevard.

Other Commercial Uses: A minimum of 4 stalls per 1000 usable square feet.

Alternative: Parking ratios for Office Land Use Area may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant.

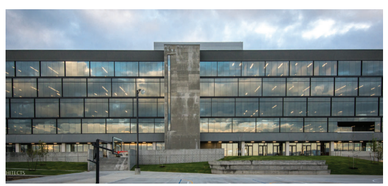
SPECIAL REQUIREMENTS

Mid-Block Break: Attached buildings shall form a continuous street wall of no greater than 300 lineal feet maximum, with a vehicular or pedestrian pass through required for street walls exceeding 300 lineal feet.

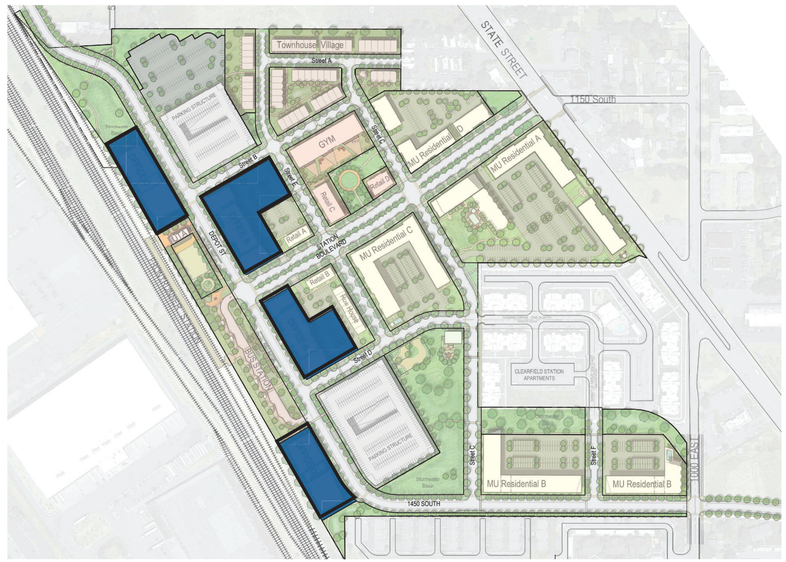
Service Areas: Delivery docks, if included, shall be located at the backs or sides of buildings. Service areas shall be a minimum of 70% screened from pedestrian areas.

Waste Collection: Waste collection areas shall be located away from pedestrian areas and access to buildings. Trash and recycling receptacles shall be enclosed on all sides with a gate for access. Solid waste dumpsters shall be enclosed or inside the buildings.

Blank Walls: Blank walls facing public streets shall not exceed 12 linear feet without entries or windows.



Office Development



LAND USE AREAS

Office

5.3 LOW - MEDIUM DENSITY RESIDENTIAL LAND USE AREA REGULATIONS

GENERAL CHARACTER

The Low to Medium Density Residential Land Use Areas (12 to 40 units per acre) are located at the north edge of the district and may be used to infill hard to develop areas. This area will be connected with streets and sidewalks and have self-contained parking. Examples of this type of residential development are townhomes, brownstones, carriage houses, and mansion house apartments.

LAND USE REQUIREMENTS

Permitted Uses

Street Level: Residential Units, Parking

Upper stories: Residential Units

BUILDING PLACEMENT & HEIGHT

Alley setbacks: 6 foot minimum and a 15 foot maximum or build to the Right of Way line.

Side setbacks: None

Orientation: Buildings to be oriented towards a walkable sidewalk/plaza/park in the neighborhood block.

Building Height: Buildings in low-medium density areas are limited to a maximum of 3 stories with the exception of a 4th level roof deck and associated occupied space.

BUILDING CHARACTER

Primary Building Façade Design

Articulation: At intervals of 30 foot maximum horizontally measured, along street face, a minimum of a 12" vertical building façade offset shall be included at the street level floor.

Doors: A ground level door shall be provided at an average maximum of 30' on center.

Human Scale Elements: Balconies, terraces, canopies, articulated roof areas or the like shall be provided at an elevation of 9' to 14' above the sidewalk to provide human scaled elements. These shall occur at the minimum rate of 15% of the façade length and may encroach over the public walk and shall include awnings, canopies, balconies and the like. These elements shall be placed along building facades adjacent to the public street and be consistent with architectural materials on the building.

Building Stepback: None Required.

REQUIRED PARKING

Residential: 1 or 2 stalls in private garage per unit.

Street Parking: On street parking is required as indicated by the typical street sections.

SPECIAL REQUIREMENTS

Building Lengths: Building lengths shall not exceed 175'



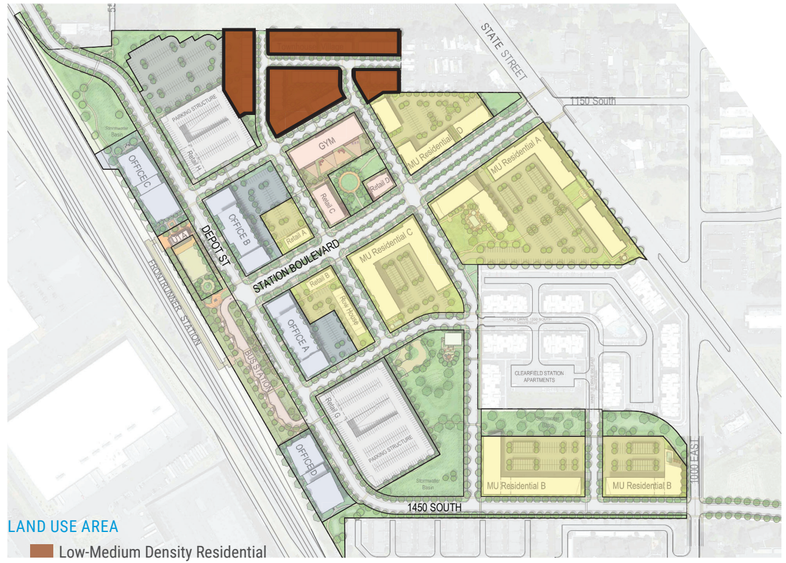
Moda Townhomes



Edith Townhomes



Marmalade Townhomes



5.4 COMMERCIAL LAND USE AREA REGULATIONS

GENERAL CHARACTER

The Commercial Land Use Area provides convenient neighborhood and transit connections for enhanced pedestrian circulation. This neighborhood business street environment includes buildings with primarily street level commercial and open space uses. To create an urban focus, buildings and their entrances will define sidewalks and streets. Buildings shall be placed adjacent to the sidewalk and plaza areas with primary pedestrian entrances oriented to the street and/or plaza spaces. See Chapter 4 for design standards and guidelines and streetscape standards.

