

Planning Commission Meeting

October 21st, 2020



Background/History

- *Clearfield City Code requires approval of a Master Development Plan ("MDP") for the properties to be rezoned, as well as the approval of a Master Development Agreement ("MDA").*
- *The City and the property owner (UTA) worked together on the creation of a Station Area Plan in order to facilitate the request to have approximately 56 acres rezoned to MU (Mixed-Use) from their previous designations.*
- *Station Area Plan was completed in February 2019, along with the requested rezone to MU for the approximate 56 acres, owned by UTA.*
- *Starting in May 2019 through July 2019, City Staff and UTA worked on the RFPQ and completed the required selection process for the development partner.*
- *Staff, UTA and the development team have been working through and discussing the project approach, objectives and requirements for submittal. The applicant followed the procedures outlined in Article 11-11F and submitted both an MDP and MDA on September 30, 2020 for review by the Commission and Council.*

Proposed Timeline

- ~~○ *Wednesday, October 21st : Planning Commission meeting & public hearing for MDA/MDP.*~~
- *Tuesday, October 27th : City Council Work Session for the MDA/MDP.*
 - *Tuesday, November 3rd : City Council Work Session for MDA/MDP (as needed).*
- *Wednesday, November 4th : UTA Board Work Session meeting to discuss MDA/MDP.*
- *Tuesday, November 10th : City Council Policy Session and public hearing for the MDA/MDP.*
- *Wednesday, November 11th : UTA Board meeting for final approval of the MDA/MDP.*

Project Site/Boundary



2.2 EXISTING LAND USE & OWNERSHIP

The Clearfield Station property is currently owned by the 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

MDA (Master Development Agreement)

- *1,000 units be permitted for the development of the station. Apartment buildings and townhouses. Density is intended to be accommodated in increased height, not a bigger footprint.*
- *Development will be focused around the Station Square, including an “Anchor Commercial Tenant” and a private open space area.*
- *Language for phasing has been included to prohibit residential portions of the project from outpacing commercial portions.*
- *Any amendments to the agreement would follow requirements of Section 11-11F-9; requiring explicit approval of the Council.*

MDA continued...

- *City will perform Construction Step 1: Project Infrastructure (horizontal improvement),*
- *Developer will perform Construction Step 2: Parcel and Lot Development (vertical improvement).*
- *State Street at 1000 East will be altered to disallow traffic from traveling north or south with a barrier and removal of traffic signal.*
- *New intersections will be established at 1450 South and State Street; and for the Station Boulevard entrance.*
- *Developer is required to submit and receive approval of subdivision plat for station area prior to construction.*

MDA continued...

- *MDA does not establish the term for the project, but rather states the MDA will run the length of the project.*
- *Funding from a City issued bond may be utilized to assist with Transit Critical Infrastructure, as defined in the MDA.*
- *Sets forth various legal and other provisions (e.g. CC&R's, construction standards, development processes and permits, default, remedies, notice, assignability, sale of property, incorporation of the MDP, etc.).*
- *Developer is responsible for all impact fees at a rate to be calculated upon execution of the MDA.*

MDP (Master Development Plan)

- *The MDP shall be adopted by ordinance...A development agreement (MDA) between the city and the applicant is required to be approved by the City Council.*
- *Four office towers within walking distance of the platform consisting of approximately 450,000 – 600,000 square feet of office space*
- *Retail space, two (2) parking structures to be phased in, along with trails, public and private recreational opens space amenities*
- *Approximately 67,500 SF of commercial space as well as 14,500 in the mixed use buildings (commercial overlay).*
- *The developer is pursuing anchor tenants for the “Station Square” that will act as a center/focal point for the station site*

MDA Exhibits

- Exhibit “A” *Description of Property*
- Exhibit “B-1” *Master Development Plan*
- Exhibit “B-2” *Illustrative Master Plan*
- Exhibit “C” *Construction Steps*
- Exhibit “D” *Impact Fee Costs*
- Exhibit “E” *Responsibility for Project Infrastructure and Funding*
- Exhibit “F” *Utility and Drainage Plan*
- Exhibit “G-1” *Open Space Plan*
- Exhibit “G-2” *Maintenance Responsibility Plan*
- Exhibit “H” *Road Network Plan*
- Exhibit “I” *Parking Stages Plan*

