CLEARFIELD CITY COUNCIL
AGENDA AND SUMMARY REPORT
November 24, 2020 – POLICY SESSION

Meetings of the City Council of Clearfield City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Pursuant to the State of Utah Public Health Order 2020-17, dated October 14, 2020, and in conjunction with the State of Utah's ongoing declaration of a statewide public health emergency, Mayor Shepherd made a written and verbal declaration on November 10, 2020, that results in the following: (1) the City is not providing an anchor location for City Council meetings, (2) Although no other physical meeting location will be available for the general public, the City Council may or may not appear in person at the City building subject to compliance to social distancing and mask requirements, (3) the public's participation in the City Council meeting may present a substantial risk to the health and safety of others, and (4) the public's participation in the City Council meeting will only be available through Zoom and/or Facebook Live.

The public wishing to provide comment during public meetings may do so by attending the Zoom meeting noticed on each agenda through the chat feature or by submitting comments on the Clearfield City webpage in advance at http://www.clearfieldcity.org/notice. The public is invited to monitor or listen to the open portions of the meeting electronically by following the instructions below.

Public Participation – Join Work Session Zoom Meeting
https://us02web.zoom.us/j/86889514488

Meeting ID: 868 8951 4488

Dial by your location
1 (669) 900 6833
1 (253) 215 8782

Multipurpose Room
55 South State Street
Second Floor
Clearfield, Utah

6:00 P.M. WORK SESSION

Discussion on the Clearfield Station Master Development Plan and Agreement

Discussion on the 2020 Annual Moderate-Income Housing Report

Update on Utilities related to the Bravada 193 Project

(Any item not fully addressed prior to the Policy Session will be addressed in a Work Session immediately following the Policy Session)

Public Participation – Join Policy Session Zoom Meeting
https://us02web.zoom.us/j/82303790462

Meeting ID: 823 0379 0462

Dial by your location
1 (669) 900 6833
1 (253) 215 8782

City Council Chambers
55 South State Street
Third Floor
Clearfield, Utah

7:00 P.M. POLICY SESSION

CALL TO ORDER:	Mayor Shepherd
OPENING CEREMONY:	Councilmember Thompson
APPROVAL OF MINUTES:	October 30, 2020 – Work Session
	November 10, 2020 – Policy Session

PUBLIC HEARING:

If you wish to comment during the public comment portion of the public hearing or the open comment period the Zoom meeting chat will be open beginning at 7:00 p.m. and closing at 7:15 p.m. Written comments can also be submitted prior to the meeting by visiting http://www.clearfieldcity.org/notice ***until 5:00 p.m. on the date of the scheduled public hearing. Submitted comments related to the subject of the public hearings will be shared during the meeting for the record.***

1. PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON ZONING TEXT AMENDMENT (ZTA) 2020-100028 A REQUEST BY CLEARFIELD STATION PARTNERS, LLC, TO ADOPT THE MASTER DEVELOPMENT PLAN (MDP) FOR 56 ACRES LOCATED AT APPROXIMATELY 1250 SOUTH STATE STREET (TINs: 12-066-0138, 12-882-0001, 12-882-0005)

   BACKGROUND: The 56 acres of property located at approximately 1250 South State Street is currently owned by the Utah Transit Authority and has been master planned as a Transit-Oriented Development (TOD). The property was conditionally rezoned to Mixed Use (MU) zone in February 2019, which requires the approval of a Master Development Plan for the project to be approved, executed, and recorded before development commences. The proposed Master Development Plan has been discussed and negotiated with the City. The Planning Commission heard the request at its public hearing on October 21, 2020 and recommends approval. The public hearing was opened on November 10, 2020 and continued until November 24, 2020 at 7:00 p.m.

   RECOMMENDATION: Receive public comment.

Agenda Items will be addressed while the public comment portion of the public hearing and open comment period are open (7:00 p.m. to 7:15 p.m.) to allow sufficient time for the public to participate. Following the expiration of the public comment period at 7:15 p.m., the City

Council will close the public hearings and all public comments received will be read into the record prior to the Council deliberating on the items.

SCHEDULED ITEMS:

2. OPEN COMMENT PERIOD

   The Open Comment Period provides an opportunity to address the Mayor and City Council regarding concerns or ideas on any topic.

3. CONSIDER APPROVAL OF ORDINANCE 2020-14 APPROVING THE CLEARFIELD STATION MASTER DEVELOPMENT AGREEMENT (MDA) AND ADOPTING THE MASTER DEVELOPMENT PLAN (MDP) FOR PROPERTIES LOCATED AT APPROXIMATELY 1250 SOUTH STATE

   RECOMMENDATION: Approve Ordinance 2020-14 approving the Clearfield Station Master Development Agreement (MDA) and adopting the Master Development Plan (MDP) for properties located at approximately 1250 South State; and authorize the Mayor's signature to any necessary documents.

COMMUNICATION ITEMS:

Mayor's Report
City Councils' Reports
City Manager's Report
Staffs' Reports

*****ADJOURN AS THE CITY COUNCIL*****

Dated this 19th day of November, 2020.

/s/Nancy R. Dean, City Recorder

The City of Clearfield, in accordance with the 'Americans with Disabilities Act' provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting these accommodations for City sponsored public meetings, service programs or events should call Nancy Dean at 525-2714, giving her 48-hour notice.

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Spencer W. Brimley, Community Development Director

MEETING DATE: Tuesday, November 24, 2020

SUBJECT: Consideration of Clearfield Station Transit Oriented District Master Development Agreement and Master Development Plan

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RECOMMENDED ACTION

Staff recommends that Council approve the Master Development Agreement (MDA) and the Master Development Plan (MDP) for the Clearfield Station Transit Oriented District (TOD) (resulting in the necessary corresponding amendments to the Clearfield City Zoning Map), and authorize the Mayor's signature to any necessary documents.

PROPERTY DESCRIPTION

Project Information	
Project Name	Clearfield Station
Site Location	1250 S. State (SWC of State Street and 1000 East)
Tax ID Number	12-066-0138, 12-882-0001, 12-882-0004, 12-882-0005
Applicant	Clearfield Station Partners, LLC
Owner	Utah Transit Authority (UTA)
Current Zoning	MU (Mixed-Use)
Land Use Classification	Mixed-Use
Gross Site Area	Approx. 56 acres (all remaining UTA owned property)

BACKGROUND

Since development at the above described location contains a lengthy history that spans over a decade, the following is provided as a brief summary of key factors specific to the proposed MDA and MDP. Additional background information and procedural history related to the development of the above described property is available through the Clearfield City Recorders Office.

- Clearfield City Code 11-11F requires approval of a MDP for the properties to be rezoned, as well as the approval of a MDA.
    - 11-11F of the Clearfield City Code outlines the requirements and process for a rezone request to implement the Mixed-Use (MU) zoning district.

- The City and the property owner (UTA) worked together on the creation of a Station Area Plan to facilitate the request to have approximately 56 acres rezoned to MU (Mixed-Use) from their previous designations.

- The Station Area Plan and the rezone of the approximate 56 acres to MU was completed in the Spring of 2019.
    - The Station Area Plan allows the City to undertake the rezone process of the remaining 56 acres, to make the site more "shovel ready" when a developer was selected.
    - The Station Area Plan was not intended to act as the MDP, but rather address the goals and objectives for both local and regional development opportunities and lay the foundation for the future MDP.

- In May of 2019 City staff and UTA put forward a Request for Proposal and Qualifications and completed the required selection process for the development partner.
    - In July of 2019, the Development Partners were selected by a committee of representatives from UTA and Clearfield City.

- Clearfield staff, UTA, and Development Partners have been working through and negotiating the project approach, objectives, and requirements for submittal.

STAFF ANALYSIS OF MDA & MDP

MDA: The MDA sets forth the terms under which the development may proceed and the responsibilities of the City, Developer, and UTA (Parties). In addition to the rezoning and MDP, the project will require a comprehensive development agreement between the Parties, which will address key issues of importance to the City (e.g. roads, utilities, traffic circulation in and around the project, and proportional build-out). There have been several revisions made to the MDA that are intended to address the needs of the Parties.

The items listed below describe essential key components of the MDA, as well as those more significant edits to the MDA since the November 3, 2020 Clearfield City Council Work Session:

- The MDA is the agreement between the Parties and includes all requisite exhibits (including the MDP) to fully describe and outline project development, as well as long-term maintenance for the Station.
- The definition of "Anchor Commercial Tenant" (now "Anchor Tenant") is changed to allow for an office tenant in one of the office buildings to count as the Anchor Tenant.
- The definition of the "Clearfield Station Group" includes an elected official and clarifies that the "Clearfield Station Group" does not function as a committee or board (i.e., no vote or veto, nor is a quorum required).
- The maximum residential units are now proposed at 1,000.
    - The increase of residential units is limited to the MU-R zones (no expansion into the Commercial, Office, or townhome areas).
    - On-street parking does not count toward residential parking requirements.
- Commercial space will be at least 37,500 square feet, and up to 67,500.

- A Purchase and Sale Agreement or a Lease Agreement with an Anchor Tenant (at least 15,000 square feet) will be required before commencing construction on residential units. This agreement will require the Anchor Tenant to take possession within 24 months of the date of the Sale Agreement or a Lease Agreement.

- City will perform Construction Step 1: Project Infrastructure (horizontal improvement).
- Developer will perform Construction Step 2: Parcel and Lot Development (vertical improvement).
- The Project at buildout will have at least two commercial tenant spaces identified as "Mixed-Use Residential Commercial Overlay."
- The office space will range from 300,000 – 600,000 square footage (150,000 SF per building).
- Developer is required to submit and receive approval of plat for the Station area prior to construction.
- MDA does not establish the term for the project, but rather states that the MDA will run the length of the project.

MDP: The Mixed Use (MU) zoning district is intended to provide a variety of land uses that are purposely combined. Mixed use areas are intended to support a broad range of commercial, office, entertainment, recreational, civic, and residential uses within single buildings (vertical mixed use), or within neighborhoods (horizontal mixed use). The MDP is organized into eight chapters that include: (1) Introduction, (2) Existing Conditions, (3) Masterplan Framework, (4) Design Metrics & Guidelines, (5) Land Use Regulations, (6) Site Buildout & Parking Strategies, (7) Building Area & Parking Breakdown, and (8) Traffic Impact Study. Each chapter provides valuable information that will help to regulate future development.

The MDP provides the guiding regulations for the varying components of the project, including, but not limited to the following:

- Development at the Station will be centralized and focused on the Station Square. This location fronts Station Boulevard and is surrounded by future commercial, retail and residential uses and is proposed to host the Anchor Tenant for the site.
- Station Boulevard will enter the site at 1150 South and State Street. Additionally, Depot Street is to be connected to the north and 1450 South is to be extended east to State Street with a new signalized intersection.
- Clearfield Station consists of seven land use areas that provide a mixed-use approach to the development. The regulations listed in Chapter 5 provide the regulatory framework for Clearfield Station to be constructed with an overall vision that is consistent.
- Generally, higher density mixed-use and commercial properties are located near the Clearfield Transit Station and along Station Boulevard.

- 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 density. In all cases, the fronts of buildings and street treatment shall accommodate a pedestrian-friendly environment.

PUBLIC COMMENT

During the public portion of the meeting on Tuesday, November 10, 2020. Public comment was received related to the impacts to homes and homeowners as it pertains to the proposed future intersection at 1450 South and State Street.

Staff currently believes that through ongoing negotiations and the flexibility of the timing related to the potential need of property acquisition outside the approximately 56 acres of the TOD property, any purchase agreement for land that is performed by the City will be conducted in a manner that is professional, consistent with the law, and that will result in a fair and equitable resolution.

ALTERNATIVES

Subject to alternative direction from the Council, staff believes the following to be viable alternatives:

1. **MDA**
    a. City Council may move to **approve** the MDA, as attached to Ordinance 2020-14, subject to any remaining necessary administrative edits.
    b. City Council may move to **table** the MDA, as attached to Ordinance 2020-14, and make recommendations to staff regarding further direction.
    c. City Council may move to **deny** the MDA, as attached to Ordinance 2020-14.
2. **MDP**
    a. City Council may move to **approve** the MDP, as attached to Ordinance 2020-14, subject to any remaining necessary administrative edits.
    b. City Council may move to **table** the MDP, as attached to Ordinance 2020-14, and make recommendations to staff regarding further direction.
    c. City Council may move to **deny** the MDP, as attached to Ordinance 2020-14.

ZONING TEXT AMENDMENT

Council is reminded that upon receipt by Clearfield City of the fully executed MDA as approved by the City Council, and the recording thereof against the rezoned properties by the Davis County Recorder's Office, the Clearfield City Zoning Map shall be amended to reflect the changes in zoning for the approximately 56 aces within the TOD and the Community Development Director is hereby directed to have a new Zoning Map prepared showing said rezoning.

CORRESPONDING POLICY PRIORITY (IES)

After careful consideration, Staff believes the approval of the MDA and MDP is consistent with the following policy and priorities:

- Providing Quality Municipal Services in a fiscally responsible manner through the development of well-planed facilities and infrastructure.

- Improving Clearfield's Image, Livability and Economy through the development that is intended to ensure both high quality economic development and beautification.

FISCAL IMPACT

Positive Fiscal Impact: As the property is developed, it will come onto the tax rolls (it is currently tax exempt), and new construction and occupancy will increase the property's valuation for both real and personal property. Even though a portion of these property taxes will be diverted to the CDRA, the City will still benefit from an increase in property taxes. City anticipates an increase in sales and franchise taxes because of the development. The project will result in an increase in businesses within the City, which is good for the general economy (job creation and the multiplier effect).

Negative Fiscal Impact: As with all development, the demand on the capacity of the City's systems, facilities, and staff can result in negative fiscal impacts.

Summary: Staff believes that the positive fiscal impact outweighs the negative fiscal impact.

SCHEDULE / TIME CONSTRAINTS

If the Council chooses to approve the MDA and MDP for the development project, the MDA and MDP are scheduled to be considered by the UTA board at a meeting held in the beginning of December.

LIST OF ATTACHMENTS

1. Cover Sheet for changes to MDA since November 3
    a. Clearfield Station MDA (redlines)
    b. Clearfield Station MDA (clean)
2. Cover Sheet for changes to MDP since November 3
    a. Clearfield Station MDP (redlines)
    b. Clearfield Station MDP (clean)
        i. MDP Exhibits A, B-2, and C-I
3. Ordinance 2020-14

Summary of Proposed Substantive Changes to MDA since Nov 3 Work Session

The following substantive changes included in the draft MDA are proposed based on the direction received from council during the November 3, 2020 Work Session, as well as after additional development team meetings and negotiations.

Page 2, Section I.B: The definition of "Anchor Commercial Tenant" (now "Anchor Tenant") is changed to allow for an office tenant in one of the office buildings to count as the Anchor Tenant.

Page 3, Section I.B: The definition of the "Clearfield Station Group" includes an elected official, and clarifies that the "Clearfield Station Group" does not function as a committee or board (i.e., no vote or veto, nor is a quorum required).

Page 5, Section I.B "Park & Ride Facilities" is defined.

Page 6, Section I.B "Transportation Demand Management Strategies" is defined.

Page 7, Section II.A.1.a The maximum residential units is 1000.

i. The increase of residential units is limited to the MU-R zones (no expansion into the Commercial, Office, or townhome areas).
ii. On-street parking does not count toward residential parking requirements.

Page 8, Section II.A.1.b Commercial space will be at least 37,500 square feet, and up to 67,500.

i. A Purchase and Sale Agreement or a Lease Agreement with an Anchor Tenant (at least 15,000 square feet) will be required before commencing construction on residential units. This agreement will require the Anchor Tenant to take possession within 24 months of the date of the agreement.
ii. The Project at buildout will have at least two commercial tenant spaces identified as "Mixed-Use Residential Commercial Overlay."

Page 8, Section II.A.1.c The office square footage will range from 300,000 – 600,000 (previous version showed 450,000 – 600,000). This change in minimum square footage for office space is proposed to be consistent with the LYRB model for tax increment, which conservatively assumes that only two office buildings are constructed (150,000 square feet each).

Page 9, Section II.B.2.a Minor edits within the Sequencing section intended to clarify the sequencing, as well as to allow any number of office/commercial buildings to be constructed in succession.

Page 10, Section II.D.2 Minor edits within the Zoning and Vested Rights section intended to simplify reading (no substantive change).

Page 12, Section III.A.5 Language is proposed that requires the City, after execution of the MDA, to proceed with designing the project infrastructure, and to finance it expeditiously (which has always been our intent).

Page 14, Section III.C.4 Minor edits intended to clarify that the Clearfield Station Group will coordinate with Utopia, other telecommunication providers, Rocky Mountain Power, and Dominion Energy in the design.

Page 16, Section III.D.1 Minor edits intended to note that the open space promotes the goals and objectives of the MDP (used to say "of the City, as shown in the MDP").

Page 23, Section V.A.2.c Minor edits within the Remedies section related to the Governmental Immunity Act. The edits are consistent with the statutory limitations of the Government Immunity Act, and is legal boilerplate often included in contracts such as this.

Page 25, Section VI.D Minor edits within the Assignability section intended to clarify the ability of Master Developer to assign development rights.

Page 25, Section VI.G Minor edit to the Force Majeure section, now includes pandemics.

MASTER DEVELOPMENT AGREEMENT
CLEARFIELD STATION

THIS MASTER DEVELOPMENT AGREEMENT ("MDA") is made and entered into as of the ____ day of _____, 2020 ("Effective Date"), by and between Clearfield City, a Utah municipal corporation ("City"), and Clearfield Station Partners, LLC a Utah limited liability company ("Master Developer"), and Utah Transit Authority, a large public transit district of the State of Utah ("UTA"). City, Master Developer, and UTA are sometimes referred to herein individually as a "Party" and collectively as the "Parties". This MDA concerns a long term, mixed use, master planned transit-oriented development ("TOD") known as Clearfield Station ("Project").

RECITALS

WHEREAS, UTA is the owner of that certain real property located generally between State Street and the Frontrunner commuter rail corridor, and approximately between 1100 South and 1450 South, in Clearfield, Davis County, Utah, as more particularly described in Exhibit "A" ("Property"), and as generally depicted in the Master Development Plan ("MDP"), attached hereto as Exhibit "B"; and

WHEREAS, the Parties desire to develop, design and construct Property in accordance with this MDA in a manner that is in harmony with the long-range policies, goals, and objectives of the City's general plan, the Clearfield Connected Station Area Plan, and the MDP, as well as any applicable zoning and development regulations; and

WHEREAS, the City is willing to grant Master Developer vested rights in and to the development and use of Property as more fully set forth in this MDA in order to promote the City's goals and objectives and to ensure that Property is developed in a unified and consistent fashion; and

WHEREAS, Development of the Project as a master-planned, transit-oriented development pursuant to this MDA and the MDP is acknowledged by the Parties to be consistent with the Municipal Land Use, Development, and Management Act, as set forth in Title 10, Chapter 9a of the Utah Code, as amended ("Act"); as well as with the City's land use ordinances as set forth in Title 11 of the Clearfield City Code; and

WHEREAS, the Parties acknowledge that development of the Property pursuant to this MDA and the MDP will result in significant planning, economic and fiscal benefits to UTA and to the City and its residents by, among other things, requiring orderly development of Property as

a master-planned, transit-oriented development and increasing revenues to the City based on improvements to be constructed on the Property; and

WHEREAS, Master Developer, UTA and City have each cooperated in the preparation of this MDA and the MDP and understand that this MDA is a "development agreement" within the meaning of the Act; and

WHEREAS, the City Council has determined that it is in the best interests of the City, its residents, and the general public to enter into this MDA; and

WHEREAS, the Parties desire to enter into this MDA to specify the rights and responsibilities of the Master Developer to develop Property as part of Project, and the rights and responsibilities of the City to approve and regulate the development of Project, and to provide certain City services for the benefit of the Project;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City, UTA and Master Developer hereby agree to the following:

TERMS

I. GENERAL PROVISIONS

A. Incorporation

The foregoing Recitals are hereby incorporated. All exhibits are hereby incorporated into this MDA and by reference are made part hereof. The Master Development Plan is expressly made a part of this Agreement and is incorporated herein.

B. Definitions

As used in this MDA, the words and phrases specified below shall have the following meanings:

"Act" means the Municipal Land Use, Development, and Management Act, as set forth in Title 10, Chapter 9a of the Utah Code as amended.

"Anchor Tenant" means a single commercial tenant that is a minimum of 15,000 square feet, and located in the Station Square or office tenant located in office land use area as shown in the MDP.

"Bonding Authority" means Clearfield City.

"Building Permit" means a permit issued by the City to allow construction, erection or structural alteration of any building, structure, private or public infrastructure, Project Infrastructure, or any off-site infrastructure.

"Buildout" means the substantial completion of all of the development on all of the Property for the entire Project.

"CC&R's" means the Conditions, Covenants and Restrictions regarding certain aspects of use, management, design and/or construction on all or a portion of the Property to be recorded in the real property records of Davis County.

"City Laws" means the ordinances, policies, standards and procedures of the City related to zoning, subdivisions, development, public improvements and other similar or related matters, including but not limited to the City Code, that have been and may be adopted in the future.

"City Code" means the Clearfield City Code, including its land use regulations adopted pursuant to the Act and other applicable laws and ordinances.

"Clearfield Station Group" means the design review committee who collaborates in the design and construction of the Project consisting of the members of Master Developer, its design consultants, and City staff. Elected officials may meet with the Clearfield Station Group to provide input on issues being discussed. Notwithstanding any provision herein, the Clearfield Station Group shall not function as a committee but shall act as a collaborative body to resolve issues as they arise. The Clearfield Station Group shall not vote, veto, or require a quorum to conduct business.

"Construction Steps" means the development of a portion of the Project as set forth in Exhibit "C."

"Council" means the elected City Council of the City.

"Default" means a material breach of this MDA.

"Development Application" means an application to the City for development of a portion of the Project, including a Subdivision and Site Plan, from the City required for development of such portion of the Project.

"Development Standards" means a set of standards approved by the City as set forth in the MDP and the City Laws controlling certain aspects of the design and construction of the development of the Property including but not limited to setbacks, height limitations, parking and signage, and design and construction standards for buildings, roadways and infrastructure. The Parties acknowledge and agree that the standards set forth in the MDP with regard to right-of-way widths differ from corresponding standards set forth in the City Laws. The Parties further acknowledge and agree that notwithstanding anything to the contrary in this MDA, with regard to right-of-way widths, pavement widths, and any other design standard directly related to or affected by right-of-way width, the standards set forth in the MDP shall control.

"Final Plat" means the recordable map or other graphical representation of land prepared in accordance with the Act and the City's subdivision ordinance which has been approved by the City, effectuating a Subdivision of any portion of the Property.

"Impact Fees" means those fees, assessments, exactions or payments of money imposed by the City as a condition on development activity pursuant to the Utah Impact Fees Act, subject to any adjustments or reimbursements as specifically set forth in this MDA, as described in Exhibit "D."

"Master Developer" means Clearfield Station Partners, LLC, or its assignees or transferees as permitted by this MDA.

"Master Development Plan" or "MDP" means the plan for the Project, as approved and mutually agreed upon by the Parties, attached hereto as Exhibit "B-1" and Exhibit "B-2" which sets forth the design guidelines, illustrative master plan, development standards, allowable uses, etc., for the proposed future development of the Property. The MDP may be amended from time to time upon mutual agreement of the Parties and as provided by Clearfield City Code 11-11F-9.

"Master Development Agreement" or "MDA" means this Master Development Agreement including all of its Exhibits.

"MU Zone" means the "Mixed-Use" zoning classification which is set forth in Title 11, Chapter 11 of the City Code.

"Notice" means any notice to or from any Party to this MDA that is either required or permitted to be given to another Party as provided in Section 5.4.

"Office Space" means buildings which provide general office uses as set forth in the MDP.

"Owner's Association(s)" means one or more associations formed pursuant to Utah law to perform the functions of an association of property owners.

"Park & Ride Facilities" means the parking spaces depicted in Exhibit "I" and described in Section III.F of this Agreement.

"Planning Commission" means the City's Planning Commission established by City Laws.

"Project" means the development to be constructed on Property pursuant to this MDA and the MDP with the associated public and private facilities, intended uses, densities, Phases and all of the other aspects approved as part of this MDA including its Exhibits.

"Project Infrastructure" means those items of public or private infrastructure, at the minimum level of service required by the City under the then-current, generally applicable standards (except to the extent of any conflicts between generally applicable City standards and the Development Standards, in which case the Development Standards shall control; however, if the Development Standards do not specifically address an infrastructure issue, then the City standards shall be applied), which are a condition of the approval of a Development Application because they are necessary for development of a portion of the Property, such as local roads, including street lights, utilities, sidewalks, park strip and median planting/irrigation/site furnishings, curb and gutter located on or around that portion of the Property, including but not limited to those Project Infrastructure items required in connection with specific Phases of the Project.

"Property" means the real property subject to this MDA and the MDP as more fully described in Exhibit "A."

"Responsible Party" means Clearfield City, unless otherwise stated herein, who shall be responsible for contracting for the design and construction of the Project Infrastructure from bond proceeds as detailed in Exhibit "E," "Responsibility for Project Infrastructure and Funding."

"Site Plan" means a site plan as contemplated and required in the City Code with respect to a parcel(s) of the Property, reflecting the location, design and configuration of development and improvements thereon.

"Soft Costs" mean expenses incurred by Master Developer for the design, planning, engineering, soils, and environmental costs of Phase 1.

"Subdeveloper" means an entity other than Master Developer which acquires rights to develop one or more parcels subject to this MDA and the MDP.

"Subdivision" means the dividing of land into two (2) or more lots, parcels, sites, plots or other division for the purpose of development pursuant to the Act and City Laws.

"Transit Critical Infrastructure" means infrastructure that supports and satisfies the necessary and sufficient conditions for operations to occur at a transit station, such as the station platform, bus loop, drop-off areas, parking, transit plaza, and facilities appurtenant to transit activity.

"Transportation Demand Management Strategies" means supporting modes of transportation other than single-occupancy vehicles to access the UTA Network in order to reduce demand for park & ride infrastructure while also increasing ridership.

"Transportation Facilities" means any conveyance, premises, or place used for or in connection with public passenger transportation by air, railroad, motor vehicle, or any other method. It includes aircraft, railroad cars, buses, and air, railroad, and bus terminals and stations and all appurtenances thereto.

C. Effect of this MDA

The City Council is authorized to enter into development agreements with any person or entity. This MDA is such an agreement intended to work in conjunction with the MDP. In the event of a conflict between this MDA and the MDP, then this MDA shall be controlling. This MDA with its incorporated Exhibits shall be the sole agreement between the Parties for the development of the Property.

D. Conditions Precedent to the Efficacy of this Agreement

As a condition precedent to the obligations of the Parties herein, this MDA is contingent upon Bonding Authority obtaining bond proceeds sufficient to fund Project Infrastructure as detailed in Exhibit "E," "Responsibility for Project Infrastructure and Funding." The figures listed in Exhibit "E" are an estimate only and are subject to change based on construction conditions and should not be construed as creating a limit to the amount of bond proceeds utilized for a particular Project Infrastructure.

E. Term of Agreement

Subject to conditions precedent, the term of this MDA shall be from the Effective Date and continue until the obligations are fulfilled hereunder by all Parties, unless earlier terminated by either Party as provided herein.

II. DEVELOPMENT OF PROJECT

Development of the Project shall be in accordance with this MDA, the MDP and City Laws, except to the extent of any City Laws which are inconsistent with the terms, Development Standards and provisions of this MDA or the MDP, in which case the MDA and MDP shall take precedence.

A. Construction to follow MDP

1. The Parties acknowledge and agree that final approved designs and drawings are not yet completed for any portion of the Project. Under the MDP, it is anticipated the Buildout shall include:

a. Up to a maximum of 1000 residential units.

i. Any increase from the above shall only occur in the Mixed-Use Residential zones shown in the MDP and will require the explicit approval of the Clearfield City Council in the form of an amendment or addendum to this MDA and the MDP and shall not occur in the designated Commercial, Office and townhome land use areas as shown in the MDP.

ii. No on-street parking shall count towards the residential parking requirements of the City Code. City reserves the right to regulate parking on public streets.

b. A minimum of 37,500 square feet of commercial space, including an Anchor Tenant, up to 67,500 sq. ft.

i. Master Developer shall enter into a Purchase and Sale or Lease Agreement ("Anchor Tenant Agreement") with an Anchor Tenant with a minimum square footage of 15,000 square feet prior to commencing construction on residential units in the Project. The Anchor Tenant Agreement shall include a provision that the Anchor Tenant take possession or ownership of property within 24 months of the date the Anchor Tenant Agreement is executed.

ii. Mixed-Use Residential Commercial Overlay. By the Buildout of the Project, in addition to the other Commercial Space, the Mixed- Use Residential Commercial Overlay areas shall be designed to accommodate commercial suites at Certificate of Occupancy with a minimum of two tenant spaces to be converted at a future date pursuant to market demand.

c. Approximately 300,000 - 600,000 square feet of Office Space.

d. The City has evaluated the need for affordable housing and found that there is a sufficient supply and no additional units must be sold or leased at subsidized rates within the Project.

2. The Parties acknowledge that the MDP satisfies the requirement under the City Code for approval of a concept plan for the development of the Property as referenced in the MU Zone, but not the amended plat required for a subdivision or site plan required under the City Code.

3. The City acknowledges that Master Developer and/or Subdevelopers, as applicable, may submit multiple applications from time-to-time to develop and/or construct portions of the Project in Phases in accordance with the phasing requirements of this MDA and the MDP.

B. Construction Steps

The Project is divided into two distinct stages, as follows and as shown in Exhibit "C" ("Construction Steps"):

1. Construction Step 1: Project Infrastructure (Horizontal Improvements). This stage consists of the construction of Transit Critical Infrastructure, as well as roadways and underground utilities necessary to serve the buildings that will be developed. This stage will be undertaken by the City as described more fully in Section III of this Agreement.

2. Construction Step 2: Parcel / Lot Development (Vertical Improvements). This stage consists of the construction of various buildings and spaces that will primarily be privately owned (office, retail and other commercial buildings, mixed-use residential buildings, townhouses, etc. as described in Section II(A)(1) of this Agreement and in the MDP). This stage will be undertaken by Master Developer.

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

Nevertheless, this MDA and the MDP requires a balanced approach to the buildout of the site. As determined by the City, from beginning to end, there shall 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 constructed until construction has begun on an office/commercial building (and not a third multi-family until a second commercial, and so on). Notwithstanding anything to the contrary, any number of office/commercial buildings may be constructed in immediate succession, followed by the corresponding number of multi-family residential complexes. Amendments to this Agreement shall follow City Code 11-11F-9.

Any variation from this balanced approach (seeking additional residential development before the requisite commercial is in place) shall require the explicit approval of the Clearfield City Council in the form of an amendment or addendum to this MDA and the MDP.

C. Financing

The City acknowledges that Master Developer intends to obtain one or more loans and/or other financing in connection with the development of the Project, and the City agrees to cooperate with Master Developer (and/or any Subdeveloper, as applicable) in providing such documents or other information as may be reasonably requested by Master Developer or a lender in connection with any such financing.

D. Zoning and Vested Rights

1. UTA and Master Developer shall have a vested right to develop and construct the Project on the Property, with the uses, densities and other characteristics of the Project in accordance with the MU Zone, the MDP, Development Standards and other matters specifically addressed in the MDP, subject to compliance with the terms and conditions of this MDA as well as applicable City Laws, except as otherwise specifically provided in this MDA or MDP.

2. Master Developer shall comply with future changes to City Laws which are in effect as of the filing date of a Development Application that do not prohibit, limit, delay or otherwise interfere with the vested rights granted pursuant to the terms of this MDA, including:

a. Compliance with State and Federal Laws. Future laws which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Project; or

b. City Construction and Development Standards. Future laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AASHTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or ~~by~~ the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare; or

c. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated; or

d. Fees. Except as otherwise provided in this MDA, Master Developer and/or any Subdeveloper, as applicable, shall pay to the City all fees (including, but not limited to, land use application fees, engineering fees, plan review fees, building permit fees, hookup fees and inspection fees) as are generally applicable to all development within the City and which are adopted pursuant to State law, in amounts specified in the City Laws.

E. Approval Process for Development Applications

Approval processes for Development Applications shall be as provided in the City Laws. A Development Application shall be approved by the City if the improvements to be constructed pursuant to the Development Application (i) conform to this MDA and the MDP, and (ii) comply with the City Laws, except as otherwise provided in this MDA or the MDP.

F. Impact Fees

1. Developer agrees to pay Impact Fees as are generally applicable to all development within the City and which are adopted pursuant to State law. All Impact Fees owing to the City hereunder shall be charged at such times in the course of development of Property as the City customarily charges similar Impact Fees to other developers within the City in accordance with applicable law (i.e. at the time of building permit).

2. All Impact Fees charged in connection with the construction of improvements shall be calculated in accordance with the applicable Impact Fee schedules as set forth in Exhibit "D," "Impact Fees Costs."

3. Except as otherwise specifically provided herein, Master Developer and UTA do not waive any right, whether pursuant to statute or otherwise, including §11-36a-603 of the Utah Code relating to the refunding of Impact Fees, to challenge any Impact Fee charged, or sought to be charged, by the City.

III. PUBLIC IMPROVEMENTS

Subject to compliance with Master Developer's obligations as set forth in this MDA, the City shall provide all of the standard municipal services to the Project, including, but not limited to, culinary water, sanitary sewer collection, storm drainage, power, natural gas, fiber, Transportation Facilities and public safety facilities and services and police services, at the same levels of service and on the same terms as are generally provided by the City to and for the benefit of the City's other similarly situated residents, institutions and businesses. The Parties acknowledge and agree that the City does not provide fire protection/suppression services or emergency medical services (such services are provided by the North Davis Fire District).

A. Funding and Construction of Project Infrastructure

1. It is the Parties' intent that funding for Project Infrastructure as shown in Exhibit "E" shall be obtained through the Bonding Authority. The purpose of Exhibit "E" is to define what Infrastructure shall be paid for from the bond proceeds and/or eligible for reimbursement from Bonding Authority, the priority in which the funds shall be allocated, and what Infrastructure shall be the responsibility of Master Developer. Transit Critical Infrastructure shall have the highest priority, and be designed according to the UTA TOD Policy and TOD Design Guidelines, in order for the Project to function as a TOD. As additional infrastructure needs are discovered or arise, Exhibit "E" may be amended from time to time to reflect the additional infrastructure and related funding as agreed upon in writing by the parties.

2. The Parties understand and agree that the City shall have the responsibility to design, construct and install or cause to be designed, constructed and installed, all portions of the Project Infrastructure that is funded from bond proceeds as detailed in Exhibit "E," and in coordination with Master Developer and the Clearfield Station Group, who shall meet together regularly to discuss the design and construction of Project and to address issues as they arise. The parties also understand that these activities will be subject to the City's procurement policies unless otherwise described herein.

3. Costs incurred by Master Developer in the construction and installation of Project Infrastructure eligible for reimbursement as shown in Exhibit "E" shall be reimbursed by the Bonding Authority within thirty (30) days of receiving an invoice from Master Developer, but only after bond proceeds are available. If additional infrastructure is required by City not listed in Exhibit "E," it shall be paid for from bond proceeds or be reimbursed from same.

4. City agrees to reimburse Master Developer for Soft Costs incurred in the design of the Project Infrastructure (horizontal improvements) from bond proceeds (once available). In the event the City does not bond, or does not obtain bond proceeds as envisioned herein, City agrees to reimburse Master Developer for its Soft Costs.

5. The Parties understand and agree that in order to secure the most advantageous bond financing, Bonding Authority intends to pledge tax revenues other than the property tax increment that will be generated by the Project, though property tax increment is the intended revenue source for servicing the debt. Upon execution of this Agreement, Bonding Authority agrees to expeditiously begin design of Project Infrastructure and to pursue bonding as soon as costs are determined therefor. It is imperative, therefore, that Master Developer carry out the construction of the Project as expeditiously as possible (subject to market demands), in order to generate the property tax increment that is anticipated. The Parties also understand that Bonding Authority's risk is that tax increment proceeds in a given year may be insufficient to cover that year's debt service. Beginning in the City's fourth fiscal year from the date the bond proceeds are disbursed, and in the event that the annual tax increment generated by Project is insufficient to service the annual bond debt payment, Master Developer and UTA respectively agree to contribute to City their pro-rated share of the deficiency, respectively, corresponding to improvements funded from bond proceeds that subsequently are not owned by the City (e.g., a private plaza or station plaza) ("UTA Tax Increment Subsidy" and "Developer Tax Increment Subsidy," respectively). The current estimate of the pro-rata share of UTA is 5.6% and that of Master Developer is 3.5%, and such estimates shall be adjusted to reflect the actual percentage upon the actual costs. UTA and Master Developer shall not be obligated to pay further Tax Increment Subsidies once the Clearfield City Community Development and Renewal Agency ("CDRA") has generated Ninety Million Dollars ($90,000,000.00) in assessed taxable value. The Clearfield Station Group shall collaborate on future accretive investment within the Project if there is a surplus of tax increment. If a Tax Increment Subsidy becomes necessary for a given fiscal year, City shall provide ninety days (90) notice to UTA and Master Developer of their payment obligations.

B. Dedication of Rights-of-Way and Infrastructure

A plat (or plat amendment) that dedicates rights-of-way is required prior to any construction or installation of Project Infrastructure. Project Infrastructure shown in Exhibits "E" and "F" shall be built to City standards (except to the extent of any conflicts between generally

applicable City standards and the Development Standards, in which case the Development Standards shall control; however, if the Development Standards do not specifically address an infrastructure issue, then the City standards shall be applied) and dedicated to the City (if not already installed by the City) in connection with each applicable Phase of the Project, thereby making it accessible for public use. All Project Infrastructure that is dedicated to the City as described in Exhibit "E" shall thereafter be under the exclusive control of the City. The dedication of Project Infrastructure shall have no limitations as to future control, maintenance, modification, or abandonment of all or part of the dedicated Project Infrastructure by the City.

1. Approval of Infrastructure as a Part of a Development Approval. Any Development Application for a Subdivision or a Site Plan shall include a plan for constructing the applicable portions of the Project Infrastructure and shall demonstrate that the proposed Project Infrastructure is compatible with the overall development of the Project, as then contemplated, at Buildout.

C. Utilities

1. Culinary Water. Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall be responsible for the design, installation and construction of Project Infrastructure sufficient to extend the City's culinary water system throughout the Project, including Project Infrastructure necessary for each individual water connection for the various buildings, open spaces, etc., throughout the Project.

a. Attached hereto as Exhibit "F," the "Utility and Drainage Plan," which includes a culinary water plan ("Culinary Water Plan") generally depicting the various culinary water improvements anticipated to be constructed in connection with the Project (including certain offsite improvements, such as the upsizing of a water line in State Street and 1000 East, and installing a water line in the Depot Street extension). The Culinary Water Plan is a general depiction only, showing approximate locations. Final locations shall be determined through additional design engineering.

b. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

c. The Parties acknowledge and agree that water lines and other improvements which extend from a water meter to a particular building or other end use shall be and remain private, and the City shall neither pay for, own nor maintain such lines and improvements.

d. The abandonment of the existing culinary water pipeline as depicted in Exhibit "F" shall be pursuant to environmental guidelines.

e. Offsite improvements to the City's water system for both culinary water and for fire flow, such as the pipeline underneath State Street and 1000 East that will encroach into a right of way owned by the Utah Department of Transportation ("UDOT"), are subject to approval from UDOT.

2. Sanitary Sewer. Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall be responsible for designing and installing the necessary Project Infrastructure to extend the City's sanitary sewer collection system throughout the Project. The City shall identify and implement a gravity-flow sanitary sewer solution that is sufficient to meet the requirements of the Project and City Laws. Ongoing maintenance of said gravity-flow sanitary sewer facilities shall be the responsibility of the City (public portions only; not private lateral lines, which are defined as the service line starting at the City's main line connection, extending to a particular building or other end user).

a. The Parties acknowledge and agree that the City does not act as a sanitary sewer treatment provider (North Davis Sewer District provides sewer treatment facilities in the area).

b. Master Developer shall be responsible for all applicable connection, permit and impact fees associated with said sewer connections within the Project as are generally applicable to all developments in the City, as described in Exhibit "D." Moreover, the City shall not be responsible for costs associated with making said connections.

c. City shall be responsible for installing the Project Infrastructure necessary for each individual sewer connection for the various buildings throughout the Project.

d. Attached hereto as Exhibit "F," the "Utility and Drainage Plan," which includes a sanitary sewer plan ("Sanitary Sewer Plan") generally depicting the various sanitary sewer improvements anticipated to be constructed in connection with the Project (including certain offsite improvements, such as the installation of sanitary sewer line in 1000 East). The Sanitary Sewer Plan is a general depiction only, showing approximate locations. Final locations shall be determined through additional design engineering.

e. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

3. Storm Drainage. Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall be responsible for installing the necessary Project Infrastructure to extend the City's storm drainage system throughout the Project. Master Developer shall be responsible for all applicable connection, permit and impact fees associated with said storm drain connections within the Project as are generally applicable to all developments in the City, as described in Exhibit "D." City agrees it currently owns, maintains and will continue to maintain the existing 48" and 24" storm sewer line that exists in the Project.

a. Attached hereto as Exhibit "F," the "Utility and Drainage Plan," which includes a storm drainage plan ("Storm Drainage Plan") generally depicting the various storm drainage improvements anticipated to be constructed in connection with the Project. The Storm Drainage Plan is a general depiction only, showing approximate locations. Storm water will be discharged from the Property via an outfall from Pond 3 to an existing 36" storm drain in the southwest corner of the Property, leading to a regional detention basin. Final locations shall be determined through additional design engineering. The Storm Drainage Plan does not depict any onsite / private storm water retention or detention facilities that may be required, for which Master Developer will be responsible for construction, ownership, and maintenance.

b. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

c. If the City's existing 24" and 48" storm sewer line that runs through the Property requires relocation, the cost thereof shall be paid from the bond proceeds described in III(A) (anticipated within Depot Street right of way). Master Developer shall not be responsible for any fees, permit fees, or impact fees related to its relocation. Any such relocation shall be in accordance with the City's standards and shall be located so that it will not detrimentally impact the Project as depicted by the MDP.

4. Other Utilities. Clearfield Station Group will coordinate with UTOPIA, and/or other telecommunications providers for the design, location, and installation of state-of-the-art fiber/internet infrastructure to be installed in the Project area. It is understood that such fiber provider(s) will be required to purchase or lease any conduits and real property necessary for communication sheds or structures from Master Developer.

a. Clearfield Station Group will coordinate with Rocky Mountain Power and Dominion Energy during the installation of both electrical service and natural gas service. The Parties agree that new overhead utilities are strictly prohibited within the Project, provided however, the Parties will not be required to underground existing utility poles. If excess bond

proceeds remain after the completion of Construction Step 1 Project Infrastructure, then the Clearfield Station Group may consider utilizing the excess bond proceeds for the purpose of undergrounding existing utility lines on State Street and/or 1000 East.

D. Open Space, Parks and Trails

Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall install the necessary Project Infrastructure to provide open space, plazas, parks and trails throughout the Project.

1. Master Developer and the City agree that open space shall consist of meaningful areas that promote the goals and objectives of the MDP, but shall not include roads (but shall include landscaped areas within rights-of-way) or parking lots.

2. Attached hereto as Exhibit "G-1," "Open Space Plan," is an open space, parks and trails plan (the "Open Space Plan") generally depicting the open and civic spaces acreage. The figures are for general reference only and are not intended to be minimum requirements.

3. Pursuant to City ordinances, the Parties acknowledge and agree that the open space, parks and trail improvements identified on Exhibit "G-1" as 'Public,' shall be owned and maintained by the City. The improvements identified thereon as 'Private' shall remain privately owned and maintained by their respective owner.

4. Landscaping and landscape buffers shall be consistent with the MDP.

5. Open Space Maintenance. The Responsible Party, as listed in Exhibit "G-2," "Maintenance Responsibility Plan," shall be responsible for the ongoing maintenance of the designated open space areas. Open spaces shall be maintained at a high level to ensure the perpetual beautification of Project. The aesthetic shall be consistent with the MDP and shall comport at all times with an attractive, cultivated, and orderly appearance. Any party derelict in maintaining its portion of open space shall be notified and subject to the provisions of Section V, as well as subject to enforcement action pursuant to City Code.

E. Roads and Rights of Way

Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall install the necessary Project Infrastructure to provide Transportation Facilities throughout the Project.

1. Attached hereto as Exhibit "H," "Road Network Plan," is a road network plan ("Road Network Plan") generally depicting the various road improvements anticipated to be constructed in connection with the Project. The Road Network Plan is a general depiction only, showing approximate locations. It is provided for the purpose of designating which improvements are to be public and which are to be private. Final locations shall be determined upon design of Project Infrastructure, as generally depicted in the MDP.

2. The Parties acknowledge and agree that the road improvements identified on Exhibit "H" as 'Public' shall be owned and maintained by the City.

3. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

4. Master Developer agrees that any roads constructed in connection with the Project shall be constructed according to typical City standards, except with regard to right-of-way widths, pavement widths, and any other design standards directly related to or affected by right-of-way width, which are set forth in the MDP. The Parties acknowledge and agree that the standards set forth in the MDP with regard to right-of-way widths differ from corresponding standards set forth in the City Laws. The Parties further acknowledge and agree that notwithstanding anything to the contrary in this MDA, with regard to right-of-way widths, and pavement widths, the standards set forth in the MDP shall control.

5. Depot Street. The Parties understand and agree that as an off-site public improvement intended to mitigate additional traffic impact from the Project and to further facilitate use of the Project, City agrees to install or cause to be installed an extension of Depot Street southward from approximately 1100 South in Clearfield, ultimately connecting with the Project's roadways at the northern portion of the Project. The Clearfield Station Group shall collaborate in the design of the Depot Street extension. The Depot Street extension shall be a 'Public' road.

a. The Parties acknowledge that a reimbursement agreement between City and Ironwood Development Group, L.C. requires the City to collect an estimated share of the cost of improving Depot Street from approximately 830 South to approximately 1100 South from owners of certain real property deemed to be benefitted by the improvement, including Property. The City agrees to waive any collection of reimbursement from Parties pursuant to the Ironwood agreement. City affirms that Parties are not responsible for costs related to the improvements under the Ironwood agreement and releases and indemnifies Parties therefrom, which costs the City intends to collect and to make reimbursement to Ironwood from funds generated by RDA #9 to the north of Project.

b. Parties understand and agree that any land acquisition costs necessary for the extension of Depot Street, as described above, shall be the responsibility of the City and included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). To the extent that the City owns any lands, or acquires any lands, that are required in connection with the Depot Street extension, the City shall dedicate such lands for the Depot Street extension without payment, and at no cost to Master Developer.

c. Parties acknowledge that the intent is to accomplish the extension of Depot Street in approximately the same timing (and in the same contract) as the construction of the rest of the Project Infrastructure, pending successful acquisition of the necessary rights-of-way.

6. New Primary Intersection at State Street. The Parties understand and agree that in order to facilitate better traffic flow both within and adjacent to the Project, City shall either construct or cause to be constructed a new intersection that includes signalization at the junction of Station Boulevard and State Street. The Clearfield Station Group shall collaborate in the design of the improvements. The costs thereof, including the acquisition of right-of-way (if any), will be included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). The Parties acknowledge that approval from the Utah Department of Transportation is required in order to accomplish these improvements.

7. Southern Ingress/Egress on 1000 East and Extension of 1450 South from 1000 East to State Street; Signalization. The Parties understand and agree that in order to facilitate better traffic flow both within and adjacent to the Project, City shall either construct or cause to be constructed a new entrance/exit for the Project as depicted in Exhibit "H."

The Parties understand and agree that as an off-site public improvement intended to mitigate additional traffic impact from the Project and to further facilitate traffic flow in the area, the City shall install or cause to be installed an extension of 1450 South eastward from 1000 East to State Street in Clearfield, ultimately connecting State Street to the east with the Project's roadways. This extension of 1450 South shall be generally in conformance with the design in the MDP and is subject to approval from UDOT and the City. The Clearfield Station Group shall collaborate in the design of the improvements. The costs thereof, including the acquisition of right-of-way, will be included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). Parties acknowledge that the intent is to accomplish the extension of 1450 South in approximately the same timing (and in the same contract) as the construction of the rest of the Project Infrastructure, pending successful acquisition of the necessary rights-of-way.

8. Modifications to 1000 East and State Street Intersection. The Parties understand and agree that in order to facilitate better traffic flow both within and adjacent to the Project, City

shall construct a new median in State Street and cause traffic movement in a "right in, right out" pattern as detailed in Exhibit "H."

a. Said intersection shall be generally in conformance with the conceptual design in the MDP, subject to approval from the Utah Department of Transportation ("UDOT") and the City. The Clearfield Station Group shall oversee the design of the improvements, the costs thereof, including the acquisition of right-of-way (if any), will be included in the bond package as described in this Agreement, unless other funding sources are identified (grants).

9. The City acknowledges and agrees that it will seek to secure easements or other rights from third parties in connection with certain off-site improvements for the benefit of the Project at its own expense, the costs thereof, including the acquisition of any easements or rights-of-way will be included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). Master Developer shall cooperate with City in its efforts to obtain such easements or other rights associated therewith.

a. The City acknowledges its right of eminent domain to acquire property necessary for roads and related purposes as well as its willingness to consider the exercise of such right if warranted by the circumstances; however, the Parties also acknowledge and agree that the City's exercise of eminent domain powers is a future legislative decision of the City Council as constituted when that issue arises.

10. Vacation of Designated Rights of Way. The City has certain rights-of-way located on Property which are not compatible with the MDP and Exhibit "H." These rights-of-way will require formal vacation by the City pursuant to Utah Code Ann. §10-9a-609.5.

a. The rights-of-way, or portions thereof, on Property subject to vacation are:

(i) Express Drive;
(ii) Box Car Drive (partial vacation);
(iii) Station Boulevard; and
(iv) Switch Lane.

b. In the event the rights-of-way are thereafter vacated pursuant to Utah Code Ann. §10-9a-609.5, City shall convey the same to Master Developer.

F. UTA Park & Ride Facilities

1. UTA Park & Ride Parking Facilities. The Parties acknowledge and agree that the social and economic viability of Project includes the need to provide adequate parking to service

both the surrounding land uses and patrons using the UTA Frontrunner. Accordingly, as detailed in Exhibit "I," "Parking Stages Plan," the Clearfield Station Group shall collaborate in the design, construction, and installation of the necessary Project Infrastructure to provide designated parking stalls that are reserved for use by UTA patrons as Park & Ride Facilities. The location of said facilities shall be planned in various areas throughout the development, and in successive stages, as depicted in Exhibit "I."

2. Number of Stalls. The quantity of stalls shall be determined by UTA to satisfy park & ride demand, and shall not exceed seven hundred (700) stalls, which shall be subject to a parking Construction, Operation and Easement Agreement. Park & Ride Facilities shall be located and oriented in such a way that they are compliant with UTA's TOD Design Guidelines and policies.

3. Funding of Park & Ride Facilities. All UTA Park & Ride Facilities that are depicted in Stages 1 thru 3 of Exhibit "I," except for the south parking structure, shall be funded by the initial bond package and shall be prioritized as a use of those bond proceeds as Transit Critical Infrastructure. Excess bond proceeds remaining after Construction Step 1 may be applied toward the southern parking structure. Prior to development occurring as depicted in Parking Stage 4 and Stage 5, funding for UTA Park & Ride Facilities in those Stages shall be secured, which funding may come from a variety of funding sources (i.e., the Bonding Authority securing a second bond, Transportation Reinvestment Zone funds, grants, and so on), provided, however, UTA shall not be obligated to, but may choose to, contribute to the funding of the southern parking structure.

a. Phasing of UTA Park & Ride. The locations and quantities of UTA Park & Ride Facilities shall be phased with the ongoing Development of Project, as depicted in Exhibit "I." At each Parking Stage, the location and quantity of stalls shall reflect actual demand for park & ride stalls by UTA patrons.

b. Ownership of Parking Structure. UTA shall own the Parking Structure and operate its use pursuant to a Construction, Operation and Easement Agreement.

c. Transportation Demand Management Strategies. UTA will consult with City its implementation of Transportation Demand Management Strategies for the Parking Structure.

G. Resolution of Disputes Regarding Project Infrastructure

If the City determines that the proposed Project Infrastructure is not compatible with the overall development of the Project, as then contemplated, at Buildout, in accordance with applicable City Laws, the MDP and this MDA, then any such dispute shall be subject to the "Meet and Confer" provisions of Section 5(A)(2), included below.

H. Restrictions on Certificates of Occupancy

No certificates of occupancy may be issued by the City for any Phase until completion of all items of Project Infrastructure specifically required pursuant to an approved Building Permit application in accordance with this MDA, the MDP, and the City Laws, except landscaping.

I. CC&R's

As applicable, the owner(s) of all or a portion of the Property, and or the Owner's Association(s) created with respect thereto, shall be responsible for the implementation and enforcement of CC&R's if and as they deem necessary or appropriate. The CC&R's may be adopted and amended without any requirement of approval thereof by the City; however, Master Developer shall submit all CC&R's to the City for review and comment prior to adoption or amendment. All CC&R's shall be subject to the terms and provisions of this MDA and must not be in conflict with the MDA, the MDP, or City Laws.

IV. CONSTRUCTION STANDARDS AND REQUIREMENTS

A. Permits

1. Building Permits. Before beginning construction or development of any buildings, structures or other work or improvements upon any portion of the Property, Master Developer or a Subdeveloper, as applicable, shall secure, or cause to be secured, any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. Upon satisfactorily meeting all pertinent requirements as set forth in this MDA, the MDP and City Laws, the City agrees to grant to Master Developer, or a Subdeveloper, as applicable, those permits and approvals necessary to permit the Master Developer or Subdeveloper to implement and complete the development of the Project. The City shall reasonably cooperate with the Master Developer or a Subdeveloper in seeking to secure such permits from other governmental entities.

2. Grading. Master Developer and/or a Subdeveloper may apply for and obtain a grading permit following preliminary approval by the Planning Commission of a Site Plan or a Subdivision Plat if Master Developer and/or a Subdeveloper has submitted and received approval of a site grading plan from the City Engineer. Any grading performed by Master Developer and/or a Subdeveloper pursuant to only a grading permit prior to the establishment of finished grades by a final approval shall be at the risk of Master Developer or the Subdeveloper. If there are any discrepancies between the grade elevations created by the grading permit activities and the final, approved elevations, the City shall have no responsibility or liability for any such discrepancy.

Nothing herein shall prevent Master Developer from obtaining a demolition permit, at any time Master Developer reasonably deems necessary.

V. DEFAULT

A. Notice

If UTA, Master Developer or a Subdeveloper, or the City is believed to be in Default for failing to perform its respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide written Notice to the Party that is believed to be in Default, and to UTA. If the City provides any Notice of Default to any Subdeveloper it shall also provide a courtesy copy of such Notice to Master Developer and UTA at the same time.

1. Contents of Notice of Default. The Notice of Default shall:

a. Specify the nature of or claimed event of Default;

b. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA or the MDP that is claimed to be in Default;

c. Identify why the Default is claimed to be material; and

d. If elected by the Party delivering the Notice of Default, in its discretion, the Notice of Default may propose a method and period of time for curing the Default, which period of time shall be not more than sixty (60) days.

2. Remedies. Upon service of a Notice of Default:

a. The Parties shall attempt to resolve the Default through a "Meet and Confer" meeting within 10 calendar days.

b. If no resolution is reached, the Parties may elect any rights or remedies available at law or equity.

c. In no event shall any Party have any obligation to pay any other Party, or any Party's successor in interest, for consequential damages, lost profits, or lost opportunity costs arising by reason of an alleged or established Default of any Party, and all Parties hereby irrevocably waive any right to assert any claim for the same. Notwithstanding any other provision contained herein, each Party's aggregate liability for out-of-pocket costs actually paid by the Party by reason of the a Party's Default, including but not limited to attorney's fees, legal expenses and

court costs, shall not exceed five million dollars ($5,000,000.00). UTA and City are governmental entities under the Governmental Immunity Act, Section 63G-7-101 *et seq*. of the Utah Code (as amended) (the "Governmental Immunity Act"). Notwithstanding any provision to the contrary in this Agreement, (i) the obligations to indemnify, defend and/or hold harmless in this Agreement are limited to the dollar amounts set forth in the Governmental Immunity Act and are further limited only to the claims that arise from the negligent acts or omissions of the parties, and (ii) nothing in this Agreement shall be construed to be a waiver of either party of any defenses or limits of liability available under the Government Immunity Act.

d. Extended Cure Period. If any Default cannot be reasonably cured within sixty (60) days then such cure period may be extended by the non-defaulting Party so long as the defaulting party is pursuing a cure with reasonable diligence.

3. Cumulative Rights. The rights and remedies set forth herein shall be cumulative.

4. Service of Notices. All notices required or permitted under this MDA shall be given in writing by certified mail, postage prepaid; or personally; or by nationally-recognized overnight courier service to the street address used by the respective Party. Any Party may change its address for Notice under this MDA by giving written Notice to the other Party in accordance with the provisions of this Section.

a. Appointment of Representatives. To further the commitment of the Parties to cooperate in the implementation of this MDA, the City, UTA and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer.

(i) City: the initial representatives shall be the City Manager and Assistant City Manager, currently JJ Allen and Summer Palmer, 55 South State Street, Clearfield, Utah 84015.

(ii) UTA: the initial representatives shall be Director of Real Estate & TOD and the Project Manager for TOD, currently Jordan Swain and Paul Drake, 669 West 200 South, Salt Lake City, Utah 84101.

(iii) Master Developer: the initial representatives shall be a representative from Stack (Trevor Evans), 2801 N. Thanksgiving Way, Ste. 100, Lehi, Utah 84043; and a representative from Hamilton Partners (Ken Shields), 222 South Main Street, Ste. 1760, Salt Lake City, Utah 84101.

(iv) The Parties may change their designated representatives by Notice.

VI. MISCELLANEOUS PROVISIONS

A. Amendment. This MDA, and all Exhibits thereto, is the entire agreement between the Parties regarding the subject matter included herein. Any amendment to this MDA shall be in writing, signed by all Parties, and recorded against the Property.

B. Headings. The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences or intent.

C. No Third Party Rights / No Joint Venture. This MDA does not create a joint venture relationship, partnership or agency relationship between the City, UTA and Master Developer. Further, the Parties do not intend this MDA to create any third-party beneficiary rights. The Parties acknowledge that this MDA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property, except as otherwise specifically provided in this MDA.

D. Assignability. The rights and responsibilities of Master Developer under this MDA may be assigned in whole or in part by Master Developer with the consent of the City as provided herein, which consent shall not be unreasonably withheld, conditioned or delayed. Notwithstanding anything to the contrary herein, Master Developer shall have the right to assign its rights under this MDA to any "Affiliate" of Master Developer without obtaining the City's consent therefor. As used in this Section, "Affiliate" shall mean any person or entity controlling, controlled by or under common control with Master Developer (as used herein "control" means the possession, directly or indirectly, of the power to direct or cause the direction of the management, policies and decision-making of such person or entity, through the ownership of voting interests) or Subdeveloper.

1. Partial Assignment. If any proposed assignment is for less than all of Master Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds. Upon any such approved partial assignment, Master Developer shall be released from and have no liability with respect to any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations that were not assigned.

2. Grounds for Denying Assignment. The City may only withhold its consent if the assignee's ability to perform the obligations of Master Developer proposed to be assigned is in

question, and the City provides a specific description of its objections in writing. Any refusal of the City to consent to an assignment shall be subject to the "Meet and Confer" process.

E. No Waiver. Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such Party to exercise at some future date any such right or any other right it may have.

F. Severability. If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and effect.

G. Force Majeure. Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; inability to obtain reasonable financing in the event of significant changes in the credit markets, acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, pandemics, fires or other casualties or other causes beyond the reasonable control of the Party obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

H. Time is of the Essence. Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

I. Mutual Drafting. Each Party has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against either Party based on which party drafted any particular portion of this MDA.

J. Applicable Law. This MDA is entered into in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

K. Venue. Any action to enforce this MDA shall be brought only in the Second Judicial District Court for the State of Utah, Farmington Department.

L. Recordation and Running with the Land. This MDA shall be recorded against the Property in the real property records of Davis County. This MDA shall be deemed to run with the land and shall be deemed binding upon the Parties, and all of their successors and assigns.

M. Authority / Good Standing.

1. Master Developer represents and warrants to the City and UTA that (i) Master Developer is duly formed and validly existing under the laws of Utah and is qualified to do business in the State of Utah; (ii) the individuals executing this MDA on behalf of Master Developer are duly authorized and empowered to bind Master Developer; and (iii) this MDA is valid, binding and enforceable against Master Developer in accordance with its terms.

2. City represents and warrants to Master Developer and UTA that (i) City is a Utah municipal corporation; (ii) City has power and authority pursuant to enabling legislation, the Act, City Laws, and the City Code, to enter into and be bound by this MDA; (iii) the individual(s) executing this MDA on behalf of City are duly authorized and empowered to bind the City; and (iv) this MDA is valid, binding and enforceable against the City in accordance with its terms.

3. UTA represents and warrants to the City and Master Developer that (i) UTA is a large public transit district organized under the Utah Public Transit District Act; (ii) UTA has power and authority pursuant to authority and approval from the Act and other enabling legislation in the Utah Code, to enter into and be bound by this MDA; (iii) the individual(s) executing this MDA on behalf of UTA are duly authorized and empowered to bind UTA; and (iv) this MDA is binding and enforceable against UTA in accordance with its terms.

IN WITNESS WHEREOF, the Parties hereto have executed this MDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

CLEARFIELD CITY, a municipal corporation

_____

MAYOR
Date:

ATTEST:

_____

City Recorder

CLEARFIELD STATION PARTNERS, LLC, a Utah Limited Liability Company

_____

By:
Its:

Date:

UTAH TRANSIT AUTHORITY
a large public transit district organized under the Utah Public Transit District Act

_____
CAROLYN GONOT
Executive Director
Date:

_____
PAUL DRAKE
Director of Real Property and Transit Oriented Development
Date:

TABLE OF 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

MASTER DEVELOPMENT AGREEMENT
CLEARFIELD STATION

THIS MASTER DEVELOPMENT AGREEMENT ("MDA") is made and entered into as of the ____ day of _____, 2020 ("Effective Date"), by and between Clearfield City, a Utah municipal corporation ("City"), and Clearfield Station Partners, LLC a Utah limited liability company ("Master Developer"), and Utah Transit Authority, a large public transit district of the State of Utah ("UTA"). City, Master Developer, and UTA are sometimes referred to herein individually as a "Party" and collectively as the "Parties". This MDA concerns a long term, mixed use, master planned transit-oriented development ("TOD") known as Clearfield Station ("Project").

RECITALS

WHEREAS, UTA is the owner of that certain real property located generally between State Street and the Frontrunner commuter rail corridor, and approximately between 1100 South and 1450 South, in Clearfield, Davis County, Utah, as more particularly described in Exhibit "A" ("Property"), and as generally depicted in the Master Development Plan ("MDP"), attached hereto as Exhibit "B"; and

WHEREAS, the Parties desire to develop, design and construct Property in accordance with this MDA in a manner that is in harmony with the long-range policies, goals, and objectives of the City's general plan, the Clearfield Connected Station Area Plan, and the MDP, as well as any applicable zoning and development regulations; and

WHEREAS, the City is willing to grant Master Developer vested rights in and to the development and use of Property as more fully set forth in this MDA in order to promote the City's goals and objectives and to ensure that Property is developed in a unified and consistent fashion; and

WHEREAS, Development of the Project as a master-planned, transit-oriented development pursuant to this MDA and the MDP is acknowledged by the Parties to be consistent with the Municipal Land Use, Development, and Management Act, as set forth in Title 10, Chapter 9a of the Utah Code, as amended ("Act"); as well as with the City's land use ordinances as set forth in Title 11 of the Clearfield City Code; and

WHEREAS, the Parties acknowledge that development of the Property pursuant to this MDA and the MDP will result in significant planning, economic and fiscal benefits to UTA and to the City and its residents by, among other things, requiring orderly development of Property as

a master-planned, transit-oriented development and increasing revenues to the City based on improvements to be constructed on the Property; and

WHEREAS, Master Developer, UTA and City have each cooperated in the preparation of this MDA and the MDP and understand that this MDA is a "development agreement" within the meaning of the Act; and

WHEREAS, the City Council has determined that it is in the best interests of the City, its residents, and the general public to enter into this MDA; and

WHEREAS, the Parties desire to enter into this MDA to specify the rights and responsibilities of the Master Developer to develop Property as part of Project, and the rights and responsibilities of the City to approve and regulate the development of Project, and to provide certain City services for the benefit of the Project;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City, UTA and Master Developer hereby agree to the following:

TERMS

I. GENERAL PROVISIONS

A. Incorporation

The foregoing Recitals are hereby incorporated. All exhibits are hereby incorporated into this MDA and by reference are made part hereof. The Master Development Plan is expressly made a part of this Agreement and is incorporated herein.

B. Definitions

As used in this MDA, the words and phrases specified below shall have the following meanings:

"Act" means the Municipal Land Use, Development, and Management Act, as set forth in Title 10, Chapter 9a of the Utah Code as amended.

"Anchor Tenant" means a single commercial tenant that is a minimum of 15,000 square feet, and located in the Station Square or office tenant located in office land use area as shown in the MDP.

"Bonding Authority" means Clearfield City.

"Building Permit" means a permit issued by the City to allow construction, erection or structural alteration of any building, structure, private or public infrastructure, Project Infrastructure, or any off-site infrastructure.

"Buildout" means the substantial completion of all of the development on all of the Property for the entire Project.

"CC&R's" means the Conditions, Covenants and Restrictions regarding certain aspects of use, management, design and/or construction on all or a portion of the Property to be recorded in the real property records of Davis County.

"City Laws" means the ordinances, policies, standards and procedures of the City related to zoning, subdivisions, development, public improvements and other similar or related matters, including but not limited to the City Code, that have been and may be adopted in the future.

"City Code" means the Clearfield City Code, including its land use regulations adopted pursuant to the Act and other applicable laws and ordinances.

"Clearfield Station Group" means the design review committee who collaborates in the design and construction of the Project consisting of the members of Master Developer, its design consultants, and City staff. Elected officials may meet with the Clearfield Station Group to provide input on issues being discussed. Notwithstanding any provision herein, the Clearfield Station Group shall not function as a committee but shall act as a collaborative body to resolve issues as they arise. The Clearfield Station Group shall not vote, veto, or require a quorum to conduct business.

"Construction Steps" means the development of a portion of the Project as set forth in Exhibit "C."

"Council" means the elected City Council of the City.

"Default" means a material breach of this MDA.

"Development Application" means an application to the City for development of a portion of the Project, including a Subdivision and Site Plan, from the City required for development of such portion of the Project.

"Development Standards" means a set of standards approved by the City as set forth in the MDP and the City Laws controlling certain aspects of the design and construction of the development of the Property including but not limited to setbacks, height limitations, parking and signage, and design and construction standards for buildings, roadways and infrastructure. The Parties acknowledge and agree that the standards set forth in the MDP with regard to right-of-way widths differ from corresponding standards set forth in the City Laws. The Parties further acknowledge and agree that notwithstanding anything to the contrary in this MDA, with regard to right-of-way widths, pavement widths, and any other design standard directly related to or affected by right-of-way width, the standards set forth in the MDP shall control.

"Final Plat" means the recordable map or other graphical representation of land prepared in accordance with the Act and the City's subdivision ordinance which has been approved by the City, effectuating a Subdivision of any portion of the Property.

"Impact Fees" means those fees, assessments, exactions or payments of money imposed by the City as a condition on development activity pursuant to the Utah Impact Fees Act, subject to any adjustments or reimbursements as specifically set forth in this MDA, as described in Exhibit "D."

"Master Developer" means Clearfield Station Partners, LLC, or its assignees or transferees as permitted by this MDA.

"Master Development Plan" or "MDP" means the plan for the Project, as approved and mutually agreed upon by the Parties, attached hereto as Exhibit "B-1" and Exhibit "B-2" which sets forth the design guidelines, illustrative master plan, development standards, allowable uses, etc., for the proposed future development of the Property. The MDP may be amended from time to time upon mutual agreement of the Parties and as provided by Clearfield City Code 11-11F-9.

"Master Development Agreement" or "MDA" means this Master Development Agreement including all of its Exhibits.

"MU Zone" means the "Mixed-Use" zoning classification which is set forth in Title 11, Chapter 11 of the City Code.

"Notice" means any notice to or from any Party to this MDA that is either required or permitted to be given to another Party as provided in Section 5.4.

"Office Space" means buildings which provide general office uses as set forth in the MDP.

"Owner's Association(s)" means one or more associations formed pursuant to Utah law to perform the functions of an association of property owners.

"Park & Ride Facilities" means the parking spaces depicted in Exhibit "I" and described in Section III.F of this Agreement.

"Planning Commission" means the City's Planning Commission established by City Laws.

"Project" means the development to be constructed on Property pursuant to this MDA and the MDP with the associated public and private facilities, intended uses, densities, Phases and all of the other aspects approved as part of this MDA including its Exhibits.

"Project Infrastructure" means those items of public or private infrastructure, at the minimum level of service required by the City under the then-current, generally applicable standards (except to the extent of any conflicts between generally applicable City standards and the Development Standards, in which case the Development Standards shall control; however, if the Development Standards do not specifically address an infrastructure issue, then the City standards shall be applied), which are a condition of the approval of a Development Application because they are necessary for development of a portion of the Property, such as local roads, including street lights, utilities, sidewalks, park strip and median planting/irrigation/site furnishings, curb and gutter located on or around that portion of the Property, including but not limited to those Project Infrastructure items required in connection with specific Phases of the Project.

"Property" means the real property subject to this MDA and the MDP as more fully described in Exhibit "A."

"Responsible Party" means Clearfield City, unless otherwise stated herein, who shall be responsible for contracting for the design and construction of the Project Infrastructure from bond proceeds as detailed in Exhibit "E," "Responsibility for Project Infrastructure and Funding."

"Site Plan" means a site plan as contemplated and required in the City Code with respect to a parcel(s) of the Property, reflecting the location, design and configuration of development and improvements thereon.

"Soft Costs" mean expenses incurred by Master Developer for the design, planning, engineering, soils, and environmental costs of Phase 1.

"Subdeveloper" means an entity other than Master Developer which acquires rights to develop one or more parcels subject to this MDA and the MDP.

"Subdivision" means the dividing of land into two (2) or more lots, parcels, sites, plots or other division for the purpose of development pursuant to the Act and City Laws.

"Transit Critical Infrastructure" means infrastructure that supports and satisfies the necessary and sufficient conditions for operations to occur at a transit station, such as the station platform, bus loop, drop-off areas, parking, transit plaza, and facilities appurtenant to transit activity.

"Transportation Demand Management Strategies" means supporting modes of transportation other than single-occupancy vehicles to access the UTA Network in order to reduce demand for park & ride infrastructure while also increasing ridership.

"Transportation Facilities" means any conveyance, premises, or place used for or in connection with public passenger transportation by air, railroad, motor vehicle, or any other method. It includes aircraft, railroad cars, buses, and air, railroad, and bus terminals and stations and all appurtenances thereto.

C. Effect of this MDA

The City Council is authorized to enter into development agreements with any person or entity. This MDA is such an agreement intended to work in conjunction with the MDP. In the event of a conflict between this MDA and the MDP, then this MDA shall be controlling. This MDA with its incorporated Exhibits shall be the sole agreement between the Parties for the development of the Property.

D. Conditions Precedent to the Efficacy of this Agreement

As a condition precedent to the obligations of the Parties herein, this MDA is contingent upon Bonding Authority obtaining bond proceeds sufficient to fund Project Infrastructure as detailed in Exhibit "E," "Responsibility for Project Infrastructure and Funding." The figures listed in Exhibit "E" are an estimate only and are subject to change based on construction conditions and should not be construed as creating a limit to the amount of bond proceeds utilized for a particular Project Infrastructure.

E. Term of Agreement

Subject to conditions precedent, the term of this MDA shall be from the Effective Date and continue until the obligations are fulfilled hereunder by all Parties, unless earlier terminated by either Party as provided herein.

II. DEVELOPMENT OF PROJECT

Development of the Project shall be in accordance with this MDA, the MDP and City Laws, except to the extent of any City Laws which are inconsistent with the terms, Development Standards and provisions of this MDA or the MDP, in which case the MDA and MDP shall take precedence.

A. Construction to follow MDP

1. The Parties acknowledge and agree that final approved designs and drawings are not yet completed for any portion of the Project. Under the MDP, it is anticipated the Buildout shall include:

a. Up to a maximum of 1000 residential units.

i. Any increase from the above shall only occur in the Mixed-Use Residential zones shown in the MDP and will require the explicit approval of the Clearfield City Council in the form of an amendment or addendum to this MDA and the MDP and shall not occur in the designated Commercial, Office and townhome land use areas as shown in the MDP.

ii. No on-street parking shall count towards the residential parking requirements of the City Code. City reserves the right to regulate parking on public streets.

b. A minimum of 37,500 square feet of commercial space, including an Anchor Tenant, up to 67,500 sq. ft.

i. Master Developer shall enter into a Purchase and Sale or Lease Agreement ("Anchor Tenant Agreement") with an Anchor Tenant with a minimum square footage of 15,000 square feet prior to commencing construction on residential units in the Project. The Anchor Tenant Agreement shall include a provision that the Anchor Tenant take possession or ownership of property within 24 months of the date the Anchor Tenant Agreement is executed.

ii. Mixed-Use Residential Commercial Overlay. By the Buildout of the Project, in addition to the other Commercial Space, the Mixed- Use Residential Commercial Overlay areas shall be designed to accommodate commercial suites at Certificate of Occupancy with a minimum of two tenant spaces to be converted at a future date pursuant to market demand.

c. Approximately 300,000 - 600,000 square feet of Office Space.

d. The City has evaluated the need for affordable housing and found that there is a sufficient supply and no additional units must be sold or leased at subsidized rates within the Project.

2. The Parties acknowledge that the MDP satisfies the requirement under the City Code for approval of a concept plan for the development of the Property as referenced in the MU Zone, but not the amended plat required for a subdivision or site plan required under the City Code.

3. The City acknowledges that Master Developer and/or Subdevelopers, as applicable, may submit multiple applications from time-to-time to develop and/or construct portions of the Project in Phases in accordance with the phasing requirements of this MDA and the MDP.

B. Construction Steps

The Project is divided into two distinct stages, as follows and as shown in Exhibit "C" ("Construction Steps"):

1. Construction Step 1: Project Infrastructure (Horizontal Improvements). This stage consists of the construction of Transit Critical Infrastructure, as well as roadways and underground utilities necessary to serve the buildings that will be developed. This stage will be undertaken by the City as described more fully in Section III of this Agreement.

2. Construction Step 2: Parcel / Lot Development (Vertical Improvements). This stage consists of the construction of various buildings and spaces that will primarily be privately owned (office, retail and other commercial buildings, mixed-use residential buildings, townhouses, etc. as described in Section II(A)(1) of this Agreement and in the MDP). This stage will be undertaken by Master Developer.

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

Nevertheless, this MDA and the MDP requires a balanced approach to the buildout of the site. As determined by the City, from beginning to end, there shall 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 constructed until construction has begun on an office/commercial building (and not a third multi-family until a second commercial, and so on). Notwithstanding anything to the contrary, any number of office/commercial buildings may be constructed in immediate succession, followed by the corresponding number of multi-family residential complexes. Amendments to this Agreement shall follow City Code 11-11F-9.

Any variation from this balanced approach (seeking additional residential development before the requisite commercial is in place) shall require the explicit approval of the Clearfield City Council in the form of an amendment or addendum to this MDA and the MDP.

C. Financing

The City acknowledges that Master Developer intends to obtain one or more loans and/or other financing in connection with the development of the Project, and the City agrees to cooperate with Master Developer (and/or any Subdeveloper, as applicable) in providing such documents or other information as may be reasonably requested by Master Developer or a lender in connection with any such financing.

D. Zoning and Vested Rights

1. UTA and Master Developer shall have a vested right to develop and construct the Project on the Property, with the uses, densities and other characteristics of the Project in accordance with the MU Zone, the MDP, Development Standards and other matters specifically addressed in the MDP, subject to compliance with the terms and conditions of this MDA as well as applicable City Laws, except as otherwise specifically provided in this MDA or MDP.

2. Master Developer shall comply with future changes to City Laws which are in effect as of the filing date of a Development Application that do not prohibit, limit, delay or otherwise interfere with the vested rights granted pursuant to the terms of this MDA, including:

a. Compliance with State and Federal Laws. Future laws which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Project; or

b. City Construction and Development Standards. Future laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AASHTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare; or

c. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated; or

d. Fees. Except as otherwise provided in this MDA, Master Developer and/or any Subdeveloper, as applicable, shall pay to the City all fees (including, but not limited to, land use application fees, engineering fees, plan review fees, building permit fees, hookup fees and inspection fees) as are generally applicable to all development within the City and which are adopted pursuant to State law, in amounts specified in the City Laws.

E. Approval Process for Development Applications

Approval processes for Development Applications shall be as provided in the City Laws. A Development Application shall be approved by the City if the improvements to be constructed pursuant to the Development Application (i) conform to this MDA and the MDP, and (ii) comply with the City Laws, except as otherwise provided in this MDA or the MDP.

F. Impact Fees

1. Developer agrees to pay Impact Fees as are generally applicable to all development within the City and which are adopted pursuant to State law. All Impact Fees owing to the City hereunder shall be charged at such times in the course of development of Property as the City customarily charges similar Impact Fees to other developers within the City in accordance with applicable law (i.e. at the time of building permit).

2. All Impact Fees charged in connection with the construction of improvements shall be calculated in accordance with the applicable Impact Fee schedules as set forth in Exhibit "D," "Impact Fees Costs."

3. Except as otherwise specifically provided herein, Master Developer and UTA do not waive any right, whether pursuant to statute or otherwise, including §11-36a-603 of the Utah Code relating to the refunding of Impact Fees, to challenge any Impact Fee charged, or sought to be charged, by the City.

III. PUBLIC IMPROVEMENTS

Subject to compliance with Master Developer's obligations as set forth in this MDA, the City shall provide all of the standard municipal services to the Project, including, but not limited to, culinary water, sanitary sewer collection, storm drainage, power, natural gas, fiber, Transportation Facilities and public safety facilities and services and police services, at the same levels of service and on the same terms as are generally provided by the City to and for the benefit of the City's other similarly situated residents, institutions and businesses. The Parties acknowledge and agree that the City does not provide fire protection/suppression services or emergency medical services (such services are provided by the North Davis Fire District).

A. Funding and Construction of Project Infrastructure

1. It is the Parties' intent that funding for Project Infrastructure as shown in Exhibit "E" shall be obtained through the Bonding Authority. The purpose of Exhibit "E" is to define what Infrastructure shall be paid for from the bond proceeds and/or eligible for reimbursement from Bonding Authority, the priority in which the funds shall be allocated, and what Infrastructure shall be the responsibility of Master Developer. Transit Critical Infrastructure shall have the highest priority, and be designed according to the UTA TOD Policy and TOD Design Guidelines, in order for the Project to function as a TOD. As additional infrastructure needs are discovered or arise, Exhibit "E" may be amended from time to time to reflect the additional infrastructure and related funding as agreed upon in writing by the parties.

2. The Parties understand and agree that the City shall have the responsibility to design, construct and install or cause to be designed, constructed and installed, all portions of the Project Infrastructure that is funded from bond proceeds as detailed in Exhibit "E," and in coordination with Master Developer and the Clearfield Station Group, who shall meet together regularly to discuss the design and construction of Project and to address issues as they arise. The parties also understand that these activities will be subject to the City's procurement policies unless otherwise described herein.

3. Costs incurred by Master Developer in the construction and installation of Project Infrastructure eligible for reimbursement as shown in Exhibit "E" shall be reimbursed by the Bonding Authority within thirty (30) days of receiving an invoice from Master Developer, but only after bond proceeds are available. If additional infrastructure is required by City not listed in Exhibit "E," it shall be paid for from bond proceeds or be reimbursed from same.

4. City agrees to reimburse Master Developer for Soft Costs incurred in the design of the Project Infrastructure (horizontal improvements) from bond proceeds (once available). In the event the City does not bond, or does not obtain bond proceeds as envisioned herein, City agrees to reimburse Master Developer for its Soft Costs.

5. The Parties understand and agree that in order to secure the most advantageous bond financing, Bonding Authority intends to pledge tax revenues other than the property tax increment that will be generated by the Project, though property tax increment is the intended revenue source for servicing the debt. Upon execution of this Agreement, Bonding Authority agrees to expeditiously begin design of Project Infrastructure and to pursue bonding as soon as costs are determined therefor. It is imperative, therefore, that Master Developer carry out the construction of the Project as expeditiously as possible (subject to market demands), in order to generate the property tax increment that is anticipated. The Parties also understand that Bonding Authority's risk is that tax increment proceeds in a given year may be insufficient to cover that year's debt service. Beginning in the City's fourth fiscal year from the date the bond proceeds are disbursed, and in the event that the annual tax increment generated by Project is insufficient to service the annual bond debt payment, Master Developer and UTA respectively agree to contribute to City their pro-rated share of the deficiency, respectively, corresponding to improvements funded from bond proceeds that subsequently are not owned by the City (e.g., a private plaza or station plaza) ("UTA Tax Increment Subsidy" and "Developer Tax Increment Subsidy," respectively). The current estimate of the pro-rata share of UTA is 5.6% and that of Master Developer is 3.5%, and such estimates shall be adjusted to reflect the actual percentage upon the actual costs. UTA and Master Developer shall not be obligated to pay further Tax Increment Subsidies once the Clearfield City Community Development and Renewal Agency ("CDRA") has generated Ninety Million Dollars ($90,000,000.00) in assessed taxable value. The Clearfield Station Group shall collaborate on future accretive investment within the Project if there is a surplus of tax increment. If a Tax Increment Subsidy becomes necessary for a given fiscal year, City shall provide ninety days (90) notice to UTA and Master Developer of their payment obligations.

B. Dedication of Rights-of-Way and Infrastructure

A plat (or plat amendment) that dedicates rights-of-way is required prior to any construction or installation of Project Infrastructure. Project Infrastructure shown in Exhibits "E" and "F" shall be built to City standards (except to the extent of any conflicts between generally

applicable City standards and the Development Standards, in which case the Development Standards shall control; however, if the Development Standards do not specifically address an infrastructure issue, then the City standards shall be applied) and dedicated to the City (if not already installed by the City) in connection with each applicable Phase of the Project, thereby making it accessible for public use. All Project Infrastructure that is dedicated to the City as described in Exhibit "E" shall thereafter be under the exclusive control of the City. The dedication of Project Infrastructure shall have no limitations as to future control, maintenance, modification, or abandonment of all or part of the dedicated Project Infrastructure by the City.

1. Approval of Infrastructure as a Part of a Development Approval. Any Development Application for a Subdivision or a Site Plan shall include a plan for constructing the applicable portions of the Project Infrastructure and shall demonstrate that the proposed Project Infrastructure is compatible with the overall development of the Project, as then contemplated, at Buildout.

C. Utilities

1. Culinary Water. Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall be responsible for the design, installation and construction of Project Infrastructure sufficient to extend the City's culinary water system throughout the Project, including Project Infrastructure necessary for each individual water connection for the various buildings, open spaces, etc., throughout the Project.

a. Attached hereto as Exhibit "F," the "Utility and Drainage Plan," which includes a culinary water plan ("Culinary Water Plan") generally depicting the various culinary water improvements anticipated to be constructed in connection with the Project (including certain offsite improvements, such as the upsizing of a water line in State Street and 1000 East, and installing a water line in the Depot Street extension). The Culinary Water Plan is a general depiction only, showing approximate locations. Final locations shall be determined through additional design engineering.

b. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

c. The Parties acknowledge and agree that water lines and other improvements which extend from a water meter to a particular building or other end use shall be and remain private, and the City shall neither pay for, own nor maintain such lines and improvements.

d. The abandonment of the existing culinary water pipeline as depicted in Exhibit "F" shall be pursuant to environmental guidelines.

e. Offsite improvements to the City's water system for both culinary water and for fire flow, such as the pipeline underneath State Street and 1000 East that will encroach into a right of way owned by the Utah Department of Transportation ("UDOT"), are subject to approval from UDOT.

2. Sanitary Sewer. Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall be responsible for designing and installing the necessary Project Infrastructure to extend the City's sanitary sewer collection system throughout the Project. The City shall identify and implement a gravity-flow sanitary sewer solution that is sufficient to meet the requirements of the Project and City Laws. Ongoing maintenance of said gravity-flow sanitary sewer facilities shall be the responsibility of the City (public portions only; not private lateral lines, which are defined as the service line starting at the City's main line connection, extending to a particular building or other end user).

a. The Parties acknowledge and agree that the City does not act as a sanitary sewer treatment provider (North Davis Sewer District provides sewer treatment facilities in the area).

b. Master Developer shall be responsible for all applicable connection, permit and impact fees associated with said sewer connections within the Project as are generally applicable to all developments in the City, as described in Exhibit "D." Moreover, the City shall not be responsible for costs associated with making said connections.

c. City shall be responsible for installing the Project Infrastructure necessary for each individual sewer connection for the various buildings throughout the Project.

d. Attached hereto as Exhibit "F," the "Utility and Drainage Plan," which includes a sanitary sewer plan ("Sanitary Sewer Plan") generally depicting the various sanitary sewer improvements anticipated to be constructed in connection with the Project (including certain offsite improvements, such as the installation of sanitary sewer line in 1000 East). The Sanitary Sewer Plan is a general depiction only, showing approximate locations. Final locations shall be determined through additional design engineering.

e. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

3. Storm Drainage. Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall be responsible for installing the necessary Project Infrastructure to extend the City's storm drainage system throughout the Project. Master Developer shall be responsible for all applicable connection, permit and impact fees associated with said storm drain connections within the Project as are generally applicable to all developments in the City, as described in Exhibit "D." City agrees it currently owns, maintains and will continue to maintain the existing 48" and 24" storm sewer line that exists in the Project.

a. Attached hereto as Exhibit "F," the "Utility and Drainage Plan," which includes a storm drainage plan ("Storm Drainage Plan") generally depicting the various storm drainage improvements anticipated to be constructed in connection with the Project. The Storm Drainage Plan is a general depiction only, showing approximate locations. Storm water will be discharged from the Property via an outfall from Pond 3 to an existing 36" storm drain in the southwest corner of the Property, leading to a regional detention basin. Final locations shall be determined through additional design engineering. The Storm Drainage Plan does not depict any onsite / private storm water retention or detention facilities that may be required, for which Master Developer will be responsible for construction, ownership, and maintenance.

b. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

c. If the City's existing 24" and 48" storm sewer line that runs through the Property requires relocation, the cost thereof shall be paid from the bond proceeds described in III(A) (anticipated within Depot Street right of way). Master Developer shall not be responsible for any fees, permit fees, or impact fees related to its relocation. Any such relocation shall be in accordance with the City's standards and shall be located so that it will not detrimentally impact the Project as depicted by the MDP.

4. Other Utilities. Clearfield Station Group will coordinate with UTOPIA, and/or other telecommunications providers for the design, location, and installation of state-of-the-art fiber/internet infrastructure to be installed in the Project area. It is understood that such fiber provider(s) will be required to purchase or lease any conduits and real property necessary for communication sheds or structures from Master Developer.

a. Clearfield Station Group will coordinate with Rocky Mountain Power and Dominion Energy during the installation of both electrical service and natural gas service. The Parties agree that new overhead utilities are strictly prohibited within the Project, provided however, the Parties will not be required to underground existing utility poles. If excess bond

proceeds remain after the completion of Construction Step 1 Project Infrastructure, then the Clearfield Station Group may consider utilizing the excess bond proceeds for the purpose of undergrounding existing utility lines on State Street and/or 1000 East.

D. Open Space, Parks and Trails

Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall install the necessary Project Infrastructure to provide open space, plazas, parks and trails throughout the Project.

1. Master Developer and the City agree that open space shall consist of meaningful areas that promote the goals and objectives of the MDP, but shall not include roads (but shall include landscaped areas within rights-of-way) or parking lots.

2. Attached hereto as Exhibit "G-1," "Open Space Plan," is an open space, parks and trails plan (the "Open Space Plan") generally depicting the open and civic spaces acreage. The figures are for general reference only and are not intended to be minimum requirements.

3. Pursuant to City ordinances, the Parties acknowledge and agree that the open space, parks and trail improvements identified on Exhibit "G-1" as 'Public,' shall be owned and maintained by the City. The improvements identified thereon as 'Private' shall remain privately owned and maintained by their respective owner.

4. Landscaping and landscape buffers shall be consistent with the MDP.

5. Open Space Maintenance. The Responsible Party, as listed in Exhibit "G-2," "Maintenance Responsibility Plan," shall be responsible for the ongoing maintenance of the designated open space areas. Open spaces shall be maintained at a high level to ensure the perpetual beautification of Project. The aesthetic shall be consistent with the MDP and shall comport at all times with an attractive, cultivated, and orderly appearance. Any party derelict in maintaining its portion of open space shall be notified and subject to the provisions of Section V, as well as subject to enforcement action pursuant to City Code.

E. Roads and Rights of Way

Subject to the appropriate funding being secured as described in III(A), and as detailed in Exhibit "E," and in coordination with the Clearfield Station Group, the City shall install the necessary Project Infrastructure to provide Transportation Facilities throughout the Project.