LAND USE REQUIREMENTS

Permitted Uses

Street Level: Retail, Service Related Office, Entertainment, Restaurant, and General Commercial.

Upper stories: Retail, Service Related Office, Entertainment, Restaurant, and General Commercial.

REQUIRED PARKING

Street Parking: On-street parking is required as indicated by the typical street sections.

Commercial Uses (Including Leasing Offices): A minimum of 4 stalls per 1000 usable square feet.

Alternative: Parking ratios for Commercial Land Use Area may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant.

BUILDING PLACEMENT & HEIGHT

Front setbacks: 0 foot minimum and a 10 foot maximum as measured from the Right of Way line. All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use.

Side setbacks: None

Orientation: Buildings must be oriented with an entrance or entrances facing toward the street and/or plaza areas.

Building Height: Buildings in commercial area are limited to a maximum of 4 stories.

SPECIAL REQUIREMENTS

Mid-Block Break: Attached buildings shall form a continuous street wall of no greater than 300 lineal feet maximum, with a vehicular or pedestrian pass through required for street walls exceeding 300 lineal feet.

Service Areas: Delivery docks shall be located at the backs or sides of buildings. Service areas shall be a minimum of 70% screened from pedestrian areas.

Waste Collection: Waste collection areas shall be located away from pedestrian areas and access to buildings. Trash and recycling receptacles shall be enclosed on the sides and covered. Solid waste dumpsters shall be enclosed or inside the buildings.

Blank Walls: Blank walls facing public streets shall not exceed 15 lineal feet without entries or windows.

BUILDING CHARACTER

Primary Building Façade Design

Articulation: At intervals of 42 foot maximum horizontally measured, along street face, a minimum of a 12" vertical building façade offset shall be included at the street level floor.

Doors: A street level door shall be provided at an average of 50' on center.

Human Scale Elements: Balconies, terraces, canopies, articulated roof areas or the like shall be provided at an elevation of 9' to 14' above the sidewalk to provide human scaled elements. These shall occur at the minimum rate of 15% of the façade length and may encroach over the public walk and shall include awnings, canopies, balconies and the like. These elements shall be placed along building facades adjacent to the public street and be consistent with architectural materials on the building.

Corner Expression: Buildings at block corners along Primary Streets shall comply with the standards set forth in Chapter 4: Building Corners.

Glazing: Where Retail, Service Related Office, Entertainment, Restaurant, or General Commercial, occur adjacent to public street or plaza, a minimum of 60% of the ground floor of the affected building façade shall consist of transparent surfaces, such as windows or doorways, to promote visual interest.

COMMERCIAL OVERLAYS

This overlay establishes approximate ground floor areas where commercial/retail should occur. Creating a mixed-use district such as this is about creating opportunities that will become vetted with time. In addition to the potential commercial venues that are available, the design will include street-level vibrancy in terms of commerce along with other "commercial-like" storefronts including apartment building lobbies and clubhouses, fitness centers, office lobbies, and the like. The important aspect of this is creating a building edge along the major streets that is walkable, attractive, human-scaled, inviting, and promoting a safe environment for residents and visitors to experience.

•MU Residential D: As much as two 7,500 SF of non-residential/flexible Mixed Use spaces.

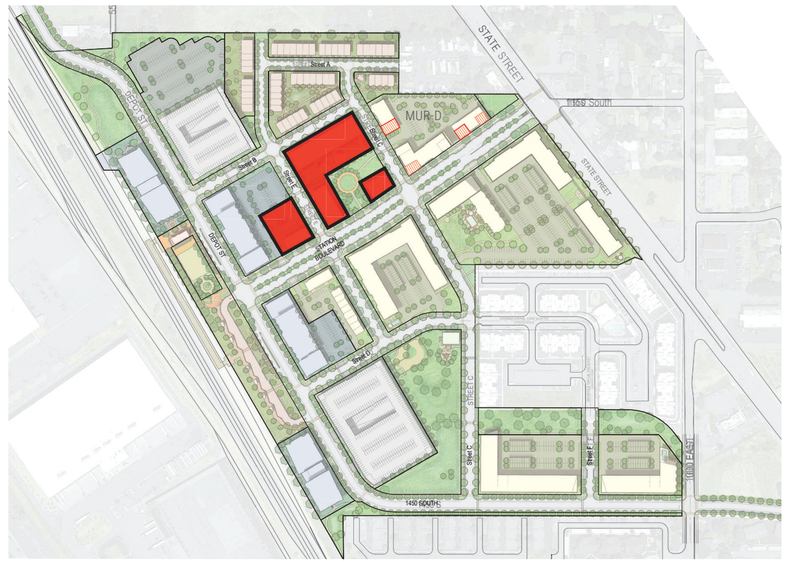
•Retail A = 4,000 SF

•Retail B = 4,500 SF

•Retail C = 9,000 SF

•Retail D = 5,000 SF

•Gym = 45,000 SF



LAND USE AREA

Commercial

Commercial Overlay

5.5 TRANSIT LAND USE AREA REGULATIONS

GENERAL CHARACTER

The Transit Land Use Area provides multi-modal transportation users with a central, comfortable, safe and convenient area that accommodates multiple modes of transit. The transit plaza as outlined in Chapter 4, will include open space, seating, operator restrooms, bike parking, and other basic UTA program elements.