Exhibit "A" Description of Property

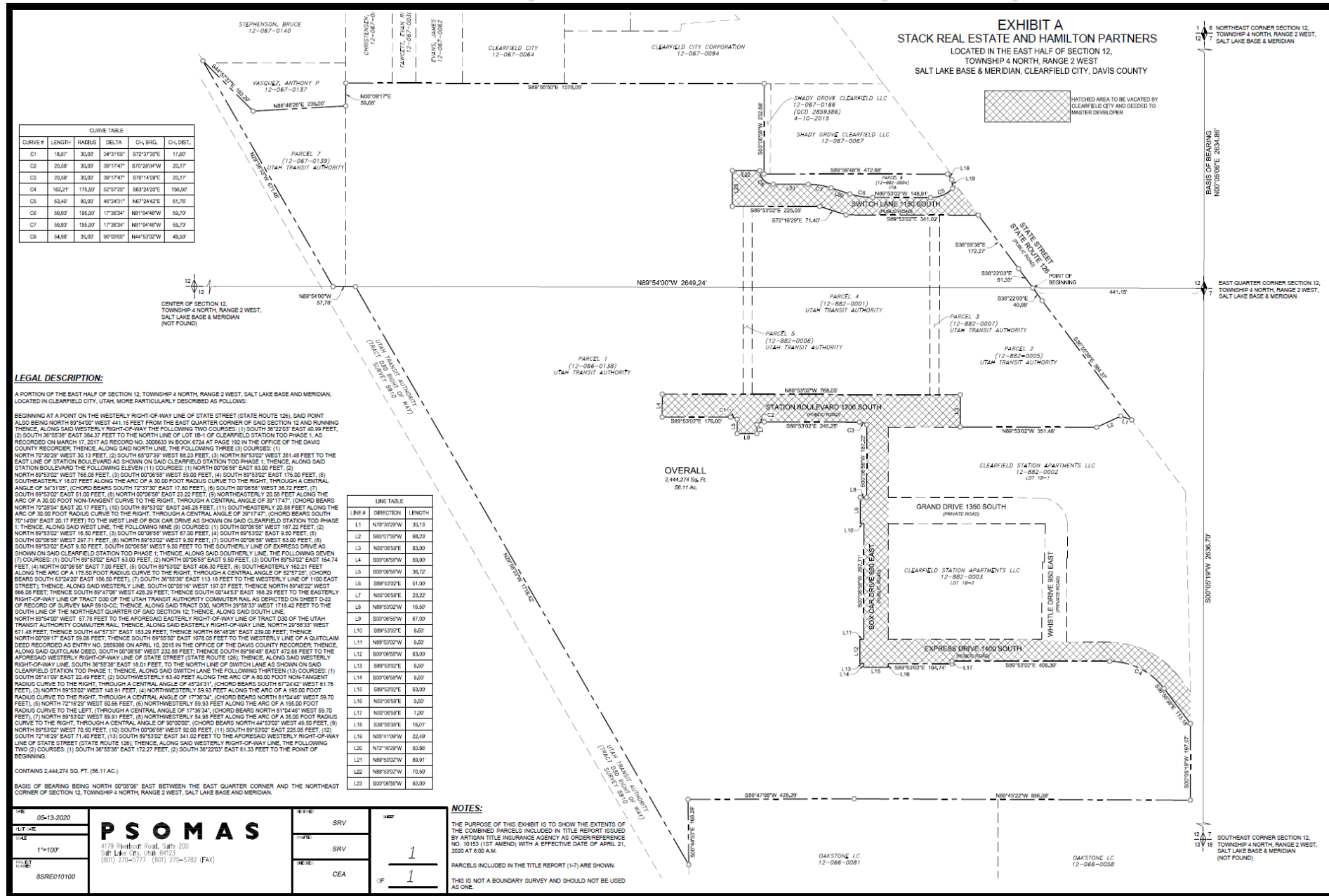


Exhibit “B-1” Master Development Plan



CLEARFIELD STATION

MASTER DEVELOPMENT PLAN

Exhibit "B-2" Illustrative Master Plan



Exhibit “C” Construction Steps



Exhibit “D” Impact Fee Costs

Chapter 5 CONSOLIDATED FEE SCHEDULE (IMPACT FEE EXCERPT)

Development Impact Fees		Dec. 13, 2016
Residential:		
Single family (includes attached and detached):		
	Park impact fee - single family	\$2,339.00
	Park impact fee - multi family	1,441.00
	Stormwater per ESU	64.00
	Water	254.00
	Sewer	613.00
Non-residential:		
Stormwater per ESU (1 ESU = 2,700 square feet of impervious surface)		64.00
If there is stormwater detention onsite, the fee is reduced if the detention area is:		
	Paved	20% reduction
	Grassed	30% reduction
	Sand and oil interceptor	50% reduction
Water impact (per water meter size). Water and sewer impact fees for meters larger than 6 inches will be based on annualized average day demand and the net capital cost per gallon of capacity:		
	3/4"	\$ 352.00
	1" - 1 1/2"	705.00
	2"	1,411.00
	3"	4,517.00
	4"	7,059.00
	6"	14,118.00
Sewer impact (per water meter size). Water and sewer impact fees for meters larger than 6 inches will be based on annualized average day demand and the net capital cost per gallon of capacity:		
	3/4"	851.00
	1" - 1 1/2"	1,703.00
	2"	3,406.00
	3"	10,900.00
	4"	17,031.00
	6"	34,062.00
Independent fee calculation review		\$150.00 plus actual cost
Administrative fee for appeals		\$75.00

Building Permit And Development Fees	
The City may reduce building permit and development fees for public infrastructure projects for local governmental entities upon request to the Community Development Director. Fees charged should, at a minimum, cover administrative and direct costs incurred as determined by the Community Development Director	
General - building valuation:	
\$1.00 to \$500.00	\$23.50
\$501.00 to \$2,000.00	\$23.50 plus \$3.05 each additional \$100.00 or fraction thereof
\$2,001.00 to \$25,000.00	\$69.25 plus \$14.00 each additional \$1,000.00 or fraction thereof
\$25,001.00 to \$50,000.00	\$391.75 plus \$10.10 each additional \$1,000.00 or fraction thereof
\$50,001.00 to \$100,000.00	\$643.75 plus \$7.00 each additional \$1,000.00 or fraction thereof
\$100,001.00 to \$500,000.00	\$993.75 plus \$5.60 each additional \$1,000.00 or fraction thereof
\$500,001.00 to \$1,000,000.00	\$3,233.75 plus \$4.75 each additional \$1,000.00 or fraction thereof