1. Attached hereto as Exhibit "H," "Road Network Plan," is a road network plan ("Road Network Plan") generally depicting the various road improvements anticipated to be constructed in connection with the Project. The Road Network Plan is a general depiction only, showing approximate locations. It is provided for the purpose of designating which improvements are to be public and which are to be private. Final locations shall be determined upon design of Project Infrastructure, as generally depicted in the MDP.

2. The Parties acknowledge and agree that the road improvements identified on Exhibit "H" as 'Public' shall be owned and maintained by the City.

3. This Section is not intended to and does not create any affirmative construction obligations in connection with undeveloped Phases of the Project.

4. Master Developer agrees that any roads constructed in connection with the Project shall be constructed according to typical City standards, except with regard to right-of-way widths, pavement widths, and any other design standards directly related to or affected by right-of-way width, which are set forth in the MDP. The Parties acknowledge and agree that the standards set forth in the MDP with regard to right-of-way widths differ from corresponding standards set forth in the City Laws. The Parties further acknowledge and agree that notwithstanding anything to the contrary in this MDA, with regard to right-of-way widths, and pavement widths, the standards set forth in the MDP shall control.

5. Depot Street. The Parties understand and agree that as an off-site public improvement intended to mitigate additional traffic impact from the Project and to further facilitate use of the Project, City agrees to install or cause to be installed an extension of Depot Street southward from approximately 1100 South in Clearfield, ultimately connecting with the Project's roadways at the northern portion of the Project. The Clearfield Station Group shall collaborate in the design of the Depot Street extension. The Depot Street extension shall be a 'Public' road.

a. The Parties acknowledge that a reimbursement agreement between City and Ironwood Development Group, L.C. requires the City to collect an estimated share of the cost of improving Depot Street from approximately 830 South to approximately 1100 South from owners of certain real property deemed to be benefitted by the improvement, including Property. The City agrees to waive any collection of reimbursement from Parties pursuant to the Ironwood agreement. City affirms that Parties are not responsible for costs related to the improvements under the Ironwood agreement and releases and indemnifies Parties therefrom, which costs the City intends to collect and to make reimbursement to Ironwood from funds generated by RDA #9 to the north of Project.

b. Parties understand and agree that any land acquisition costs necessary for the extension of Depot Street, as described above, shall be the responsibility of the City and included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). To the extent that the City owns any lands, or acquires any lands, that are required in connection with the Depot Street extension, the City shall dedicate such lands for the Depot Street extension without payment, and at no cost to Master Developer.

c. Parties acknowledge that the intent is to accomplish the extension of Depot Street in approximately the same timing (and in the same contract) as the construction of the rest of the Project Infrastructure, pending successful acquisition of the necessary rights-of-way.

6. New Primary Intersection at State Street. The Parties understand and agree that in order to facilitate better traffic flow both within and adjacent to the Project, City shall either construct or cause to be constructed a new intersection that includes signalization at the junction of Station Boulevard and State Street. The Clearfield Station Group shall collaborate in the design of the improvements. The costs thereof, including the acquisition of right-of-way (if any), will be included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). The Parties acknowledge that approval from the Utah Department of Transportation is required in order to accomplish these improvements.

7. Southern Ingress/Egress on 1000 East and Extension of 1450 South from 1000 East to State Street; Signalization. The Parties understand and agree that in order to facilitate better traffic flow both within and adjacent to the Project, City shall either construct or cause to be constructed a new entrance/exit for the Project as depicted in Exhibit "H."

The Parties understand and agree that as an off-site public improvement intended to mitigate additional traffic impact from the Project and to further facilitate traffic flow in the area, the City shall install or cause to be installed an extension of 1450 South eastward from 1000 East to State Street in Clearfield, ultimately connecting State Street to the east with the Project's roadways. This extension of 1450 South shall be generally in conformance with the design in the MDP and is subject to approval from UDOT and the City. The Clearfield Station Group shall collaborate in the design of the improvements. The costs thereof, including the acquisition of right-of-way, will be included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). Parties acknowledge that the intent is to accomplish the extension of 1450 South in approximately the same timing (and in the same contract) as the construction of the rest of the Project Infrastructure, pending successful acquisition of the necessary rights-of-way.

8. Modifications to 1000 East and State Street Intersection. The Parties understand and agree that in order to facilitate better traffic flow both within and adjacent to the Project, City

shall construct a new median in State Street and cause traffic movement in a "right in, right out" pattern as detailed in Exhibit "H."

a. Said intersection shall be generally in conformance with the conceptual design in the MDP, subject to approval from the Utah Department of Transportation ("UDOT") and the City. The Clearfield Station Group shall oversee the design of the improvements, the costs thereof, including the acquisition of right-of-way (if any), will be included in the bond package as described in this Agreement, unless other funding sources are identified (grants).

9. The City acknowledges and agrees that it will seek to secure easements or other rights from third parties in connection with certain off-site improvements for the benefit of the Project at its own expense, the costs thereof, including the acquisition of any easements or rights-of-way will be included in the bond package as described in this Agreement, unless other funding sources are identified (e.g. grants). Master Developer shall cooperate with City in its efforts to obtain such easements or other rights associated therewith.

a. The City acknowledges its right of eminent domain to acquire property necessary for roads and related purposes as well as its willingness to consider the exercise of such right if warranted by the circumstances; however, the Parties also acknowledge and agree that the City's exercise of eminent domain powers is a future legislative decision of the City Council as constituted when that issue arises.

10. Vacation of Designated Rights of Way. The City has certain rights-of-way located on Property which are not compatible with the MDP and Exhibit "H." These rights-of-way will require formal vacation by the City pursuant to Utah Code Ann. §10-9a-609.5.

a. The rights-of-way, or portions thereof, on Property subject to vacation are:

(i) Express Drive;
(ii) Box Car Drive (partial vacation);
(iii) Station Boulevard; and
(iv) Switch Lane.

b. In the event the rights-of-way are thereafter vacated pursuant to Utah Code Ann. §10-9a-609.5, City shall convey the same to Master Developer.

F. UTA Park & Ride Facilities

1. UTA Park & Ride Parking Facilities. The Parties acknowledge and agree that the social and economic viability of Project includes the need to provide adequate parking to service

both the surrounding land uses and patrons using the UTA Frontrunner. Accordingly, as detailed in Exhibit "I," "Parking Stages Plan," the Clearfield Station Group shall collaborate in the design, construction, and installation of the necessary Project Infrastructure to provide designated parking stalls that are reserved for use by UTA patrons as Park & Ride Facilities. The location of said facilities shall be planned in various areas throughout the development, and in successive stages, as depicted in Exhibit "I."

2. Number of Stalls. The quantity of stalls shall be determined by UTA to satisfy park & ride demand, and shall not exceed seven hundred (700) stalls, which shall be subject to a parking Construction, Operation and Easement Agreement. Park & Ride Facilities shall be located and oriented in such a way that they are compliant with UTA's TOD Design Guidelines and policies.

3. Funding of Park & Ride Facilities. All UTA Park & Ride Facilities that are depicted in Stages 1 thru 3 of Exhibit "I," except for the south parking structure, shall be funded by the initial bond package and shall be prioritized as a use of those bond proceeds as Transit Critical Infrastructure. Excess bond proceeds remaining after Construction Step 1 may be applied toward the southern parking structure. Prior to development occurring as depicted in Parking Stage 4 and Stage 5, funding for UTA Park & Ride Facilities in those Stages shall be secured, which funding may come from a variety of funding sources (i.e., the Bonding Authority securing a second bond, Transportation Reinvestment Zone funds, grants, and so on), provided, however, UTA shall not be obligated to, but may choose to, contribute to the funding of the southern parking structure.

a. Phasing of UTA Park & Ride. The locations and quantities of UTA Park & Ride Facilities shall be phased with the ongoing Development of Project, as depicted in Exhibit "I." At each Parking Stage, the location and quantity of stalls shall reflect actual demand for park & ride stalls by UTA patrons.

b. Ownership of Parking Structure. UTA shall own the Parking Structure and operate its use pursuant to a Construction, Operation and Easement Agreement.

c. Transportation Demand Management Strategies. UTA will consult with City its implementation of Transportation Demand Management Strategies for the Parking Structure.

G. Resolution of Disputes Regarding Project Infrastructure

If the City determines that the proposed Project Infrastructure is not compatible with the overall development of the Project, as then contemplated, at Buildout, in accordance with applicable City Laws, the MDP and this MDA, then any such dispute shall be subject to the "Meet and Confer" provisions of Section 5(A)(2), included below.

H. Restrictions on Certificates of Occupancy

No certificates of occupancy may be issued by the City for any Phase until completion of all items of Project Infrastructure specifically required pursuant to an approved Building Permit application in accordance with this MDA, the MDP, and the City Laws, except landscaping.

I. CC&R's

As applicable, the owner(s) of all or a portion of the Property, and or the Owner's Association(s) created with respect thereto, shall be responsible for the implementation and enforcement of CC&R's if and as they deem necessary or appropriate. The CC&R's may be adopted and amended without any requirement of approval thereof by the City; however, Master Developer shall submit all CC&R's to the City for review and comment prior to adoption or amendment. All CC&R's shall be subject to the terms and provisions of this MDA and must not be in conflict with the MDA, the MDP, or City Laws.

IV. CONSTRUCTION STANDARDS AND REQUIREMENTS

A. Permits

1. Building Permits. Before beginning construction or development of any buildings, structures or other work or improvements upon any portion of the Property, Master Developer or a Subdeveloper, as applicable, shall secure, or cause to be secured, any and all permits which may be required by the City or any other governmental entity having jurisdiction over the work. Upon satisfactorily meeting all pertinent requirements as set forth in this MDA, the MDP and City Laws, the City agrees to grant to Master Developer, or a Subdeveloper, as applicable, those permits and approvals necessary to permit the Master Developer or Subdeveloper to implement and complete the development of the Project. The City shall reasonably cooperate with the Master Developer or a Subdeveloper in seeking to secure such permits from other governmental entities.

2. Grading. Master Developer and/or a Subdeveloper may apply for and obtain a grading permit following preliminary approval by the Planning Commission of a Site Plan or a Subdivision Plat if Master Developer and/or a Subdeveloper has submitted and received approval of a site grading plan from the City Engineer. Any grading performed by Master Developer and/or a Subdeveloper pursuant to only a grading permit prior to the establishment of finished grades by a final approval shall be at the risk of Master Developer or the Subdeveloper. If there are any discrepancies between the grade elevations created by the grading permit activities and the final, approved elevations, the City shall have no responsibility or liability for any such discrepancy.

Nothing herein shall prevent Master Developer from obtaining a demolition permit, at any time Master Developer reasonably deems necessary.

V. DEFAULT

A. Notice

If UTA, Master Developer or a Subdeveloper, or the City is believed to be in Default for failing to perform its respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide written Notice to the Party that is believed to be in Default, and to UTA. If the City provides any Notice of Default to any Subdeveloper it shall also provide a courtesy copy of such Notice to Master Developer and UTA at the same time.

1. Contents of Notice of Default. The Notice of Default shall:

a. Specify the nature of or claimed event of Default;

b. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this MDA or the MDP that is claimed to be in Default;

c. Identify why the Default is claimed to be material; and

d. If elected by the Party delivering the Notice of Default, in its discretion, the Notice of Default may propose a method and period of time for curing the Default, which period of time shall be not more than sixty (60) days.

2. Remedies. Upon service of a Notice of Default:

a. The Parties shall attempt to resolve the Default through a "Meet and Confer" meeting within 10 calendar days.

b. If no resolution is reached, the Parties may elect any rights or remedies available at law or equity.

c. In no event shall any Party have any obligation to pay any other Party, or any Party's successor in interest, for consequential damages, lost profits, or lost opportunity costs arising by reason of an alleged or established Default of any Party, and all Parties hereby irrevocably waive any right to assert any claim for the same. Notwithstanding any other provision contained herein, each Party's aggregate liability for out-of-pocket costs actually paid by the Party by reason of the a Party's Default, including but not limited to attorney's fees, legal expenses and

court costs, shall not exceed five million dollars ($5,000,000.00). UTA and City are governmental entities under the Governmental Immunity Act, Section 63G-7-101 *et seq*. of the Utah Code (as amended) (the "Governmental Immunity Act"). Notwithstanding any provision to the contrary in this Agreement, (i) the obligations to indemnify, defend and/or hold harmless in this Agreement are limited to the dollar amounts set forth in the Governmental Immunity Act and are further limited only to the claims that arise from the negligent acts or omissions of the parties, and (ii) nothing in this Agreement shall be construed to be a waiver of either party of any defenses or limits of liability available under the Government Immunity Act.

d. Extended Cure Period. If any Default cannot be reasonably cured within sixty (60) days then such cure period may be extended by the non-defaulting Party so long as the defaulting party is pursuing a cure with reasonable diligence.

3. Cumulative Rights. The rights and remedies set forth herein shall be cumulative.

4. Service of Notices. All notices required or permitted under this MDA shall be given in writing by certified mail, postage prepaid; or personally; or by nationally-recognized overnight courier service to the street address used by the respective Party. Any Party may change its address for Notice under this MDA by giving written Notice to the other Party in accordance with the provisions of this Section.

a. Appointment of Representatives. To further the commitment of the Parties to cooperate in the implementation of this MDA, the City, UTA and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer.

(i) City: the initial representatives shall be the City Manager and Assistant City Manager, currently JJ Allen and Summer Palmer, 55 South State Street, Clearfield, Utah 84015.

(ii) UTA: the initial representatives shall be Director of Real Estate & TOD and the Project Manager for TOD, currently Jordan Swain and Paul Drake, 669 West 200 South, Salt Lake City, Utah 84101.

(iii) Master Developer: the initial representatives shall be a representative from Stack (Trevor Evans), 2801 N. Thanksgiving Way, Ste. 100, Lehi, Utah 84043; and a representative from Hamilton Partners (Ken Shields), 222 South Main Street, Ste. 1760, Salt Lake City, Utah 84101.

(iv) The Parties may change their designated representatives by Notice.

VI. MISCELLANEOUS PROVISIONS

A. Amendment. This MDA, and all Exhibits thereto, is the entire agreement between the Parties regarding the subject matter included herein. Any amendment to this MDA shall be in writing, signed by all Parties, and recorded against the Property.

B. Headings. The captions used in this MDA are for convenience only and are not intended to be substantive provisions or evidences or intent.

C. No Third Party Rights / No Joint Venture. This MDA does not create a joint venture relationship, partnership or agency relationship between the City, UTA and Master Developer. Further, the Parties do not intend this MDA to create any third-party beneficiary rights. The Parties acknowledge that this MDA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property, except as otherwise specifically provided in this MDA.

D. Assignability. The rights and responsibilities of Master Developer under this MDA may be assigned in whole or in part by Master Developer with the consent of the City as provided herein, which consent shall not be unreasonably withheld, conditioned or delayed. Notwithstanding anything to the contrary herein, Master Developer shall have the right to assign its rights under this MDA to any "Affiliate" of Master Developer without obtaining the City's consent therefor. As used in this Section, "Affiliate" shall mean any person or entity controlling, controlled by or under common control with Master Developer (as used herein "control" means the possession, directly or indirectly, of the power to direct or cause the direction of the management, policies and decision-making of such person or entity, through the ownership of voting interests) or Subdeveloper.

1. Partial Assignment. If any proposed assignment is for less than all of Master Developer's rights and responsibilities then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds. Upon any such approved partial assignment, Master Developer shall be released from and have no liability with respect to any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations that were not assigned.

2. Grounds for Denying Assignment. The City may only withhold its consent if the assignee's ability to perform the obligations of Master Developer proposed to be assigned is in

question, and the City provides a specific description of its objections in writing. Any refusal of the City to consent to an assignment shall be subject to the "Meet and Confer" process.

E. No Waiver. Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such Party to exercise at some future date any such right or any other right it may have.

F. Severability. If any provision of this MDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this MDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this MDA shall remain in full force and effect.

G. Force Majeure. Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; inability to obtain reasonable financing in the event of significant changes in the credit markets, acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, pandemics, fires or other casualties or other causes beyond the reasonable control of the Party obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

H. Time is of the Essence. Time is of the essence to this MDA and every right or responsibility shall be performed within the times specified.

I. Mutual Drafting. Each Party has participated in negotiating and drafting this MDA and therefore no provision of this MDA shall be construed for or against either Party based on which party drafted any particular portion of this MDA.

J. Applicable Law. This MDA is entered into in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

K. Venue. Any action to enforce this MDA shall be brought only in the Second Judicial District Court for the State of Utah, Farmington Department.

L. Recordation and Running with the Land. This MDA shall be recorded against the Property in the real property records of Davis County. This MDA shall be deemed to run with the land and shall be deemed binding upon the Parties, and all of their successors and assigns.

M. Authority / Good Standing.

1. Master Developer represents and warrants to the City and UTA that (i) Master Developer is duly formed and validly existing under the laws of Utah and is qualified to do business in the State of Utah; (ii) the individuals executing this MDA on behalf of Master Developer are duly authorized and empowered to bind Master Developer; and (iii) this MDA is valid, binding and enforceable against Master Developer in accordance with its terms.

2. City represents and warrants to Master Developer and UTA that (i) City is a Utah municipal corporation; (ii) City has power and authority pursuant to enabling legislation, the Act, City Laws, and the City Code, to enter into and be bound by this MDA; (iii) the individual(s) executing this MDA on behalf of City are duly authorized and empowered to bind the City; and (iv) this MDA is valid, binding and enforceable against the City in accordance with its terms.

3. UTA represents and warrants to the City and Master Developer that (i) UTA is a large public transit district organized under the Utah Public Transit District Act; (ii) UTA has power and authority pursuant to authority and approval from the Act and other enabling legislation in the Utah Code, to enter into and be bound by this MDA; (iii) the individual(s) executing this MDA on behalf of UTA are duly authorized and empowered to bind UTA; and (iv) this MDA is binding and enforceable against UTA in accordance with its terms.

IN WITNESS WHEREOF, the Parties hereto have executed this MDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

CLEARFIELD CITY, a municipal corporation

_____

MAYOR
Date:

ATTEST:

_____

City Recorder

CLEARFIELD STATION PARTNERS, LLC, a Utah Limited Liability Company

_____

By:
Its:

Date:

UTAH TRANSIT AUTHORITY
a large public transit district organized under the Utah Public Transit District Act

_____
CAROLYN GONOT
Executive Director
Date:

_____
PAUL DRAKE
Director of Real Property and Transit Oriented Development
Date:

TABLE OF 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

Summary of Proposed Substantive Changes to MDP since Nov 3 Work Session

The following is a summary of the key requested changes included in the draft MDP. The proposed changes are intended to reflect the direction received from council during the November 3, 2020 Work Session, as well as incorporate the on-going conversations between the Development Team members.

Page numbers have been added throughout the document

Page 8 – Language corrected regarding the daytime population for Clearfield.

Page 8 – Language corrected under Regional Context to reflect the Station site as a regional connection along the frontrunner line.

Page 10 – Language corrected under Civic Center to remove "is" and replace with "are."

Page 12 – Language corrected to address 1150 South's connection to State Street and the Station.

Page 14 – Language added to address tree distances to allow for a range between 30 and 50 feet.

Page 15 – Legend updated to include a label and item for the proposed median at 1000 E.

Page 24 – Imagery added to replace previous blank space on the page.

Page 26 – Language added to reference to Chapter 5 under the heading for the page. This addition reference is also added on pages 28, 30, 32, and 34.

Page 36 – Imagery updated: Mid-block crossings are showed with a definition and the map has been amended to properly show these locations. It should be noted that when mid-block crossings were removed from the buildings the labels for each building were also unintentionally removed.

Page 49 – Language added under Construction Signage and For Sale/Lease Signage regarding leasing banners and the size that is permissible. This is new language in the signage section and was not discussed during the November 3rd work session.

Page 52 – Language corrected to remove the word "Adequate" from paragraph 2 as a descriptor of density.

Page 54 – Language corrected by removing the Sequencing language.

Page 54 – Imagery added in the prior Sequencing language space.

Page 55 – Language updated to clarify that the parking provided is off street parking and not including any on street parking to meet the requirement.

Page 57 and 60 – Language added to allow staff to approve a parking analysis done by a qualified individual/consultant.

Page 58 – Language added in Building Placement and Height to now include "North setbacks at Town home." This change is intended to provide the requested separation from the townhomes and the northern boundary of the site.

Page 58 – Language added regarding height limitation for townhomes, not to exceed height of 35 feet

Page 58 – Language corrected related to the removal on-street parking.

Page 58 – Language corrected to remove "Alley."

Page 64 – Language added under "general character," in the first paragraph, to reference the City winter parking regulations (7-3-22).

Page 68 – Language corrected to change "MDA" reference to "MDP" (4th paragraph under Overall Phasing Strategy).

Page 69 – Language updated regarding the unit maximum and office space to be consistent with the proposed language in the MDA (no more than 1,000 units and office range updated to 300K-600K SF).

Page 72-75 – Language added to describe parking as estimates that may require additional analysis and "refinement" without exceeding limits addressed in the MDA and MDP.

Notes form City Council Nv 3 and Meeting between Doug and John and Spencer Nov 4



CLEARFIELD STATION

MASTER DEVELOPMENT PLAN

ACKNOWLEDGMENTS

CITY MAYOR	Mark Shepherd
CITY COUNCIL	Kent Bush Nike Peterson Vern Phipps Tim Roper Karece Thompson
PLANNING COMMISSION	Kathryn Murray Robert Browning Chris Uccardi Nicole Bigelow Brett McAllister David Bloomfield Karen Blackwood
CITY STAFF	JJ Allen Spencer Brimley Brad McIlrath Summer Palmer Adam Favero Braden Felix Eric Howes
UTA STAFF	Paul Drake Jordan Swain
DEVELOPMENT TEAM	UTA Stack Real Estate Hamilton Partners Clearfield City
CONSULTANT TEAM	Architectural Nexus Psomas Engineering Hales Engineering



Precedent Image : West Valley City Center Transformation

Publication Date: October 26, 2020

"CSAP Image" indicates images used from the Clearfield Station Area Plan with permission from Clearfield City.

Update to November 19, 2020

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01 INTRODUCTION

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 (the City) and the Utah Transit Authority (UTA).

A 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 56 acres of vacant land, this site is a blank slate where a vibrant, Transit Oriented Development (TOD) will meet the needs of the City residents and the UTA.

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.

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. The second is 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.

VISION

Clearfield Station will be a thriving, mixed-use, and walkable TOD that seeks to become a regional destination that provides abundant opportunities for employment, living, shopping, and recreation; which all work together to create a vibrant community.

DOCUMENT INFORMATION

This Master Development Plan (MDP) is organized into eight chapters that include: Introduction, Existing Conditions, Masterplan Framework, Design Metrics & Guidelines, Land Use Regulations, Site Buildout & Parking Strategies, Building Area & Parking Breakdown, and Traffic Impact Study. 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.

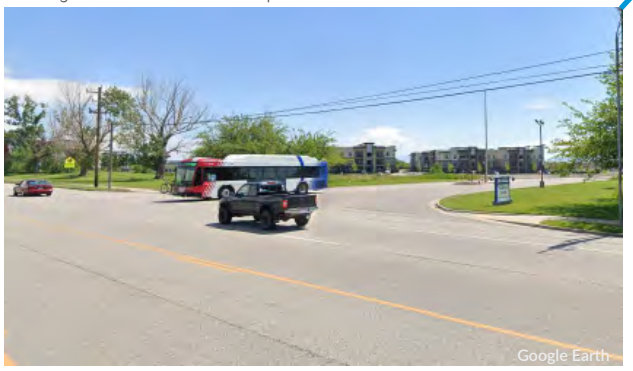
GUIDING PRINCIPLES

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.

Page No.



Existing Conditions - Aerial Perspective



Existing Conditions - Clearfield Station Entrance



Existing Conditions - Train Station



Existing Conditions - Bus Station

1.1 PROJECT INFORMATION

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 at 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 UTA. 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 just described 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 where people want to be. 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.

1.2 GOALS AND VISION

CREATION OF A 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.

CREATION OF A 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.

CREATION OF A 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.

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.

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.”

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.

driven by industrial/military employment.

02 EXISTING CONDITIONS

HISTORICAL CONTEXT

When the City was first settled in 1877, the City was named Sandridge. However, with the intent to attract agricultural settlers, the City changed its name to Clearfield. This calculated change in name worked, and for many years, the City was a small successful farming community.

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 the City and forever change the composition of the City. Along with the creation of the Hill Air Force Base (the Base), the United States Navy developed the Clearfield Naval Supply Depot (the Depot) in 1943, on the southwestern edge of the City. The location of the Depot within the City was based on the combination of its remote location, coupled with its access to the Base, railroads, and major highways.

The Base is has grown significantly since 1940 to become one of the largest employers in the State of Utah. The Base continues to play a vital role in the creation of economic opportunities for the City. The Depot was formally decommissioned by the United States Navy in 1962, and was eventually sold into private ownership. However, much of what was once the Depot is now a thriving regional manufacturing, warehousing, and distribution hub known as, the Freeport Center. The Freeport Center is located entirely within the City and encompasses 680 acres, 78 buildings (totaling 7 million square feet), and a workforce in excess of 7000 employees.

The City is an essential economic cog within Davis County, which is the home to several nationally known companies, and is currently one of the fastest-growing counties in the nation due to its quality of life, communities, education, and commerce. The City is the third largest city within Davis County, and has daytime population ~~in excess of one million people.~~

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 comprises of 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.

Adjacent to this site, Clearfield Station Apartments is located at the southwest corner of the State Street and 1000 East intersection. This was the first step of development of this project area and plays a role in influencing the form of the MDP due to existing road network and apartment building layout.

Clearfield Station is the Transit Station connection to points north and south. (Look Spencer's comments)

ACCESS & CONNECTIONS

TRAIN

Connecting Ogden to Provo, the FrontRunner is a regional commuter rail line that is operated by the 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 UTA bus system makes vital neighborhood connections to the surrounding City. 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 MDP proposes adding an extra pullout to increase capacity.

AUTOMOBILE

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.

TRAILS

Pedestrian and bicycle connectivity to the 23.5 mile Denver & Rio Grande Western Trail (Old Rail 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. Other nearby trails include: S. Main Trail, Falcon Trail on 1000 East, Canal Trail, and the Center Street Trail.


To Ogden
Sunset
Rail Trail
UTA FrontRunner
State Street
Hill Air Force Base
700 South / SR-193
Site
Freeport Center
I-15
Davis
Hospital
Antelope Drive
Syracuse
Davis Conference Center
Layton Hills Mall
1000 East
Layton
To Salt Lake City

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

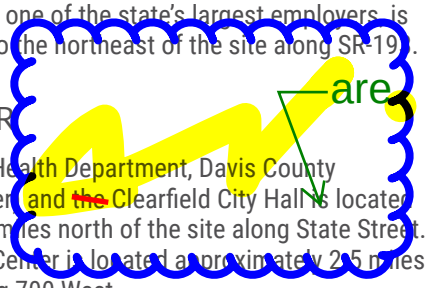
Davis North Medical Center offers a variety of services and other associated medical centers are located 1 mile southeast along Antelope Drive.

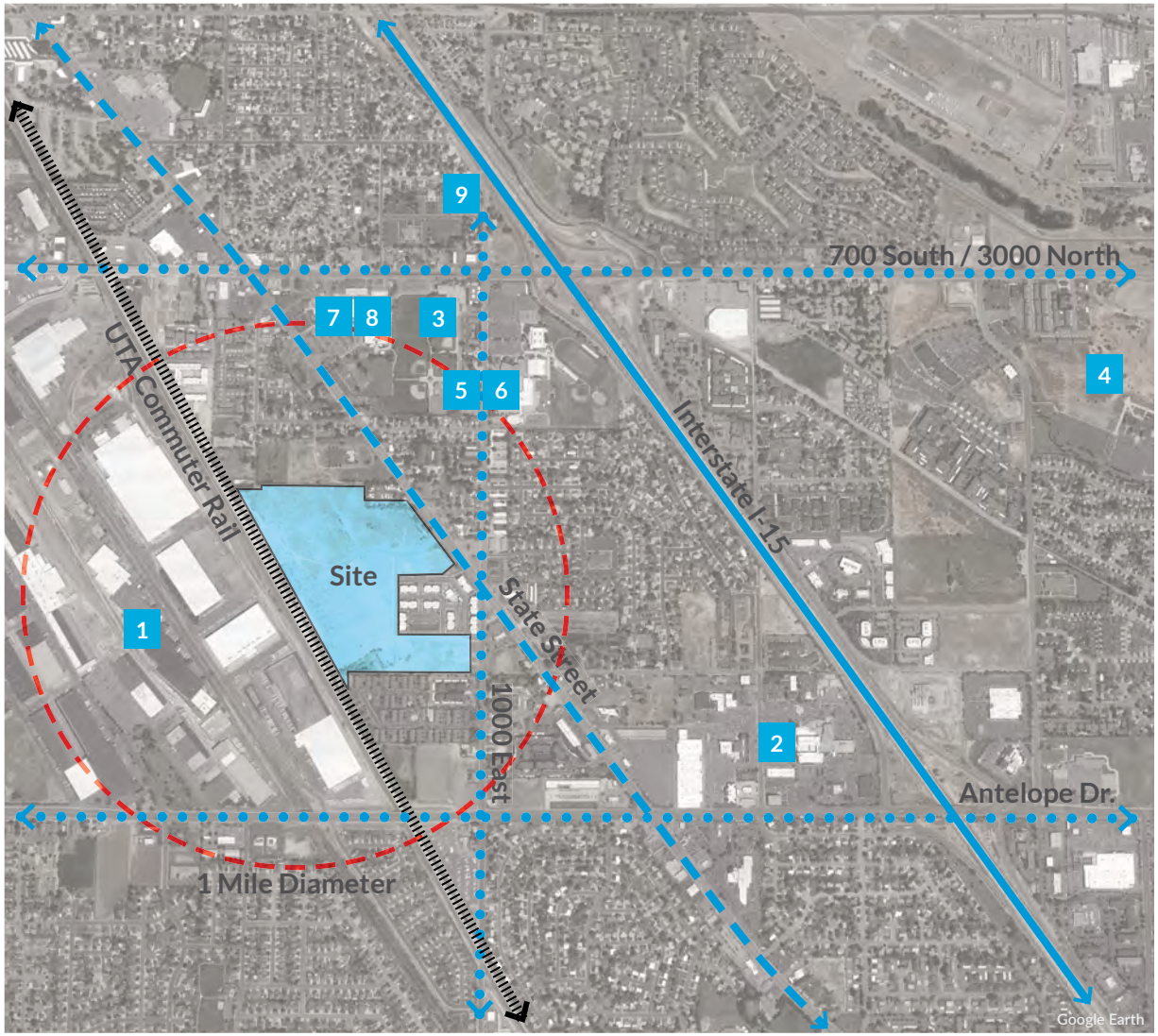
EMPLOYMENT

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

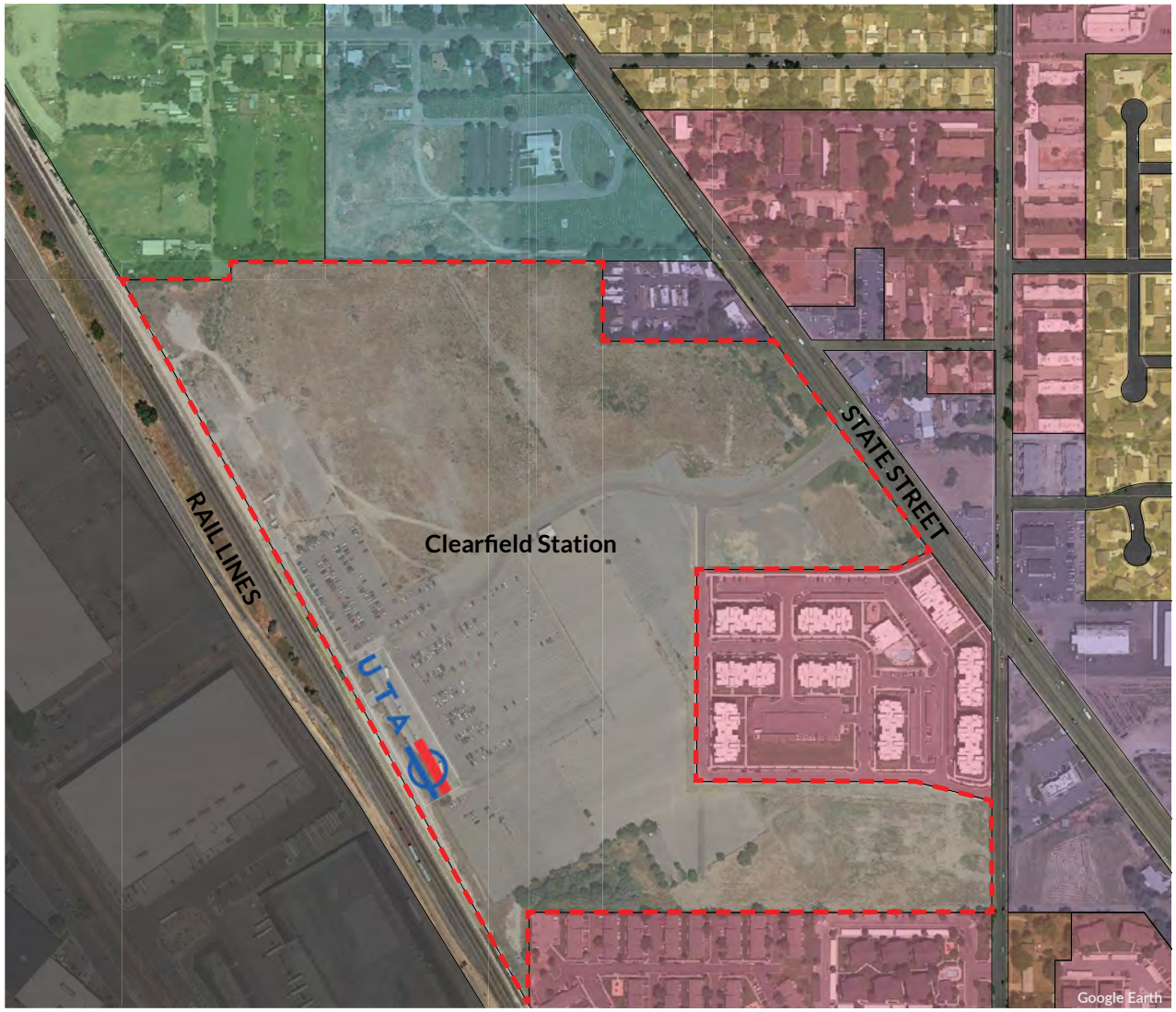
The Davis County Health Department, Davis County Library (Tech Center) and the Clearfield City Hall is located approximately 1.5 miles north of the site along State Street. The Davis Conference Center is located approximately 2.5 miles to the southeast along 700 West.





NEARBY AMENITIES

1. Freeport Center
2. Davis North Medical Center
3. South Clearfield Elementary
4. Weber State University Davis
5. Fisher Park
6. Clearfield High School
7. Aquatics and Fitness Center
8. North Davis Jr. High
9. Davis Co. Library (Tech Center)



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

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 will 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.

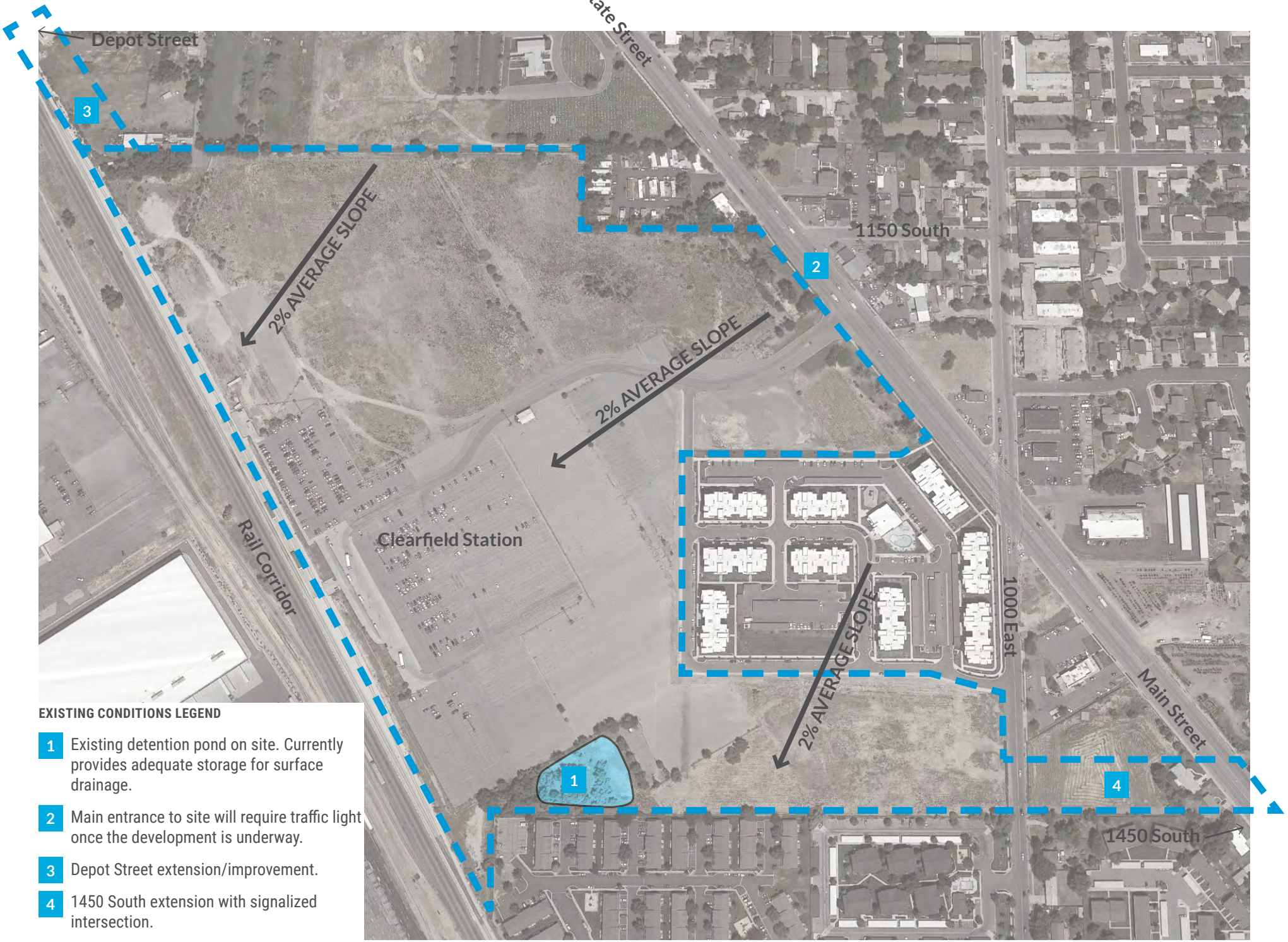
ENVIRONMENTAL CONDITIONS

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 MDP proposes two street extensions.

- The first being an extension of 1450 South to State Street (to the east).
- The second being the extending of Depot Street to the north (parallel to the west edge of the site).



EXISTING CONDITIONS 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

HISTORICAL CONTEXT

The Illustrative Masterplan (page right) presents how the site will 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 integrates with native ecologies.

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 station 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 sequenced 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.

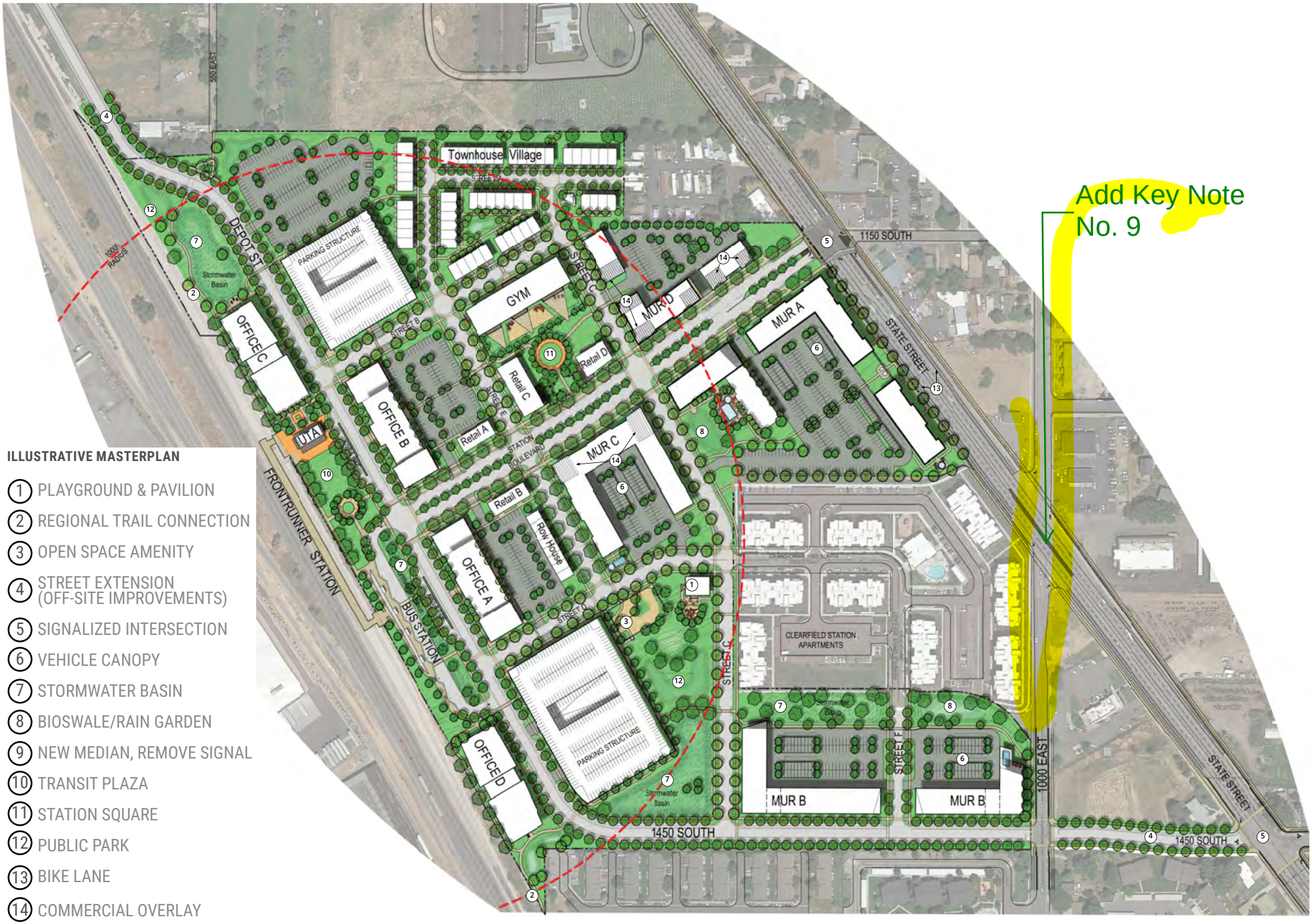
The MDP features extensive greening by providing street trees at intervals ~~of no less than 30 feet~~ in park strips and ample room for additional green infrastructure. The stormwater infrastructure utilizes a hybrid approach that collects water into four central detention basins and by implementing 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.

ranging from 30 feet to 50 feet

Space for public life is one of the highlights of the MDP. 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. 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.



ILLUSTRATIVE MASTERPLAN

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. STATION SQUARE
12. PUBLIC PARK
13. BIKE LANE
14. COMMERCIAL OVERLAY

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 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 shown 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 Clearfield Station 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

















STATION SQUARE

A central open space of approximately one acre that is located in a highly visible area in the heart of Clearfield Station. 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.

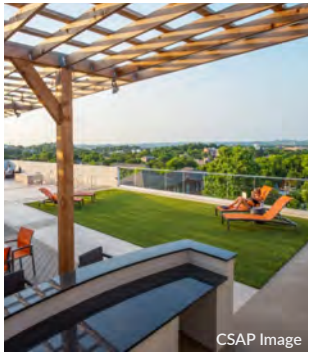
TRANSIT PLAZA

Open space adjacent to the UTA Station 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

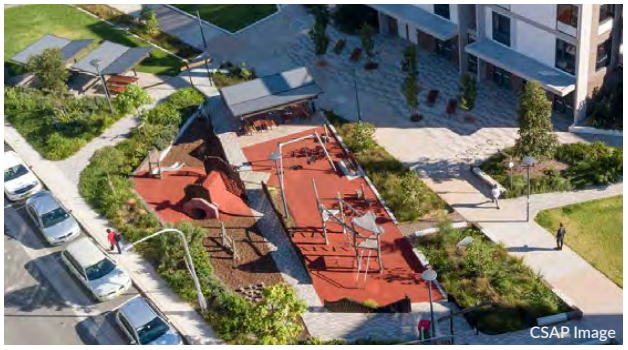












PRIVATE COURTYARD/ROOFTOP DECK

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.