LAND USE REQUIREMENTS

Permitted Uses: UTA restrooms, outdoor seating, landscape, retail, and plaza space

BUILDING PLACEMENT & HEIGHT

Front setbacks: 0 foot minimum and a 10 foot maximum as measured from the Right of Way line. All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as plazas, courtyards or other similar outdoor use.

Side setbacks: 10 foot minimum to the property line.

Building Height: Buildings in transit area are limited to a maximum of 2 stories.

BUILDING CHARACTER

Primary Building Façade Design (Per Chapter 4)

Articulation: Building faces shall include materiality that is consistent with the district and building doors shall have canopies.



Transit Plaza Precedent

REQUIRED PARKING

UTA: No parking available except for authorized UTA Vehicle/Bus parking in Clearfield Station Bus Station. Rider parking shall be provided in adjacent Land Use Areas per UTA requirement.

Street Parking: On-street parking as available and temporary Kiss and Ride pull out(s) are to be provided.



UTA Frontrunner Station



UTA Bus Station



LAND USE AREA

Transit

5.6 PARKING LAND USE AREA REGULATIONS

GENERAL CHARACTER

Parking is a key component in the Clearfield Station District. To help business achieve the overall parking necessary, street stalls may be used to achieve the minimum stall count that is required. It is also important that patrons using transit will need a consistent park and ride lot to use so that ridership is not discouraged. Additionally, parking requirements have been lowered due to the nature of Transit Oriented Developments requiring fewer parking spaces. Because of this opportunity to cut the amount of required parking, it is essential to account how the parking demands will change as buildout occurs.

Parking structures are to be strategically located to promote convenient access and consistent location for transit users. Multipurpose parking structures may be wrapped by residential, retail or office at the street level but should not be located on the Station Boulevard.

*See Chapter 4 for Parking Structure for design standards and guidelines. For specific parking ratios, refer to specific Land Use Type.

*See Chapter 6: Implementation for how this will play out in the proposed development phases.

LAND USE REQUIREMENTS

Permitted Uses: Parking for passenger vehicles. Street Level parking for retail, office and residential land uses. Parklets and other temporary installations permitted upon approval.

SURFACE PARKING

Surface parking lots should be visually screened from the street located to the sides or rear of buildings. Surface parking lot screening shall meet the following requirements:

Stall Size: Per Clearfield City Parking Standards.

Parking islands: Parking lots shall have a landscaped island at the end of each row with a minimum of two trees plus shrubs/groundcover and shall be a minimum of 8 feet wide. Mid-row parking islands are recommended on intervals longer than 90 feet.

Screening: When not located behind buildings screening for surface parking lots adjacent to public streets may be accomplished in any of the following ways:

- **Walls:** 42" minimum height and shall use materials that match or compliment adjacent building facades. A 4 feet minimum landscape planter is required between the screen wall and the back of sidewalks.
- **Berm:** Berms shall have a 10 foot minimum width and a 3:1 maximum slope. Approved street trees at a distance of 30 feet on center shall be located between back of walk and berm.
- **Planter:** A 5 foot minimum landscape planter is required between the parking lot and the back of walk. Landscape planters should utilize a combination of shrubs (30" maximum), groundcover, and approved street trees planted at a distance of 30 feet on center.

ON-STREET PARKING

On-street parking will be provided in identified street locations on the MDP Site Plan for the convenience of residents and visitors.

Location: Parking for the use of the general public shall be provided on the streets shown in the MDP Site Plan.

Dimensions: Parallel parking shall be a minimum of 7 feet by 22 feet. Angled parking stalls shall be a minimum of 9 feet by 18 feet to the wheel stop.

BUILDING PLACEMENT & HEIGHT

Front setbacks: 0 foot minimum and a 10 foot maximum as measured from the Right of Way line. All portions of the yard not occupied by building, driveways, sidewalks or other similar features must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use.

Side setbacks: Ten feet minimum.

Orientation: Buildings must be oriented with an entrance or entrances located directly adjacent to sidewalks and in proximity to the dominant use destination.

Building Height: Structures in parking area are limited to a maximum of 8 stories.

BUILDING CHARACTER

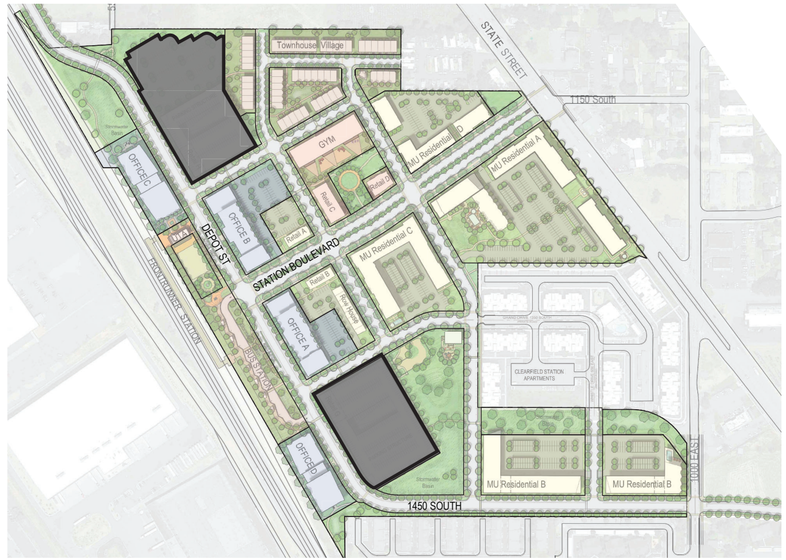
Façade : When facing the street, walls shall have 75% minimum vision proof screen at the street level or can be wrapped with offices, commercial, residential uses. Where structures face adjacent buildings, appropriate screening shall be included to divert headlight beams from reaching other buildings.