Exhibit “E” Infrastructure Responsibility

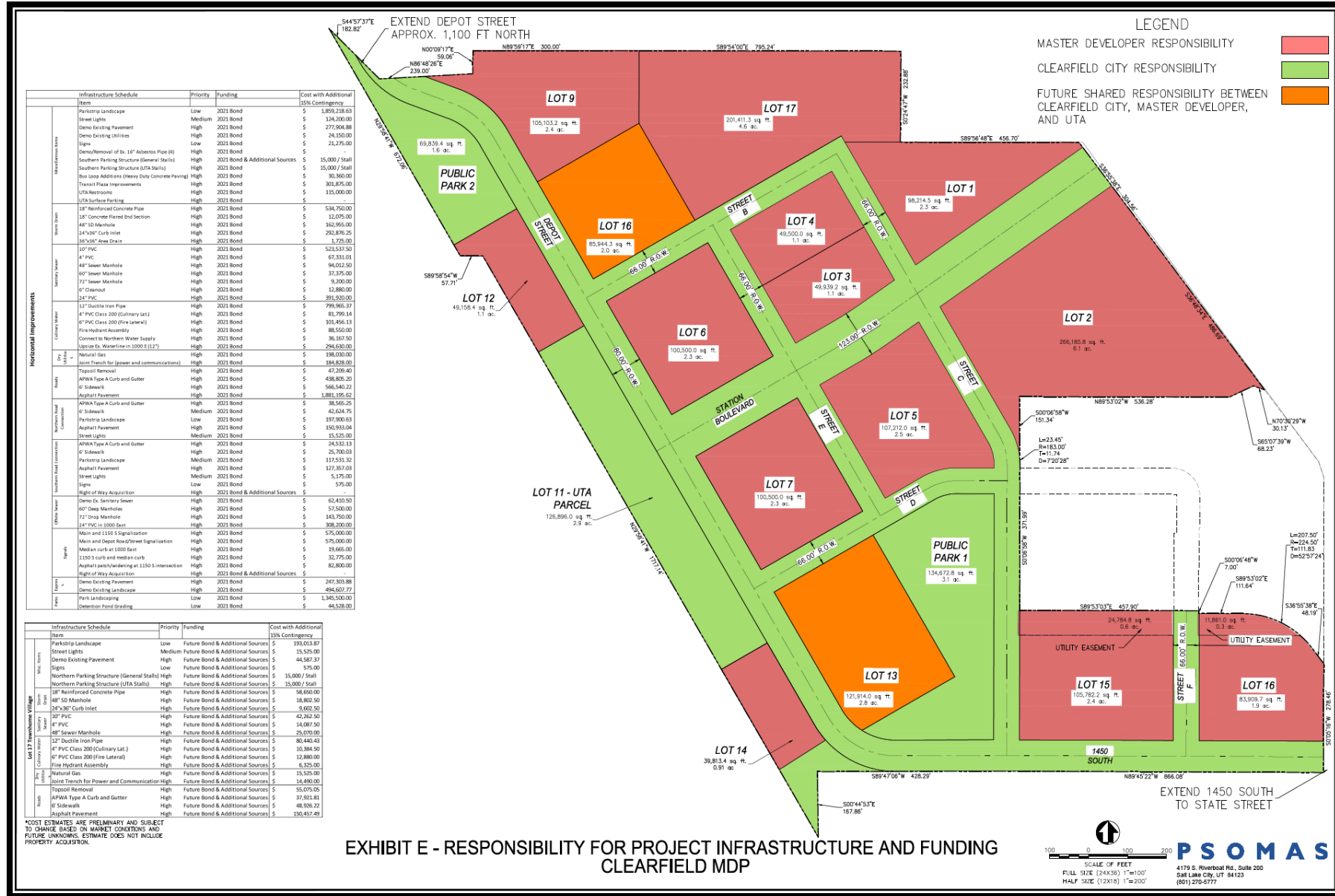


EXHIBIT E - RESPONSIBILITY FOR PROJECT INFRASTRUCTURE AND FUNDING CLEARFIELD MDP

Exhibit "F" Utility and Drainage Plan

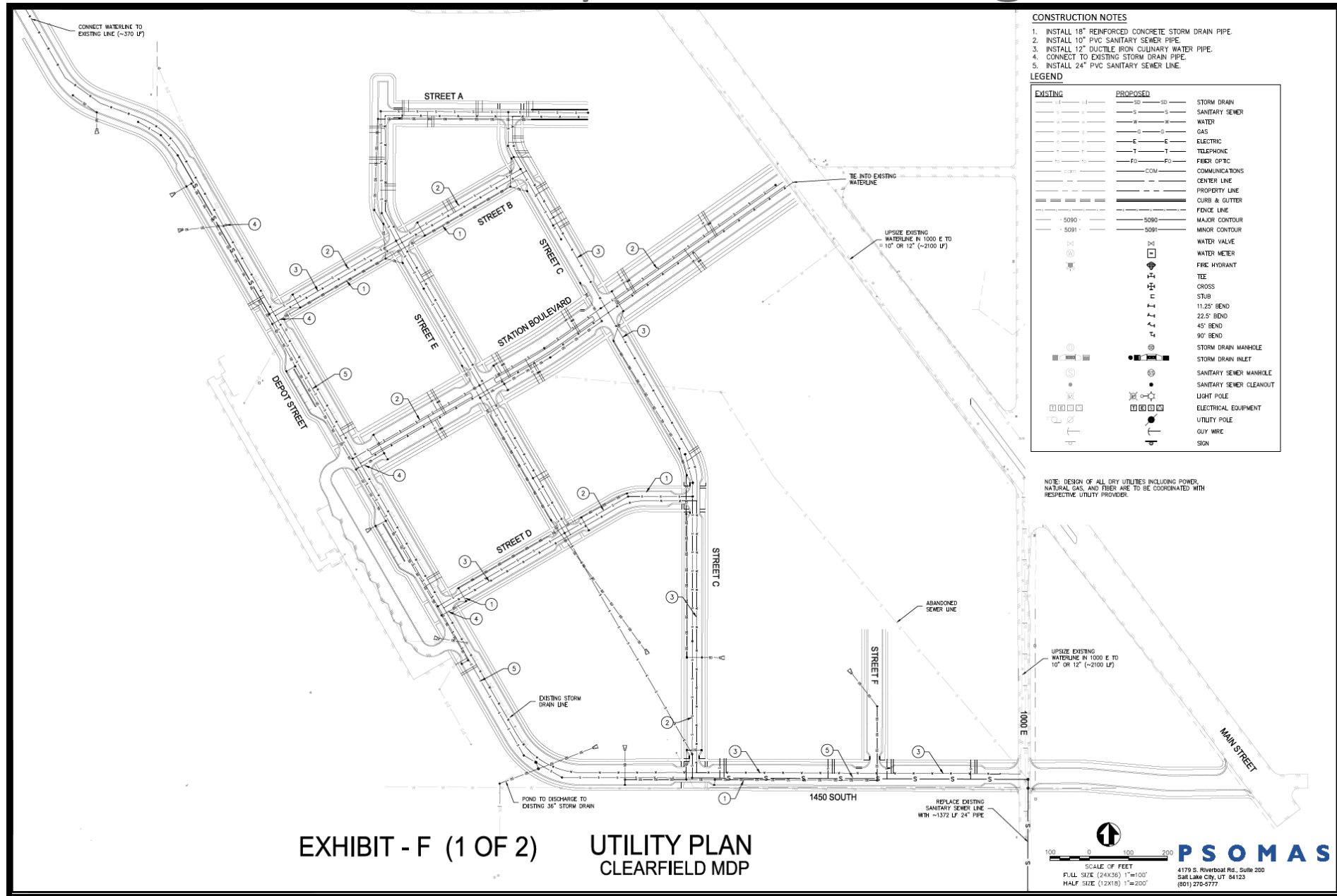