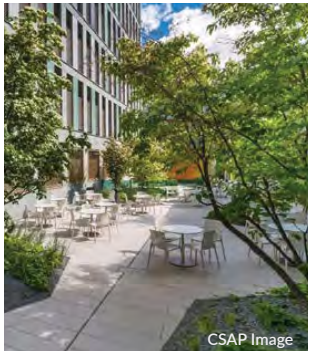
PARK

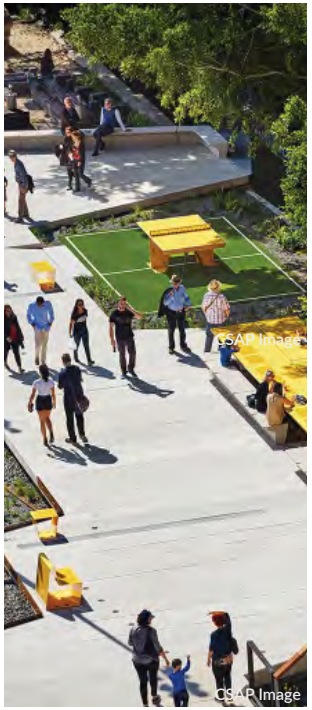
Public park space geared towards residents in the neighborhood where they can relax and play in an informal environment. The park includes flexible lawn areas for active and passive recreation and pathway loops for exercise.

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 occupant's wellbeing. They are organized in groups to create attractive massing and give an organic feel.

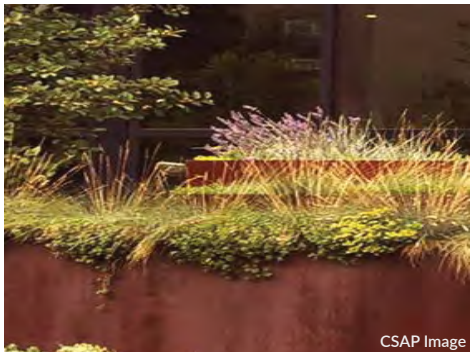
MID-BLOCK CROSSINGS

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.

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 site furnishings.

OPEN SPACE ENHANCEMENTS


CSAP Image


CSAP Image


CSAP Image


CSAP Image


CSAP Image


CSAP Image

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 build-out, approximately 1,000 residential units will be within a 5 to 10-minute walk to the UTA Transit Plaza.

Upon full build-out, 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 with 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 of the loading zone.

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.

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 Clearfield Station 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 Chapter 8.


CONNECT TO DEPOT STREET
FUTURE TRAIL CONNECTIONS
POSSIBLE FUTURE PEDESTRIAN CONNECTION TO THE CITY CEMETERY
Street A
Street B
Street C
Street E
Depot Street
Station Boulevard
Street D
SIGNALIZED INTERSECTION
NEW MEDIAN, REMOVE SIGNALIZATION
Street C
Street F
1450 South
SIGNALIZED INTERSECTION
1450 S EXTENSION
POSSIBLE RAIL TRAIL CONNECTION VIA ANTELOPE DR
POSSIBLE NEIGHBORHOOD CONNECTION
TRANSPORTATION PLAN
Sidewalk
On-Street Bike Lane
Raised Cycle Track
Bus Circulation
Bus Loading Zone
Kiss and Ride
Platform Entrance
Commuter Rail

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 Clearfield Station. When complete, a thoughtful, well choreographed mix of buildings, streets, and open spaces will help to create a destination location where people want to be. 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.

FUTURE TECHNOLOGICAL ADVANCEMENT

To allow for the flexibility necessary to adopt future advancements in transportation, technology, and unforeseen contingencies, the development partnership has agreed to adopt land-use changes as deemed necessary over the course of construction. Drones, autonomous vehicles, and other advancements have the potential to disrupt the current status quo and drive market demand. This document does not account for the future innovations that may benefit the long-term viability of Clearfield Station. However, proposed changes to Clearfield Station require City approval and a revision to the MDA and/or MDP.





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 and serve as a convenient amenity for residents. Locating the Station Square 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 durablev and easily maintained. Retail, residential, and/or other active uses are encouraged.

METRICS

Street walls and building massing shall meet the following:

- 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.

(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)



STREET & FACADE PLAN

- Station Boulevard
- Depot St & 1450 S.
- Local Streets
- Primary Facade
- Secondary Facade
- Prominent Building Corners

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.

VERTICAL ARTICULATION

The first 20 feet of height of a building facade 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 facade differentiated from the adjacent facade 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.

HORIZONTAL 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 facade 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.

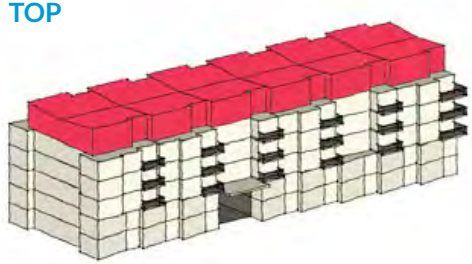


CSAP Image

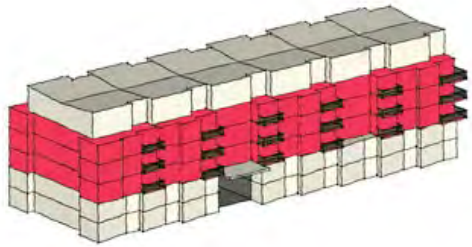

CSAP Image

(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)

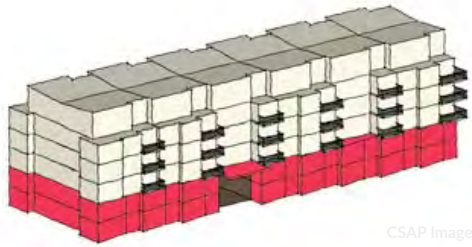
TOP



MIDDLE



BASE


CSAP Image

MATERIALS + COLORS

Consistent aesthetics include a 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 facade, space, and use and should turn corners.

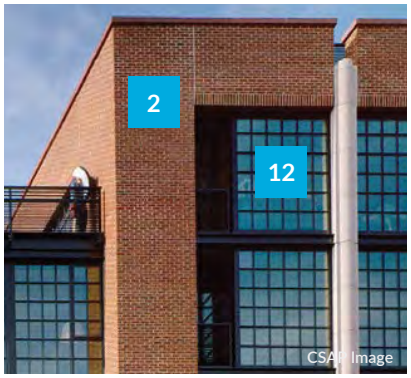
Lighter accent colors are highly encouraged to add pops of interest. Industrial buildings typically have dark, heavy materials such as brick, black steel, and dark concrete and shall be accented with color to lighten their presence.

DESIGN GUIDELINES

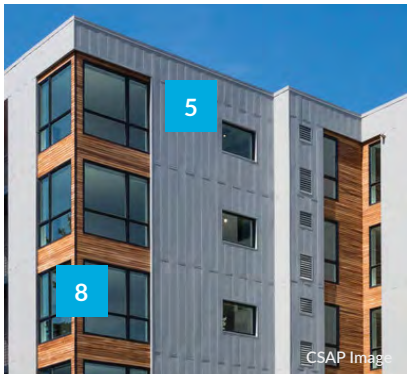
Premium and secondary quality materials are to be used based on the following:

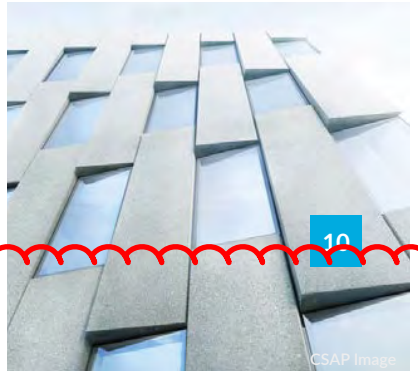
MATERIAL EXAMPLE IMAGES

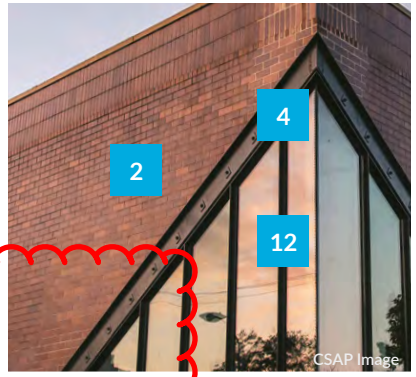
1	"Color Accent" for visual interest	7	Stone
2	Brick	8	Wood / Timber
3	Tumbled Brick	9	Curtain Wall Glazing System
4	Black Steel	10	Concrete or GFRC Panels
5	Colored Metal Panels	11	EIFS / Stucco
6	Corrugated or Corten Steel	12	Industrial Sash/ Divided Light Windows

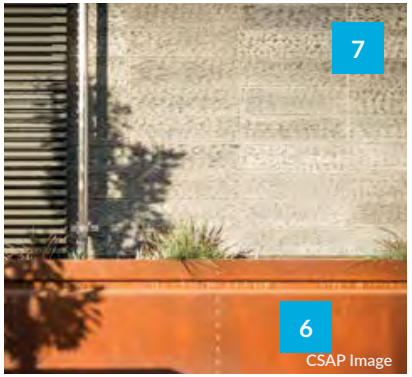


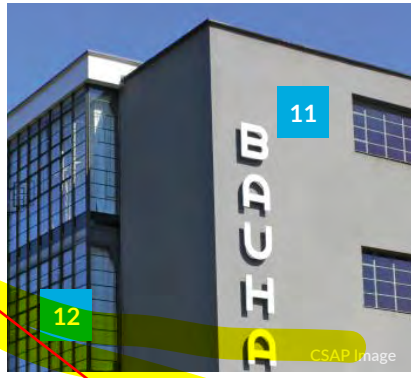


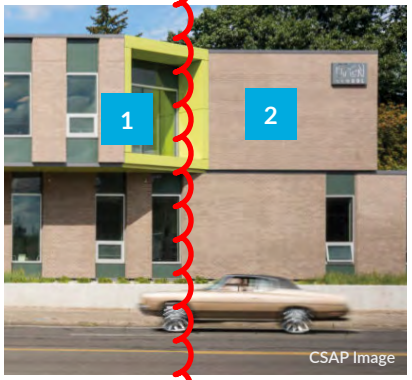














(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)

4.3 ARCHITECTURAL MASSING

INTENT

All buildings within the Clearfield Station shall follow the design guidelines in this chapter to ensure that each structure is unified with the overall development aesthetic. 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 Frontage Zone (See 4.9 Streetscape) as an extension of the indoor dining area.

(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)

MASSING & DENSITY

The densest uses and tallest building heights are along Station Boulevard and Depot Street. The majority of the building floorplates are less than 30,000 square feet in efforts to help break up the block and enhance walkability. 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 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

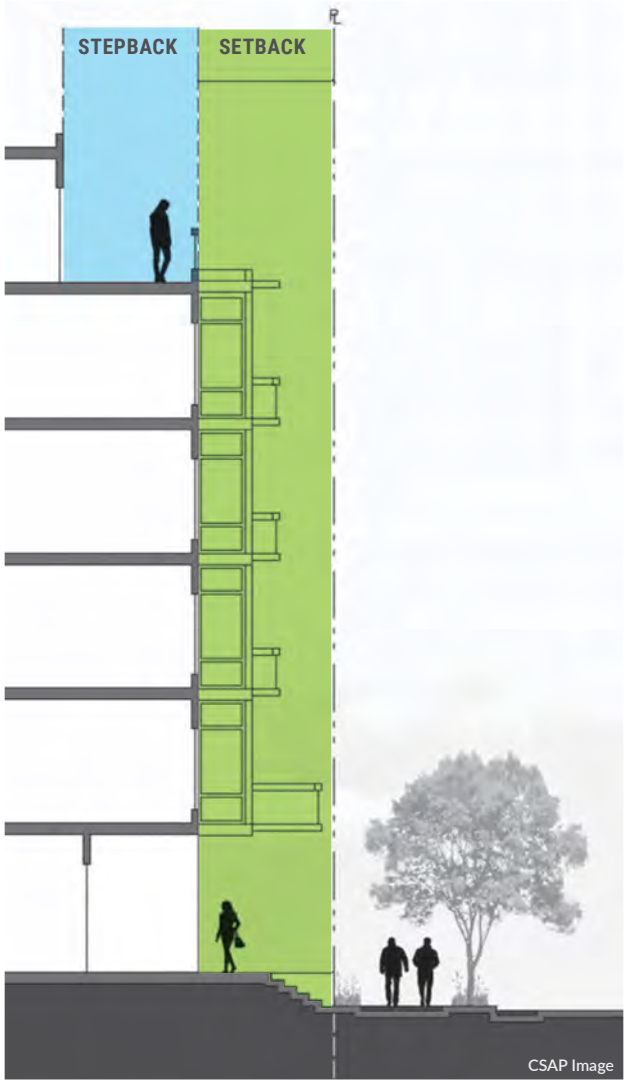
- Create a space for outdoor dining in front of retail/ restaurant spaces.
- To offer landscape and/or a patio/stoop in front of ground-level residential entrances.
- Entrance courts for office or residential building lobbies.
- To add interest and bring nature into the streetscape through planters and 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 facade.

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.



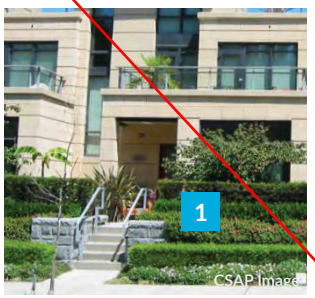
STEPBACK / SETBACK NOTES :
Diagram and Images are for illustrative purposes only. Final architectural design will reflect site-specific conditions and constraints.







4.4 ARCHITECTURAL DESIGN ELEMENTS











BASE ACTIVATION

In order to facilitate an active public streetscape and promote the neighborhood vitality, all buildings shall 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

PROMINENT BUILDING CORNERS

Buildings will emphasize important intersections and corners with architectural features when a structure has primary facade 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

(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)



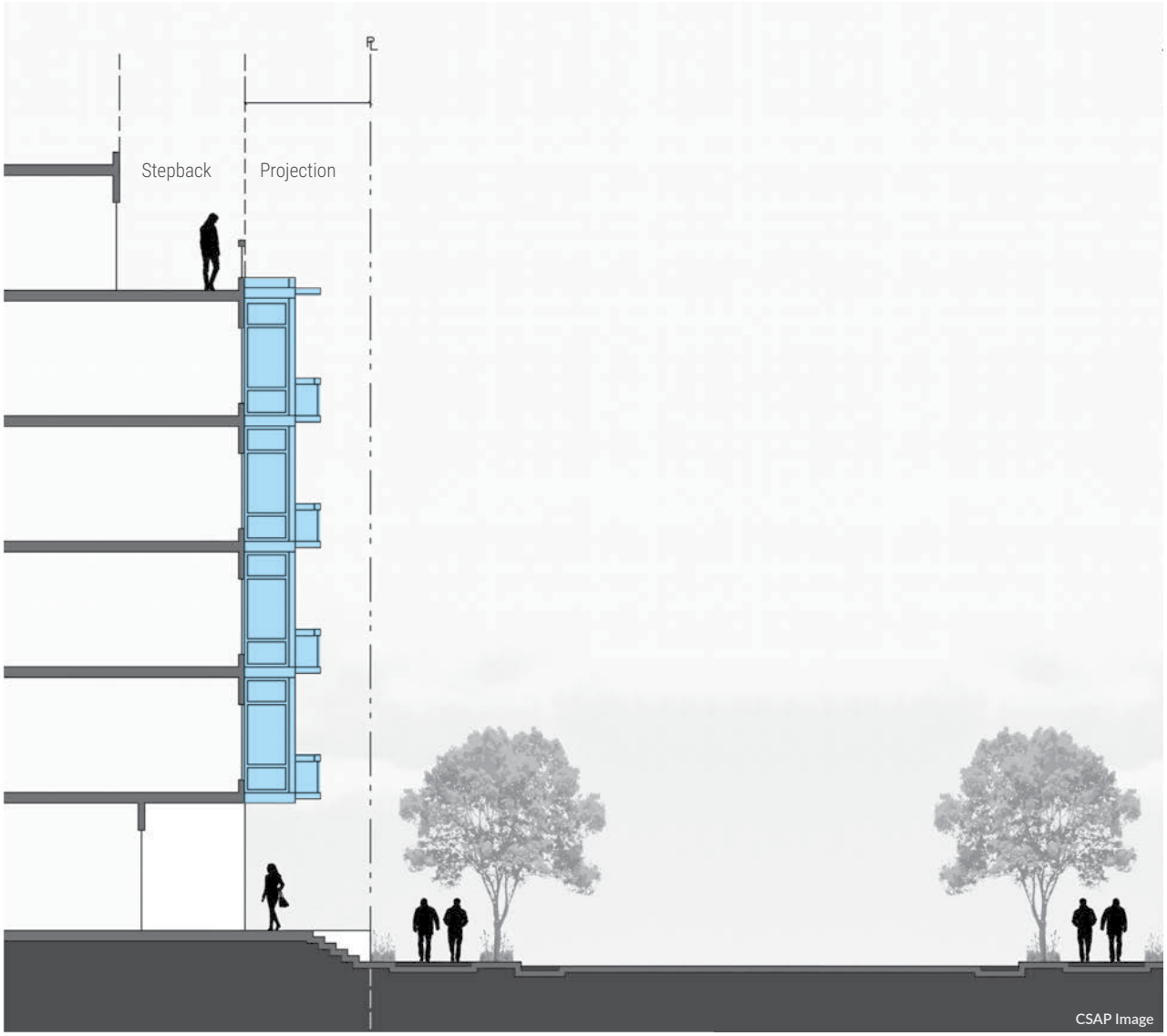


PROJECTIONS

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

CONSIDERATIONS

- Balcony dimensions should adhere to the outlines provided in Chapter 05 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

The buildings and structures within Clearfield are not required to look the same; however, there should be a architectural theme that creates a unique sense of place. This unifying character should be based upon a refined industrial theme which can be adopted from the historical precedents identified (page right). This will help to create and strengthen the brand for the site and provide a common thread that can be recognized throughout Clearfield Station.

While the industrial past plays an important role on the site, there are few historic buildings adjacent to the site that the new development must respond. This presents an opportunity to develop a theme that is timeless and reconcile the historic and industrial themes.

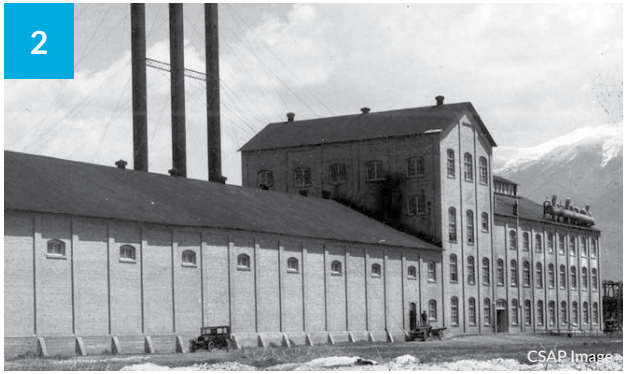
HISTORIC PRECEDENTS

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 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.

(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)









HISTORIC PRECEDENT IMAGES

1. Kaysville Flour Mill
2. Layton Sugar Company
3. American Can Company (Ogden, Utah)
4. DaVinci Academy (Ogden, Utah)



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' Right-Of-Way (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.

The Mid Block Connections serve to……..(John and Doug)



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.

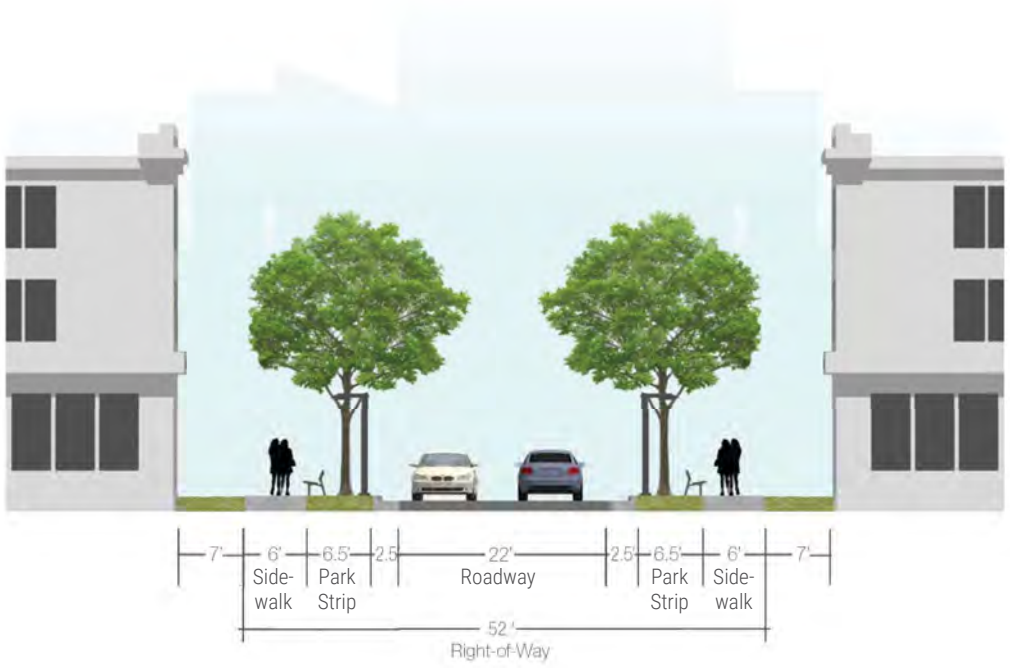
CONSIDERATIONS

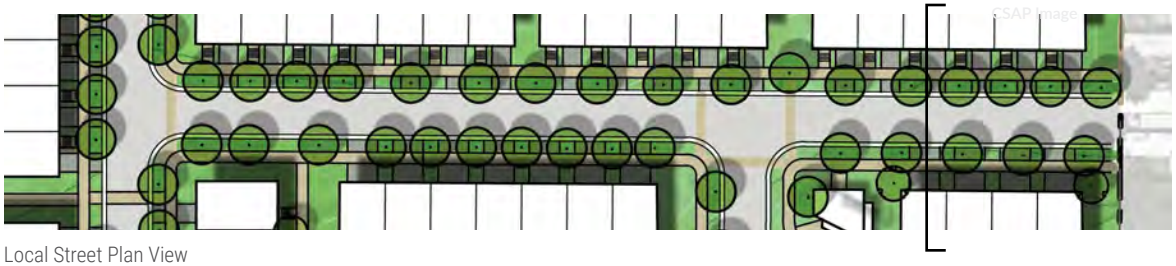
Reduced pedestrian activity and low traffic volumes.

Frequent driveway cuts.

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.

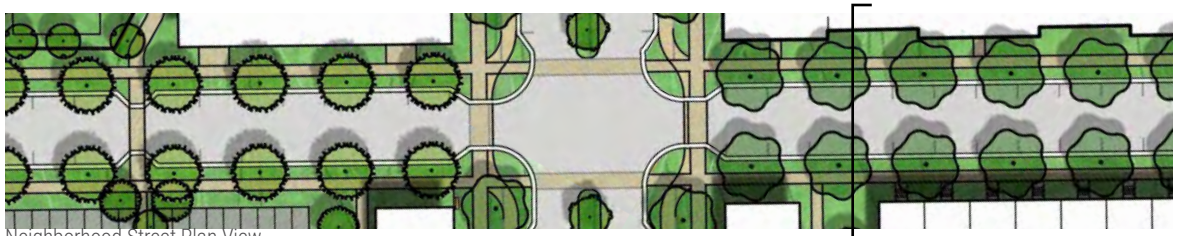
CONSIDERATIONS

- 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

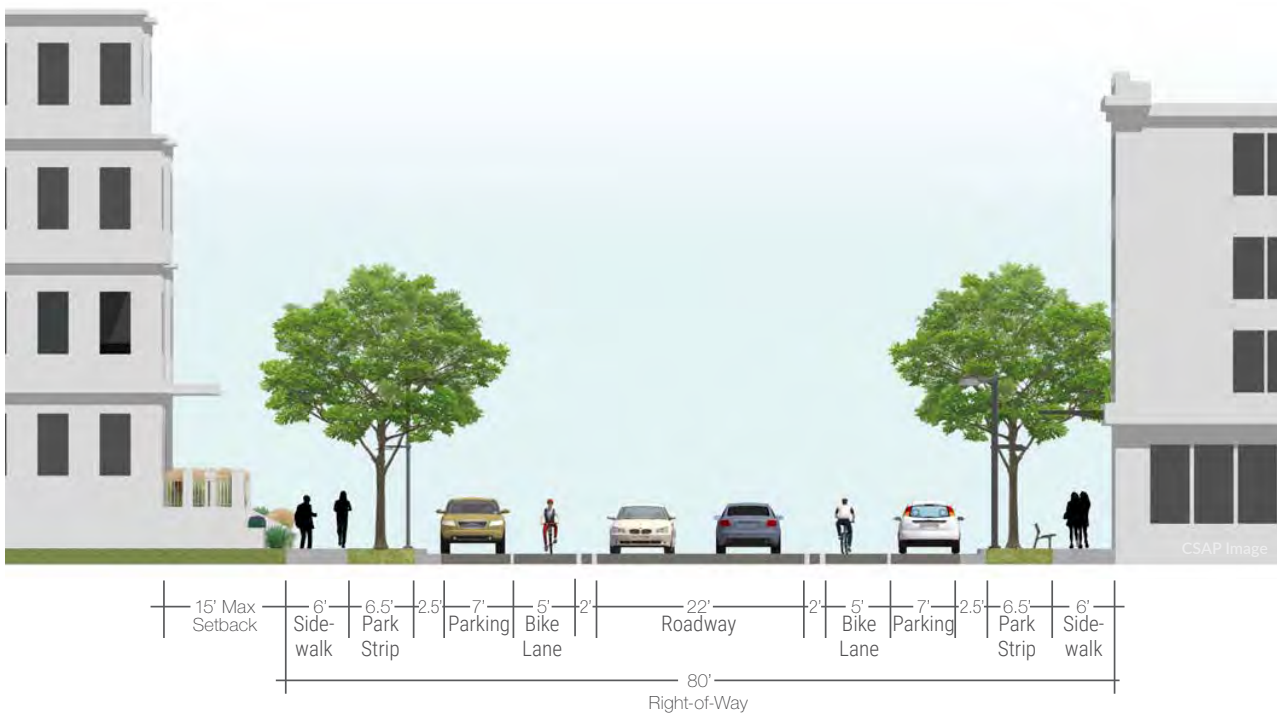
Sidewalk pocket park, extended bulb-out, special crossing treatments, mid-block crossing, flexible use of parking lane, shared public way, and a transit bulb-out.

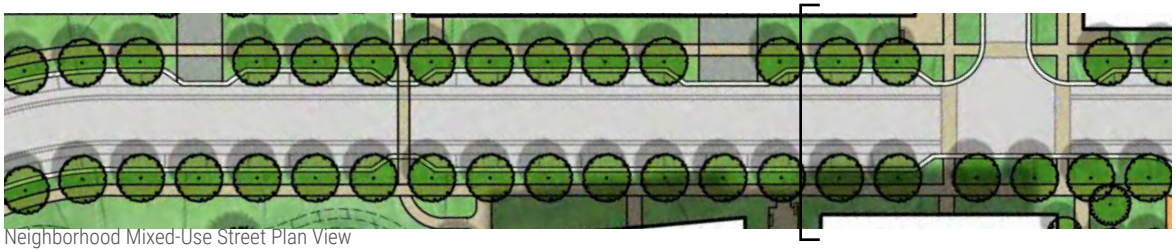
CONSIDERATIONS

- 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.

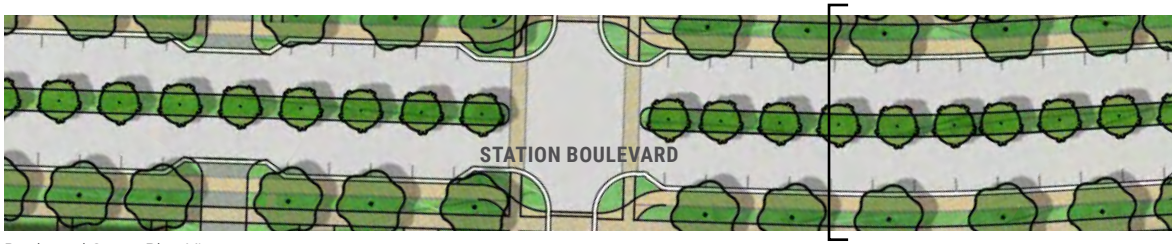
CONSIDERATIONS

- 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. 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

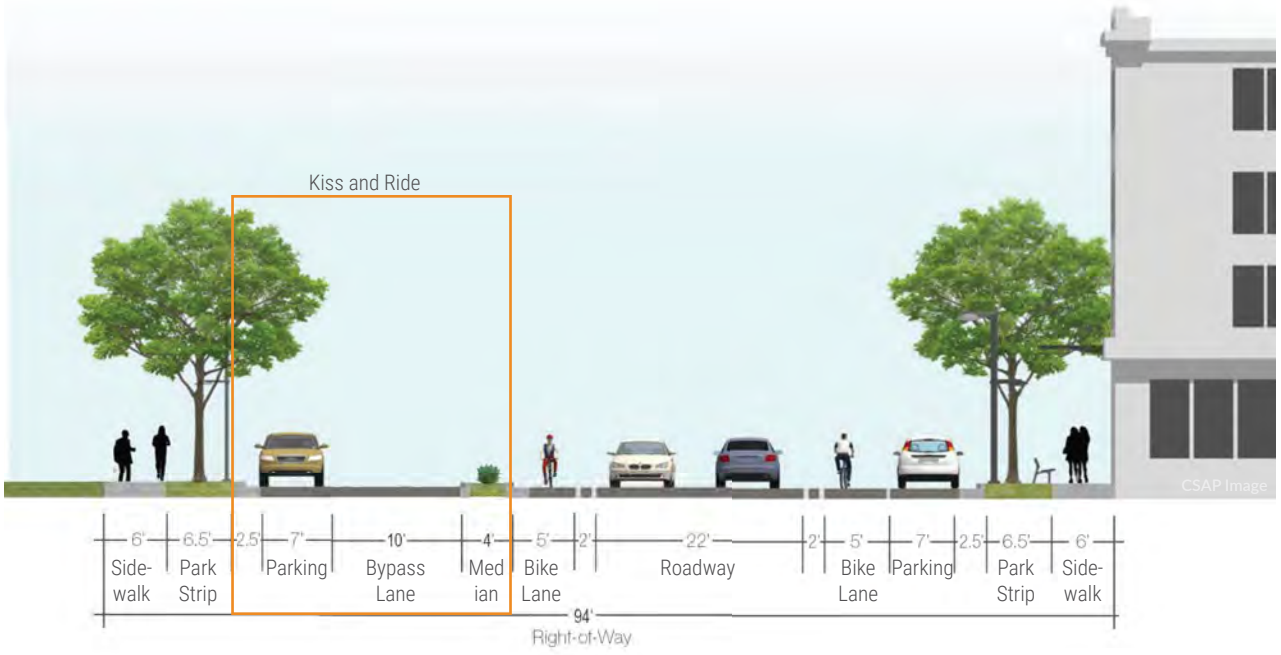
Sidewalk pocket park, extended bulb-out, special crossing treatments, mid-block crossing, flexible use of parking lane, shared public way, and transit bulb-out.

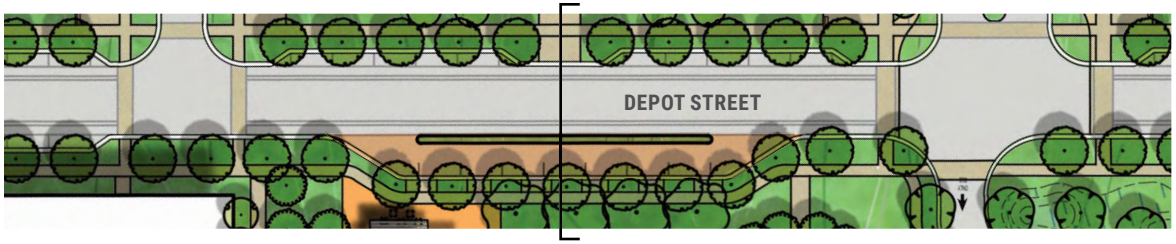
CONSIDERATIONS

- 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

INTRODUCTION

Organizing the streetscape into sidewalk zones is important to promote an inviting pedestrian environment that is safe and walkable. Streets in Clearfield Station are divided into three zones; a Frontage Zone, Throughway Zone, and Furnishing Zone.

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 differentiated and relate to the surrounding context. Well-designed sidewalks are perhaps the most compelling element of the public realm and will be essential in inviting people to visit and spend time in Clearfiled Station.

FRONTAGE ZONE

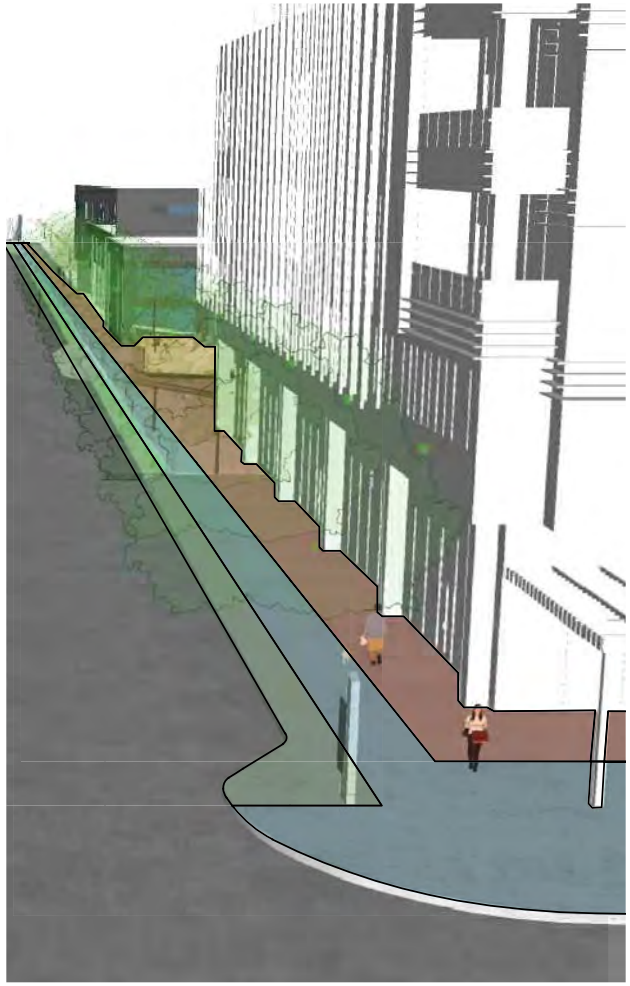
The area between the right-of-way and the building facade. This zone may be used to display merchandise, enhance entryways, or provide outdoor seating and dining. It should generally be thought of as an extension of the building into the public realm. This space will typically need some space from a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

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.



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 as measured at 4.5 feet above ground.

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 (SMALL)

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 (MEDIUM)

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 (LARGE)

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

*Coordinate alternate tree selections and questions with Clearfield City Arborist.

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 extents, the streetscape is designed to prioritize: walking, bicycling, transit stops, places for social interaction, and green infrastructure.

Streetscape design shall 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

Site furnishings are recommended as part of the general streetscape design guidelines for use in the street furnishing zone. The following, is a list of recommended furnishings for use on in Clearfield Station. Adaptability is encouraged and site furnishings will vary with land use.

- 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.) Alternative shielded fixtures may be proposed per City approval.

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.













Note: See previous page for legend.

4.10 SITE FURNISHINGS

INTENT

The selected products are intended 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 : A Minimum of .20 foot candles for sidewalk throughway zone.

BENCHES



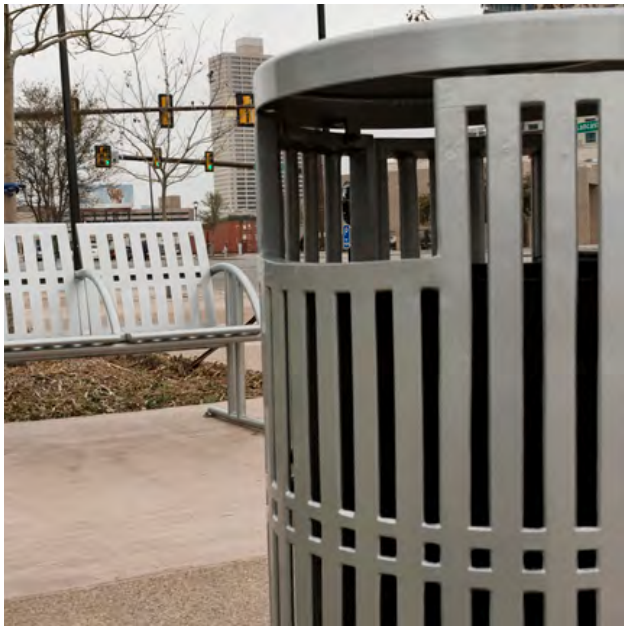
Permitted Streets : All Street Types

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 (Litter and Recycle) within 15’ of each bench/set of benches Minimum of 1 set (Litter and Recycle) within 15’ of each intersection requirements if placement is within 15’ of the bench/set of benches.

BIKE RACKS



Permitted Streets : All Street Types

Make/Model : Landscape Forms / Bola Bike Rack

Finish : Metallic Silver

Placement (Minimum): Multifamily : 1 bike rack space per 10 parking stalls; bike racks may be located inside the building for security. Retail : 1 bike rack space per 5,000 SF. Office : 1 space per 10,000 SF. Open space : Per Zoning Administrator.

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

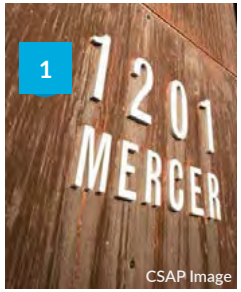
Banner Arms : Double Arms, Standard 26” length, Two 180 degree Clamps on 5” shaft, Ball Finial, 3/4” Dia. Arm Pipe, Scroll Attachment Option

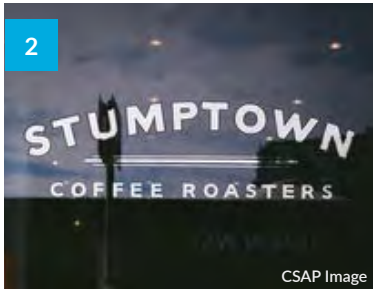
Finish Material : Black Cast Aluminum

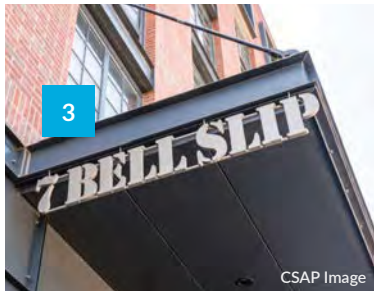
Height : 14 Feet

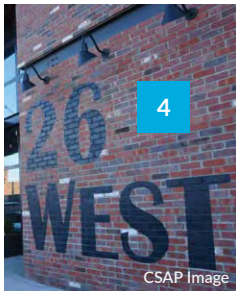
Placement : Minimum 60’ Spacing, Maximum 90’ Spacing

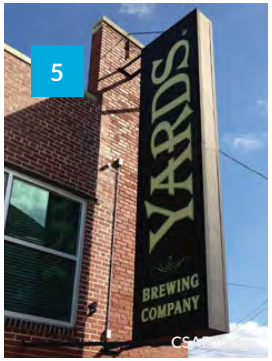
4.11 SIGNAGE













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 shall be appropriately scaled to the building and oriented to the public realm. These signs are to be made of durable high-quality materials.

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 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 be placed higher than 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.
- Signs 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 signs 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.

MURAL SIGNS

- Murals are considered public art, not billboards or signs. Murals containing logos, slogans, or advertising messages of any kind are considered signs and must comply with Wall Sign guidelines. Design proposals are to be reviewed and approved by Clearfield City.

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.

ADD EXCEPTION LEASING BANNER LANGUAGE FROM TREVOR'S EMAIL

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 16 sq. ft. for parcels less than 50,000 sq. ft. and no larger than 32 sq. ft. for parcels greater than 50,000 sq. ft.

LEASING BANNER LANGUAGE FROM TREVOR'S EMAIL

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.

CROWN SIGNAGE LANGUAGE FROM TREVOR'S EMAIL

4.12 PARKING

The comprehensive parking strategy aims to promote walkability within the Clearfield Station, 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.

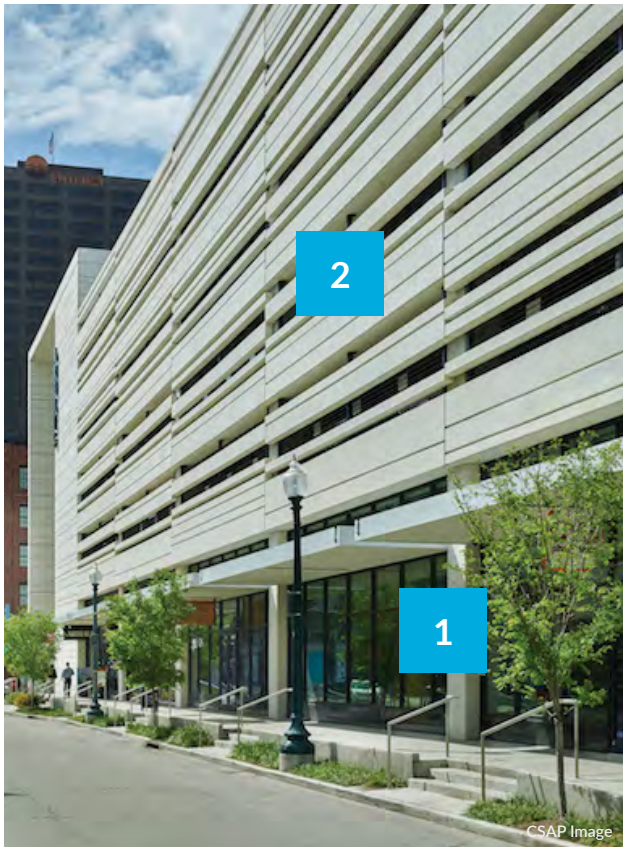
See the parking plan for the location of surface lots, street stalls, and multi-level parking garages locations. Driveway and parking garage entrances need to be studied to reduce traffic congestion and minimize pedestrian experience within the community. Park and Ride, visitor, and ADA parking shall 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 MDP provides about 3,400 parking stalls, which give parking flexibility for future businesses. See Chapter 8 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 are to include on-street parking where possible, as provided by the MDA Exhibits.
- Shared parking strategies are encouraged.
- Office parking shall have a minimum of 5% of parking stalls to be Electric Vehicle (EV) hook up ready and not less than four stalls per 150,000 SF built.
- EV charging station to be 220/240 V minimum (Level 2).



PARKING STRUCTURE PRECEDENT

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

2 Decorative facade 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 REGULATIONS

OVERVIEW

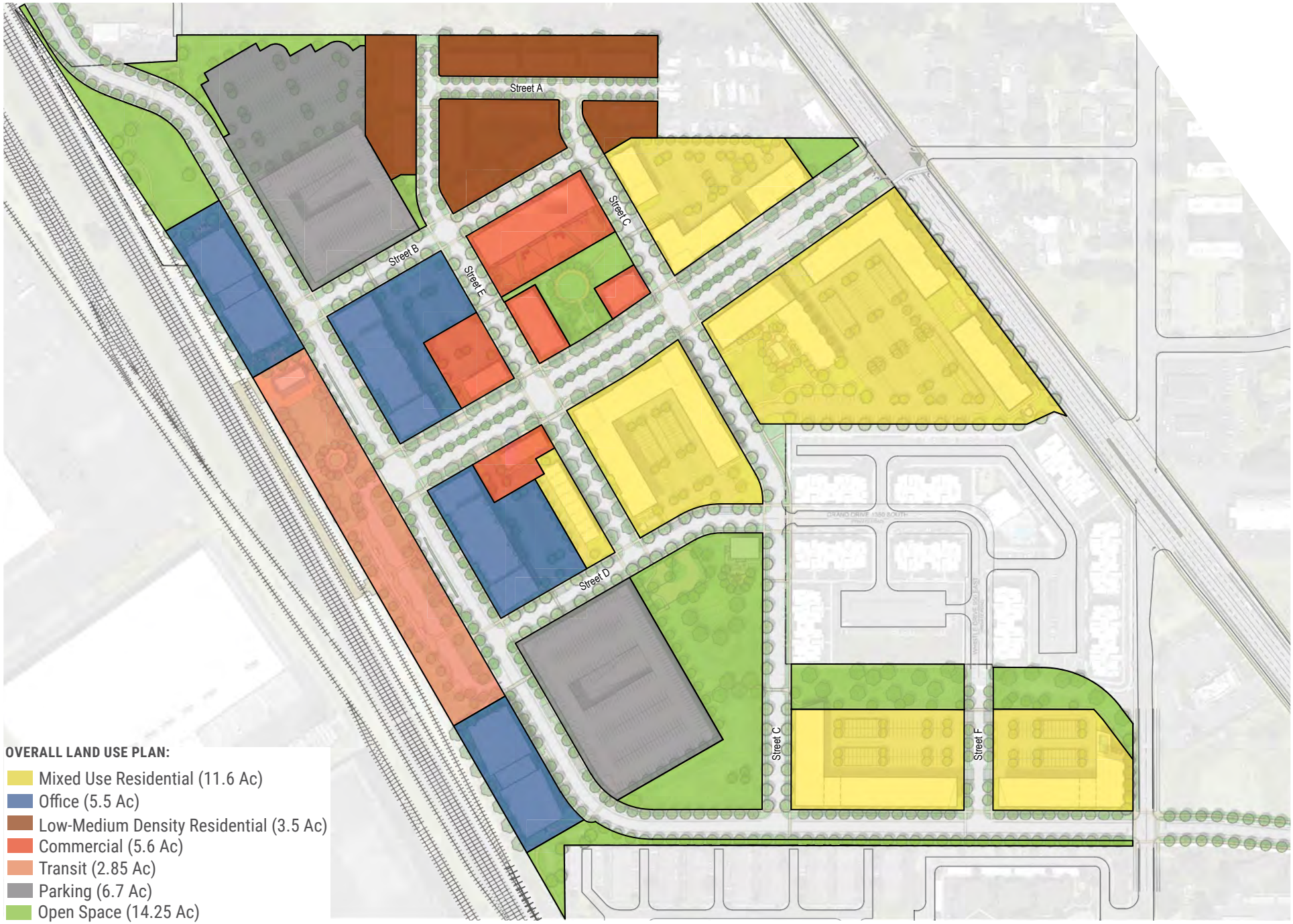
Clearfield Station consists of seven land use areas that provide a mixed use approach to the development. Generally, higher density mixed-use and commercial properties are located near the Clearfield Transit Station and along Station Boulevard. An interconnected street grid, bike lanes, and sidewalks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

The land uses 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 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 regulations and guidelines listed in this chapter.