Landscaping: Trees and shrubs are required to be planted within the setback between the sidewalk and the vertical wall of the parking structure. Provide one tree for every 30 lineal feet of parking structure that fronts a public street. Additionally, provide 7 shrubs per tree. A planting area with a 6 foot minimum depth is required along all public streets at the face of a parking structure.

Architectural: Floor decks should be level at street face. The ground floor of the structure shall be differentiated from the upper floors through the use of horizontal expression lines.

Entrance: Entrances to parking structures shall be clearly defined for vehicles and pedestrians. Vehicular entrances shall be a minimum of 24' wide and allow for two-way traffic flow and be located a minimum of 100' from intersections allowing for queuing of cars. Pedestrian entrances shall be easily identifiable and may include a canopy that extends a minimum of 4' from the face of the building. Pedestrian entrances shall be proximate to sidewalks and crosswalks and provide intuitive connections to the Transit Station and office structures.

*See more information on primary building facade design in Chapter 4.



LAND USE AREA

Parking

5.7 OPEN SPACE LAND USE AREA REGULATIONS

GENERAL CHARACTER

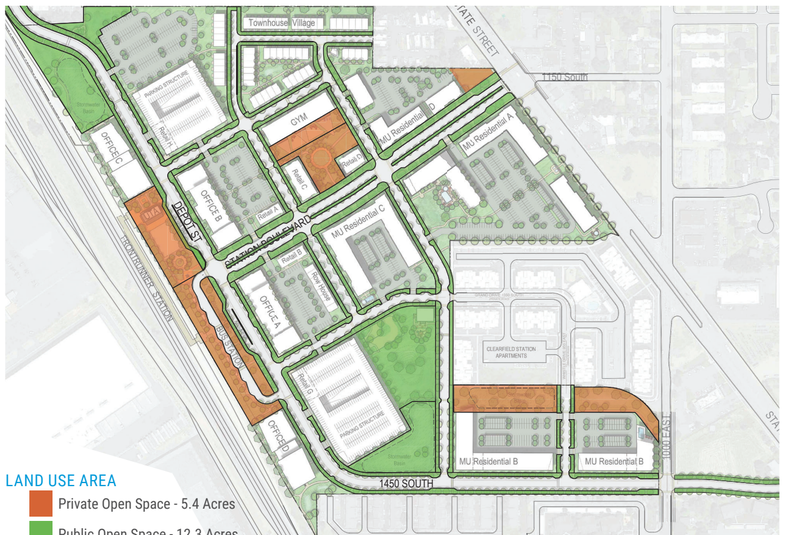
Contains a variety of public space typologies available for neighborhood use. This mix includes passive and active park space, plazas, and stormwater mitigation areas.

The Public Space area contains the neighborhood's significant open spaces, including recreational and functional open spaces. Much of this amenity is to be built in Phase One to help activate the initial development with people and activities.

Pairing retail with private open space areas will enable unique opportunities for desirable outdoor dining and outdoor event spaces.



Private Open Space



LAND USE AREA

- Private Open Space - 5.4 Acres
- Public Open Space - 12.3 Acres

PUBLIC OPEN SPACE



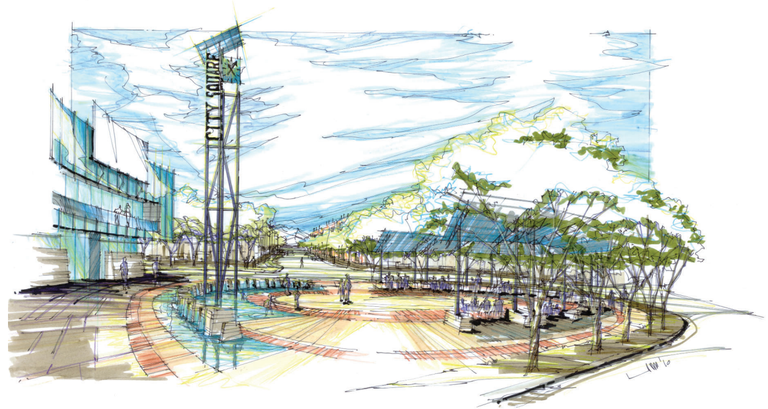
Ewok Park



Stormwater Basin



Park Amenity



Precedent Image : West Valley City Center Transformation

06 IMPLEMENTATION & CONCEPTUAL PARKING STRATEGIES

OVERALL PHASING STRATEGY

The development of Clearfield Station has two primary components--public/horizontal improvements and private/vertical improvements. Each component is strategically planned to allow construction activities to be undertaken while minimizing the impact to the Transit Station, the surrounding residents, and municipal operations.

An underlying principle about phasing is that the timing of the programmatic uses detailed in the Masterplan Framework will be based on anticipated market demand. As such, lot-specific phasing or sequencing is not mandated in this MDP.

Nevertheless, the intent of the MDP is to have a balanced approach to the buildout of the site. From beginning to end, there should be a balance to the amount of residential development as compared to office/commercial development. To accomplish this, each multi-family residential complex shall be paired with the construction of an office/commercial component. In other words, a second multi-family residential complex shall not be developed until an office/commercial building has been developed (and not a third multi-family until a second commercial, and so on).

Alternatively, a true vertically mixed-use building may be developed on its own, so long as the commercial aspect of that building is truly used as such, and is a use that is other than dedicated residential support. If initially no viable commercial retail is identified from a marketability standpoint, then a flexible residential alternative may be substituted provided that it is designed for conversion to commercial use in the future. These may include live/work units or storefront residential units. In such circumstances, the developer will report annually to the City Council about the potential for conversion from residential to commercial.