Exhibit "G-2" Open Space and Maintenance

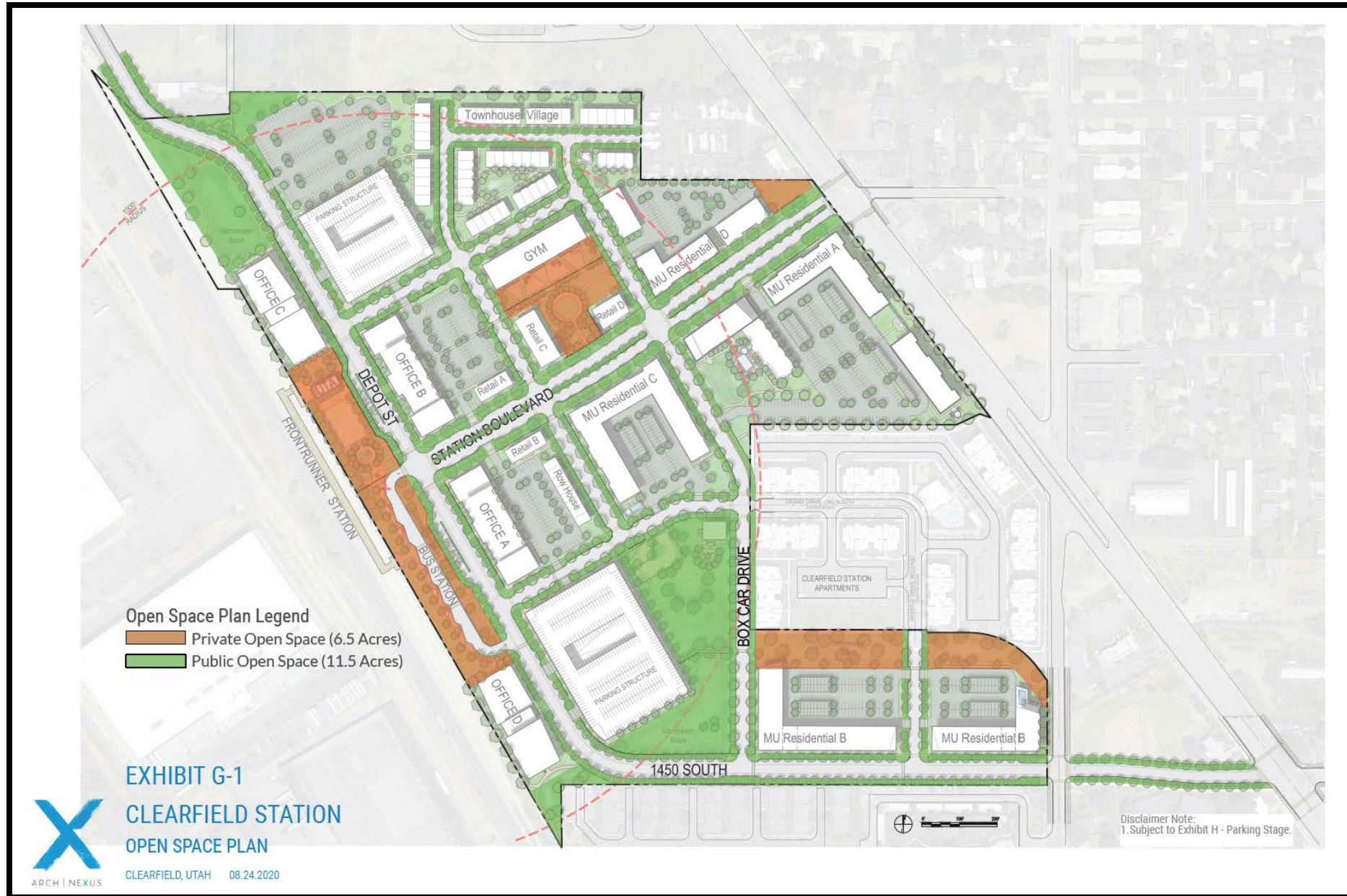


Exhibit "H" Road Network Plan

EXHIBIT - H (1 OF 2) ROAD NETWORK PLAN

CLEARFIELD MDP

SCALE OF FEET
FULL SIZE (24X36) 1"=100'
HALF SIZE (12X18) 1"=200'