Precedent Image : West Valley City Center Transformation


Street A
Street B
Street C
Street D
Street E
Street C
Street F
OVERALL LAND USE PLAN:
Mixed Use Residential (11.6 Ac)
Office (5.5 Ac)
Low-Medium Density Residential (3.5 Ac)
Commercial (5.6 Ac)
Transit (2.85 Ac)
Parking (6.7 Ac)
Open Space (14.25 Ac)

5.1 MIXED USE RESIDENTIAL LAND USE REGULATIONS

a mix of activating uses

GENERAL CHARACTER

The Mixed Use Residential (MUR) Land Use area blends residential and commercial uses into one space that provides for the opportunity to have businesses occupy the ground floor and residential uses occupy the upper floors. This promotes activated ground floors, enhanced amenities, and the diversification of land use functions. Utilization of this land use regulation promotes a more unique urban character, enhanced building entrances and more articulated building facades. Buildings shall be placed adjacent to the sidewalk with pedestrian entrances oriented to the street. See Chapter 4 for design guidelines and streetscape standards.

SEQUENCING

The land uses labeled as MUR A, B, C, and D have the potential to be balanced within themselves, but only if the commercial aspect of the building is constructed and marketed as such, excluding private amenities normally included in multifamily residential development. 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. To ensure that the phasing is balanced throughout the development of Clearfield Station, a MUR A, B, C, or D building that utilizes the designated commercial space as residential shall be considered a solely residential complex that must be balanced by a separate office/commercial building.

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 in the form of an amendment or addendum.

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 FACADE DESIGN

Articulation: A vertical facade division of 12" or more must be provided at 42' intervals measured horizontally along street face facade 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 roofs 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 facade length and may encroach over the public walk and shall include awnings, canopies, balconies and the like. These elements shall be placed along building facade 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.

put in building character image

Building Stepback: A building stepback of 8' minimum shall be provided at the primary facade of buildings exceeding 3 stories and shall occur at level 2, 3 or 4, and may be used as balconies, terraces, or articulated roofs. In lieu of this, balconies, terraces, canopies, articulated roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. The Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)
- Precast Concrete (Architectural Grade)
- Metal Panel

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 facade 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.

- off street parking

REQUIRED PARKING

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

Professional 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 MUR may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant.

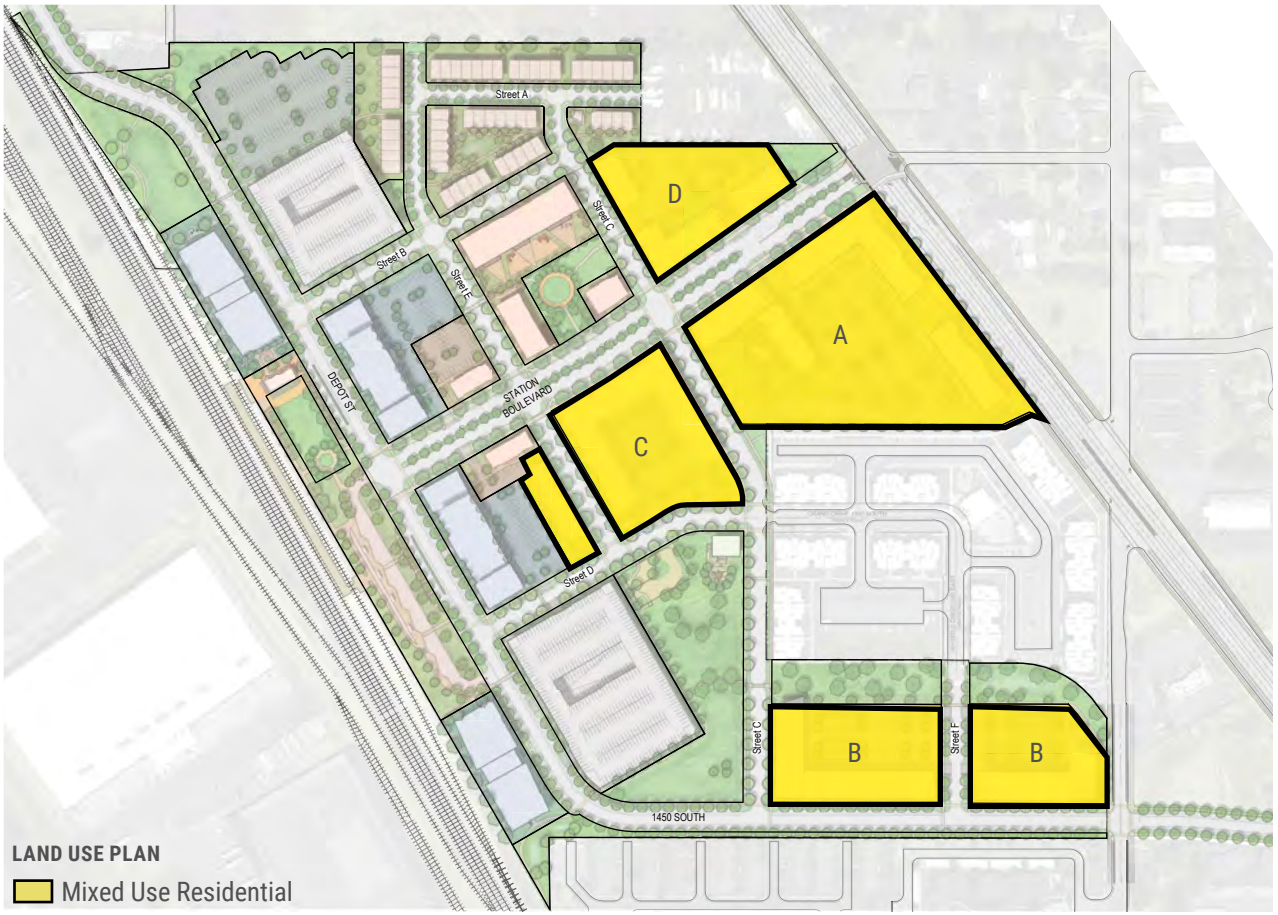
SPECIAL REQUIREMENTS

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 views.

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 REQUIREMENTS

PERMITTED USES

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

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



Mixed-Use/Residential Development

5.2 OFFICE LAND USE REGULATIONS

GENERAL CHARACTER

Office land use accommodates buildings that will serve the daytime working population of Clearfield Station. The general layout of the street-level building program includes office, lobby, and commercial uses while the upper-level is typically reserved for office uses. To create an engaging public realm, office buildings will have primary and secondary facades focused on the primary and secondary 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 must be a minimum of 5 stories in height east of Depot Street, and 3 stories minimum west of Depot Street.

BUILDING CHARACTER

PRIMARY BUILDING FACADE DESIGN

Articulation: At intervals of 42 foot maximum horizontally measured, along the street face, a minimum of a 12" vertical building facade 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 roofs 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 facade 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 roofs. In lieu of this, balconies, terraces, canopies, articulated roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. The Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)
- Precast Concrete (Architectural Grade)
- Metal Panel

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 facade 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.

(Refer to Section 5.0 for Regulatory Requirements for Site and Building Design)

at Staff Level

Search full document and add this each time

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 may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant as approved by Clearfield City.

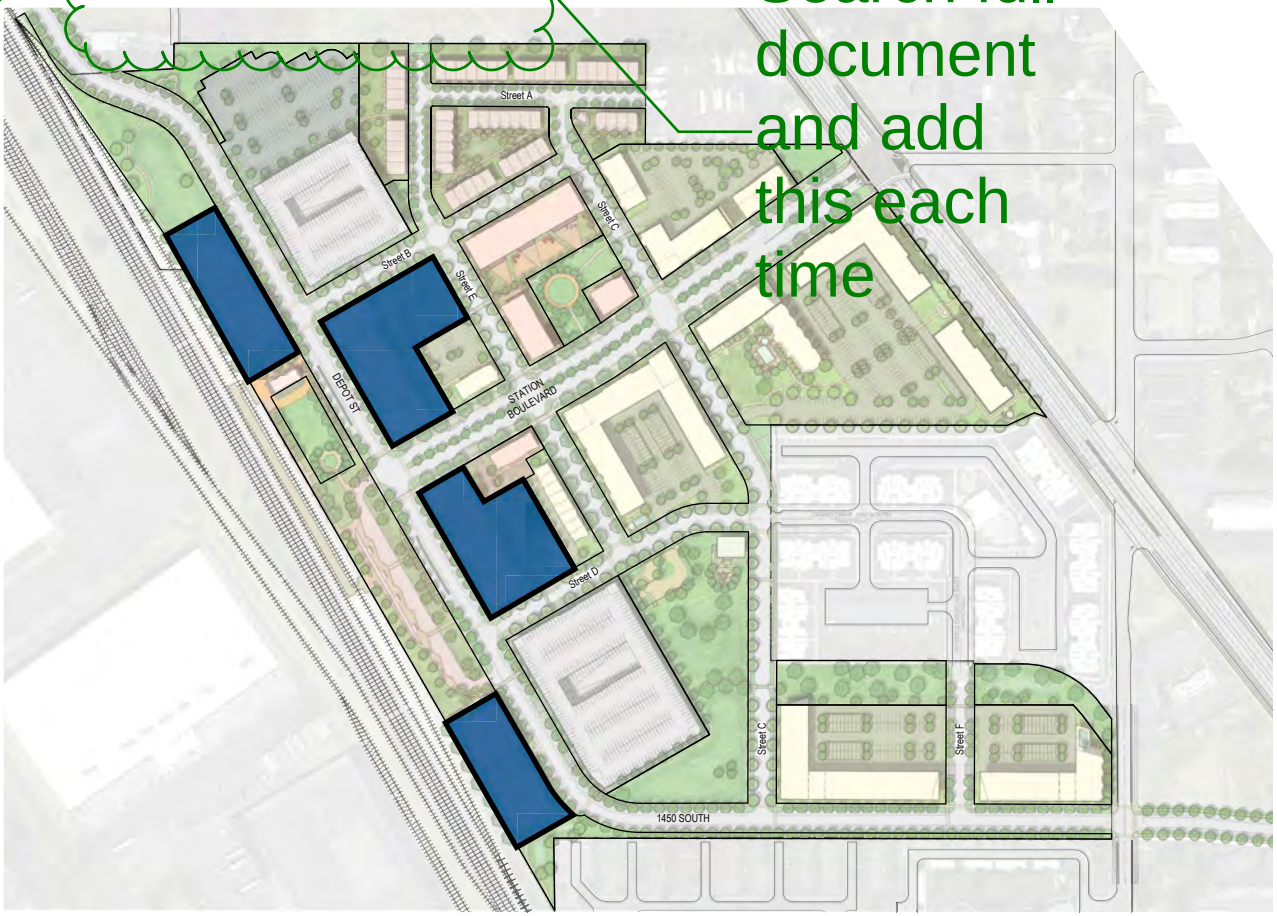
SPECIAL REQUIREMENTS

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 views.

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.



LAND USE PLAN

Office



Office Development

5.3 LOW - MEDIUM DENSITY RESIDENTIAL LAND USE REGULATIONS

GENERAL CHARACTER

The Low to Medium Density Residential Land Uses (12 to 40 units per acre) are located at the north edge of Clearfield Station 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.

LAND USE REQUIREMENTS

PERMITTED USES

Street

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 land use are limited to a maximum of 3 stories ~~with the exception of a 4th level roof deck and associated occupied space.~~

(not exceeding 36 feet in height)

15' setback at town homes note @ north setback

BUILDING CHARACTER

PRIMARY BUILDING FACADE DESIGN

Articulation: At intervals of 30 foot maximum horizontally measured, along street face, a minimum of a 12" vertical building facade 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 roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. The Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)
- Precast Concrete (Architectural Grade)
- Metal Panel

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



LAND USE PLAN

Low-Medium Density Residential

5.4 COMMERCIAL LAND USE 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 may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant.

get parking analysis note from previous page

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 the commercial land use area are limited to a maximum of 4 stories. Anchor commercial use buildings containing a minimum of 25,000 SF may be built to a maximum of 6 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 FACADE DESIGN

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

Doors: A street level door shall be provided at an average of 50' on center. Anchor commercial use buildings shall have street level doors on each building face with no minimum spacing.

Human Scale Elements: Balconies, terraces, canopies, articulated roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)

- Precast Concrete (Architectural Grade)
- Metal Panel

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 facade 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. Mixed-use/Retail opportunities will become more viable with increased amount of tenants and visitors to Clearfield Station. 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.

- Commercial Overlay: As much as 14,500 SF of non-residential/flexible mixed use spaces within MUR land use.
- Retail A = 4,000 SF
- Retail B = 4,500 SF
- Retail C = 9,000 SF
- Retail D = 5,000 SF
- Gym = 45,000 SF (15,000 SF Floorplate)



LAND USE PLAN

Commercial

Commercial Overlay



Commercial Overay



Mixed Use Commercial

5.5 TRANSIT LAND USE REGULATIONS

GENERAL CHARACTER

The Transit Land Use area provides transit users with a central, comfortable, safe and convenient access to 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 (private) 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 FACADE DESIGN (PER CHAPTER 4)

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

REQUIRED PARKING

UTA: No parking available except for authorized UTA Vehicle/Bus parking in the 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.



Transit Plaza Precedent



UTA FrontRunner Station



UTA Bus Station



LAND USE PLAN

Transit

5.6 PARKING LAND USE REGULATIONS

in accordance with Clearfield City Code Title 7-3-22.

GENERAL CHARACTER

Parking is a key component in the Clearfield Station. 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 TOD 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 parking will be staged as the development is constructed.

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 the parking land use area are limited to a maximum of 8 stories.

BUILDING CHARACTER

Facade : When facing the street (Primary Facade), 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 PLAN

Parking

5.7 OPEN SPACE LAND USE REGULATIONS

GENERAL CHARACTER

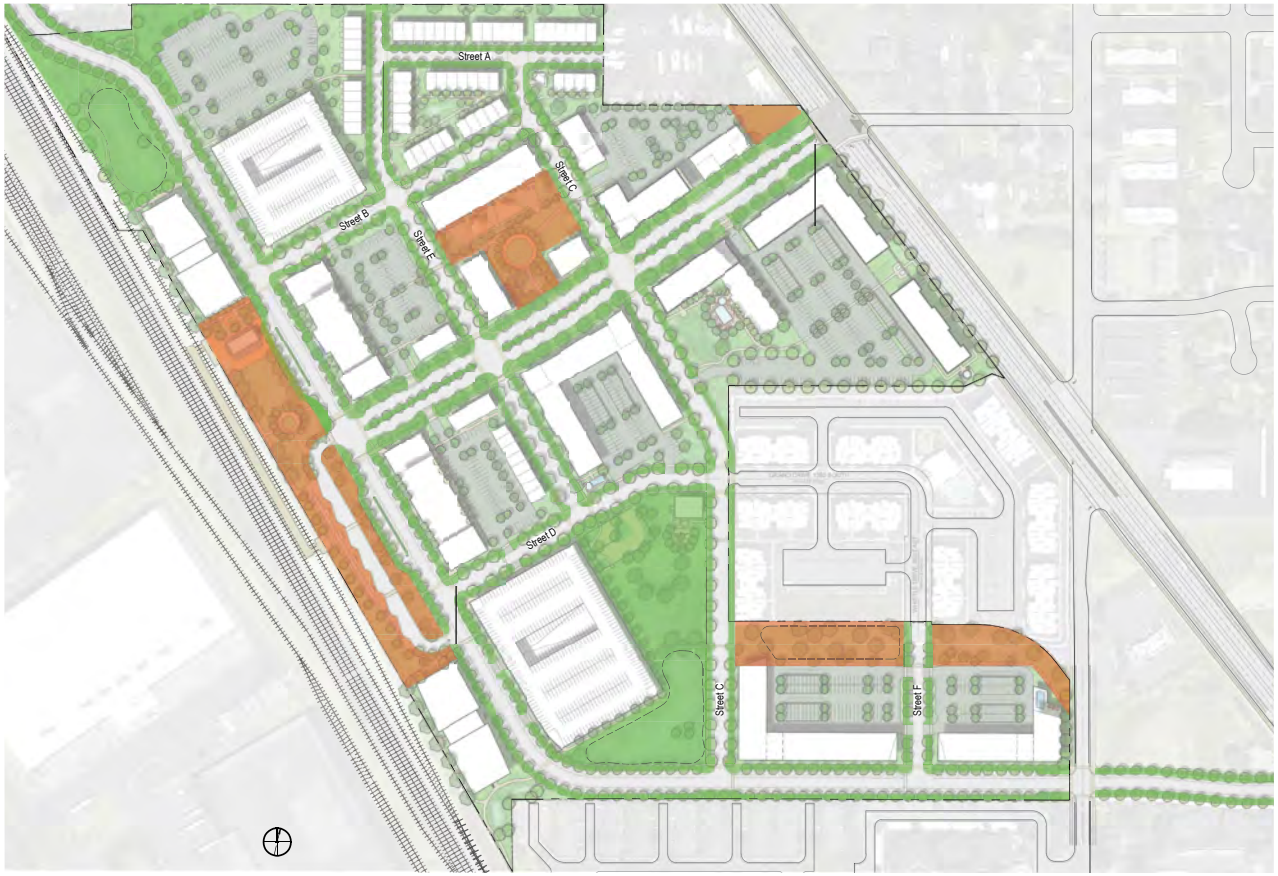
This land use includes a variety of open space types that are undeveloped and accessible to the public. Open spaces includes passive and active park space, plazas, and stormwater mitigation areas. These amenities help to enhance the beauty and environmental quality of Clearfield Station.

The private open space areas contain more active areas including the UTA Transit Plaza and Station Square where events and gatherings may occur. Pairing retail with private open space areas will enable unique opportunities for desirable outdoor dining and outdoor event spaces.

The public open space contains more passive areas such as stormwater detention ponds and park space where recreational uses such as biking and dog walking may occur. Many of the public open spaces are to be built in the first construction step to help mitigate stormwater runoff and urban heat island.



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



Public Open Space

06 SITE BUILDOUT & PARKING STRATEGIES

OVERALL PHASING STRATEGY

The Project is divided into two distinct stages, as follows and as shown in Exhibit "C" ("Construction Steps"):

Construction Step 1: Project Infrastructure (Horizontal Improvements). This stage consists of the construction of Transit Critical Infrastructure, as well as roadways and underground utilities necessary to serve the buildings that will be developed. This stage will be undertaken by the City as described more fully in Section III of this Agreement.

Construction Step 2: Parcel / Lot Development (Vertical Improvements). This stage consists of the construction of various buildings and spaces that will primarily be privately owned (office, retail and other commercial buildings, mixed-use residential buildings, townhouses, etc. as described in Section II(A)(1) of this Agreement and in the MDP). This stage will be undertaken by Master Developer.

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

Nevertheless, this MDA and the MDP requires a balanced approach to the buildout of the site. As determined by the City, from beginning to end, there shall 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). Amendments to this Agreement shall follow City Code 11-11F-9.

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 is currently zoned as Mixed-Use (MU) classification. This MDP will aid in the future development by providing a 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 the construction sequences of Clearfield Station, 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 steps.

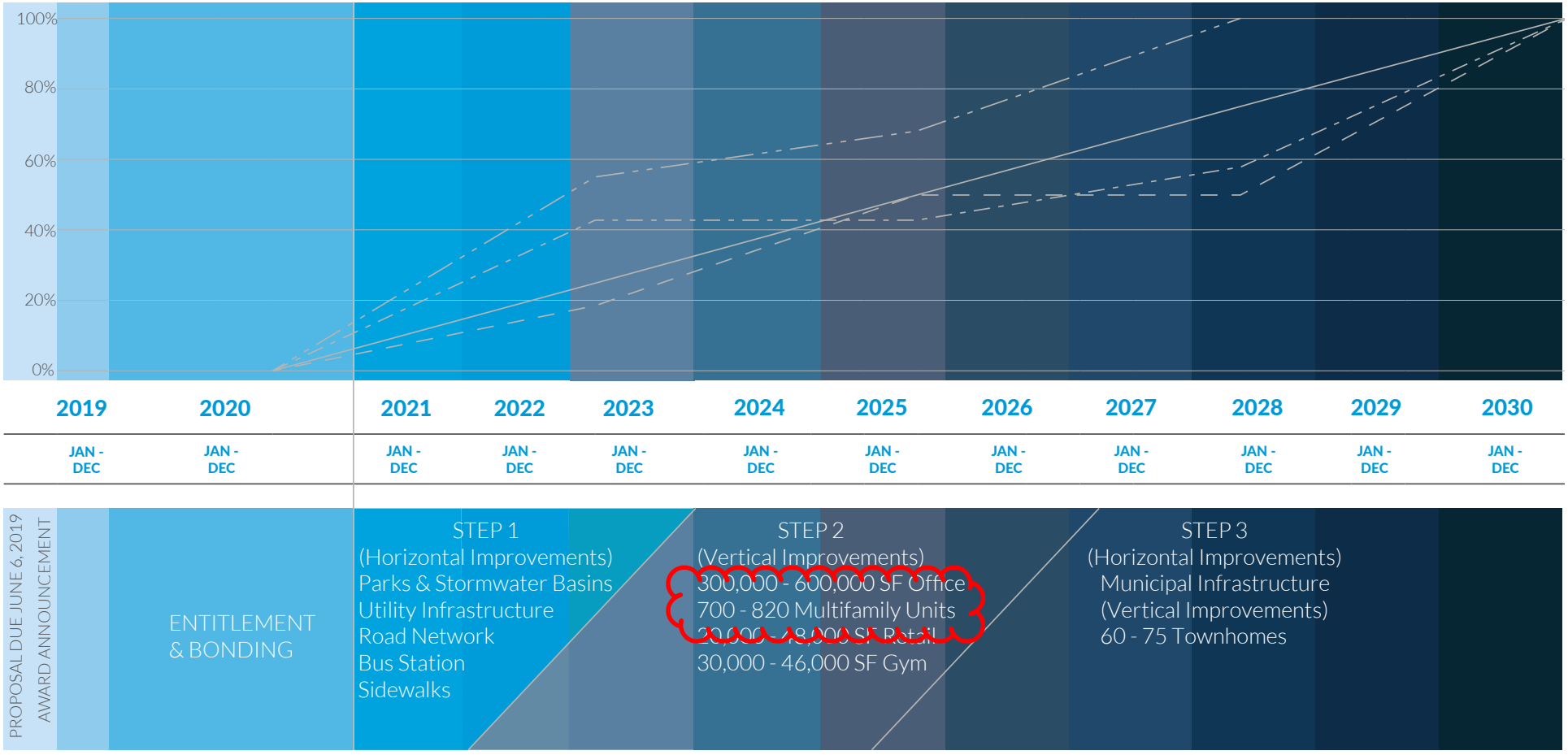
TRANSPORTATION IMPROVEMENTS

During the first step 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 steps 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 step 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 steps of the project are to be met with a combination of permanent park & ride locations, parking structures or temporary lots. Sequenced parking is designed to accommodate all the existing site requirements including the needs of UTA's Clearfield Station.

CONSTRUCTION SEQUENCING SCHEDULE



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

6.1 STEP 1

SUMMARY

Step 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 be used during construction. Balancing parking requirements between UTA patrons and the requirements of the development will require flexibility and cooperation amongst all stakeholders.

S1 Summary - Horizontal Improvements		
Building	QTY	Units
Public Open Space*	12.3	Acres
Stormwater Basins	4	Total
Road Network	12528	LF
Bus Station	7	Bays
Sidewalks	25056	LF
Street Parking	476	Stalls
Existing Lot A	128	Stalls
Existing Lot B	359	Stalls
Existing Lot C	285	Stalls
Existing Lot D	305	Stalls
Total Parking	**1,553**	

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



6.2 STEP 2 & 3

SUMMARY

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

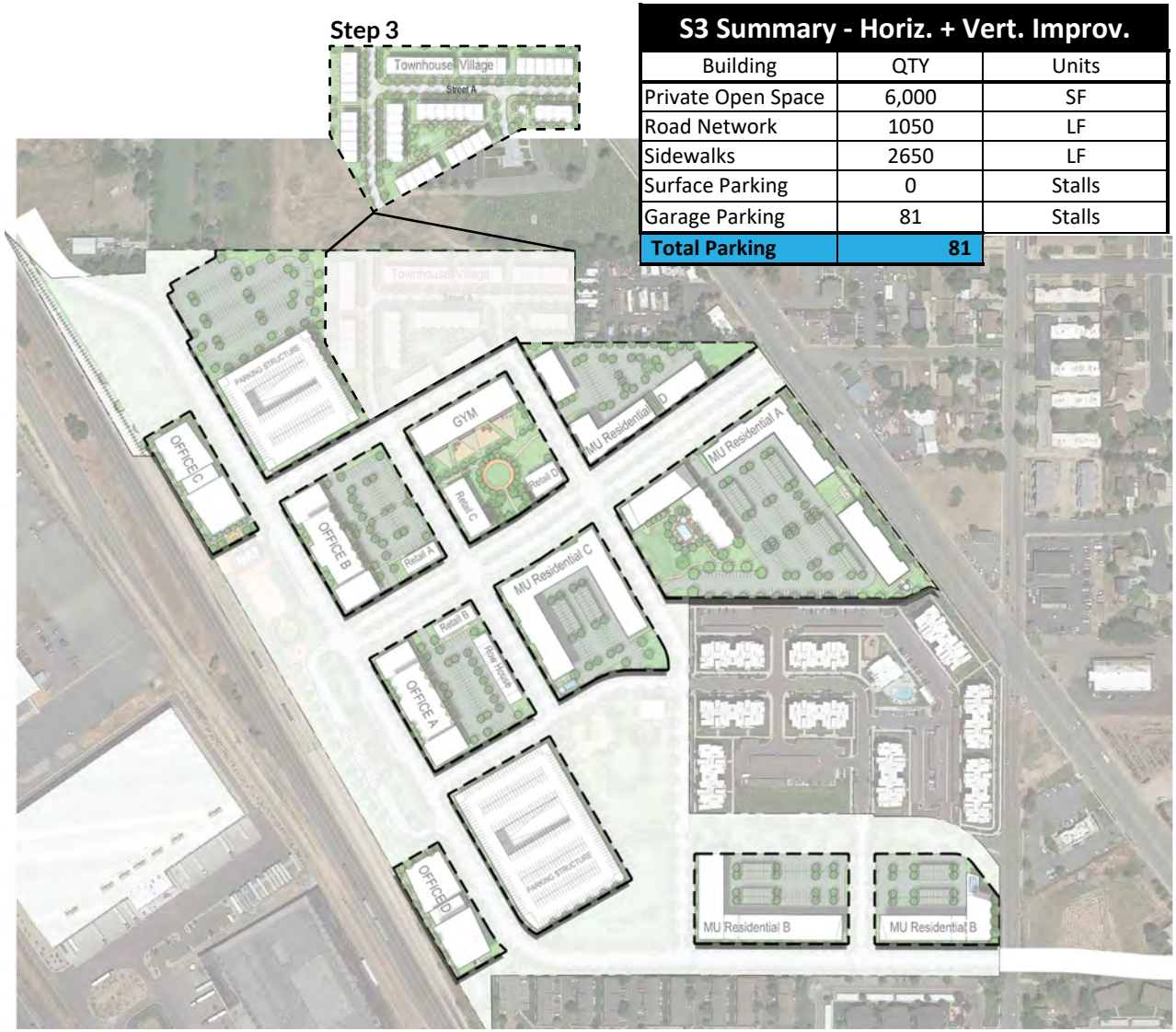
- Office
- Multi-Family Housing
- Townhome
- Retail
- Commercial

S2 Summary - Vertical Improvements		
Building	QTY	Units
Private Open Space	5.4	Acres
Road Network	0	LF
Bus Station	7.0	Bays
Sidewalks	7294	LF
Surface Parking	1145	Stalls
Structured Parking	2144	Stalls
Total Parking	**3,289**	

Parking Summary		
Street Parking	476	Stalls
Surface Parking	1145	Stalls
Structured Parking	2225	Stalls
Total Parking	**3,846**	

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

*See MDA Exhibit I - Parking Stages for more information.



S3 Summary - Horiz. + Vert. Improv.		
Building	QTY	Units
Private Open Space	6,000	SF
Road Network	1050	LF
Sidewalks	2650	LF
Surface Parking	0	Stalls
Garage Parking	81	Stalls
Total Parking	**81**	

07 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**

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**		

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

SUM SHOULD BE 14,500

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

MATCH PAGE 61 AREA TOTALS

08 TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with Clearfield Station and the surrounding community. 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 Clearfield Station) 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 Clearfield Station 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 Clearfield Station is constructed. Traffic load assumes projected future use levels & additional use from project.

TABLE S-1
LOS Analysis - Evening Peak Hour
Clearfield Station

Intersection	Level of Service (Sec/Vech)[1]		
	Existing (2019) Background	Mitigated Existing (2019) Background	Existing (2019) Plus Project
Depot Street / 700 South (SR193)	C (21.3) / SB	D (26.7) / SB	F (>50) / NB
State Street (SR-126) / 700 South (SR-193)	F(>80)	D (48.5)	F (>80)
1000 East / 700 South (SR-193)	C(22.9)	B (19.3)	B (16.2)
Pratt Street / State Street (SR-126)	C(16.6) / WB	C (18.7)	C (21.2)
Pratt Street / 1000 East	A (4.0) / EB	A (4.5) / EB	A (4.5) / EB
Station Boulevard / State Street (SR-126)	C (19.2) / EB	--	--
Boxcar Drive / Station Boulevard	A (5.2) / NB	--	--
1000 East / State Street (SR-126)	C (23.8)	A (2.4) / NB	A (2.4) / NB
1450 South . State Street (SR-126)	B (12.7) / WB	B (15.6)	B (15.4)
1000 East / Antelope Drive (SR-108)	E (59.6)	D (35.8)	D (35.8)
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)

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 S-1 (Continued)

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
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
D (51.4)	D (55.0)	E (57.5)	D (53.3)	F (>80)	D (47.1)	E (73.7)
B (17.6)	C (20.3)	B (18.8)	B (19.7)	C (20.9)	C (22.7)	B (16.3)
C (21.2)	C (19.2) / WB	C (26.5)	C (26.8)	D (32.8) / WB	C (23.8) / WB	E (56.5)
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
--	E (44.7) / EB	--	--	F (>50) / EB	F (>50) / EB	--
--	A (5.1) / NB	--	--	C (19.8) / NB	C (19.6) / 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
B (15.4)	C (19.1) / WB	B (15.5)	B (15.3	C (23.1) / WB	C (22.3) / WB	B (17.9)
C (29.8)	D (48.6)	C (29.1)	C (28.8)	E (61.3)	D (46.8)	D (43.9)
--	--	--	--	--	--	--
B (13.2)	--	B (11.1)	B (11.2)	--	--	B (13.5)

TABLE ES-2 Recommended Storage Lengths Clearfield Station								
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

MASTER DEVELOPMENT PLAN



CLEARFIELD STATION

MASTER DEVELOPMENT PLAN

ACKNOWLEDGMENTS

CITY MAYOR	Mark Shepherd
CITY COUNCIL	Kent Bush Nike Peterson Vern Phipps Tim Roper Karece Thompson
PLANNING COMMISSION	Kathryn Murray Robert Browning Chris Uccardi Nicole Bigelow Brett McAllister David Bloomfield Karen Blackwood
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Publication Date: November 19, 2020

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Precedent Image : West Valley City Center Transformation

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01 INTRODUCTION

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 (the City) and the Utah Transit Authority (UTA).

A 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 56 acres of vacant land, this site is a blank slate where a vibrant, Transit Oriented Development (TOD) will meet the needs of the City residents and the UTA.

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.

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. The second is 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.

VISION

Clearfield Station will be a thriving, mixed-use, and walkable TOD that seeks to become a regional destination that provides abundant opportunities for employment, living, shopping, and recreation; which all work together to create a vibrant community.

DOCUMENT INFORMATION

This Master Development Plan (MDP) is organized into eight chapters that include: Introduction, Existing Conditions, Masterplan Framework, Design Metrics & Guidelines, Land Use Regulations, Site Buildout & Parking Strategies, Building Area & Parking Breakdown, and Traffic Impact Study. 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.

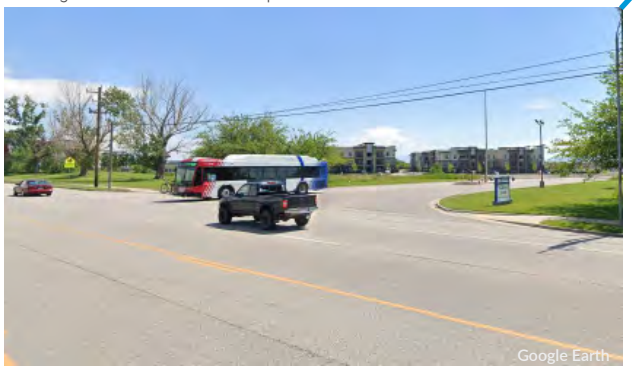
Graphic depictions and photos used in this report are for illustrative purposes and are only intended to offer examples of specific building elements and spatial character. These are not intended to depict actual buildings or site development unless otherwise specified.

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.



Existing Conditions - Aerial Perspective



Existing Conditions - Clearfield Station Entrance



Existing Conditions - Train Station



Existing Conditions - Bus Station

1.1 PROJECT INFORMATION

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 at 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 UTA. 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 just described 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 where people want to be. 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.

1.2 GOALS AND VISION

CREATION OF A 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.

CREATION OF A 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.

CREATION OF A 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.

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.

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.”

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

When the City was first settled in 1877, the City was named Sandridge. However, with the intent to attract agricultural settlers, the City changed its name to Clearfield. This calculated change in name worked, and for many years, the City was a small successful farming community.

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 the City and forever change the composition of the City. Along with the creation of the Hill Air Force Base (the Base), the United States Navy developed the Clearfield Naval Supply Depot (the Depot) in 1943, on the southwestern edge of the City. The location of the Depot within the City was based on the combination of its remote location, coupled with its access to the Base, railroads, and major highways.

The Base is has grown significantly since 1940 to become one of the largest employers in the State of Utah. The Base continues to play a vital role in the creation of economic opportunities for the City. The Depot was formally decommissioned by the United States Navy in 1962, and was eventually sold into private ownership. However, much of what was once the Depot is now a thriving regional manufacturing, warehousing, and distribution hub known as, the Freeport Center. The Freeport Center is located entirely within the City and encompasses 680 acres, 78 buildings (totaling 7 million square feet), and a workforce in excess of 7000 employees.

The City is an essential economic cog within Davis County, which is the home to several nationally known companies, and is currently one of the fastest-growing counties in the nation due to its quality of life, communities, education, and commerce. The City is the third largest city within Davis County, and has daytime population driven by industrial/military employment.

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 the UTA Transit Station connection midway to Ogden and Salt lake with close proximity to HAFB.

NEIGHBORHOOD CONTEXT

The Clearfield Station comprises of 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.

Adjacent to this site, Clearfield Station Apartments is located at the southwest corner of the State Street and 1000 East intersection. This was the first step of development of this project area and plays a role in influencing the form of the MDP due to existing road network and apartment building layout.

ACCESS & CONNECTIONS

TRAIN

Connecting Ogden to Provo, the FrontRunner is a regional commuter rail line that is operated by the 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 UTA bus system makes vital neighborhood connections to the surrounding City. 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 MDP proposes adding an extra pullout to increase capacity.

AUTOMOBILE

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.

TRAILS

Pedestrian and bicycle connectivity to the 23.5 mile Denver & Rio Grande Western Trail (Old Rail 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. Other nearby trails include: S. Main Trail, Falcon Trail on 1000 East, Canal Trail, and the Center Street Trail.


To Ogden
Sunset
Rail Trail
UTA FrontRunner
State Street
Hill Air Force Base
700 South / SR-193
Site
Freeport Center
I-15
Davis
Hospital
Antelope Drive
Syracuse
Davis Conference Center
Layton Hills Mall
1000 East
Layton
To Salt Lake City

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

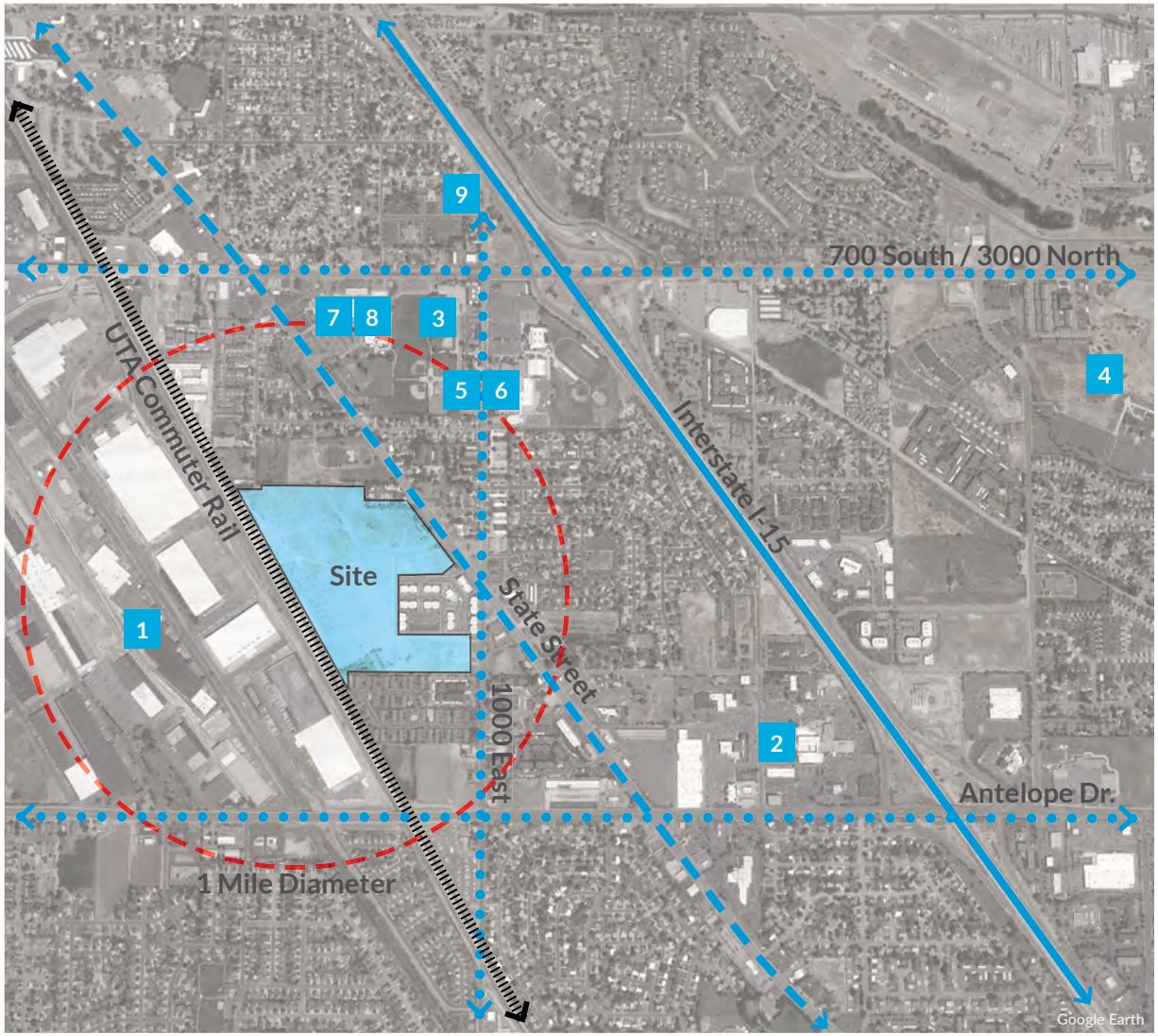
There is convenient access to two of the area's major employment centers: Freeport Center and Hill Air Force Base. Hill Air Force Base, one of the state's largest employers, is located 2.5 miles to the northeast of the site along SR-193.

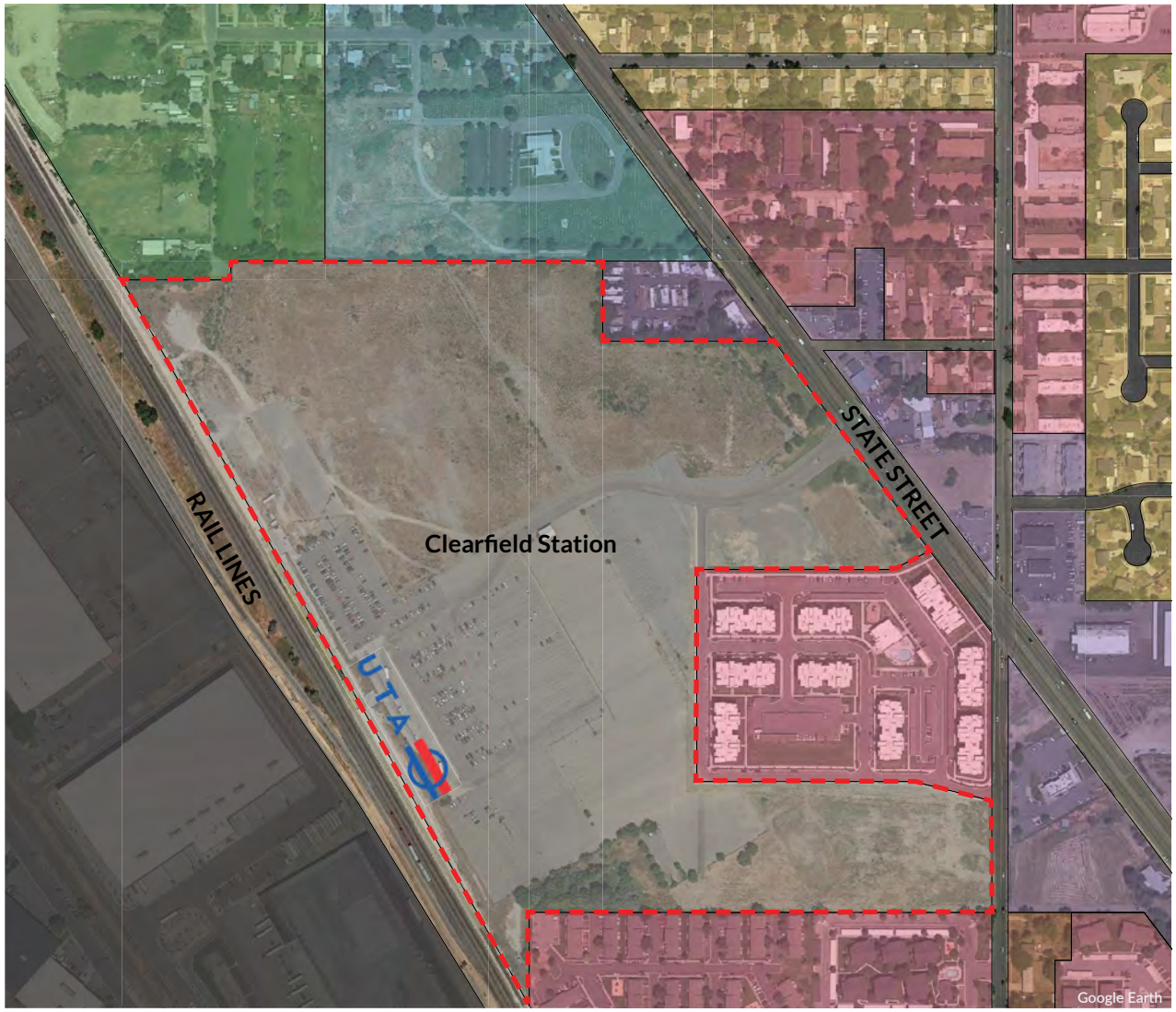
CIVIC CENTER

The Davis County Health Department, Davis County Library (Tech Center) and Clearfield City Hall are 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. Fisher Park
6. Clearfield High School
7. Aquatics and Fitness Center
8. North Davis Jr. High
9. Davis Co. Library (Tech Center)





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

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 will 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 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.