Any variation from this balanced approach (seeking additional residential development before the requisite commercial is in place) will require the explicit approval of the Clearfield City Council.

POLICY & PLAN AMENDMENTS

The Clearfield Station property currently holds the Mixed-Use (MU) zoning classification. This MDP will serve as the regulatory zoning by providing a masterplan framework, design metrics, and land use area regulations. Additionally, the MDP has been developed in accordance with the Clearfield City Land Use Regulations and the Creating Downtown Clearfield Small Area Plan. For more information, the *Clearfield Connected: Station Area Plan + Design Guidelines*, 2018 may be used as a reference document for the broad vision of Clearfield Station.

Marketing strategies for developing an identifiable brand that conveys the dynamic nature of Clearfield Station TOD will be instrumental to attracting initial tenants. In order to draw the interest of developers, future residents, and employers, emphasis will be placed on the multi-modal nature of transportation options, regional connectivity, and the mix of vibrant, walkable streets with retail, and commercial activity.

ECONOMIC DEVELOPMENT

Throughout all phases of implementing this MDP, the financial impacts and economic vitality of the project will be an ongoing concern. Therefore, use types will be regularly evaluated to gauge the fiscal impact on municipal cost models as market conditions fluctuate.

Similarly, as new residential portions of the project are completed and occupied the new local retail buying power will be calculated. This information will be utilized to entice and solicit new retailers and commercial tenants to the overall site either for current or future phases.

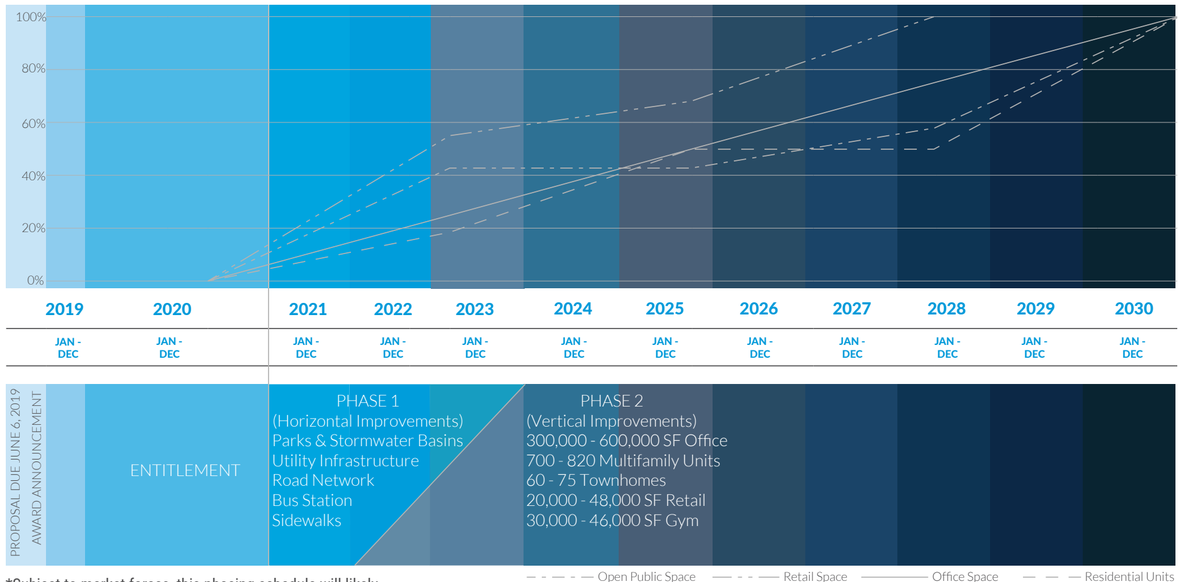
TRANSPORTATION IMPROVEMENTS

During the first phase of the project, all horizontal improvements including but not limited to the improvement and extension of existing roads, creation of new roads and streets, the connection of main entry intersection and transit station and installation of municipal utilities shall be undertaken. This will allow for less disruption within the newly developed community in the later phases of the project. The development of specific buildings and lots is planned to follow the rough schedule on the next page but is subject to change based on market conditions.

Prior to beginning Phase One, a full Transportation Impact Study, circulation plan and working analysis shall be completed to confirm that the MDP conforms to all requirements in the *Clearfield General Plan, Creating Downtown Clearfield Small Area Plan* and the *Clearfield Connected: Station Area Plan + Design Guidelines*. Although no discrepancies are anticipated any inconsistencies between the plans will be addressed and aligned. At the same time, an investigation will be undertaken to study the possibility of connecting the southernmost road in the development area with 1450 South.

Parking requirements during all phases of the project are to be met with a combination of permanent park & ride locations, parking structures or temporary lots. Phased parking is design to accommodate all the existing site requirements including the needs of UTA's Clearfield Station.

PROPOSED PHASING SCHEDULE



*Subject to market forces, this phasing schedule will likely change, especially regarding office, retail, and commercial gym.