PSOMAS
4179 S. Riverfront Rd., Suite 200
Salt Lake City, UT 84123
(801) 270-5777

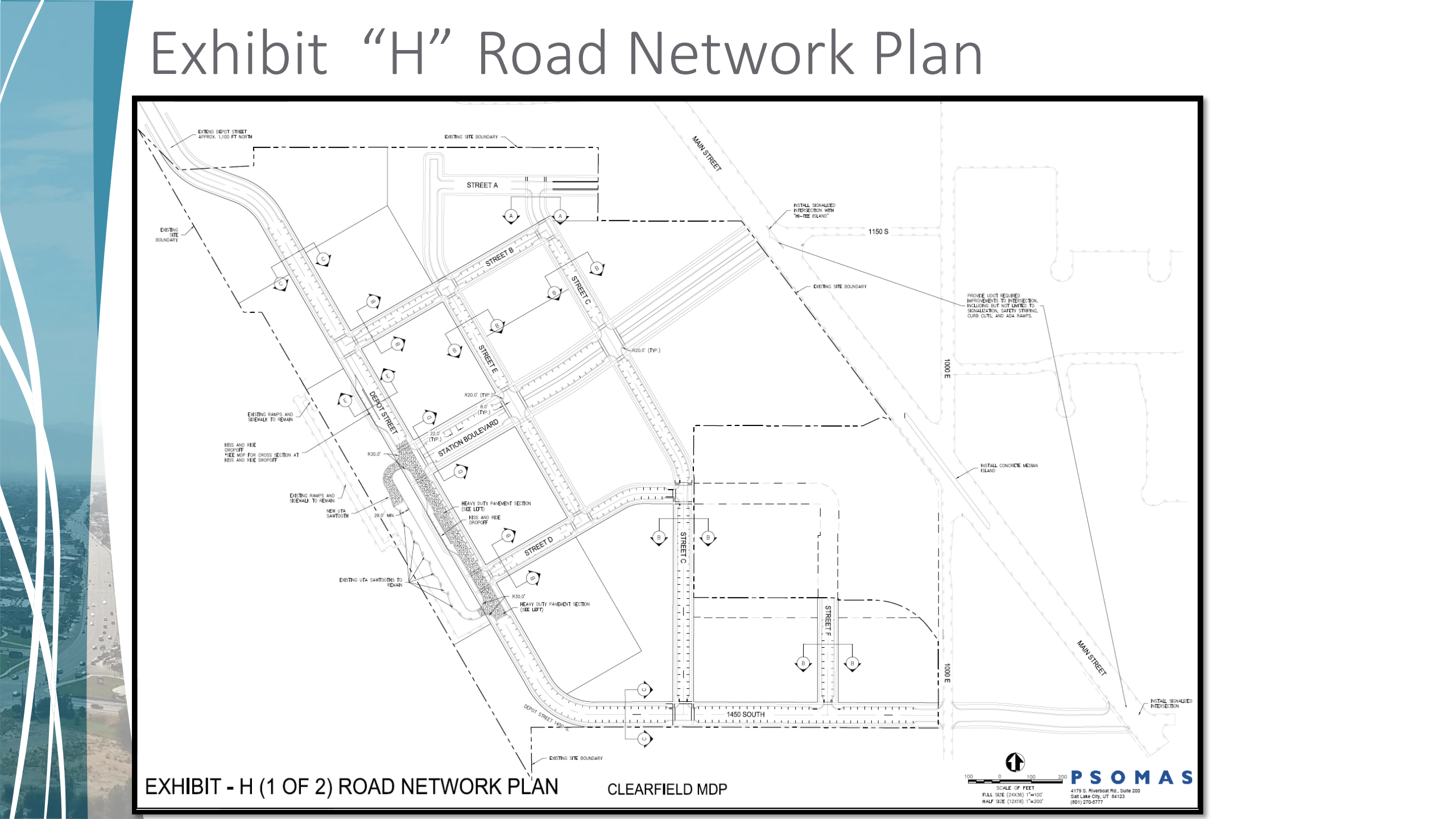
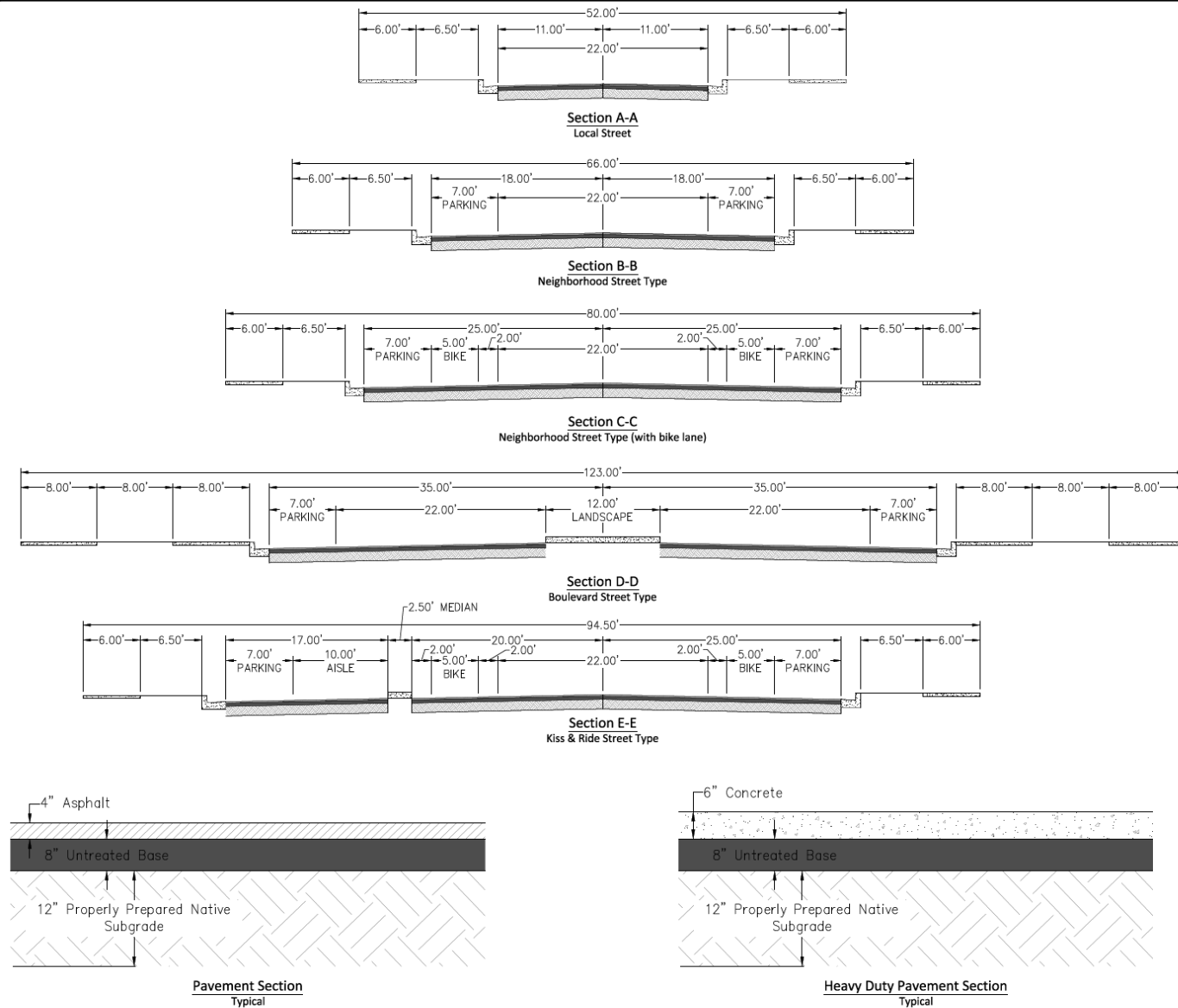