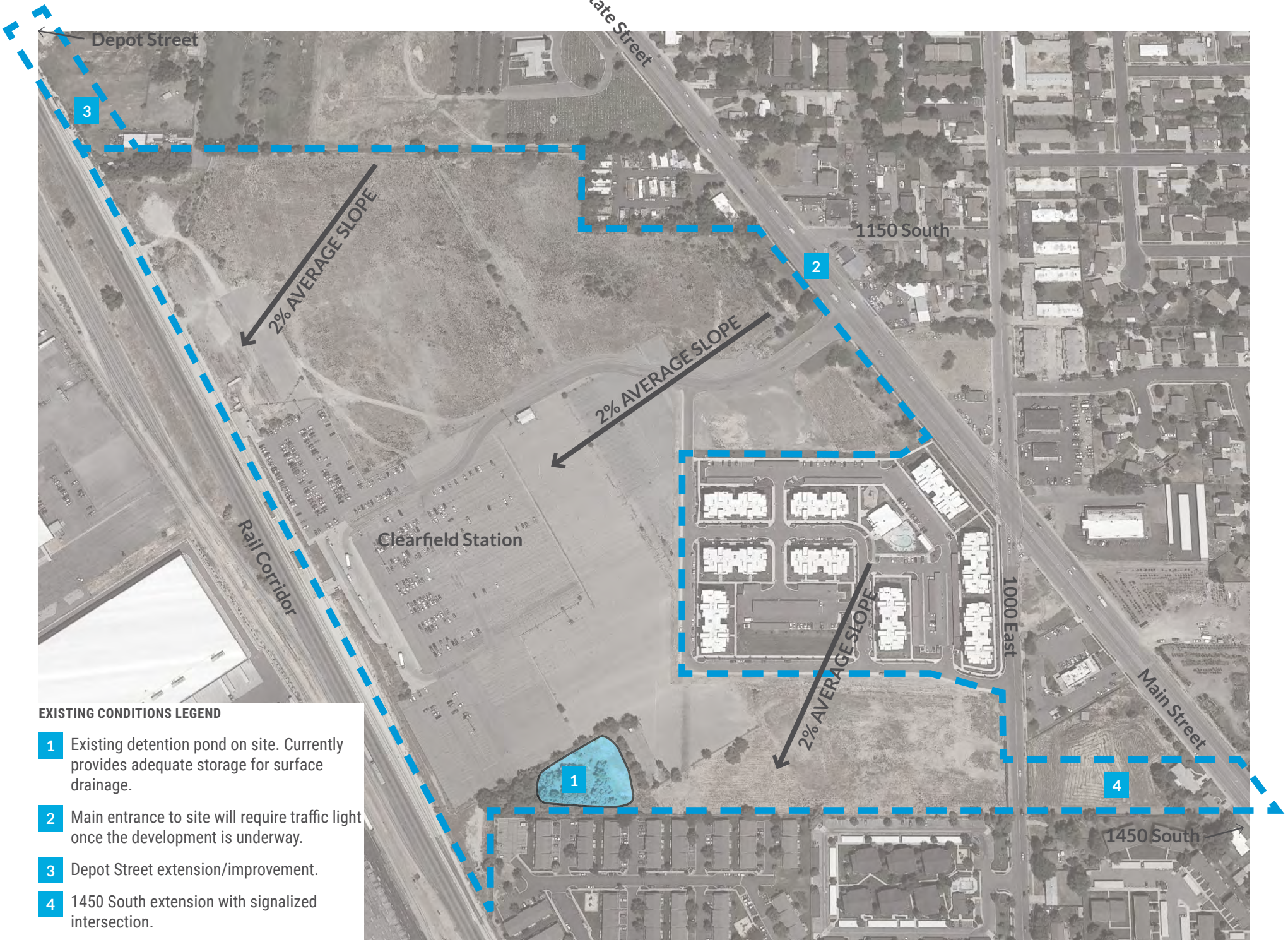
ENVIRONMENTAL CONDITIONS

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 MDP proposes two street extensions.

- The first being an extension of 1450 South to State Street (to the east).
- The second being the extending of Depot Street to the north (parallel to the west edge of the site).



EXISTING CONDITIONS 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

HISTORICAL CONTEXT

The Illustrative Masterplan (page right) presents how the site will 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 integrates with native ecologies.

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 station 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 sequenced 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 MDP features extensive greening by providing street trees at intervals ranging from 30 feet to 50 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 MDP. 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. 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.



ILLUSTRATIVE MASTERPLAN

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. STATION SQUARE
12. PUBLIC PARK
13. BIKE LANE
14. COMMERCIAL OVERLAY

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 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 shown 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 Clearfield Station 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

















STATION SQUARE

A central open space of approximately one acre that is located in a highly visible area in the heart of Clearfield Station. 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.

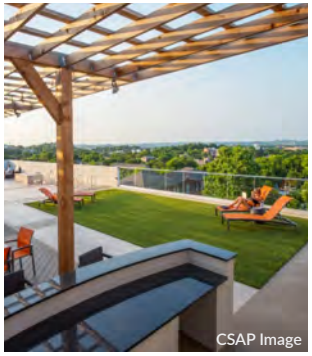
TRANSIT PLAZA

Open space adjacent to the UTA Station 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

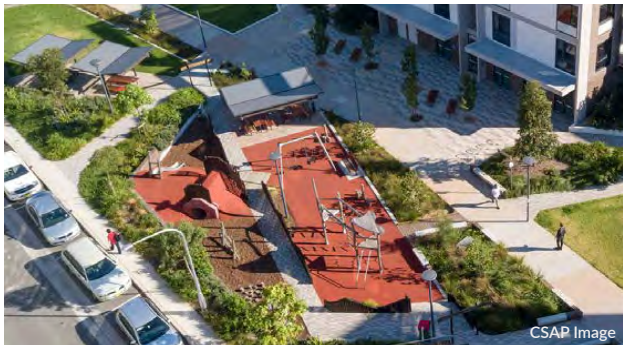












PRIVATE COURTYARD/ROOFTOP DECK

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.

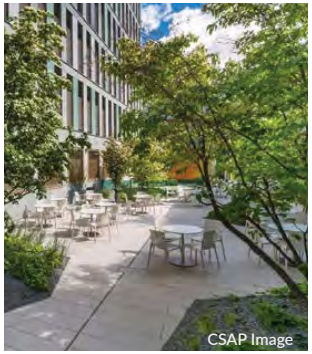
PARK

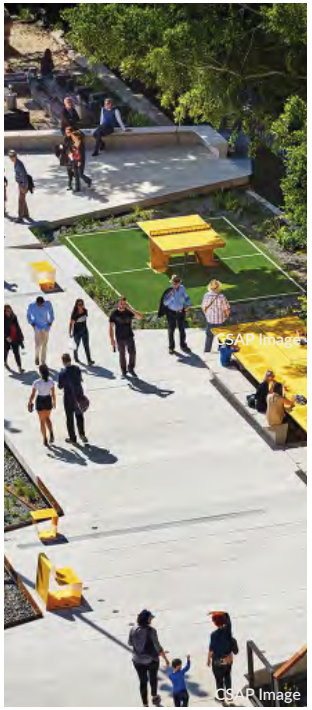
Public park space geared towards residents in the neighborhood where they can relax and play in an informal environment. The park includes flexible lawn areas for active and passive recreation and pathway loops for exercise.

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 occupant's wellbeing. They are organized in groups to create attractive massing and give an organic feel.

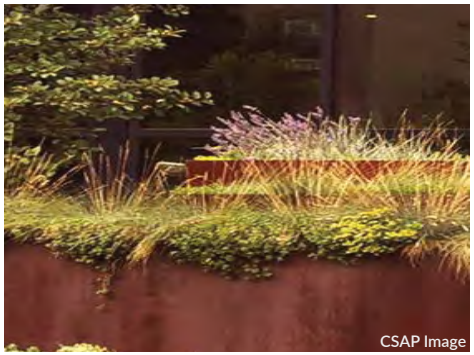
MID-BLOCK CROSSINGS

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.

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 site furnishings.

OPEN SPACE ENHANCEMENTS


CSAP Image


CSAP Image


CSAP Image


CSAP Image


CSAP Image


CSAP Image

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 build-out, approximately 1,000 residential units will be within a 5 to 10-minute walk to the UTA Transit Plaza.

Upon full build-out, 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 with 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 of the loading zone.

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.

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 Clearfield Station 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 Chapter 8.


CONNECT TO DEPOT STREET
FUTURE TRAIL CONNECTIONS
POSSIBLE FUTURE PEDESTRIAN CONNECTION TO THE CITY CEMETERY
Street A
Street B
Street C
Street E
Depot Street
Station Boulevard
Street D
SIGNALIZED INTERSECTION
NEW MEDIAN, REMOVE SIGNALIZATION
Street C
Street F
1450 South
SIGNALIZED INTERSECTION
1450 S EXTENSION
POSSIBLE RAIL TRAIL CONNECTION VIA ANTELOPE DR
POSSIBLE NEIGHBORHOOD CONNECTION
TRANSPORTATION PLAN
Sidewalk
On-Street Bike Lane
Raised Cycle Track
Bus Circulation
Bus Loading Zone
Kiss and Ride
Platform Entrance
Commuter Rail

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 Clearfield Station. When complete, a thoughtful, well choreographed mix of buildings, streets, and open spaces will help to create a destination location where people want to be. 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.

FUTURE TECHNOLOGICAL ADVANCEMENT

To allow for the flexibility necessary to adopt future advancements in transportation, technology, and unforeseen contingencies, the development partnership has agreed to adopt land-use changes as deemed necessary over the course of construction. Drones, autonomous vehicles, and other advancements have the potential to disrupt the current status quo and drive market demand. This document does not account for the future innovations that may benefit the long-term viability of Clearfield Station. However, proposed changes to Clearfield Station require City approval and a revision to the MDA and/or MDP.


CSAP Image



4.1 STREET WALLS AND BUILDING MASSING

REFER TO SECTION 5.0 FOR REGULATORY REQUIREMENTS FOR SITE AND BUILDING DESIGN.

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 and serve as a convenient amenity for residents. Locating the Station Square 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 durablev and easily maintained. Retail, residential, and/or other active uses are encouraged.

METRICS

Street walls and building massing shall meet the following:

- 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.



STREET & FACADE PLAN

- Station Boulevard
- Depot St & 1450 S.
- Local Streets
- Primary Facade
- Secondary Facade
- Prominent Building Corners

4.2 FACADE ARTICULATION

REFER TO SECTION 5.0 FOR REGULATORY REQUIREMENTS FOR SITE AND BUILDING DESIGN.

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.

VERTICAL ARTICULATION

The first 20 feet of height of a building facade 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 facade differentiated from the adjacent facade 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.

HORIZONTAL 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

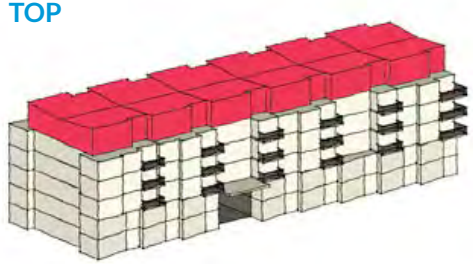
The base section grounds the building as it relates to the street and ground floor activity. The middle section is the principal facade of the structure and differentiated from the base and top through methods mentioned above. The top section defines the roofline and is encouraged to have stepbacks,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



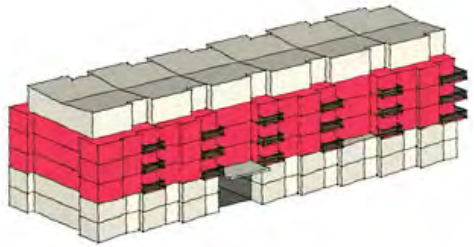
CSAP Image


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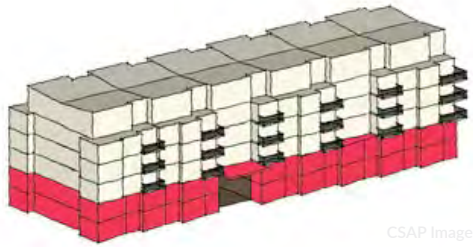
TOP



MIDDLE



BASE


CSAP Image

MATERIALS + COLORS

Consistent aesthetics include a 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 facade, space, and use and should turn corners.

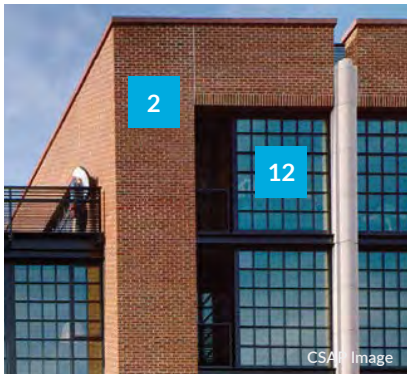
Lighter accent colors are highly encouraged to add pops of interest. Industrial buildings typically have dark, heavy materials such as brick, black steel, and dark concrete and shall be accented with color to lighten their presence.

DESIGN GUIDELINES

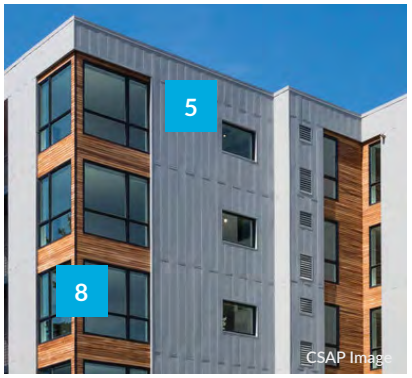
Refer to Section 5.0 for Regulatory Requirements for Site and Building Design. Premium and secondary quality materials are to be used based on the following:

MATERIAL EXAMPLE IMAGES

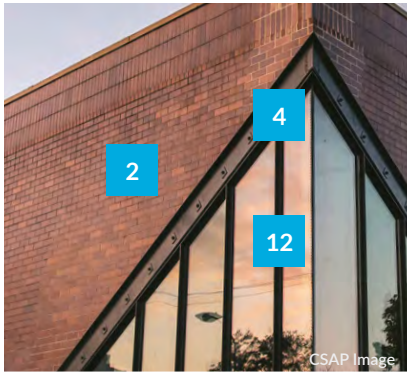
1	"Color Accent" for visual interest	7	Stone
2	Brick	8	Wood / Timber
3	Tumbled Brick	9	Curtain Wall Glazing System
4	Black Steel	10	Concrete or GFRC Panels
5	Colored Metal Panels	11	EIFS / Stucco
6	Corrugated or Corten Steel	12	Industrial Sash/ Divided Light Windows

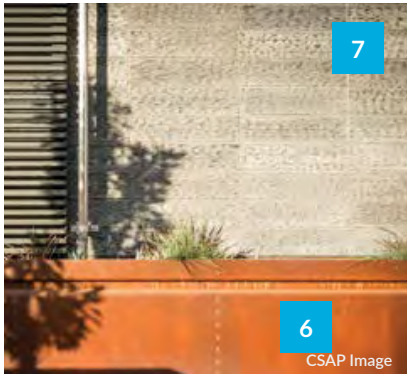


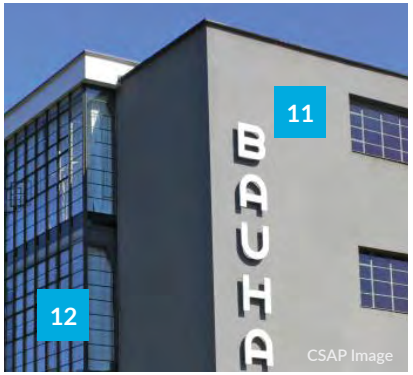
















4.3 ARCHITECTURAL MASSING

REFER TO SECTION 5.0 FOR REGULATORY REQUIREMENTS FOR SITE AND BUILDING DESIGN.

INTENT

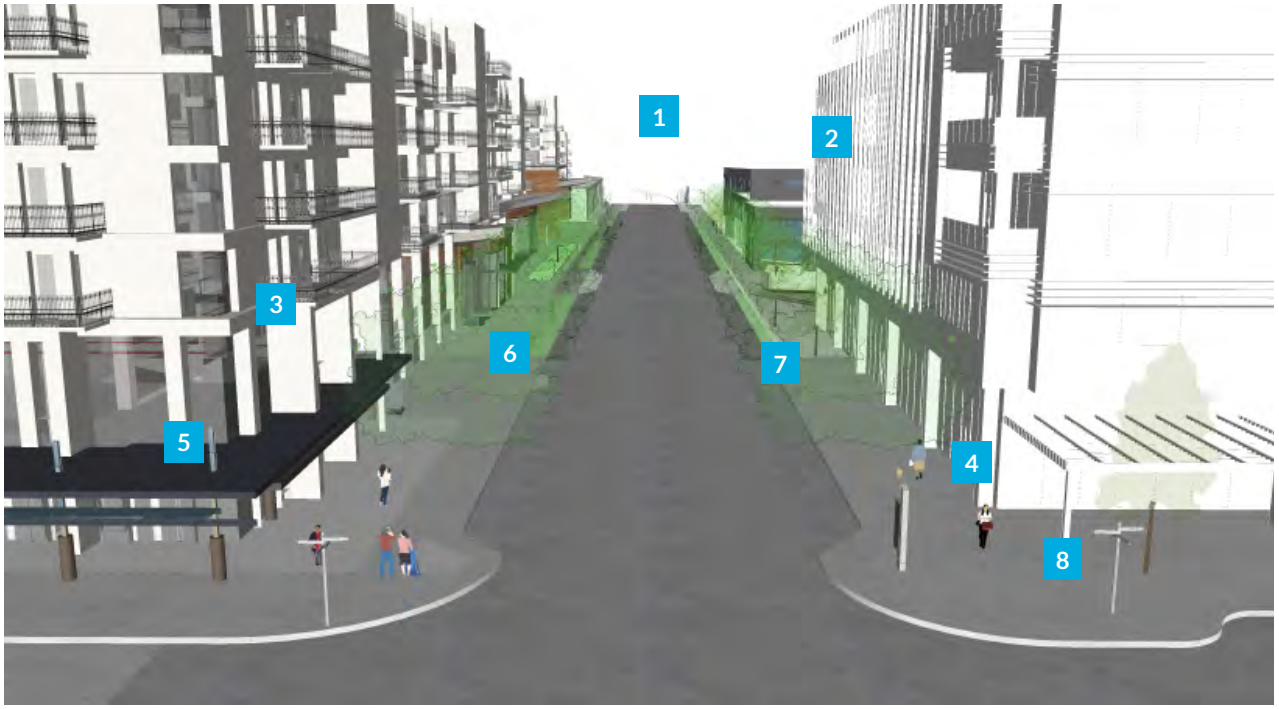
All buildings within the Clearfield Station shall follow the design guidelines in this chapter to ensure that each structure is unified with the overall development aesthetic. Massing and height shall be appropriate to a building's intended use and is to blend with the surrounding context. Structures 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 Frontage Zone (See 4.9 Streetscape) 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 majority of the building floorplates are less than 30,000 square feet in efforts to help break up the block and enhance walkability. 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 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

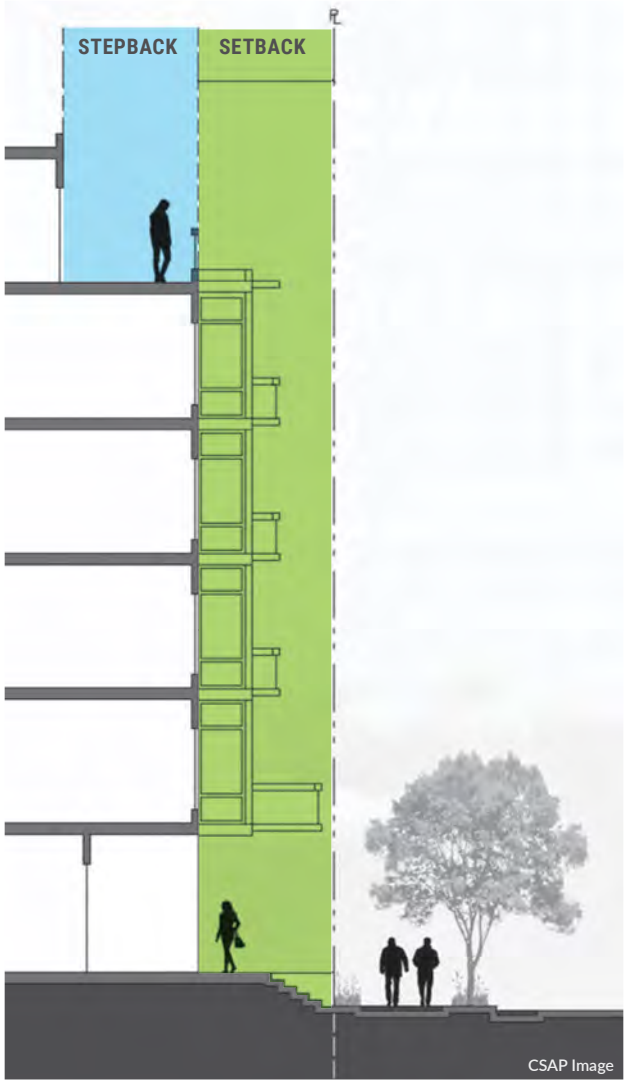
- Create a space for outdoor dining in front of retail/ restaurant spaces.
- To offer landscape and/or a patio/stoop in front of ground-level residential entrances.
- Entrance courts for office or residential building lobbies.
- To add interest and bring nature into the streetscape through planters and 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 facade.

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.

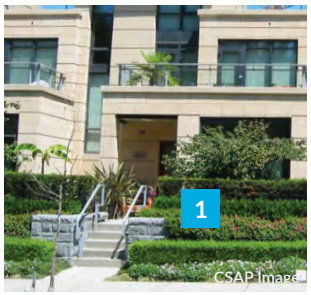






4.4 ARCHITECTURAL DESIGN ELEMENTS

REFER TO SECTION 5.0 FOR REGULATORY REQUIREMENTS FOR SITE AND BUILDING DESIGN.











BASE ACTIVATION

In order to facilitate an active public streetscape and promote the neighborhood vitality, all buildings shall 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

PROMINENT BUILDING CORNERS

Buildings will emphasize important intersections and corners with architectural features when a structure has primary facade 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



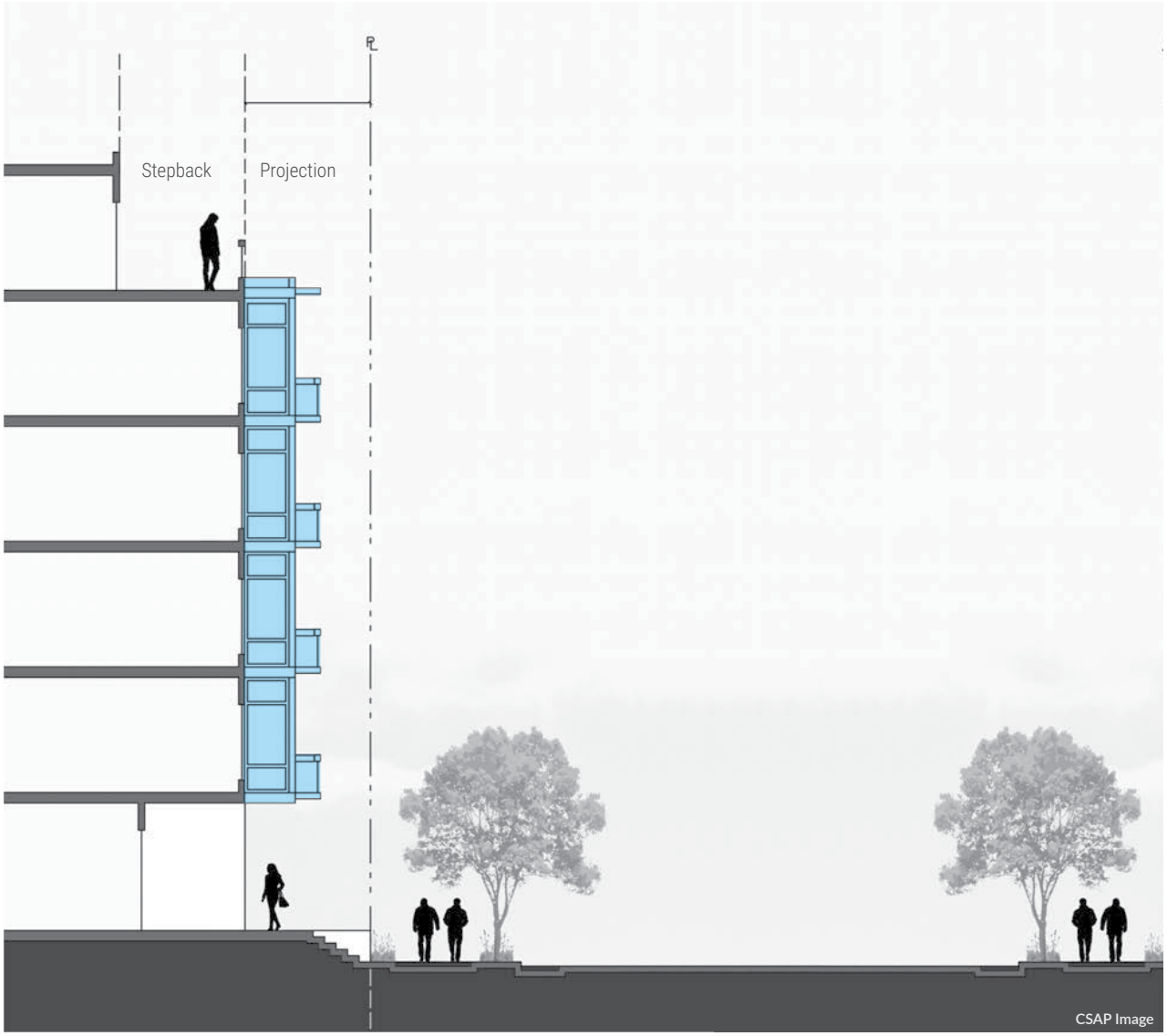


PROJECTIONS

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

CONSIDERATIONS

- Balcony dimensions should adhere to the outlines provided in Chapter 05 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

REFER TO SECTION 5.0 FOR REGULATORY REQUIREMENTS FOR SITE AND BUILDING DESIGN.

The buildings and structures within Clearfield are not required to look the same; however, there should be a architectural theme that creates a unique sense of place. This unifying character should be based upon a refined industrial theme which can be adopted from the historical precedents identified (page right). This will help to create and strengthen the brand for the site and provide a common thread that can be recognized throughout Clearfield Station.

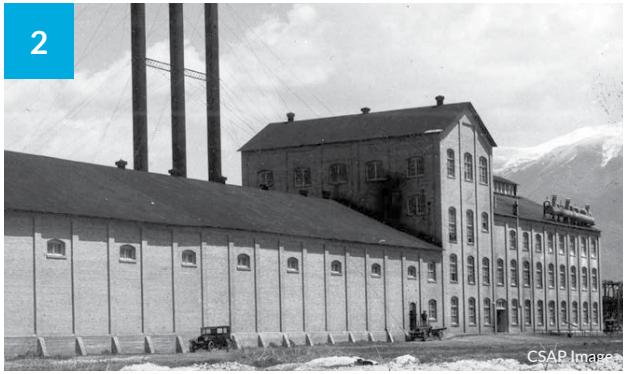
While the industrial past plays an important role on the site, there are few historic buildings adjacent to the site that the new development must respond. This presents an opportunity to develop a theme that is timeless and reconcile the historic and industrial themes.

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 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 (Ogden, Utah)
4. DaVinci Academy (Ogden, Utah)



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' Right-Of-Way (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.

The **Mid-Block Connections** serve as a pedestrian friendly and walkable connection from point to point reducing the use of vehicular traffic throughout the area.



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.

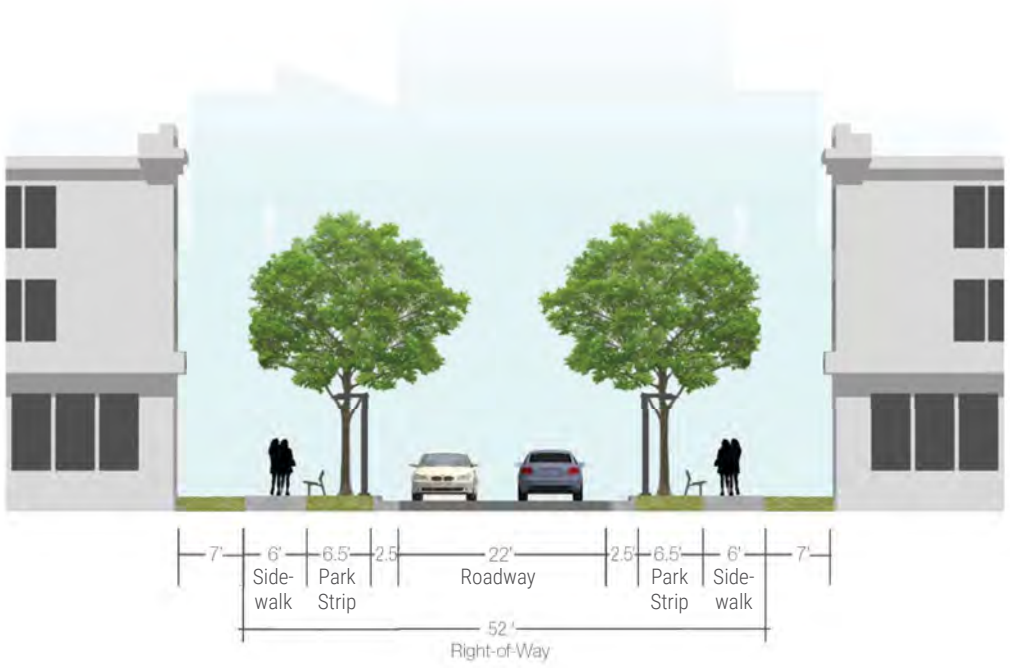
CONSIDERATIONS

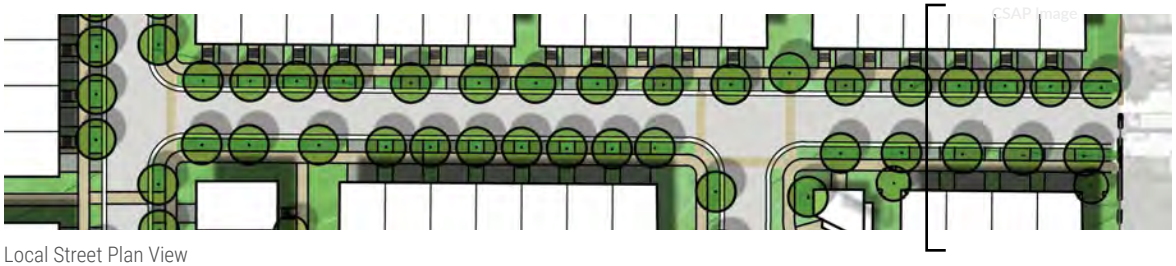
Reduced pedestrian activity and low traffic volumes.

Frequent driveway cuts.

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.

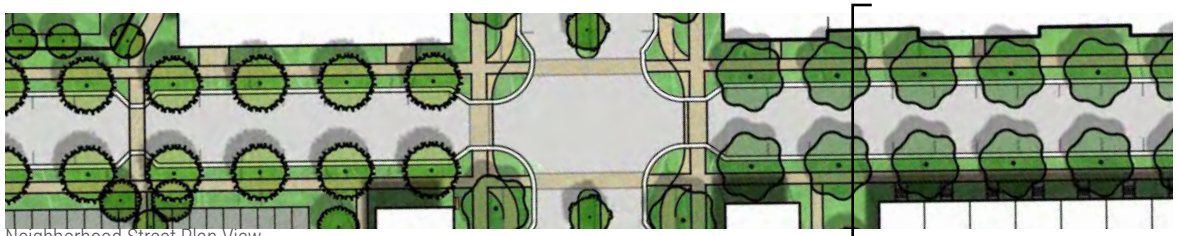
CONSIDERATIONS

- 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

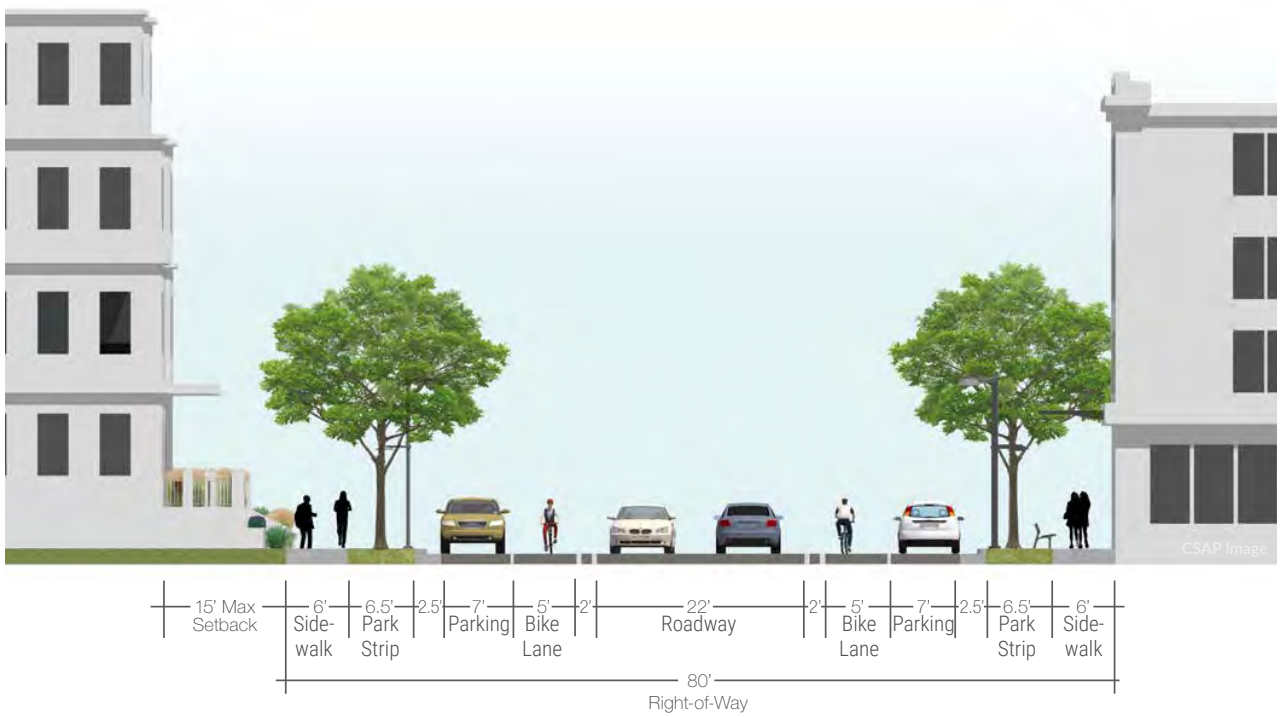
Sidewalk pocket park, extended bulb-out, special crossing treatments, mid-block crossing, flexible use of parking lane, shared public way, and a transit bulb-out.

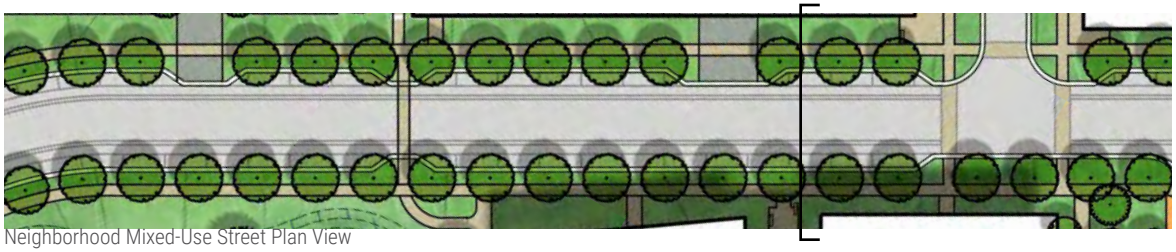
CONSIDERATIONS

- 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.

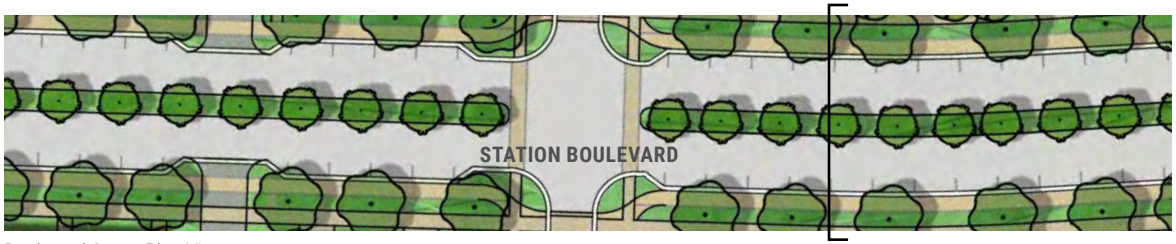
CONSIDERATIONS

- 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. 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

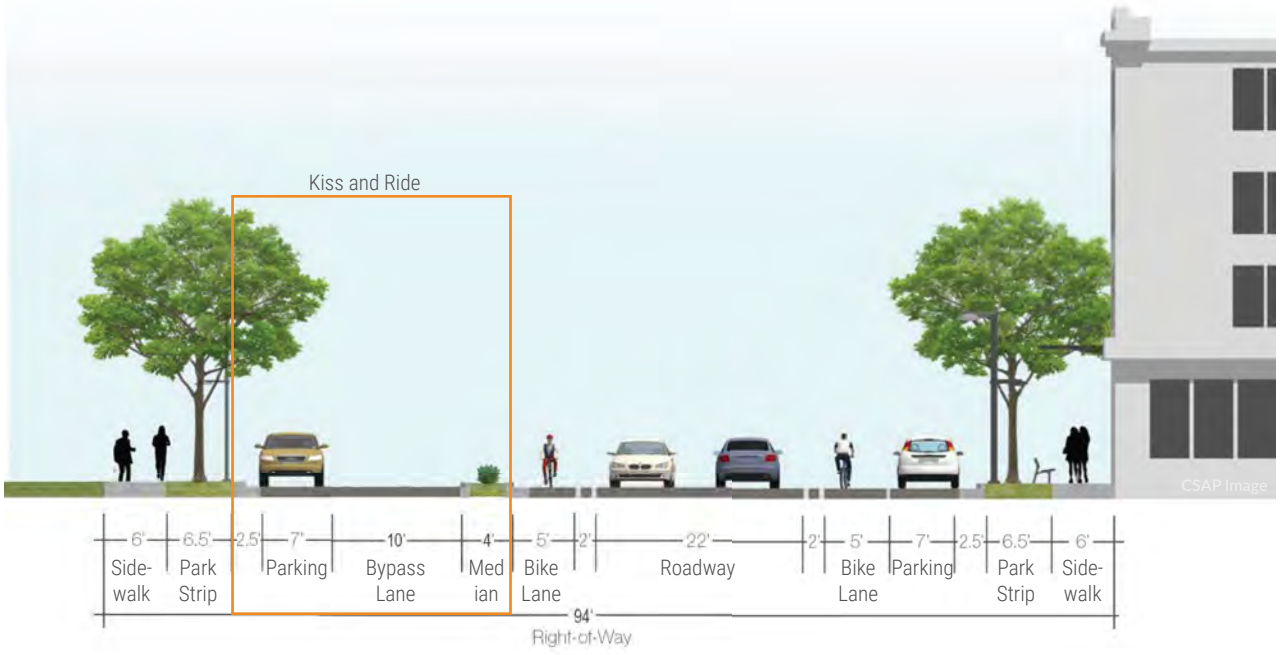
Sidewalk pocket park, extended bulb-out, special crossing treatments, mid-block crossing, flexible use of parking lane, shared public way, and transit bulb-out.

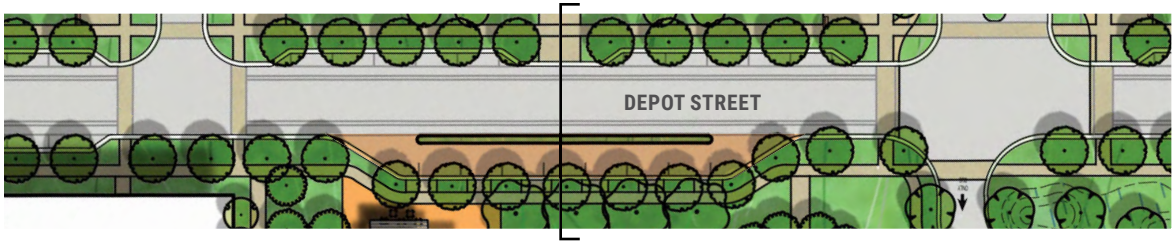
CONSIDERATIONS

- 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

INTRODUCTION

Organizing the streetscape into sidewalk zones is important to promote an inviting pedestrian environment that is safe and walkable. Streets in Clearfield Station are divided into three zones; a Frontage Zone, Throughway Zone, and Furnishing Zone.

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 differentiated and relate to the surrounding context. Well-designed sidewalks are perhaps the most compelling element of the public realm and will be essential in inviting people to visit and spend time in Clearfiled Station.

FRONTAGE ZONE

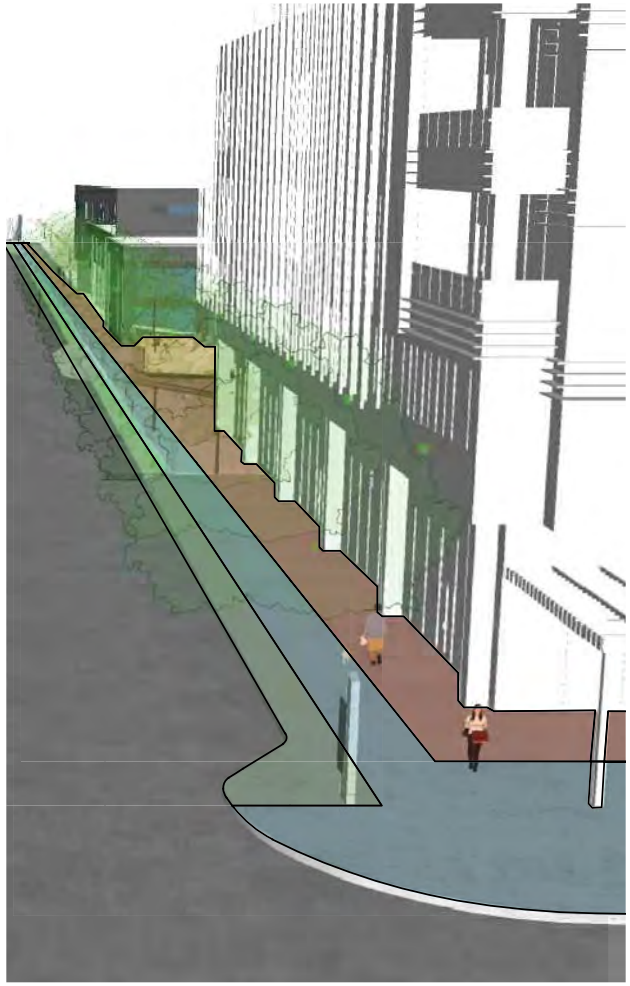
The area between the right-of-way and the building facade. This zone may be used to display merchandise, enhance entryways, or provide outdoor seating and dining. It should generally be thought of as an extension of the building into the public realm. This space will typically need some space from a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

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.



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 as measured at 4.5 feet above ground.

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 (SMALL)

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 (MEDIUM)

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 (LARGE)

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

*Coordinate alternate tree selections and questions with Clearfield City Arborist.

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 extents, the streetscape is designed to prioritize: walking, bicycling, transit stops, places for social interaction, and green infrastructure.

Streetscape design shall 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

Site furnishings are recommended as part of the general streetscape design guidelines for use in the street furnishing zone. The following, is a list of recommended furnishings for use on in Clearfield Station. Adaptability is encouraged and site furnishings will vary with land use.

- 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.) Alternative shielded fixtures may be proposed per City approval.

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.













Note: See previous page for legend.

4.10 SITE FURNISHINGS

INTENT

The selected products are intended 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 : A Minimum of .20 foot candles for sidewalk throughway zone.