6.1 PHASE 1 - DEVELOPMENT & PARKING STRATEGY

SUMMARY

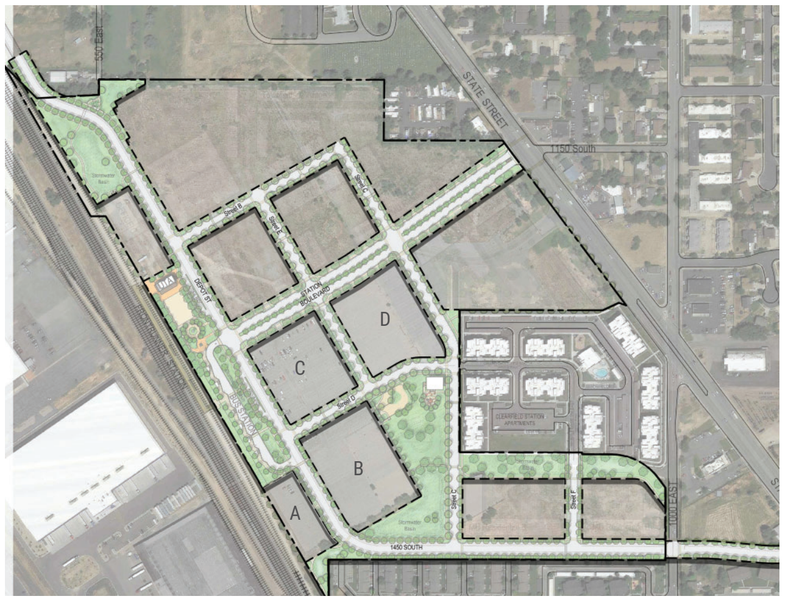
Phase 1 includes all Horizontal Infrastructure improvements (roads, sidewalks, parkstrips, curb and gutter). This includes:

- 1450 South connection to State Street
- Depot Street extension
- Utility infrastructure
- Public parks
- Active trails
- Stormwater basins

See the Parking Stage MDA Exhibit for information on how the existing UTA parking lots may used as during construction. Balancing parking requirements between UTA patrons and the requirements of the development will require flexibility and cooperation amongst all stakeholders.

P1 Summary - Horizontal Improvements		
Building	QTY	Units
Public Open Space *	12	Acres
Stormwater Basins	4	Total
Road Network	11,228	LF
Bus Station	7	Bays
Sidewalks	22,456	LF
Street Parking	476	Stalls
Existing Parking Lot A	127	Stalls
Existing Parking Lot B	359	Stalls
Existing Parking Lot C	286	Stalls
Existing Parking Lot D	306	Stalls
Total Parking	**1,554**	

*This development sequence of Public Parks and Open Space is to be determined as appropriate for district development.



6.2 PHASE 2 - DEVELOPMENT & PARKING STRATEGY

SUMMARY

Phase 2 includes all vertical improvements of the development pads by the Master Developer. The development is to various buildings that support:

- Office
- Multi-Family Housing
- Townhome
- Retail
- Commercial

P2 Summary - Horizontal Improvements		
Building	QTY	Units
Private Open Space	5	Acres
Road Network	1,300	LF
Bus Station	7	Sawtooth
Sidewalks	12,544	LF
Surface Parking	1,145	Stalls
Structured Parking	2,225	Stalls
Total Parking	**3,370**	

Parking Summary		
Street Parking	476	Stalls
Surface Parking	1,145	Stalls
Structured Parking	2,225	Stalls
Total Parking	**3,846**	

Parking Demand Summary	
Total Stalls	**3,610**
Additional Stalls	**236**



07 APPENDIX A - BUILDING AREA AND PARKING BREAKDOWN

Clearfield Office A Statistics - Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (stalls/1,000 sf)	Total Stalls
L5	30,000	87%	26,100						
L4	30,000	87%	26,100						
L3	30,000	87%	26,100						
L2	30,000	87%	26,100						
L1	30,000	80%	24,000						
Total	**150,000**		**128,400**					**4.50**	**578**

Clearfield Office B Statistics - Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (stalls/1,000 sf)	Total Stalls
L5	30,000	87%	26,100						
L4	30,000	87%	26,100						
L3	30,000	87%	26,100						
L2	30,000	87%	26,100						
L1	30,000	80%	24,000						
Total	**150,000**		**128,400**					**4.50**	**578**

Clearfield Office C Statistics - Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (stalls/1,000 sf)	Total Stalls
L5	30,000	87%	26,100						
L4	30,000	87%	26,100						
L3	30,000	87%	26,100						
L2	30,000	87%	26,100						
L1	30,000	80%	24,000						
Total	**150,000**		**128,400**					**4.50**	**578**

Clearfield Office D Statistics - Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (stalls/1,000 sf)	Total Stalls
L5	30,000	87%	26,100						
L4	30,000	87%	26,100						
L3	30,000	87%	26,100						
L2	30,000	87%	26,100						
L1	30,000	80%	24,000						
Total	**150,000**		**128,400**					**4.50**	**578**

Clearfield Office Statistical Summary - Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (stalls/1,000 sf)	Total Stalls
	450,000		**385,200**						**1,733**

OFFICE PARKING COUNTS

Clearfield Apartment A - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse		Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio	Total Stalls
L5	67,000								
L4	82,300								
L3	82,300	-							
L2	67,000								
L1	49,380	4,000							
Total	**347,980**			**900**	**80%**	**1,125**	**309**	**1.20**	**371**

Unit Mix Information

	Range		Target Avg	Mix Pct			Unit Mix		
Studio	600	600	600	20%	120		62		
1 Br	800	800	800	50%	400		155		
2 Br	1,200	1,200	1,200	20%	240		62		
3 Br	1,400	1,400	1,400	10%	140		31		
Avg Unit Area				**100%**	**900**		-		
Total Units							**309**		

Clearfield Apartment B - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse		Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio	Total Stalls
L4	58,500								
L3	58,500	-							
L2	58,500								
L1	35,100	4,000							
Total	**210,600**			**900**	**80%**	**1,125**	**187**	**1.20**	**225**

	Range		Target Avg	Mix Pct			Unit Mix		
Studio	600	600	600	20%	120		37		
1 Br	800	800	800	50%	400		94		
2 Br	1,200	1,200	1,200	20%	240		37		
3 Br	1,400	1,400	1,400	10%	140		19		
Avg Unit Area				**100%**	**900**		-		
Total Units							**187**		

RESIDENTIAL PARKING COUNTS

RESIDENTIAL PARKING COUNTS (CONTINUED)