Exhibit “H” Roads (plan and profile)



Disclaimer:
Adjustment to parking strategy dependent on vertical development sequence and the agreement between the Developer and UTA

1000' Radius

90 Stalls
14 Kiss & Ride

DEPT'S

OFFICE B

98

10

8

Lot C 285

18

Lot B 359

Lot A 128

Lot D 305

MU Residential D

MU Residential A

CLEARFIELD STATION APARTMENTS

STATE STREET

1150 South

1450 SOUTH

550 EAST

1000 EAST

STATION BOULEVARD

STREET B

STREET C

STREET D

STREET E

STREET F

BUS STATION

STREET A

STREET G

STREET H

STREET I

STREET J

STREET K

STREET L

STREET M

STREET N

STREET O

STREET P

STREET Q

STREET R

STREET S

STREET T

STREET U

STREET V

STREET W

STREET X

STREET Y

STREET Z

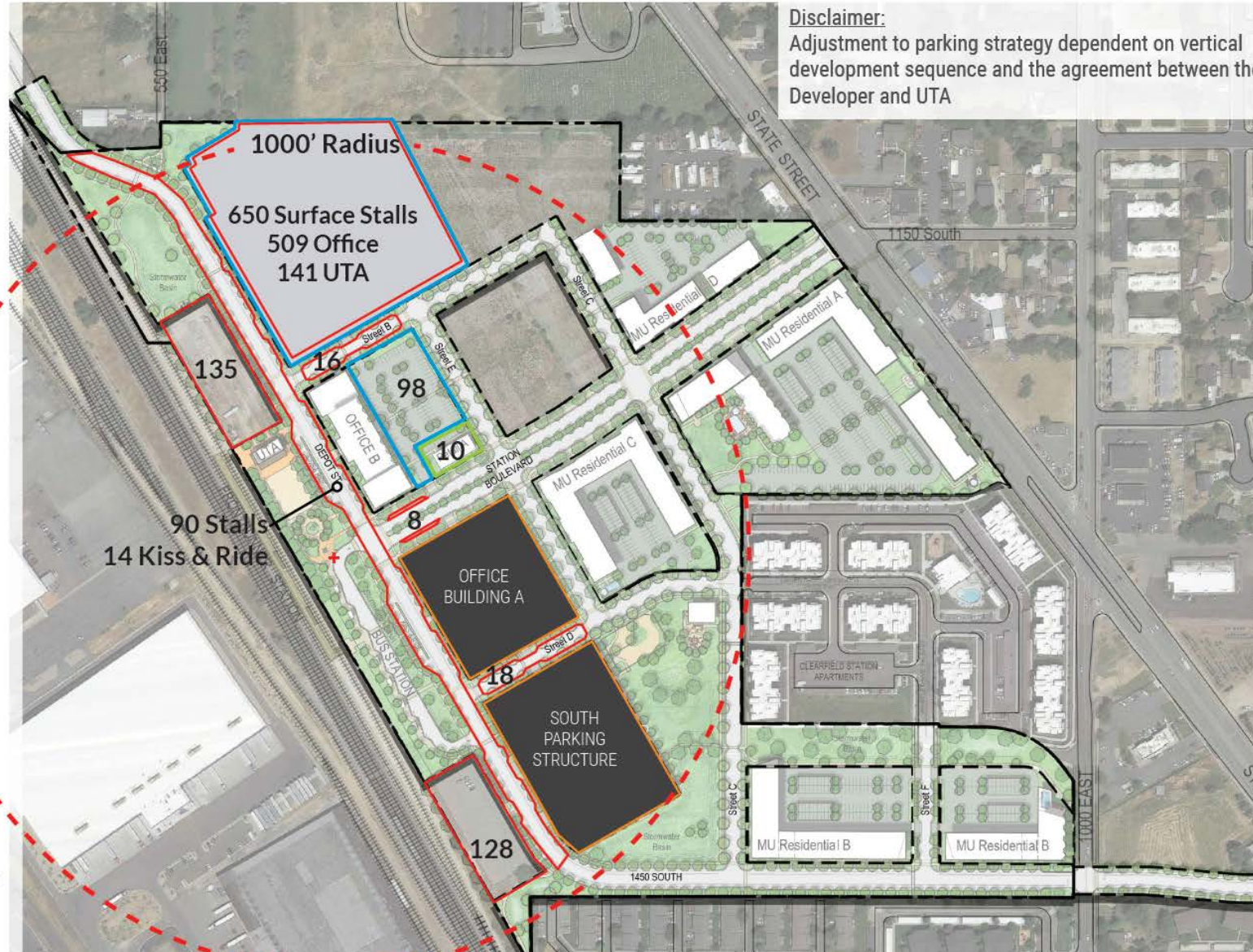