BENCHES



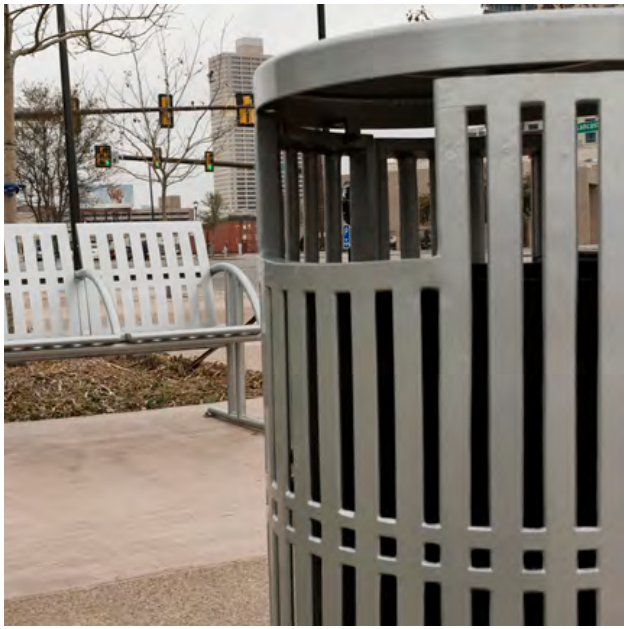
Permitted Streets : All Street Types

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 (Litter and Recycle) within 15’ of each bench/set of benches Minimum of 1 set (Litter and Recycle) within 15’ of each intersection requirements if placement is within 15’ of the bench/set of benches.

BIKE RACKS



Permitted Streets : All Street Types

Make/Model : Landscape Forms / Bola Bike Rack

Finish : Metallic Silver

Placement (Minimum): Multifamily : 1 bike rack space per 10 parking stalls; bike racks may be located inside the building for security. Retail : 1 bike rack space per 5,000 SF. Office : 1 space per 10,000 SF. Open space : Per Zoning Administrator.

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

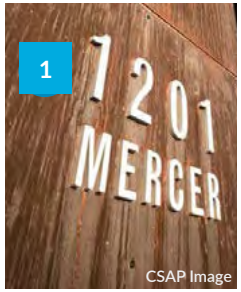
Banner Arms : Double Arms, Standard 26” length, Two 180 degree Clamps on 5” shaft, Ball Finial, 3/4” Dia. Arm Pipe, Scroll Attachment Option

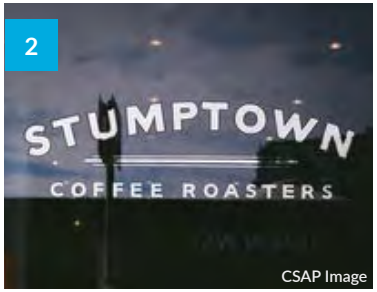
Finish Material : Black Cast Aluminum

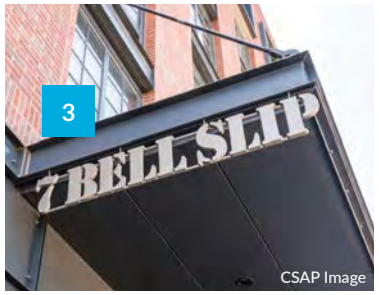
Height : 14 Feet

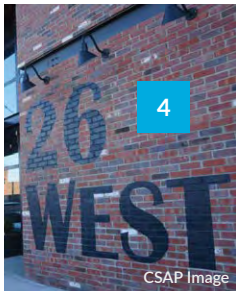
Placement : Minimum 60’ Spacing, Maximum 90’ Spacing

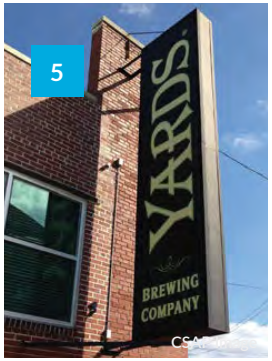
4.11 SIGNAGE













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 shall be appropriately scaled to the building and oriented to the public realm. These signs are to be made of durable high-quality materials.

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 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 be placed higher than 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.
- Signs 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 signs 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.

MURAL SIGNS

- Murals are considered public art, not billboards or signs. Murals containing logos, slogans, or advertising messages of any kind are considered signs and must comply with Wall Sign guidelines. Design proposals are to be reviewed and approved by Clearfield City at Staff level.

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. A Construction Leasing Banner may be used as follows:

•12’ x 30’ hung from building

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 16 sq. ft. for parcels less than 50,000 sq. ft. and no larger than 32 sq. ft. for parcels greater than 50,000 sq. ft.A Construction Leasing Banner may be used as follows:

•12’ x 30’ hung from building

PUBLIC EVENTS

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

CROWN SIGNAGE

Dimensions to be as follows:

- Up to 72” Tall
- LED illumination (front- or back-lit, or halo-lit)
- Color

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, 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.

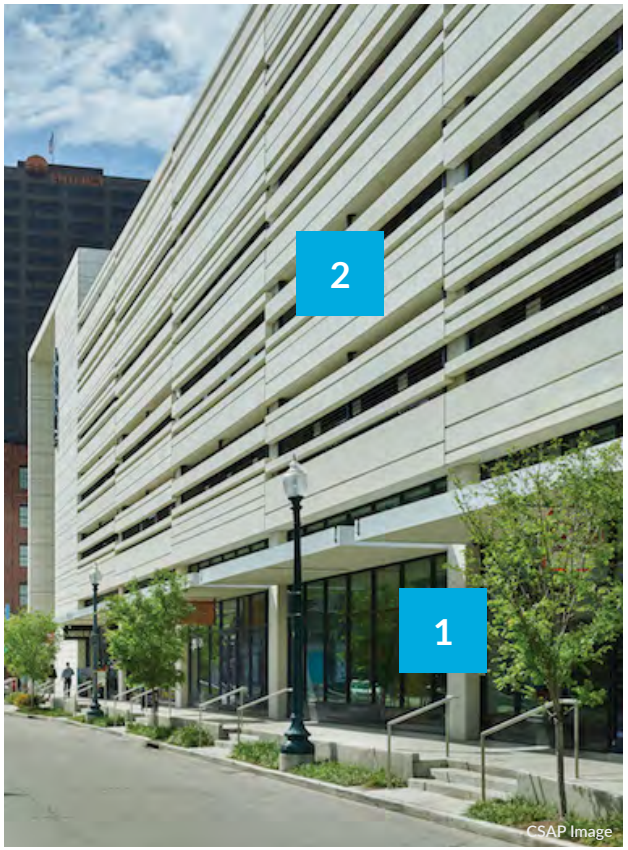
See the parking plan for the location of surface lots, street stalls, and multi-level parking garages locations. Driveway and parking garage entrances need to be studied to reduce traffic congestion and minimize pedestrian experience within the community. Park and Ride, visitor, and ADA parking shall 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 MDP provides about 3,400 parking stalls, which give parking flexibility for future businesses. See Chapter 8 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 are to include on-street parking where possible, as provided by the MDA Exhibits.
- Shared parking strategies are encouraged.
- Office parking shall have a minimum of 5% of parking stalls to be Electric Vehicle (EV) hook up ready and not less than four stalls per 150,000 SF built.
- EV charging station to be 220/240 V minimum (Level 2).



PARKING STRUCTURE PRECEDENT

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

2 Decorative facade 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 REGULATIONS

OVERVIEW

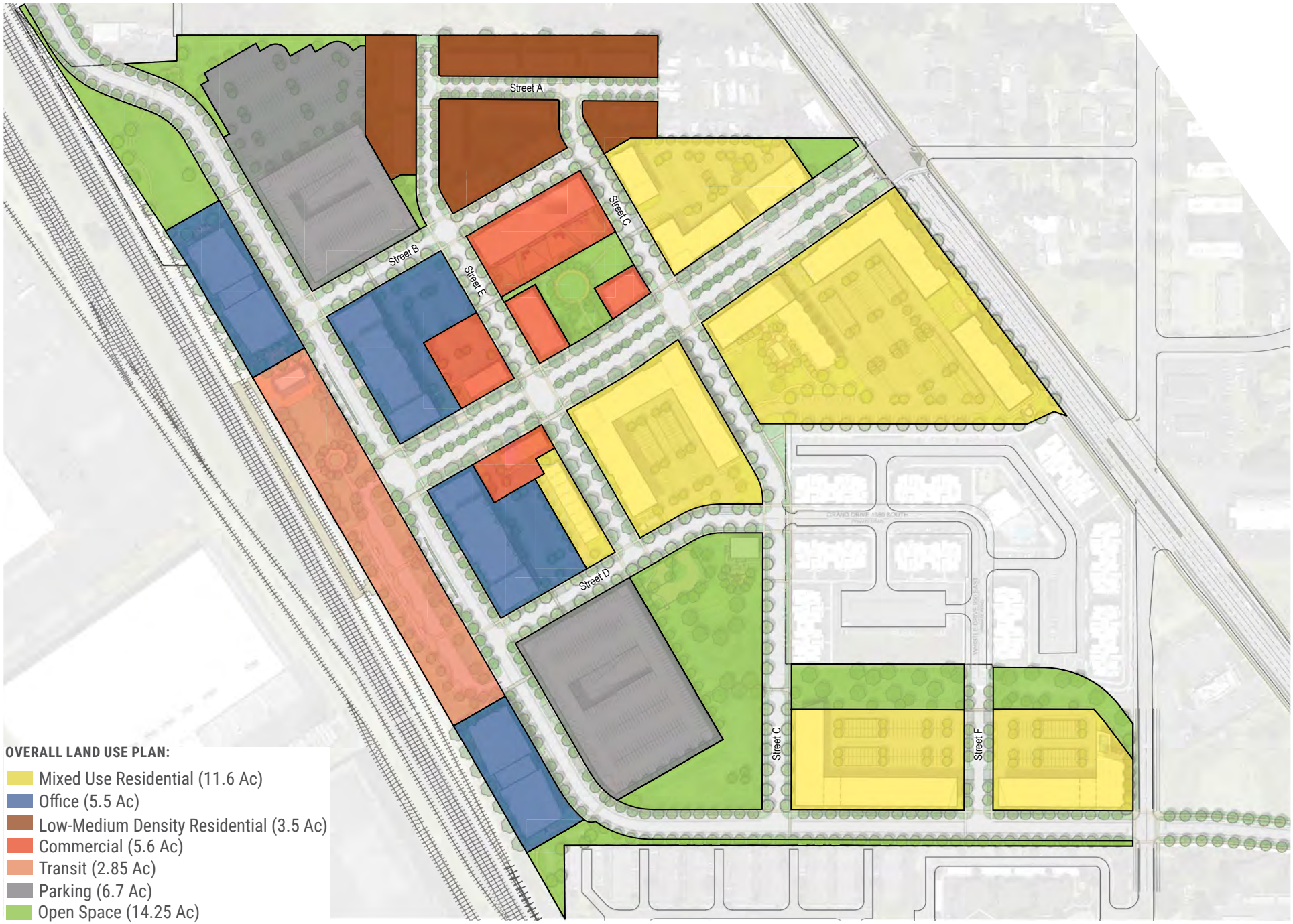
Clearfield Station consists of seven land use areas that provide a mixed use approach to the development. Generally, higher density mixed-use and commercial properties are located near the Clearfield Transit Station and along Station Boulevard. An interconnected street grid, bike lanes, and sidewalks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

The land uses 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 density. In all cases, the fronts of buildings and street treatment shall accommodate a pedestrian-friendly environment.

The 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 regulations and guidelines listed in this chapter.



Precedent Image : West Valley City Center Transformation


Street A
Street B
Street C
Street D
Street E
Street C
Street F
OVERALL LAND USE PLAN:
Mixed Use Residential (11.6 Ac)
Office (5.5 Ac)
Low-Medium Density Residential (3.5 Ac)
Commercial (5.6 Ac)
Transit (2.85 Ac)
Parking (6.7 Ac)
Open Space (14.25 Ac)

5.1 MIXED USE RESIDENTIAL LAND USE REGULATIONS

GENERAL CHARACTER

The Mixed Use Residential (MUR) Land Use area blends a mix of activating uses into one space that provides for the opportunity to have businesses occupy the ground floor and residential uses occupy the upper floors. This promotes activated ground floors, enhanced amenities, and the diversification of land use functions. Utilization of this land use regulation promotes a more unique urban character, enhanced building entrances and more articulated building facades. Buildings shall be placed adjacent to the sidewalk with pedestrian entrances oriented to the street. See Chapter 4 for design guidelines and streetscape standards.


CSAP Image

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 FACADE DESIGN

Articulation: A vertical facade division of 12" or more must be provided at 42' intervals measured horizontally along street face facade 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 roofs 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 facade length and may encroach over the public walk and shall include awnings, canopies, balconies and the like. These elements shall be placed along building facade 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 facade of buildings exceeding 3 stories and shall occur at level 2, 3 or 4, and may be used as balconies, terraces, or articulated roofs. In lieu of this, balconies, terraces, canopies, articulated roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. The Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)
- Precast Concrete (Architectural Grade)
- Metal Panel

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 facade 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 minimum per dwelling unit - off street parking (1.5 minimum per townhome unit).

Professional 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 MUR may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant.

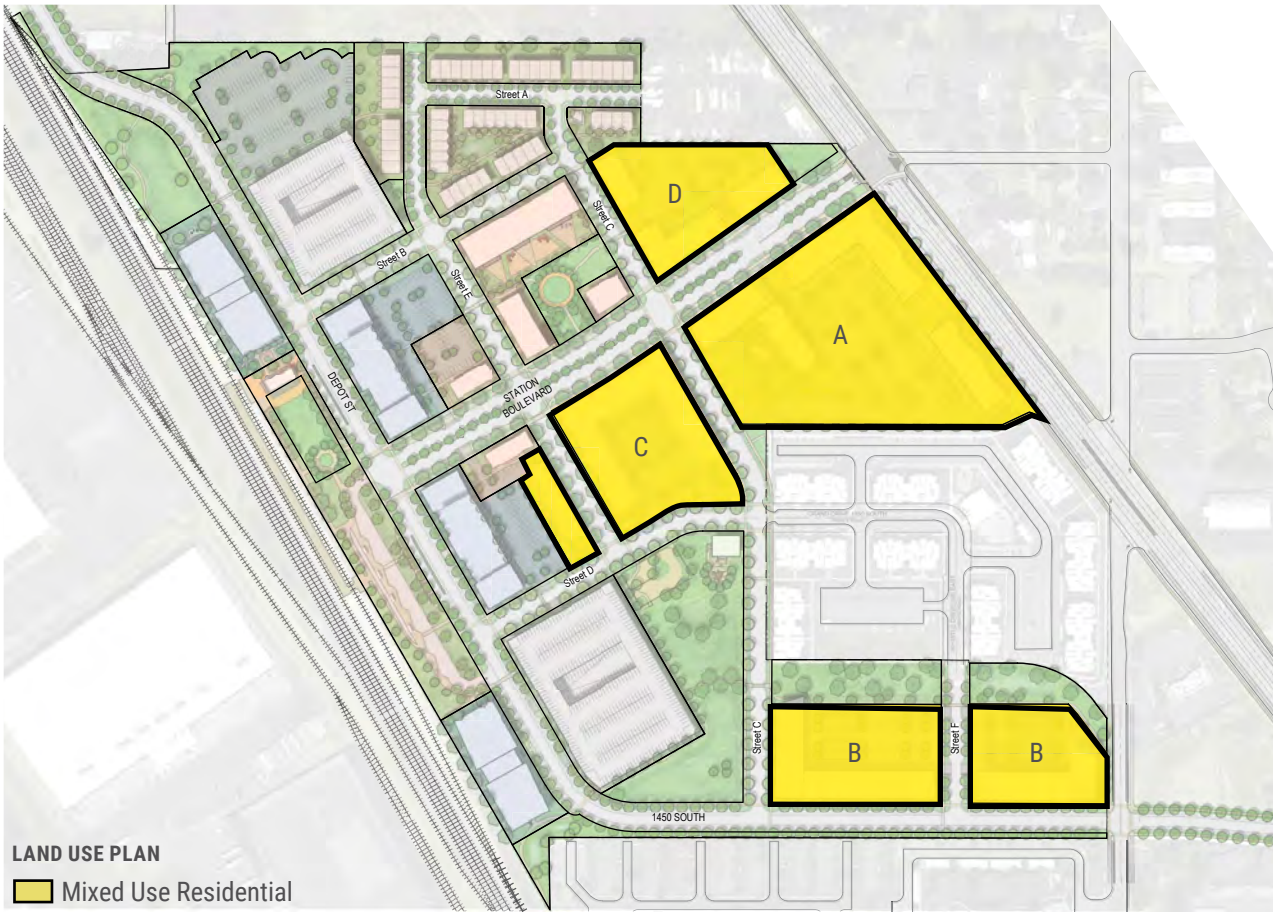
SPECIAL REQUIREMENTS

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 views.

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 REQUIREMENTS

PERMITTED USES

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

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



Mixed-Use/Residential Development

5.2 OFFICE LAND USE REGULATIONS

GENERAL CHARACTER

Office land use accommodates buildings that will serve the daytime working population of Clearfield Station. The general layout of the street-level building program includes office, lobby, and commercial uses while the upper-level is typically reserved for office uses. To create an engaging public realm, office buildings will have primary and secondary facades focused on the primary and secondary 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 must be a minimum of 5 stories in height east of Depot Street, and 3 stories minimum west of Depot Street.

BUILDING CHARACTER

PRIMARY BUILDING FACADE DESIGN

Articulation: At intervals of 42 foot maximum horizontally measured, along the street face, a minimum of a 12" vertical building facade 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 roofs 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 facade 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 roofs. In lieu of this, balconies, terraces, canopies, articulated roofs 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 facade length and may encroach over the public walk and shall include awnings, canopies, balconies, and the like. *(Refer to section 5.0 for Regulatory Requirements for Site and Building Deisng)* 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. The Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)
- Precast Concrete (Architectural Grade)
- Metal Panel

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 facade 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 may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant as approved by Clearfield City at Staff Level.

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 views.

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.



LAND USE PLAN

Office



Office Development

5.3 LOW - MEDIUM DENSITY RESIDENTIAL LAND USE REGULATIONS

GENERAL CHARACTER

The Low to Medium Density Residential Land Uses (12 to 40 units per acre) are located at the north edge of Clearfield Station 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.

LAND USE REQUIREMENTS

PERMITTED USES

Street Level: Residential Units, Parking

Upper stories: Residential Units

BUILDING PLACEMENT & HEIGHT

Street setbacks: 15 foot maximum

Side setbacks: None

North setbacks at Town Homes: 15'

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

Building Height: Buildings in low-medium density land use are limited to a maximum of 3 stories (Not exceeding 36 feet in height)

BUILDING CHARACTER

PRIMARY BUILDING FACADE DESIGN

Articulation: At intervals of 30 foot maximum horizontally measured, along street face, a minimum of a 12" vertical building facade 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 roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. The Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)
- Precast Concrete (Architectural Grade)
- Metal Panel

Building Stepback: None Required.

REQUIRED PARKING

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

SPECIAL REQUIREMENTS

Building Lengths: Building lengths shall not exceed 175'



Moda Townhomes



Edith Townhomes



Marmalade Townhomes



LAND USE PLAN

Low-Medium Density Residential

5.4 COMMERCIAL LAND USE 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 may be adjusted based on shared parking standards and a parking analysis prepared by a qualified Traffic/Parking Consultant as approved by Clearfield City at Staff Level.

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 the commercial land use area are limited to a maximum of 4 stories. Anchor commercial use buildings containing a minimum of 25,000 SF may be built to a maximum of 6 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 FACADE DESIGN

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

Doors: A street level door shall be provided at an average of 50' on center. Anchor commercial use buildings shall have street level doors on each building face with no minimum spacing.

Human Scale Elements: Balconies, terraces, canopies, articulated roofs 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 facade 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.

Exterior Materials: In order to establish character, quality, and sustainable durability; the ground level exterior finishes are to be Premium Finishes as defined below. Premium Finishes will cover at the ground level a minimum of forty (40%) percent of the vertical surface area (excluding doors, windows, and store front) inclusive of the exterior walls, columns, etc. This will occur at all such surfaces other than minor building elements (soffits, fascia treatments, etc.). Premium Finishes include:

- Brick Veneer
- Decorative Masonry
- Cast-in-Place Concrete (Architectural Grade)

- Precast Concrete (Architectural Grade)
- Metal Panel

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 facade 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. Mixed-use/Retail opportunities will become more viable with increased amount of tenants and visitors to Clearfield Station. 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.

•Commercial Overlay: As much as 14,500 SF of non-residential/flexible mixed use spaces within MUR land use.

•Retail A = 4,000 SF

•Retail B = 4,500 SF

•Retail C = 9,000 SF

•Retail D = 5,000 SF

•Gym = 45,000 SF (15,000 SF Floorplate)



LAND USE PLAN

Commercial

Commercial Overlay



Commercial Overay



Mixed Use Commercial

5.5 TRANSIT LAND USE REGULATIONS

GENERAL CHARACTER

The Transit Land Use area provides transit users with a central, comfortable, safe and convenient access to 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 (private) 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 FACADE DESIGN (PER CHAPTER 4)

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

REQUIRED PARKING

UTA: No parking available except for authorized UTA Vehicle/Bus parking in the 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.



Transit Plaza Precedent



UTA FrontRunner Station



UTA Bus Station



LAND USE PLAN

Transit

5.6 PARKING LAND USE REGULATIONS

GENERAL CHARACTER

Parking is a key component in the Clearfield Station. To help business achieve the overall parking necessary, street stalls may be used to achieve the minimum stall count that is required in accordance with Clearfield City Code Title 7-3-22. 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 TOD 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 parking will be staged as the development is constructed.

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 the parking land use area are limited to a maximum of 8 stories.

BUILDING CHARACTER

Facade : When facing the street (Primary Facade), 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 PLAN

Parking

5.7 OPEN SPACE LAND USE REGULATIONS

GENERAL CHARACTER

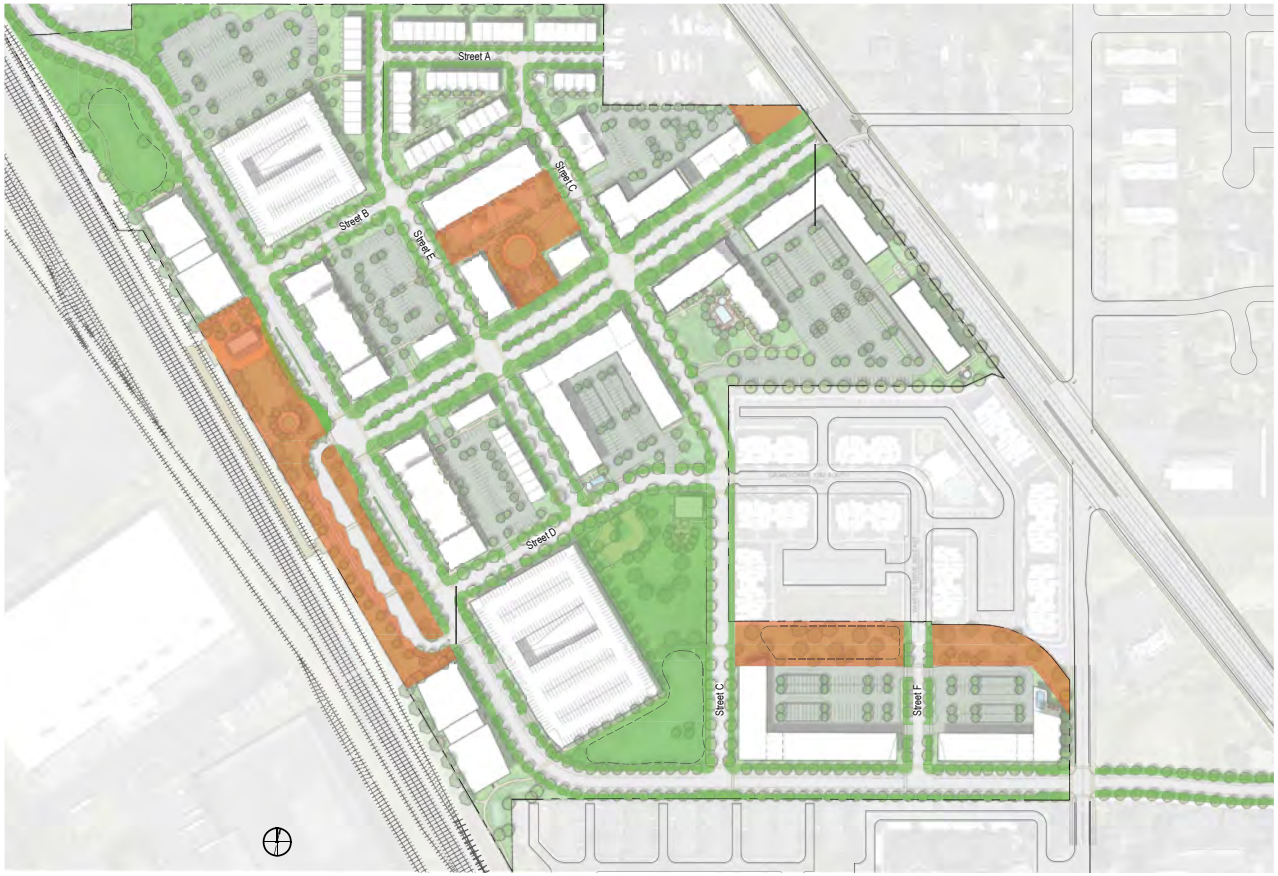
This land use includes a variety of open space types that are undeveloped and accessible to the public. Open spaces includes passive and active park space, plazas, and stormwater mitigation areas. These amenities help to enhance the beauty and environmental quality of Clearfield Station.

The private open space areas contain more active areas including the UTA Transit Plaza and Station Square where events and gatherings may occur. Pairing retail with private open space areas will enable unique opportunities for desirable outdoor dining and outdoor event spaces.

The public open space contains more passive areas such as stormwater detention ponds and park space where recreational uses such as biking and dog walking may occur. Many of the public open spaces are to be built in the first construction step to help mitigate stormwater runoff and urban heat island.



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



Public Open Space

06 SITE BUILDOUT & PARKING STRATEGIES

OVERALL PHASING STRATEGY

The Project is divided into two distinct stages, as follows and as shown in Exhibit "C" ("Construction Steps"):

Construction Step 1: Project Infrastructure (Horizontal Improvements). This stage consists of the construction of Transit Critical Infrastructure, as well as roadways and underground utilities necessary to serve the buildings that will be developed. This stage will be undertaken by the City as described more fully in Section III of this Agreement.

Construction Step 2: Parcel / Lot Development (Vertical Improvements). This stage consists of the construction of various buildings and spaces that will primarily be privately owned (office, retail and other commercial buildings, mixed-use residential buildings, townhouses, etc. as described in Section II(A)(1) of this Agreement and in the MDP). This stage will be undertaken by Master Developer.

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

Nevertheless, this MDA and the MDP requires a balanced approach to the buildout of the site. As determined by the City, from beginning to end, there shall 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). Amendments to this Agreement shall follow City Code 11-11F-9.

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 is currently zoned as Mixed-Use (MU) classification. This MDP will aid in the future development by providing a 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 the construction sequences of Clearfield Station, 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 steps.

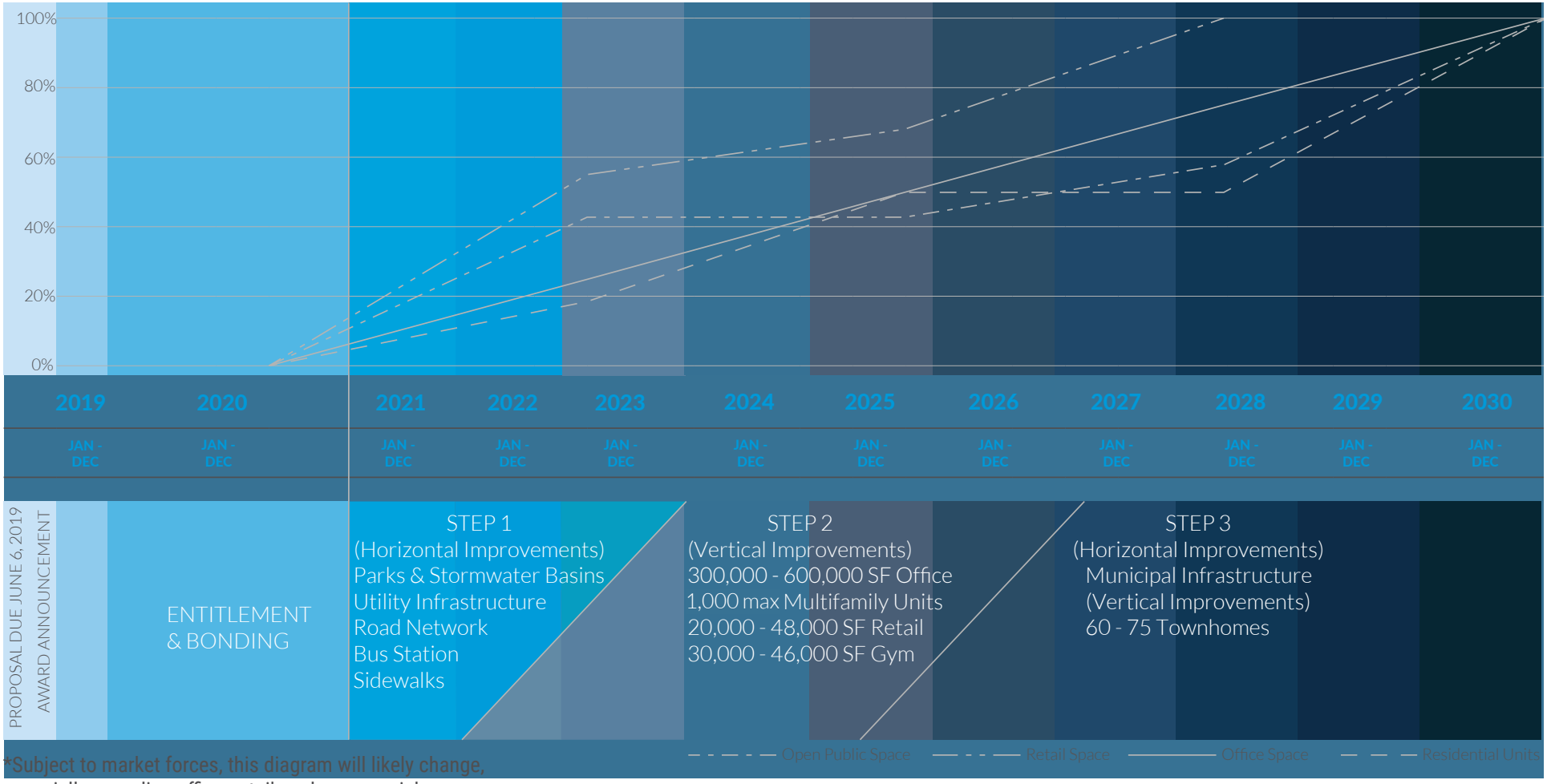
TRANSPORTATION IMPROVEMENTS

During the first step 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 steps 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 step 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 steps of the project are to be met with a combination of permanent park & ride locations, parking structures or temporary lots. Sequenced parking is designed to accommodate all the existing site requirements including the needs of UTA's Clearfield Station.

CONSTRUCTION SEQUENCING SCHEDULE



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

6.1 STEP 1

SUMMARY

Step 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 be used during construction. Balancing parking requirements between UTA patrons and the requirements of the development will require flexibility and cooperation amongst all stakeholders.

S1 Summary - Horizontal Improvements		
Building	QTY	Units
Public Open Space*	12.3	Acres
Stormwater Basins	4	Total
Road Network	12528	LF
Bus Station	7	Bays
Sidewalks	25056	LF
Street Parking	476	Stalls
Existing Lot A	128	Stalls
Existing Lot B	359	Stalls
Existing Lot C	285	Stalls
Existing Lot D	305	Stalls
Total Parking	**1,553**	

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



6.2 STEP 2 & 3

SUMMARY

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

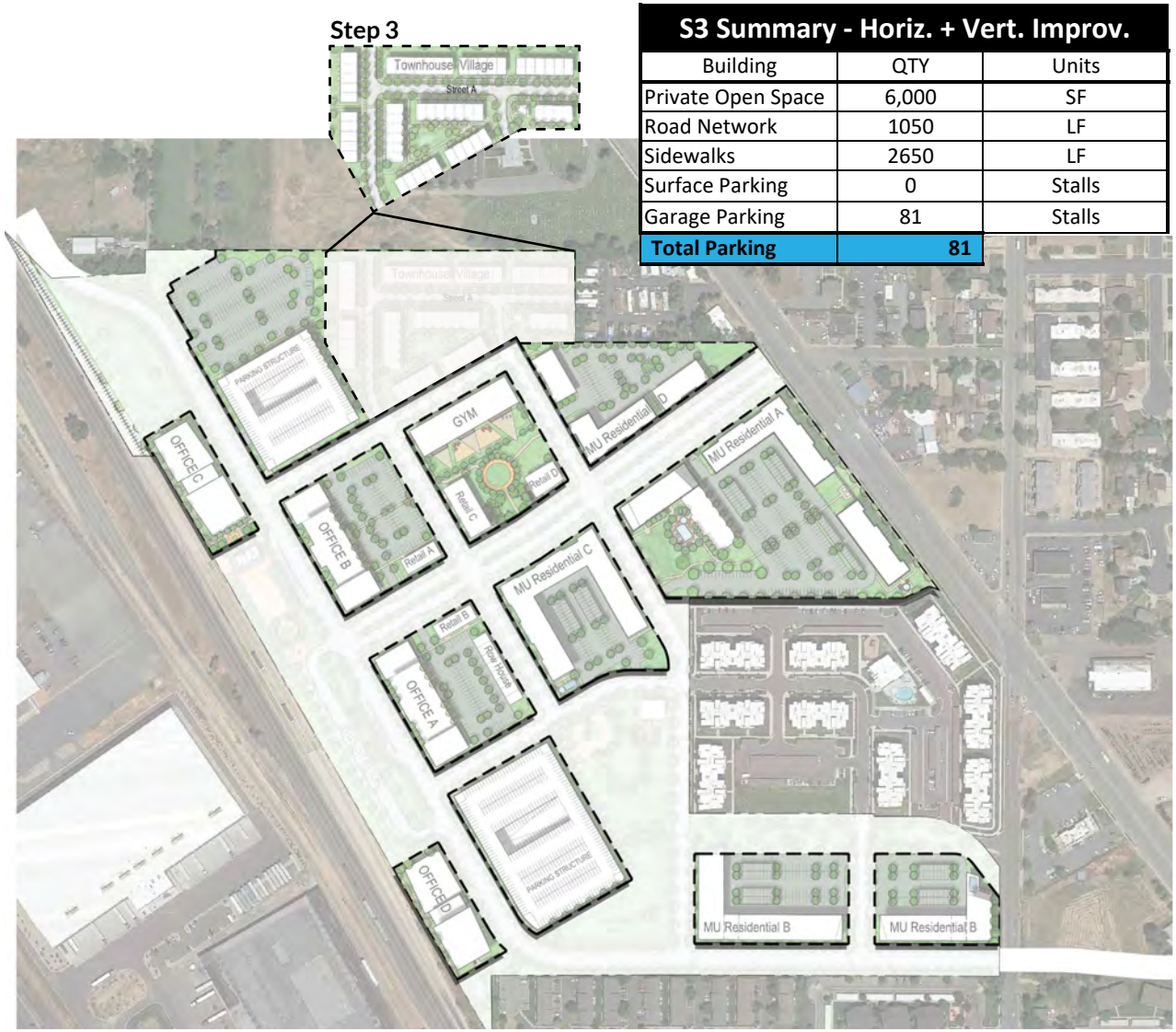
- Office
- Multi-Family Housing
- Townhome
- Retail
- Commercial

S2 Summary - Vertical Improvements		
Building	QTY	Units
Private Open Space	5.4	Acres
Road Network	0	LF
Bus Station	7.0	Bays
Sidewalks	7294	LF
Surface Parking	1145	Stalls
Structured Parking	2144	Stalls
Total Parking	**3,289**	

Parking Summary		
Street Parking	476	Stalls
Surface Parking	1145	Stalls
Structured Parking	2225	Stalls
Total Parking	**3,846**	

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

*See MDA Exhibit I - Parking Stages for more information.



S3 Summary - Horiz. + Vert. Improv.		
Building	QTY	Units
Private Open Space	6,000	SF
Road Network	1050	LF
Sidewalks	2650	LF
Surface Parking	0	Stalls
Garage Parking	81	Stalls
Total Parking	**81**	

07 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**

BUILDING AND PARKING STATISTICS ARE SUBJECT TO REFINEMENT DURING DESIGN DEVELOPMENT, WHILE MAINTAINING THE LIMITS AS OUTLINED BY THIS MDP AND THE MDA

Clearfield Apartment A - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse		Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio (1.2 Minimum)	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 (1.2 Minimum)	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**		

BUILDING AND PARKING STATISTICS ARE SUBJECT TO REFINEMENT DURING DESIGN DEVELOPMENT,
WHILE MAINTAINING THE LIMITS AS OUTLINED BY THIS MDP AND THE MDA

Clearfield Apartment C & Row House - Area/Parking Statistics

	Unit Areas	Commercial/ Clubhouse		Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio (1.2 Minimum)	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 (1.2 Minimum)	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**		

BUILDING AND PARKING STATISTICS ARE SUBJECT TO REFINEMENT DURING DESIGN DEVELOPMENT, WHILE MAINTAINING THE LIMITS AS OUTLINED BY THIS MDP AND THE MDA

Clearfield Apartment Statistical Summary									
	Unit Areas	Commercial/ Clubhouse	Parking Area	Avg Leasable	Efficiency	Avg Unit Gross	Approximate Total Units	Pkg Ratio (1.2 Minimum)	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	4,000	95%	3,800					4.5	17.5
Retail B	4,500	95%	4,275					4.5	18.6
Retail C	9,000	95%	8,550					4.5	38.0
Retail D	5,000	95%	4,750					4.5	21.6
Retail E *	3,600	95%	3,420					4.5	27.4
Retail F *	3,600	95%	3,420					4.5	26.9
Retail G *	3,700	95%	3,515					4.5	27.4
Retail H *	3,600	95%	3,420					4.5	26.9
Total	37,000	95%	35,150					**4.5**	**204**

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

BUILDING AND PARKING STATISTICS ARE SUBJECT TO REFINEMENT DURING DESIGN DEVELOPMENT, WHILE MAINTAINING THE LIMITS AS OUTLINED BY THIS MDP AND THE MDA

08 TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with Clearfield Station and the surrounding community. 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 Clearfield Station) 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 Clearfield Station 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 Clearfield Station is constructed. Traffic load assumes projected future use levels & additional use from project.

TABLE S-1
LOS Analysis - Evening Peak Hour
Clearfield Station

Intersection	Level of Service (Sec/Vech)[1]		
	Existing (2019) Background	Mitigated Existing (2019) Background	Existing (2019) Plus Project
Depot Street / 700 South (SR193)	C (21.3) / SB	D (26.7) / SB	F (>50) / NB
State Street (SR-126) / 700 South (SR-193)	F(>80)	D (48.5)	F (>80)
1000 East / 700 South (SR-193)	C(22.9)	B (19.3)	B (16.2)
Pratt Street / State Street (SR-126)	C(16.6) / WB	C (18.7)	C (21.2)
Pratt Street / 1000 East	A (4.0) / EB	A (4.5) / EB	A (4.5) / EB
Station Boulevard / State Street (SR-126)	C (19.2) / EB	--	--
Boxcar Drive / Station Boulevard	A (5.2) / NB	--	--
1000 East / State Street (SR-126)	C (23.8)	A (2.4) / NB	A (2.4) / NB
1450 South . State Street (SR-126)	B (12.7) / WB	B (15.6)	B (15.4)
1000 East / Antelope Drive (SR-108)	E (59.6)	D (35.8)	D (35.8)
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)

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 S-1 (Continued)

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
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
D (51.4)	D (55.0)	E (57.5)	D (53.3)	F (>80)	D (47.1)	E (73.7)
B (17.6)	C (20.3)	B (18.8)	B (19.7)	C (20.9)	C (22.7)	B (16.3)
C (21.2)	C (19.2) / WB	C (26.5)	C (26.8)	D (32.8) / WB	C (23.8) / WB	E (56.5)
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
--	E (44.7) / EB	--	--	F (>50) / EB	F (>50) / EB	--
--	A (5.1) / NB	--	--	C (19.8) / NB	C (19.6) / 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
B (15.4)	C (19.1) / WB	B (15.5)	B (15.3	C (23.1) / WB	C (22.3) / WB	B (17.9)
C (29.8)	D (48.6)	C (29.1)	C (28.8)	E (61.3)	D (46.8)	D (43.9)
--	--	--	--	--	--	--
B (13.2)	--	B (11.1)	B (11.2)	--	--	B (13.5)

TABLE ES-2 Recommended Storage Lengths Clearfield Station								
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)

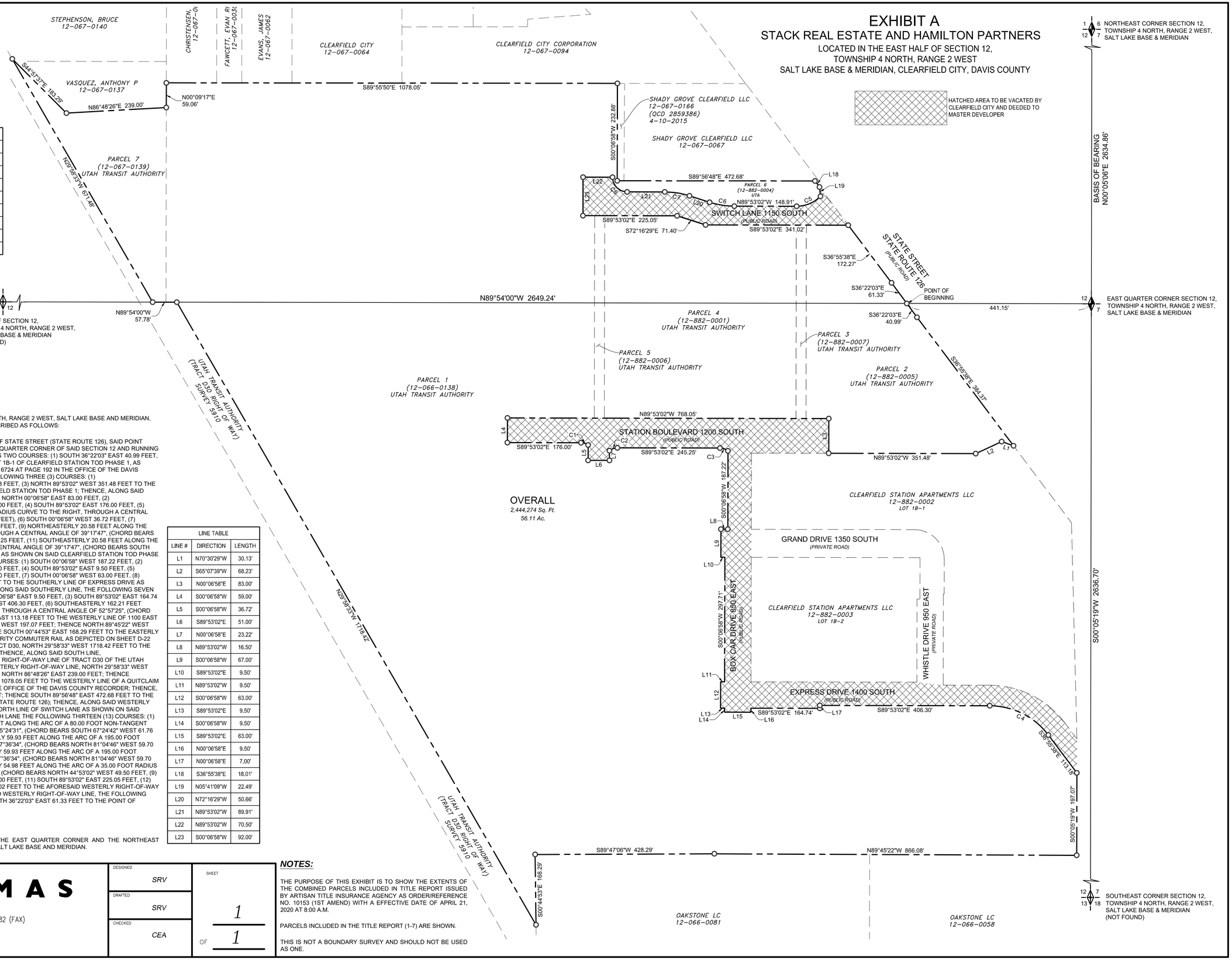
- **2040 Future Conditions :** The State Street (SR-126) / 700 South (SR-193), 1000 East / State Street (SR-126), and 1000 East / Antelope Drive (SR-108) intersections are anticipated to operate at unacceptable levels of service during the evening peak hour in future (2040) background conditions.
- **Recommendation:** 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

MASTER DEVELOPMENT PLAN

EXHIBIT A
STACK REAL ESTATE AND HAMILTON PARTNERS
LOCATED IN THE EAST HALF OF SECTION 12,
TOWNSHIP 4 NORTH, RANGE 2 WEST
SALT LAKE BASE & MERIDIAN, CLEARFIELD CITY, DAVIS COUNTY



OVERALL
2,444,274 Sq. Ft.
56.11 Ac.