Clearfield Apartment C & Row House - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse		Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio	Total Stalls
L4	44,100								
L3	44,100	-							
L2	44,100								
L1	26,460	4,000							
Town Houses	22,920					2865	8		
Total	**158,760**			**900**	**80%**	**1,125**	**149**	**1.20**	**179**
Unit Mix Information									
	Range		**Target Avg**	**Mix Pct**			**Unit Mix**		
Studio	600	600	600	20%	120		30		
1 Br	800	800	800	50%	400		75		
2 Br	1,200	1,200	1,200	20%	240		30		
3 Br	1,400	1,400	1,400	10%	140		15		
Avg Unit Area				**100%**	**900**		-		
Total Units							**149**		

Clearfield Apartment D - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse		Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio	Total Stalls
L4	32,238								
L3	32,238	-							
L2	32,238								
L1	19,343	8,000							
Total	**116,057**			**1,100**	**80%**	**1,375**	**84**	**1.20**	**101**
	Range		**Target Avg**	**Mix Pct**			**Unit Mix**		
Studio	600	600	600	20%	120		17		
1 Br	800	800	800	50%	400		42		
2 Br	1,200	1,200	1,200	20%	240		17		
3 Br	1,400	1,400	1,400	10%	140		8		
Avg Unit Area				**100%**	**1,100**		-		
Total Units							**84**		

Clearfield Apartment Statistical Summary

	Unit Areas	Commercial/ Clubhouse	Parking Area	Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio	Total Stalls
Total	**833,397**	**20,000**	**640,000**	**950**	**80%**	**1,188**	**730**	**1.20**	**876**

Clearfield 3-Story Townhome Apartments - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse	Parking Area	Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio	Total Stalls
Total	**1,400**	**1,000**	**Included**	**1,400**	**100%**	**1,400**	**66**	**1.50**	**99**

COMMERCIAL/RETAIL PARKING COUNTS

Clearfield Anchor Lifestyle & Recreation Gym- Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (stalls/1,000 sf)	Total Stalls
Level 1	21,200	95%	20,140						
Mezzanine 1	10,000	95%	9,500						
Mezzanine 2	10,000	95%	9,500						
Mezzanine 3	5,000	95%	4,750						
Total	**46,200**	95%	**43,890**					**4.5**	**198**

Clearfield One Story/Ground Floor Retail Statistics - Area/Parking Statistics

	Gross Area	Efficiency	Net Usable Area					Pkg Ratio (4.5/1,000 sf)	Total Stalls
Retail A	4,100	95%	3,895					4.5	17.5
Retail B	4,350	95%	4,133					4.5	18.6
Retail C	8,900	95%	8,455					4.5	38.0
Retail D	5,050	95%	4,798					4.5	21.6
Retail E *	6,400	95%	6,080					4.5	27.4
Retail F *	6,300	95%	5,985					4.5	26.9
Retail G *	6,400	95%	6,080					4.5	27.4
Retail H *	6,300	95%	5,985					4.5	26.9
Total	**47,800**	95%	**45,410**					**4.5**	**204**

* RETAIL/COMMERCIAL DEVELOPMENT DEPENDANT ON MARKET CONDITIONS AND MAY BE CONVERTED TO GROUND FLOOR APARTMENTS.

08 APPENDIX B - TRAFFIC IMPACT STUDY SUMMARY

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Stack TOD development located in Clearfield, Utah. The Stack TOD project is located on the west side of SR-126, on either side of Station Boulevard.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (after development of the proposed project) at key intersections and roadways near the site. Future 2025 and 2040 conditions were also analyzed.

The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

The Traffic Impact Study (TIS) information below is an excerpted from the "Clearfield Stack TOD" study completed by Hales Engineering on February 11, 2020. For further, more detailed information please see the full report.

Existing Background : Current traffic conditions with existing road pattern, infrastructure and development.
Existing Plus Project : Projected traffic conditions with existing road pattern and infrastructure once proposed development is constructed. Traffic load assumes current use levels + additional use from project.
Future Background : Projected traffic conditions with existing road pattern and infrastructure if no additional development occurs.
Future Background Plus Project : Projected traffic conditions with existing road pattern and infrastructure once proposed development is constructed. Traffic load assumes projected future use levels + additional use from project.

TABLE S-1
LOS Analysis - Evening Peak Hour
Clearfield - Stack TOD TIS

Intersection	Level of Service (Sec/Vech)[1]										
	Existing (2019) Background	Mitigated Existing (2019) Background	Existing (2019) Plus Project		Mitigated (2019) Plus Project	Future (2025) Background	Future (2025) Plus Project	Mitigated Future (2025) Plus Project	Future (2040) Background	Mitigated Future (2040) Plus Project	Future (2040) Plus Project
Depot Street / 700 South (SR193)	C (21.3) / SB	D (26.7) / SB	F (>50) / NB		D (26.1) / SB	E (36.3) / SB	D (28.4) / SB	E (35.9) / SB	F (>50) / NB	F (>50) / NB	F (>50) / NB
State Street (SR-126) / 700 South (SR-193)	F(>80)	D (48.5)	F (>80)		D (51.4)	D (55.0)	E (57.5)	D (53.3)	F (>80)	D (47.1)	E (73.7)
1000 East / 700 South (SR-193)	C(22.9)	B (19.3)	B (16.2)		B (17.6)	C (20.3)	B (18.8)	B (19.7)	C (20.9)	C (22.7)	B (16.3)
Pratt Street / State Street (SR-126)	C(16.6) / WB	C (18.7)	C (21.2)		C (21.2)	C (19.2) / WB	C (26.5)	C (26.8)	D (32.8) / WB	C (23.8) / WB	E (56.5)
Pratt Street / 1000 East	A (4.0) / EB	A (4.5) / EB	A (4.5) / EB		A (4.4) / EB	A (4.2) / EB	A (5.8) / EB	A (5.6) / EB	A (4.9) / EB	A (6.1) / EB	A (6.6) / EB
Station Boulevard / State Street (SR-126)	C (19.2) / EB	--	--		--	E (44.7) / EB	--	--	F (>50) / EB	F (>50) / EB	--
Boxcar Drive / Station Boulevard	A (5.2) / NB	--	--		--	A (5.1) / NB	--	--	C (19.8) / NB	C (19.6) / NB	--
1000 East / State Street (SR-126)	C (23.8)	A (2.4) / NB	A (2.4) / NB		A (2.5) / NB	D (41.0)	A (2.3) / NB	A (2.5) / NB	E (66.3)	D (44.4)	A (2.5) / NB
1450 South . State Street (SR-126)	B (12.7) / WB	B (15.6)	B (15.4)		B (15.4)	C (19.1) / WB	B (15.5)	B (15.3	C (23.1) / WB	C (22.3) / WB	B (17.9)
1000 East / Antelope Drive (SR-108)	E (59.6)	D (35.8)	D (35.8)		C (29.8)	D (48.6)	C (29.1)	C (28.8)	E (61.3)	D (46.8)	D (43.9)
Main Street (SR-126) / Antelope Drive (SR-108)	F (>80)	F (>80)	F (>80)		--	--	--	--	--	--	--
1450 Street / 1000 East[2]	----	B (10.7)	B (10.7)		B (13.2)	--	B (11.1)	B (11.2)	--	--	B (13.5)