Exhibit "I" Parking Stages Plan - 3

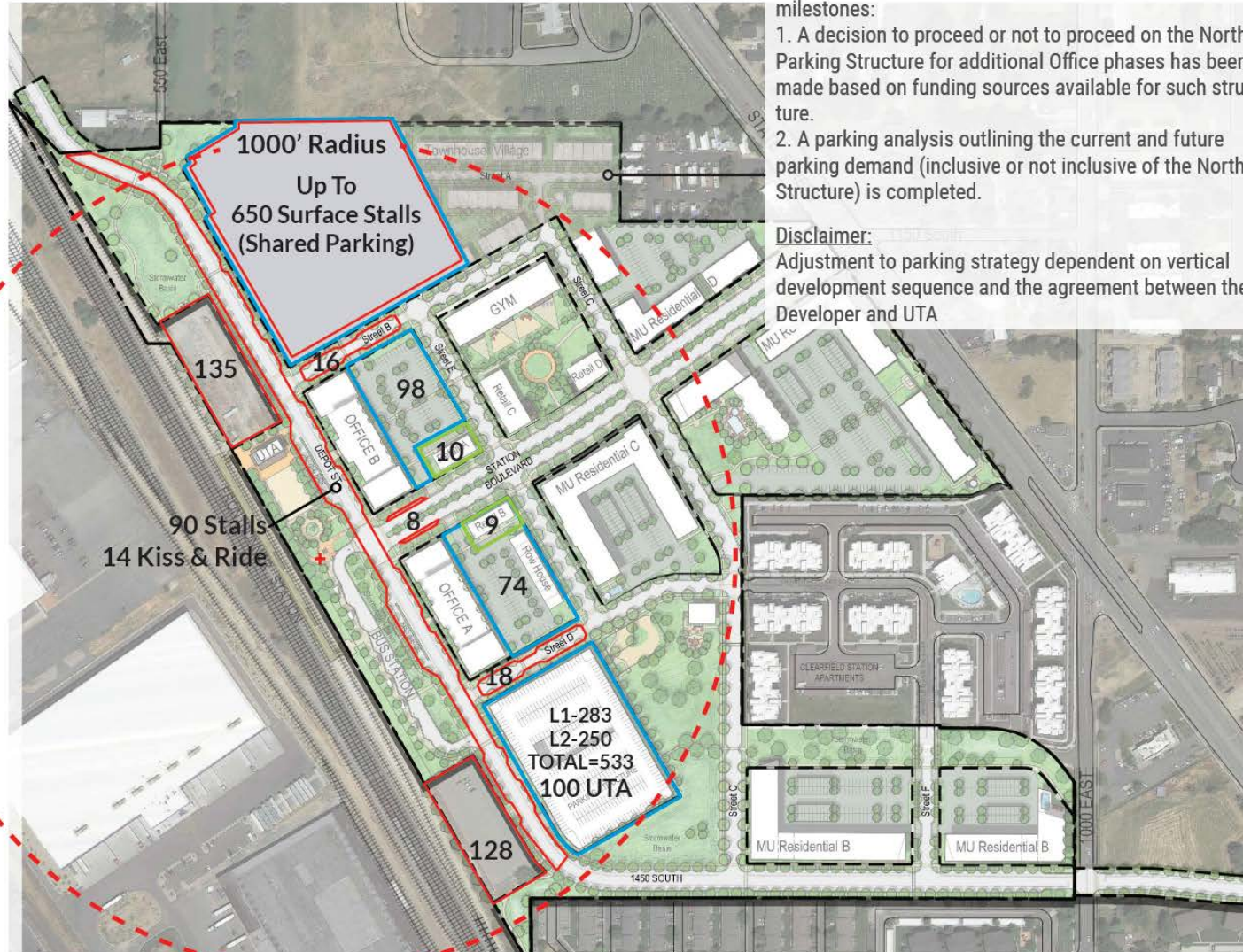
STAGE 3 - PARKING

LEGEND

- 1,064 Office Stalls
- 700 UTA Stalls Max.
- 19 Commercial Stalls

PARKING

- 343 Non-UTA Street Stalls
- 2,126 Total Stalls



Site Plan design (and thereafter construction) of **Townhouse Village** will not commence until a formal decision to proceed is made, following the completion of the below milestones:

1. A decision to proceed or not to proceed on the North Parking Structure for additional Office phases has been made based on funding sources available for such structure.
2. A parking analysis outlining the current and future parking demand (inclusive or not inclusive of the North Structure) is completed.