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.
Source: Hales Engineering, February 2020

TABLE ES-2
Recommended Storage Lengths
Clearfield - Stack TOD TIS

Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
State Street (SR-126) / 700 South (SR-193)	300	--	300	--	--	100	250	100
Main Street (SR-126) / Antelope Drive (SR-108)	300	--	300	--	200	100	300	100
1000 East / Antelope Drive (SR-108)	250	--	--	--	--	--	200	--
Pratts Street / State Street (SR-126)	150	--	--	100	100	100	--	--
1450 South / State Street (SR-126)	150	--	--	--	100	--	--	--

Source : Hales Engineering, February 2020

SUMMARY OF KEY FINDINGS / RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- **2019 Existing Conditions :** The State Street (SR-126) / 700 South (SR-193), 1000 East / Antelope Drive (SR-108), and Main Street (SR-126) / Antelope Drive (SR-108) intersections are currently operating at an unacceptable LOS during the evening peak hour in existing (2019) background conditions.
  - **Recommendation:** Construct dual left-turn lanes on all approaches of Main Street (SR-126) / Antelope Drive (SR-108)
  - **Recommendation:** Construct separate right-turn pockets on east- and westbound approaches of Main Street (SR-126) / Antelope Drive (SR-108)
  - **Recommendation:** Construct dual left-turn lanes on north- and southbound approaches of State Street (SR-126) / 700 South (SR-193)
  - **Recommendation:** Increase cycle length to 150 seconds for the State Street (SR-126) / 700 South (SR-193), 1000 East / Antelope Drive (SR-108), and Main Street (SR-126) / Antelope Drive (SR-108) intersections

- The development will consist of offices, retail space, a fitness center, and residential apartments and townhouses.

- **2019 Existing Conditions + Project :** The State Street (SR-126) / 700 South (SR-193) and Main Street (SR-126) / Antelope Drive (SR-108) intersections are anticipated to operate at an unacceptable LOS during the evening peak hour with project traffic added. This is due to the rerouting of traffic around 1000 East, the background traffic, and the addition of project traffic.
  - **Recommendation:** Widen 700 South (SR-193) to 7 lanes between Depot Street and 1000 East. Remove the channelized islands for the north- and southbound right-turn movements and create shared thru / right-turn lanes on the east- and westbound approaches.
  - **Recommendation:** Construct dual left-turn lanes on the westbound approach of State Street (SR-126) / 700 South (SR-193)
  - **Recommendation:** Construct an innovative intersection, such as a continuous-flow intersection (CFI), at Main Street (SR-126) / Antelope Drive (SR-108)

- **2025 Future Condition :** All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour in future (2025) background conditions.

- **2025 Future Conditions + Project :** The State Street (SR-126) / 700 South (SR-193) intersection is anticipated to operate at an unacceptable LOS during the evening peak hour in future (2025) plus project conditions.
  - **Recommendation:** Construct separate right-turn pockets for the east- and westbound approaches of State Street (SR-126) / 700 South (SR-193)

- **2040 Future Conditions :** The State Street (SR-126) / 700 South (SR-193), 1000 East / State Street (SR-126), and 1000 East / Antelope Drive (SR-108) intersections are anticipated to operate at unacceptable levels of service during the evening peak hour in future (2040) background conditions.
  - **Recommendation:** Implement WFRC's plan to widen 700 South (SR-193) to 7 lanes for the entire length of the roadway in the study area
  - **Recommendation:** Construct dual left-turn lanes on the westbound approach of 1000 East / Antelope Drive (SR-108) and a receiving lane accordingly
  - **Recommendation:** Add permissive-protected left-turn phasing to the northbound approach of 1000 East / Antelope Drive (SR-108)
  - **Recommendation:** Increase northbound left-turn storage length to 250 feet for 1000 East / Antelope Drive (SR-108)
  - **Recommendation:** Decrease slightly the all-red interval on the northbound left-turn phase of 1000 East / State Street (SR-126). This will allow more vehicles to pass through the intersection and decrease the northbound queue.

- **2040 Future Conditions + Project :** The Pratts Street / State Street (SR-126) and State Street (SR-126) / 700 South (SR-193) intersections are anticipated to operate at unacceptable levels of service during the evening peak hour in future (2040) plus project conditions. This is due to the increase in background traffic, the new intersection configurations, and the addition of project traffic.
  - **Recommendation:** Construct an innovative intersection, such as a CFI, at State Street (SR-126) / 700 South (SR-193)
  - **Recommendation:** Construct a separate right-turn pocket at the project access on Pratts Street / State Street (SR-126) for project egress

CLEARFIELD STATION

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