Disclaimer:

Adjustment to parking strategy dependent on vertical development sequence and the agreement between the Developer and UTA

Exhibit "I" Parking Stages Plan - 4

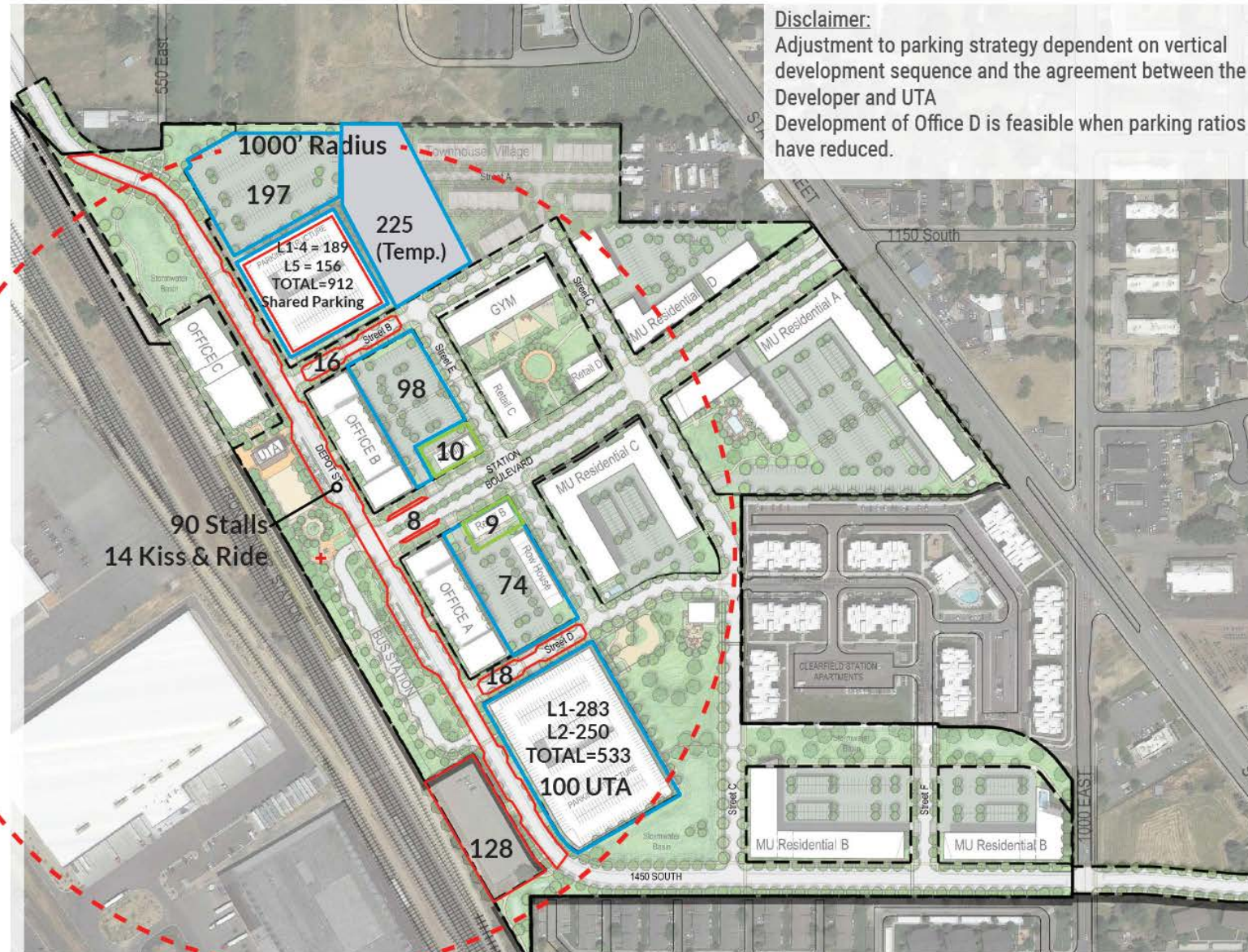
STAGE 4 - PARKING

LEGEND

- 1,613 Office Stalls
- 700 UTA Stalls Max.
- 19 Commercial Stalls

PARKING

- 343 Non-UTA Street Stalls
- 2,675 Total Stalls



STAGE 5 - PARKING

1000' Radius

197

L1-4 = 189
L5 = 156
TOTAL = 912
Shared Parking

16

98

10

9

74

18

L1-283
L2-250
TOTAL = 533
100 UTA

90 Stalls
14 Kiss & Ride

LEGEND

- 1,388 Office Stalls
- 572 UTA Stalls
- 19 Commercial Stalls

PARKING

- 343 Non-UTA Street Stalls
- 2,322 Total Stalls

Disclaimer:
Adjustment to parking strategy dependent on vertical development sequence and the agreement between the Developer and UTA
Development of Office D is feasible when parking ratios have reduced.

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Development of Office D is feasible when parking ratios have reduced.

Staff Recommendations

1. *Staff recommends that the Planning Commission forward a recommendation of **APPROVAL** to the Clearfield City Council, for **ZTA 2020-100028**, a request by Clearfield Station Partners, LLC, to accept and adopt the Master Development Plan (MDP) as the regulatory ordinance for the development of Clearfield Station. This recommendation is based upon the recommendations and findings outlined in this report.*
 - a. *Staff recommends that the Planning Commission forward a recommendation of **APPROVAL** to the Clearfield City Council, for the Master Development Agreement with Clearfield City, Utah Transit Authority (UTA) and Clearfield Station Partners, LLC for the Clearfield Station project. This recommendation is based upon the discussions outlined in this report.*

Commission Recommendations

1. *At their meeting on Wednesday, October 21, 2020 the Planning Commission recommended **APPROVAL** to the Clearfield City Council, for **ZTA 2020-100028**, a request by Clearfield Station Partners, LLC, to accept and adopt the Master Development Plan (MDP) as the regulatory ordinance for the development of Clearfield Station.*
 - a. *At their meeting on Wednesday, October 21, 2020 the Planning Commission recommended **APPROVAL** to the Clearfield City Council, for the Master Development Agreement with Clearfield City, Utah Transit Authority (UTA) and Clearfield Station Partners, LLC for the Clearfield Station project. This recommendation is based upon the discussions outlined in this report.*