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CH. BRG.	CH. DIST.
C1	18.07'	30.00'	34°31'05"	S72°37'30"E	17.80'
C2	20.58'	30.00'	39°17'47"	S70°28'04"W	20.17'
C3	20.58'	30.00'	39°17'47"	S70°14'09"E	20.17'
C4	162.21'	175.50'	52°57'25"	S63°24'20"E	156.50'
C5	63.40'	80.00'	45°24'31"	N67°24'42"E	61.76'
C6	59.93'	195.00'	17°36'34"	N81°04'46"W	59.70'
C7	59.93'	195.00'	17°36'34"	N81°04'46"W	59.70'
C8	54.98'	35.00'	90°00'00"	N44°53'02"W	49.50'

LINE TABLE		
LINE #	DIRECTION	LENGTH
L1	N70°30'29"W	30.13'
L2	S65°07'39"W	68.23'
L3	N00°06'58"E	83.00'
L4	S00°06'58"W	59.00'
L5	S00°06'58"W	36.72'
L6	S89°53'02"E	51.00'
L7	N00°06'58"E	23.22'
L8	N89°53'02"W	16.50'
L9	S00°06'58"W	67.00'
L10	S89°53'02"E	9.50'
L11	N89°53'02"W	9.50'
L12	S00°06'58"W	63.00'
L13	S89°53'02"E	9.50'
L14	S00°06'58"W	9.50'
L15	S89°53'02"E	63.00'
L16	N00°06'58"E	9.50'
L17	N00°06'58"E	7.00'
L18	S36°55'38"E	18.01'
L19	N05°41'09"W	22.49'
L20	N72°16'29"W	50.66'
L21	N89°53'02"W	89.91'
L22	N89°53'02"W	70.50'
L23	S00°06'58"W	92.00'

LEGAL DESCRIPTION:

A PORTION OF THE EAST HALF OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, LOCATED IN CLEARFIELD CITY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF STATE STREET (STATE ROUTE 126), SAID POINT ALSO BEING NORTH 89°54'00" WEST 441.15 FEET FROM THE EAST QUARTER CORNER OF SAID SECTION 12 AND RUNNING THENCE, ALONG SAID WESTERLY RIGHT-OF-WAY THE FOLLOWING TWO COURSES: (1) SOUTH 36°22'03" EAST 40.99 FEET, (2) SOUTH 36°55'38" EAST 384.37 FEET TO THE NORTH LINE OF LOT 1B-1 OF CLEARFIELD STATION TOD PHASE 1, AS RECORDED ON MARCH 17, 2017 AS RECORD NO. 3008633 IN BOOK 6724 AT PAGE 192 IN THE OFFICE OF THE DAVIS COUNTY RECORDER; THENCE, ALONG SAID NORTH LINE, THE FOLLOWING THREE (3) COURSES: (1) NORTH 70°30'29" WEST 30.13 FEET, (2) SOUTH 65°07'39" WEST 68.23 FEET, (3) NORTH 89°53'02" WEST 351.48 FEET TO THE EAST LINE OF STATION BOULEVARD AS SHOWN ON SAID CLEARFIELD STATION TOD PHASE 1; THENCE, ALONG SAID STATION BOULEVARD THE FOLLOWING ELEVEN (11) COURSES: (1) NORTH 00°06'58" EAST 83.00 FEET, (2) NORTH 89°53'02" WEST 768.05 FEET, (3) SOUTH 00°06'58" WEST 59.00 FEET, (4) SOUTH 89°53'02" EAST 176.00 FEET, (5) SOUTHEASTERLY 18.07 FEET ALONG THE ARC OF A 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 34°31'05", (CHORD BEARS SOUTH 72°37'30" EAST 17.80 FEET), (6) SOUTH 00°06'58" WEST 36.72 FEET, (7) SOUTH 89°53'02" EAST 51.00 FEET, (8) NORTH 00°06'58" EAST 23.22 FEET, (9) NORTHEASTERLY 20.58 FEET ALONG THE ARC OF A 30.00 FOOT NON-TANGENT CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 39°17'47", (CHORD BEARS NORTH 70°28'04" EAST 20.17 FEET), (10) SOUTH 89°53'02" EAST 245.25 FEET, (11) SOUTHEASTERLY 20.58 FEET ALONG THE ARC OF 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 39°17'47", (CHORD BEARS SOUTH 70°14'09" EAST 20.17 FEET) TO THE WEST LINE OF BOX CAR DRIVE AS SHOWN ON SAID CLEARFIELD STATION TOD PHASE 1; THENCE, ALONG SAID WEST LINE, THE FOLLOWING NINE (9) COURSES: (1) SOUTH 00°06'58" WEST 187.22 FEET, (2) NORTH 89°53'02" WEST 16.50 FEET, (3) SOUTH 00°06'58" WEST 67.00 FEET, (4) SOUTH 89°53'02" EAST 9.50 FEET, (5) SOUTH 00°06'58" WEST 297.71 FEET, (6) NORTH 89°53'02" WEST 63.00 FEET, (7) SOUTH 00°06'58" WEST 63.00 FEET, (8) SOUTH 89°53'02" EAST 9.50 FEET, SOUTH 00°06'58" WEST 9.50 FEET TO THE SOUTHERLY LINE OF EXPRESS DRIVE AS SHOWN ON SAID CLEARFIELD STATION TOD PHASE 1; THENCE, ALONG SAID SOUTHERLY LINE, THE FOLLOWING SEVEN (7) COURSES: (1) SOUTH 89°53'02" EAST 63.00 FEET, (2) NORTH 00°06'58" EAST 9.50 FEET, (3) SOUTH 89°53'02" EAST 164.74 FEET, (4) NORTH 00°06'58" EAST 7.00 FEET, (5) SOUTH 89°53'02" EAST 406.30 FEET, (6) SOUTHEASTERLY 162.21 FEET ALONG THE ARC OF A 175.50 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 52°57'25", (CHORD BEARS SOUTH 63°24'20" EAST 156.50 FEET), (7) SOUTH 36°55'38" EAST 113.18 FEET TO THE WESTERLY LINE OF 1100 EAST STREET); THENCE, ALONG SAID WESTERLY LINE, SOUTH 00°05'16" WEST 197.07 FEET; THENCE NORTH 89°45'22" EAST 866.08 FEET; THENCE SOUTH 89°47'06" WEST 428.29 FEET; THENCE SOUTH 00°44'53" EAST 168.29 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF TRACT D30 OF THE UTAH TRANSIT AUTHORITY COMMUTER RAIL AS DEPICTED ON SHEET D-22 OF RECORD OF SURVEY MAP 5910-CC; THENCE, ALONG SAID TRACT D30, NORTH 29°58'33" WEST 1718.42 FEET TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 12; THENCE, ALONG SAID SOUTH LINE, NORTH 89°54'00" WEST 57.78 FEET TO THE AFORESAID EASTERLY RIGHT-OF-WAY LINE OF TRACT D30 OF THE UTAH TRANSIT AUTHORITY COMMUTER RAIL; THENCE, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, NORTH 29°58'33" WEST 671.48 FEET; THENCE SOUTH 44°57'37" EAST 183.29 FEET; THENCE NORTH 86°48'26" EAST 239.00 FEET, THENCE NORTH 00°09'17" EAST 59.06 FEET; THENCE SOUTH 89°55'50" EAST 1078.05 FEET TO THE WESTERLY LINE OF A QUITCLAIM DEED RECORDED AS ENTRY NO. 2859386 ON APRIL 10, 2015 IN THE OFFICE OF THE DAVIS COUNTY RECORDER; THENCE, ALONG SAID QUITCLAIM DEED, SOUTH 00°06'58" WEST 232.88 FEET; THENCE SOUTH 89°56'48" EAST 472.68 FEET TO THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF STATE STREET (STATE ROUTE 126); THENCE, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, SOUTH 36°55'38" EAST 18.01 FEET, TO THE NORTH LINE OF SWITCH LANE AS SHOWN ON SAID CLEARFIELD STATION TOD PHASE 1; THENCE, ALONG SAID SWITCH LANE THE FOLLOWING THIRTEEN (13) COURSES: (1) SOUTH 05°41'09" EAST 22.49 FEET, (2) SOUTHWESTERLY 63.40 FEET ALONG THE ARC OF A 80.00 FOOT NON-TANGENT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 45°24'31", (CHORD BEARS SOUTH 67°24'42" WEST 61.76 FEET), (3) NORTH 89°53'02" WEST 148.91 FEET, (4) NORTHWESTERLY 59.93 FEET ALONG THE ARC OF A 195.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 17°36'34", (CHORD BEARS NORTH 81°04'46" WEST 59.70 FEET), (5) NORTH 72°16'29" WEST 50.66 FEET, (6) NORTHWESTERLY 59.93 FEET ALONG THE ARC OF A 195.00 FOOT RADIUS CURVE TO THE LEFT, (THROUGH A CENTRAL ANGLE OF 17°36'34", (CHORD BEARS NORTH 81°04'46" WEST 59.70 FEET), (7) NORTH 89°53'02" WEST 89.91 FEET, (8) NORTHWESTERLY 54.98 FEET ALONG THE ARC OF A 35.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 90°00'00", (CHORD BEARS NORTH 44°53'02" WEST 49.50 FEET, (9) NORTH 89°53'02" WEST 70.50 FEET, (10) SOUTH 00°06'58" WEST 92.00 FEET, (11) SOUTH 89°53'02" EAST 225.05 FEET, (12) SOUTH 72°16'29" EAST 71.40 FEET, (13) SOUTH 89°53'02" EAST 341.02 FEET TO THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF STATE STREET (STATE ROUTE 126); THENCE, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, THE FOLLOWING TWO (2) COURSES: (1) SOUTH 36°55'38" EAST 172.27 FEET, (2) SOUTH 36°22'03" EAST 61.33 FEET TO THE POINT OF BEGINNING.

CONTAINS 2,444,274 SQ. FT. (56.11 AC.)

BASIS OF BEARING BEING NORTH 00°05'06" EAST BETWEEN THE EAST QUARTER CORNER AND THE NORTHEAST CORNER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN.

NOTES:

THE PURPOSE OF THIS EXHIBIT IS TO SHOW THE EXTENTS OF THE COMBINED PARCELS INCLUDED IN TITLE REPORT ISSUED BY ARTISAN TITLE INSURANCE AGENCY AS ORDER/REFERENCE NO. 10153 (1ST AMEND) WITH A EFFECTIVE DATE OF APRIL 21, 2020 AT 8:00 A.M.

PARCELS INCLUDED IN THE TITLE REPORT (1-7) ARE SHOWN.

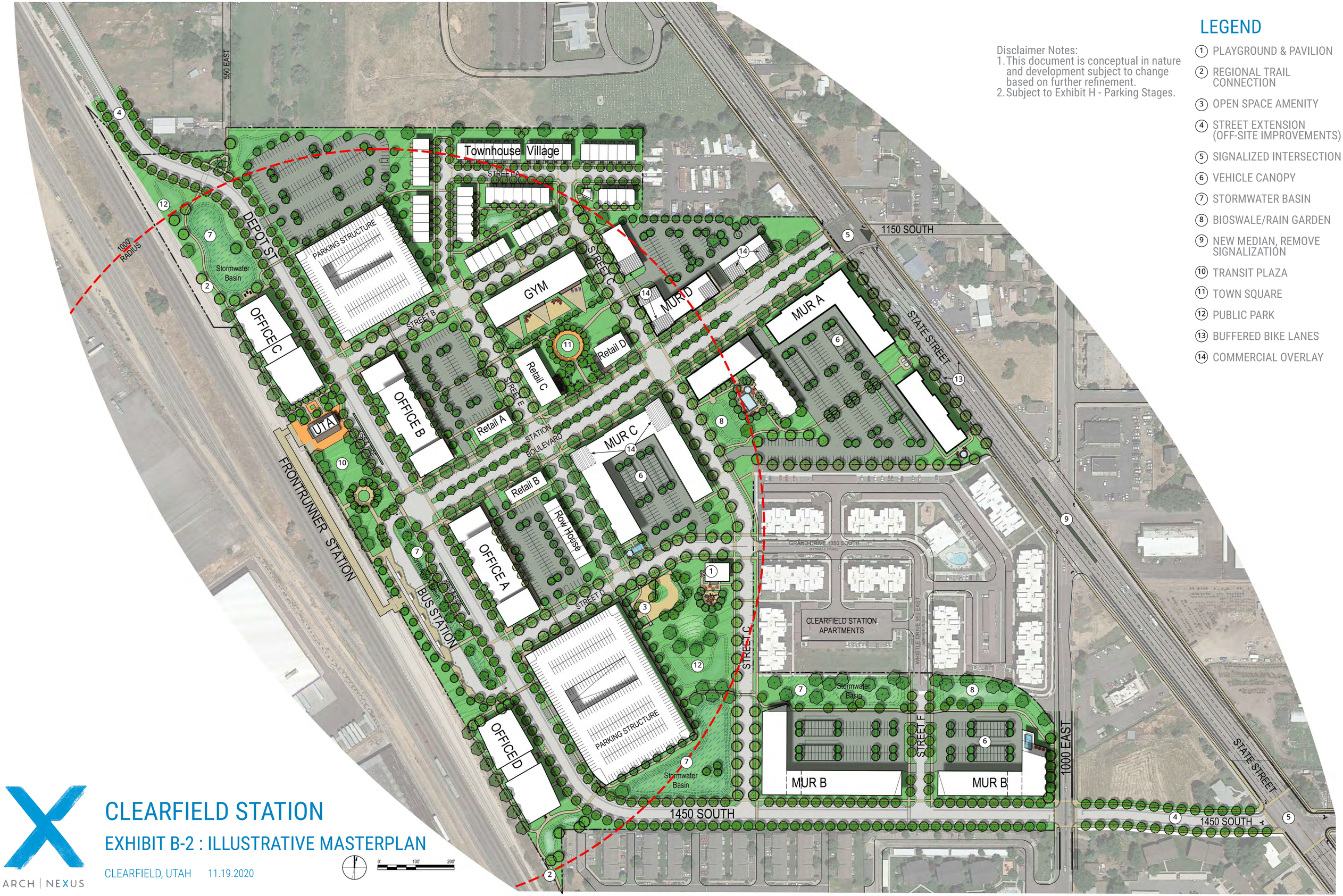
THIS IS NOT A BOUNDARY SURVEY AND SHOULD NOT BE USED AS ONE.

DATE: 05-13-2020
PLOT DATE:
SCALE: 1"=100'
PROJECT NUMBER: 8SRE010100

PSOMAS
4179 Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 270-5777 (801) 270-5782 (FAX)

DESIGNED: SRV
DRAFTED: SRV
CHECKED: CEA

SHEET 1 OF 1



Disclaimer Notes:
1. This document is conceptual in nature and development subject to change based on further refinement.
2. Subject to Exhibit H - Parking Stages.

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 SIGNALIZATION
10. TRANSIT PLAZA
11. TOWN SQUARE
12. PUBLIC PARK
13. BUFFERED BIKE LANES
14. COMMERCIAL OVERLAY

ARCH | NEXUS

CLEARFIELD STATION

EXHIBIT B-2 : ILLUSTRATIVE MASTERPLAN

CLEARFIELD, UTAH 11.19.2020

0' 100' 200'

Disclaimer Notes:

1. The development is subject to various economic factors influencing sequencing. However, horizontal infrastructure is intended to be completed at initial site development as part of Phase 1.
2. The Master Developer may choose to substitute Office A, B, C, or D to be built without requiring additional approval during Phase 2.
3. The Master Developer may choose to substitute Residential A, B, or C to be built without requiring additional approval during Phase 2.
4. Horizontal infrastructure improvements to include: Streets, Park Strips, Sidewalks, Water utilities, Sewer utilities, and Stormwater pipes/basins.
5. Subject to Exhibit H - Parking Stage.

Legend

- Step 1 - Horizontal Improvements
- Step 2 - Vertical Improvements
- Step 3
  - A - Horizontal
  - B - Vertical
- Sequence to be Determined

EXHIBIT C

CLEARFIELD STATION

CONSTRUCTION SEQUENCE PLAN

CLEARFIELD, UTAH 08.24.2020

ARCH | NEXUS

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 Park impact fee - multi family Stormwater per ESU Water Sewer	$2,339.00 1,441.00 64.00 254.00 613.00
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 Grassed Sand and oil interceptor	20% reduction 30% reduction 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" 1" - 1 1/2" 2" 3" 4" 6"	$ 352.00 705.00 1,411.00 4,517.00 7,059.00 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" 1" - 1 1/2" 2" 3" 4" 6"	851.00 1,703.00 3,406.00 10,900.00 17,031.00 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

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EXHIBIT D
CLEARFIELD STATION
IMPACT FEE EXHIBIT

CLEARFIELD, UTAH 06.10.2020

		Infrastructure Schedule	Priority	Funding	Cost with Additional 15% Contingency
		Item			
Horizontal Improvements	Miscellaneous Items	Parkstrip Landscape	Low	2021 Bond	$ 1,859,218.63
		Street Lights	Medium	2021 Bond	$ 124,200.00
		Demo Existing Pavement	High	2021 Bond	$ 277,904.88
		Demo Existing Utilities	High	2021 Bond	$ 24,150.00
		Signs	Low	2021 Bond	$ 21,275.00
		Demo/Removal of Ex. 16" Asbestos Pipe (4)	High	2021 Bond	$ -
		Southern Parking Structure (General Stalls)	High	2021 Bond & Additional Sources	$ 15,000 / Stall
		Southern Parking Structure (UTA Stalls)	High	2021 Bond	$ 15,000 / Stall
		Bus Loop Additions (Heavy Duty Concrete Paving)	High	2021 Bond	$ 30,360.00
		Transit Plaza Improvements	High	2021 Bond	$ 301,875.00
		UTA Restrooms	High	2021 Bond	$ 115,000.00
		UTA Surface Parking	High	2021 Bond	$ -
	Storm Drain	18" Reinforced Concrete Pipe	High	2021 Bond	$ 534,750.00
		18" Concrete Flared End Section	High	2021 Bond	$ 12,075.00
		48" SD Manhole	High	2021 Bond	$ 162,955.00
		24"x36" Curb Inlet	High	2021 Bond	$ 292,876.25
		36"x36" Area Drain	High	2021 Bond	$ 1,725.00
	Sanitary Sewer	10" PVC	High	2021 Bond	$ 523,537.50
		4" PVC	High	2021 Bond	$ 67,331.01
		48" Sewer Manhole	High	2021 Bond	$ 94,012.50
		60" Sewer Manhole	High	2021 Bond	$ 37,375.00
		72" Sewer Manhole	High	2021 Bond	$ 9,200.00
		6" Cleanout	High	2021 Bond	$ 12,880.00
		24" PVC	High	2021 Bond	$ 391,920.00
	Culinary Water	12" Ductile Iron Pipe	High	2021 Bond	$ 799,965.37
		4" PVC Class 200 (Culinary Lat.)	High	2021 Bond	$ 81,799.14
		6" PVC Class 200 (Fire Lateral)	High	2021 Bond	$ 101,456.13
		Fire Hydrant Assembly	High	2021 Bond	$ 88,550.00
		Connect to Northern Water Supply	High	2021 Bond	$ 36,167.50
		Upsize Ex. Waterline in 1000 E (12")	High	2021 Bond	$ 294,630.00
	Dry Utilities	Natural Gas	High	2021 Bond	$ 198,030.00
		Joint Trench for (power and communications)	High	2021 Bond	$ 184,828.00
	Roads	Topsoil Removal	High	2021 Bond	$ 47,209.40
		APWA Type A Curb and Gutter	High	2021 Bond	$ 438,805.20
		6' Sidewalk	High	2021 Bond	$ 566,540.22
		Asphalt Pavement	High	2021 Bond	$ 1,881,195.62
	Northern Road Connection	APWA Type A Curb and Gutter	High	2021 Bond	$ 38,565.25
		6' Sidewalk	Medium	2021 Bond	$ 42,624.75
		Parkstrip Landscape	Low	2021 Bond	$ 197,900.63
		Asphalt Pavement	High	2021 Bond	$ 150,933.04
		Street Lights	Medium	2021 Bond	$ 15,525.00
	Southern Road Connection	APWA Type A Curb and Gutter	High	2021 Bond	$ 24,532.13
		6' Sidewalk	High	2021 Bond	$ 25,700.03
		Parkstrip Landscape	Medium	2021 Bond	$ 117,531.32
		Asphalt Pavement	High	2021 Bond	$ 127,357.03
		Street Lights	Medium	2021 Bond	$ 5,175.00
		Signs	Low	2021 Bond	$ 575.00
		Right of Way Acquisition	High	2021 Bond & Additional Sources	$ -
	Offsite Sewer	Demo Ex. Sanitary Sewer	High	2021 Bond	$ 62,410.50
		60" Deep Manholes	High	2021 Bond	$ 57,500.00
		72" Drop Manhole	High	2021 Bond	$ 143,750.00
		24" PVC in 1000 East	High	2021 Bond	$ 308,200.00
	Signals	Main and 1150 S Signalization	High	2021 Bond	$ 575,000.00
		Main and Depot Road/Street Signalization	High	2021 Bond	$ 575,000.00
		Median curb at 1000 East	High	2021 Bond	$ 19,665.00
		1150 S curb and median curb	High	2021 Bond	$ 32,775.00
		Asphalt patch/widening at 1150 S intersection	High	2021 Bond	$ 82,800.00
		Right of Way Acquisition	High	2021 Bond & Additional Sources	$ -
	Expires	Demo Existing Pavement	High	2021 Bond	$ 247,303.88
		Demo Existing Landscape	High	2021 Bond	$ 494,607.77
	Parks	Park Landscaping	Low	2021 Bond	$ 1,345,500.00
		Detention Pond Grading	Low	2021 Bond	$ 44,528.00

		Infrastructure Schedule	Priority	Funding	Cost with Additional 15% Contingency
		Item			
Lot 17 Townhome Village	Misc. Items	Parkstrip Landscape	Low	Future Bond & Additional Sources	$ 193,013.87
		Street Lights	Medium	Future Bond & Additional Sources	$ 15,525.00
		Demo Existing Pavement	High	Future Bond & Additional Sources	$ 44,587.37
		Signs	Low	Future Bond & Additional Sources	$ 575.00
		Northern Parking Structure (General Stalls)	High	Future Bond & Additional Sources	$ 15,000 / Stall
		Northern Parking Structure (UTA Stalls)	High	Future Bond & Additional Sources	$ 15,000 / Stall
	Storm Drain	18" Reinforced Concrete Pipe	High	Future Bond & Additional Sources	$ 58,650.00
		48" SD Manhole	High	Future Bond & Additional Sources	$ 18,802.50
		24"x36" Curb Inlet	High	Future Bond & Additional Sources	$ 9,602.50
	Sanitary Sewer	10" PVC	High	Future Bond & Additional Sources	$ 42,262.50
		4" PVC	High	Future Bond & Additional Sources	$ 14,087.50
		48" Sewer Manhole	High	Future Bond & Additional Sources	$ 25,070.00
	Culinary Water	12" Ductile Iron Pipe	High	Future Bond & Additional Sources	$ 80,440.43
		4" PVC Class 200 (Culinary Lat.)	High	Future Bond & Additional Sources	$ 10,384.50
		6" PVC Class 200 (Fire Lateral)	High	Future Bond & Additional Sources	$ 12,880.00
		Fire Hydrant Assembly	High	Future Bond & Additional Sources	$ 6,325.00
	Dry Utilities	Natural Gas	High	Future Bond & Additional Sources	$ 15,525.00
		Joint Trench for Power and Communication	High	Future Bond & Additional Sources	$ 14,490.00
	Roads	Topsoil Removal	High	Future Bond & Additional Sources	$ 55,075.05
		APWA Type A Curb and Gutter	High	Future Bond & Additional Sources	$ 37,921.81
		6' Sidewalk	High	Future Bond & Additional Sources	$ 48,926.22
		Asphalt Pavement	High	Future Bond & Additional Sources	$ 150,457.49

*COST ESTIMATES ARE PRELIMINARY AND SUBJECT TO CHANGE BASED ON MARKET CONDITIONS AND FUTURE UNKNOWNS. ESTIMATE DOES NOT INCLUDE PROPERTY ACQUISITION.



LEGEND

MASTER DEVELOPER RESPONSIBILITY

CLEARFIELD CITY RESPONSIBILITY

FUTURE SHARED RESPONSIBILITY BETWEEN CLEARFIELD CITY, MASTER DEVELOPER, AND UTA

EXHIBIT E - RESPONSIBILITY FOR PROJECT INFRASTRUCTURE AND FUNDING CLEARFIELD MDP

100 0 100 200

SCALE OF FEET

FULL SIZE (24X36) 1"=100'

HALF SIZE (12X18) 1"=200'

PSOMAS

4179 S. Riverboat Rd., Suite 200

Salt Lake City, UT 84123

(801) 270-5777

9/23/2020 9:02 AM U:\8SRE010100\ENGR\DRAWINGS\PRELIMINARY\EXHIBIT- E.DWG ALEX DAWSON

CONSTRUCTION NOTES

1. INSTALL 18" REINFORCED CONCRETE STORM DRAIN PIPE.
2. INSTALL 10" PVC SANITARY SEWER PIPE.
3. INSTALL 12" DUCTILE IRON CULINARY WATER PIPE.
4. CONNECT TO EXISTING STORM DRAIN PIPE.
5. INSTALL 24" PVC SANITARY SEWER LINE.

LEGEND

EXISTING	PROPOSED	
sd	SD	STORM DRAIN
s	S	SANITARY SEWER
w	W	WATER
g	G	GAS
e	E	ELECTRIC
t	T	TELEPHONE
fo	FO	FIBER OPTIC
com	COM	COMMUNICATIONS
		CENTER LINE
		PROPERTY LINE
		CURB & GUTTER
x x x	x x x	FENCE LINE
5090	5090	MAJOR CONTOUR
5091	5091	MINOR CONTOUR
		WATER VALVE
W	W	WATER METER
		FIRE HYDRANT
		TEE
		CROSS
		STUB
		11.25° BEND
		22.5° BEND
		45° BEND
		90° BEND
D	SD	STORM DRAIN MANHOLE
		STORM DRAIN INLET
S	SS	SANITARY SEWER MANHOLE
		SANITARY SEWER CLEANOUT
		LIGHT POLE
T E S	T E S	ELECTRICAL EQUIPMENT
		UTILITY POLE
		GUY WIRE
		SIGN

NOTE: DESIGN OF ALL DRY UTILITIES INCLUDING POWER, NATURAL GAS, AND FIBER ARE TO BE COORDINATED WITH RESPECTIVE UTILITY PROVIDER.

CONNECT WATERLINE TO EXISTING LINE (~370 LF)

TIE INTO EXISTING WATERLINE

UPSIZE EXISTING WATERLINE IN 1000 E TO 10" OR 12" (~2100 LF)

ABANDONED SEWER LINE

UPSIZE EXISTING WATERLINE IN 1000 E TO 10" OR 12" (~2100 LF)

EXISTING STORM DRAIN LINE

POND TO DISCHARGE TO EXISTING 36" STORM DRAIN

REPLACE EXISTING SANITARY SEWER LINE WITH ~1372 LF 24" PIPE

STREET A

STREET B

STREET C

STREET D

STREET E

STREET F

STATION BOULEVARD

DEPOT STREET

1450 SOUTH

1000 E

MAIN STREET

EXHIBIT - F (1 OF 2) UTILITY PLAN

CLEARFIELD MDP

100 0 100 200

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

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

8/25/2020 2:27 PM U:\8SRE010100\ENGR\DRAWINGS\PRELIMINARY\EXHIBIT- F 1 OF 2.DWG ALEX DAWSON

EXISTING PROPERTY BOUNDARY (SEE SHEET C-103 FOR SITE SURVEY)

STREET A

EXISTING PROPERTY BOUNDARY

STREET B

STREET C

STREET E

STATION BOULEVARD

2.5 AC-FT

POND 1

EXISTING PROPERTY BOUNDARY

EXISTING STORM DRAIN

DEPOT STREET

STREET D

STREET C

0.50 AC-FT

POND 2

EXISTING STORM DRAIN

1.7 AC-FT

POND 3

2.0 AC-FT

POND 4

STREET F

EXISTING PROPERTY BOUNDARY

1000 E

MAIN STREET

1450 SOUTH

EXISTING PROPERTY BOUNDARY

POND TO DISCHARGE TO EXISTING 36" STORM DRAIN

*EXISTING 48" STORM DRAIN TO BE USED FOR POND OUTFLOW

LEGEND

EXISTING	PROPOSED	
sd	SD	STORM DRAIN
s	S	SANITARY SEWER
w	W	WATER
g	G	GAS
e	E	ELECTRIC
t	T	TELEPHONE
fo	FO	FIBER OPTIC
com	COM	COMMUNICATIONS
		CENTER LINE
		PROPERTY LINE
		CURB & GUTTER
x	x	FENCE LINE
5090	5090	MAJOR CONTOUR
5091	5091	MINOR CONTOUR
		WATER VALVE
W	W	WATER METER
		FIRE HYDRANT
		TEE
		CROSS
		STUB
		11.25° BEND
		22.5° BEND
		45° BEND
		90° BEND
D	SD	STORM DRAIN MANHOLE
		STORM DRAIN INLET
S	SS	SANITARY SEWER MANHOLE
		SANITARY SEWER CLEANOUT
		LIGHT POLE
T E S	T E S	ELECTRICAL EQUIPMENT
		UTILITY POLE
		GUY WIRE
		SIGN

EXHIBIT - F (2 OF 2) DRAINAGE PLAN
CLEARFIELD MDP

100 0 100 200
SCALE OF FEET
FULL SIZE (24X36) 1"=100'
HALF SIZE (12X18) 1"=200'

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

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Townhouse Village
PARKING STRUCTURE
1000' RADIUS
Stormwater Basin
OFFICE C
GYM
MU Residential D
MU Residential A
Retail D
Retail C
OFFICE B
UTA
DEPOT ST
Retail A
STATION BOULEVARD
MU Residential C
Retail B
Row House
OFFICE A
FRONTRUNNER STATION
BUS STATION
GRAND DRIVE 1350 SOUTH
PRIVATE ROAD
BOX CAR DRIVE
CLEARFIELD STATION APARTMENTS
WHISTLE DRIVE 950 EAST
PRIVATE ROAD
Stormwater Basin
PARKING STRUCTURE
OFFICE D
Stormwater Basin
MU Residential B
MU Residential B
1450 SOUTH
0'
100'
200'

Open Space Plan Legend

- Private Open Space (6.5 Acres)
- Public Open Space (11.5 Acres)

EXHIBIT G-1

CLEARFIELD STATION

OPEN SPACE PLAN

CLEARFIELD, UTAH 08.24.2020

ARCH | NEXUS

Disclaimer Note:
1. Subject to Exhibit H - Parking Stage.

Maintenance Responsibility Legend

- Clearfield City
- Master Developer
- Utah Transit Authority
- Adjacent Property Owner

EXHIBIT G-2

CLEARFIELD STATION

MAINTENANCE RESPONSIBILITY PLAN

CLEARFIELD, UTAH 08.24.2020

ARCH | NEXUS

Disclaimer Note:
1. Subject to Exhibit H - Parking Stage.

EXTEND DEPOT STREET APPROX. 1,100 FT NORTH

EXISTING SITE BOUNDARY

MAIN STREET

STREET A

INSTALL SIGNALIZED INTERSECTION WITH "HI-TEE ISLAND"

1150 S

EXISTING SITE BOUNDARY

EXISTING SITE BOUNDARY

STREET B

STREET C

PROVIDE UDOT REQUIRED IMPROVEMENTS TO INTERSECTION, INCLUDING BUT NOT LIMITED TO SIGNALIZATION, SAFETY STRIPING, CURB CUTS, AND ADA RAMPS.

R20.0' (TYP.)

STREET E

1000 E

R20.0' (TYP.)

8.0' (TYP.)

EXISTING RAMPS AND SIDEWALK TO REMAIN

DEPOT STREET

22.0' (TYP.)

STATION BOULEVARD

KISS AND RIDE DROPOFF
*SEE MDP FOR CROSS SECTION AT KISS AND RIDE DROPOFF

R30.0'

INSTALL CONCRETE MEDIAN ISLAND

EXISTING RAMPS AND SIDEWALK TO REMAIN

HEAVY DUTY PAVEMENT SECTION (SEE LEFT)

NEW UTA SAWTOOTH

28.0' MIN.

KISS AND RIDE DROPOFF

STREET D

STREET C

EXISTING UTA SAWTOOTHS TO REMAIN

R30.0'

HEAVY DUTY PAVEMENT SECTION (SEE LEFT)

STREET F

MAIN STREET

1000 E

DEPOT STREET 1450 S.

1450 SOUTH

INSTALL SIGNALIZED INTERSECTION

EXISTING SITE BOUNDARY

EXHIBIT - H (1 OF 2) ROAD NETWORK PLAN

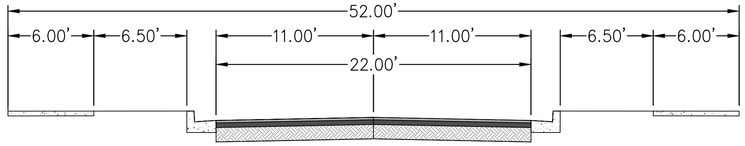
CLEARFIELD MDP

100 0 100 200

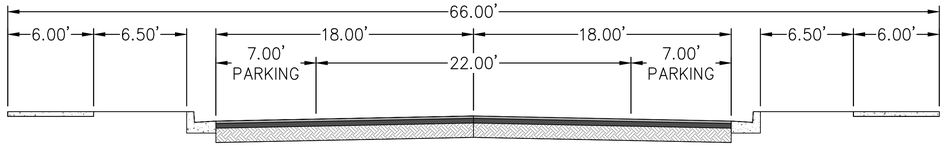
SCALE OF FEET
FULL SIZE (24X36) 1"=100'
HALF SIZE (12X18) 1"=200'

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

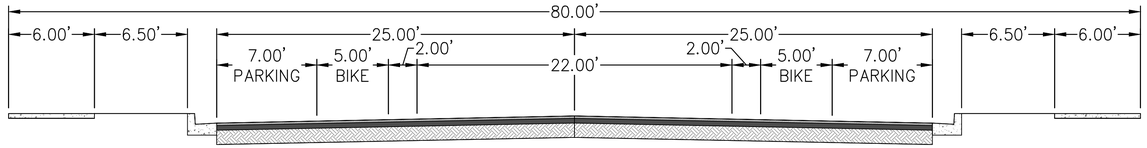
8/27/2020 9:11 AM U:\BSRE01010\ENGR\DRAWINGS\PRELIMINARY\EXHIBIT H.DWG COLE FRITZ



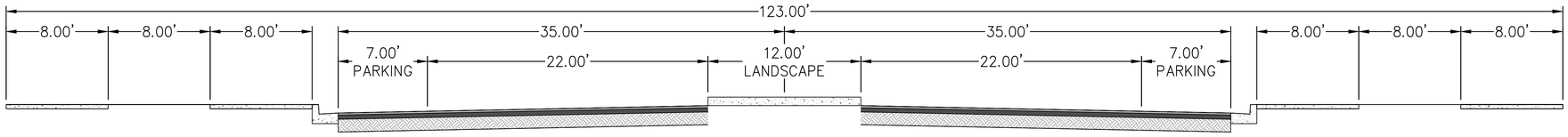
Section A-A
Local Street



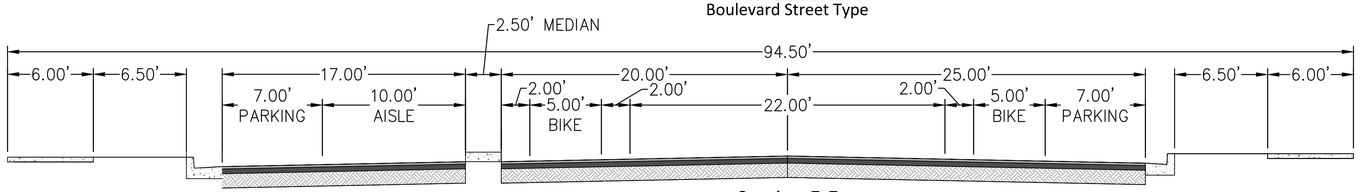
Section B-B
Neighborhood Street Type



Section C-C
Neighborhood Street Type (with bike lane)



Section D-D
Boulevard Street Type



Section E-E
Kiss & Ride Street Type



Pavement Section
Typical



Heavy Duty Pavement Section
Typical

EXHIBIT - H (2 OF 2) ROAD NETWORK PLAN

CLEARFIELD MDP

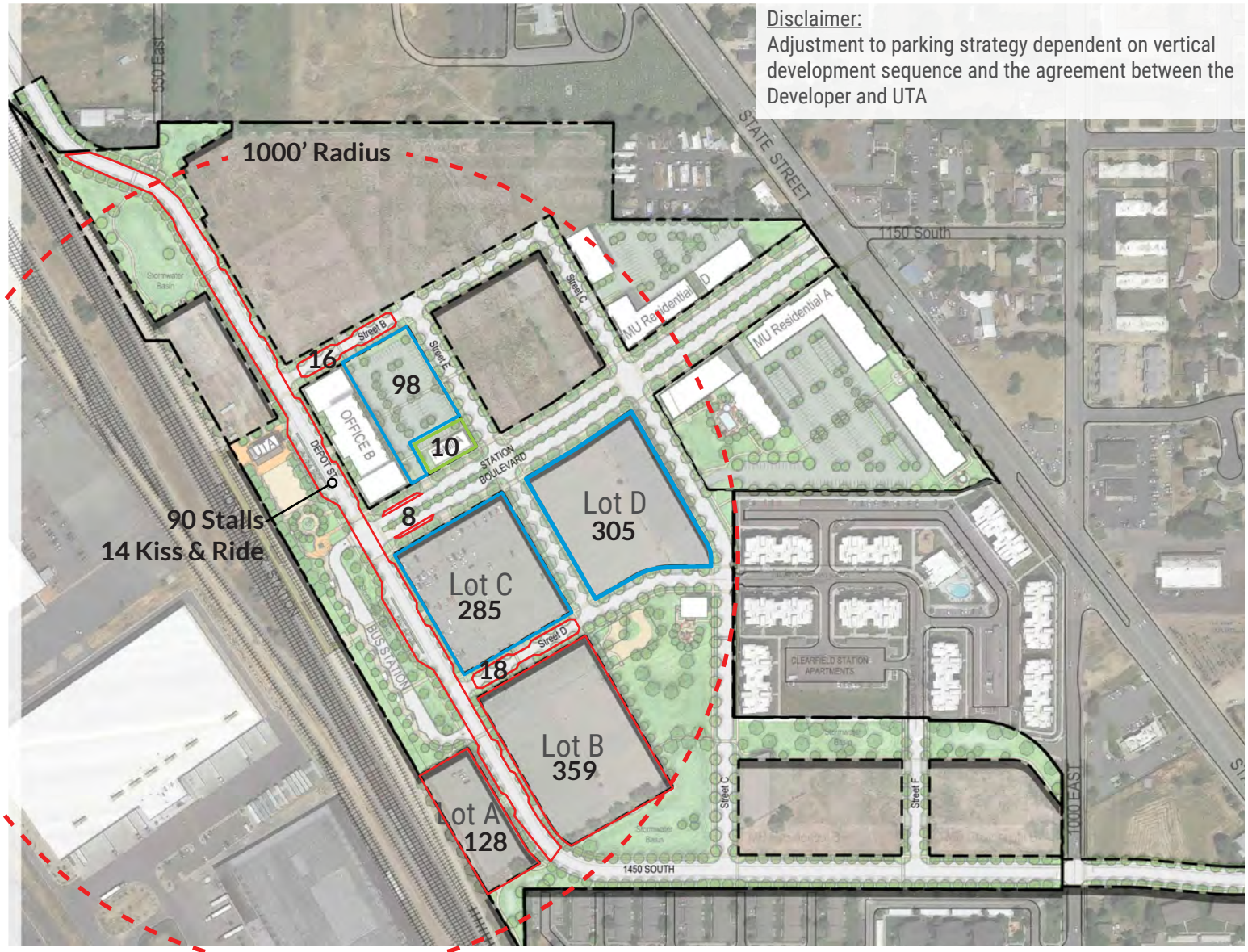
PSOMAS
4179 S. Riverboat Rd., Suite 200
Salt Lake City, UT 84123
(801) 270-5777

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STAGE 1 - PARKING

SUMMARY

Stall numbers indicate space available on the Masterplan. The actual number of stalls provided will be determined based on actual need and space requirements.



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

LEGEND

- 688 Office Stalls
- 633 UTA Stalls
- 10 Commercial Stalls

PARKING

- 343 Non-UTA Street Stalls
- 1,677 Total Stalls

ARCH | NEXUS
June 22, 2020

STAGE 2 - PARKING



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

LEGEND

- 607 Office Stalls
- 550 UTA Stalls
- 10 Commercial Stalls
- Under Construction

PARKING

- 343 Non-UTA Street Stalls
- 1,510 Total Stalls

ARCH | NEXUS
June 22, 2020

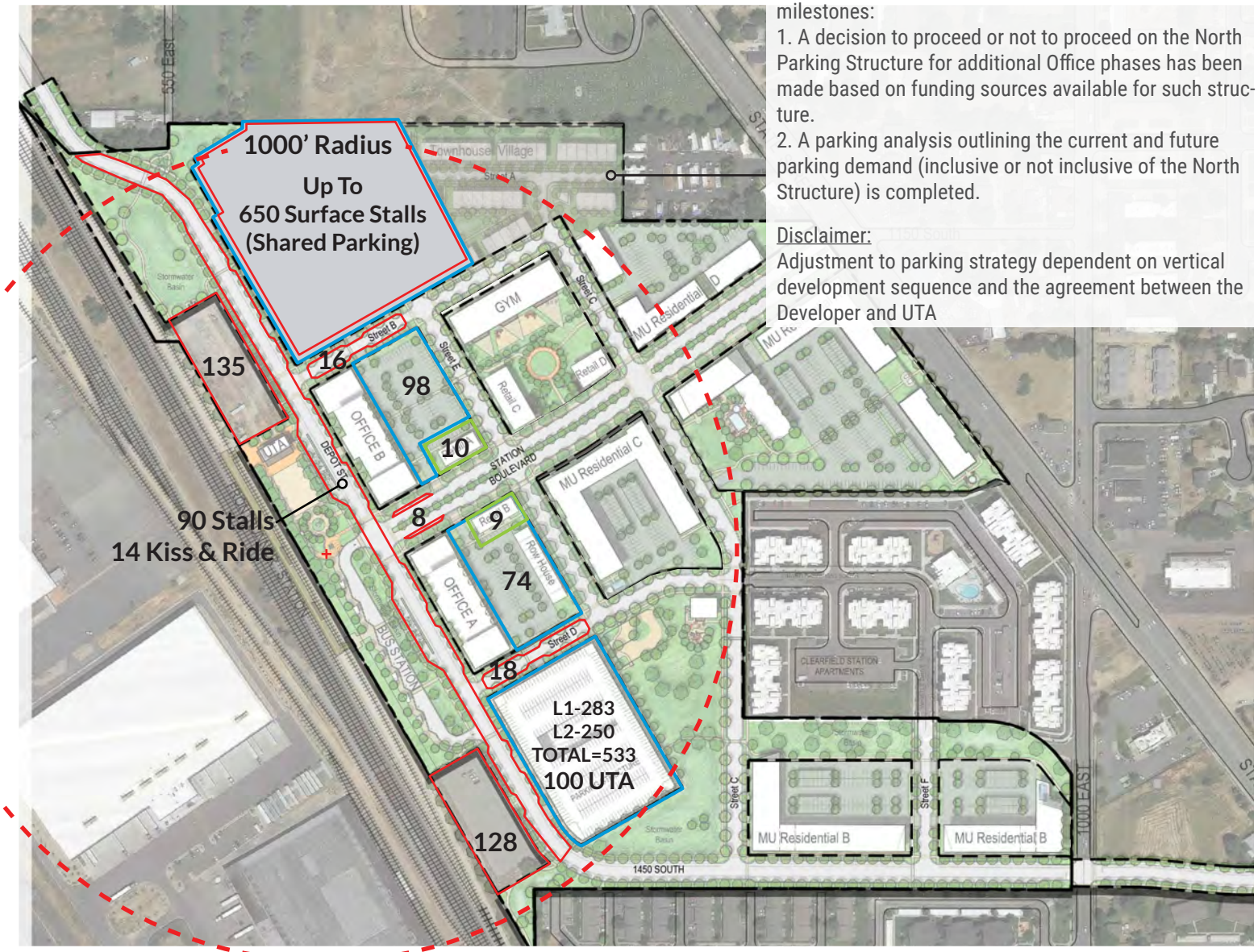
STAGE 3 - PARKING

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



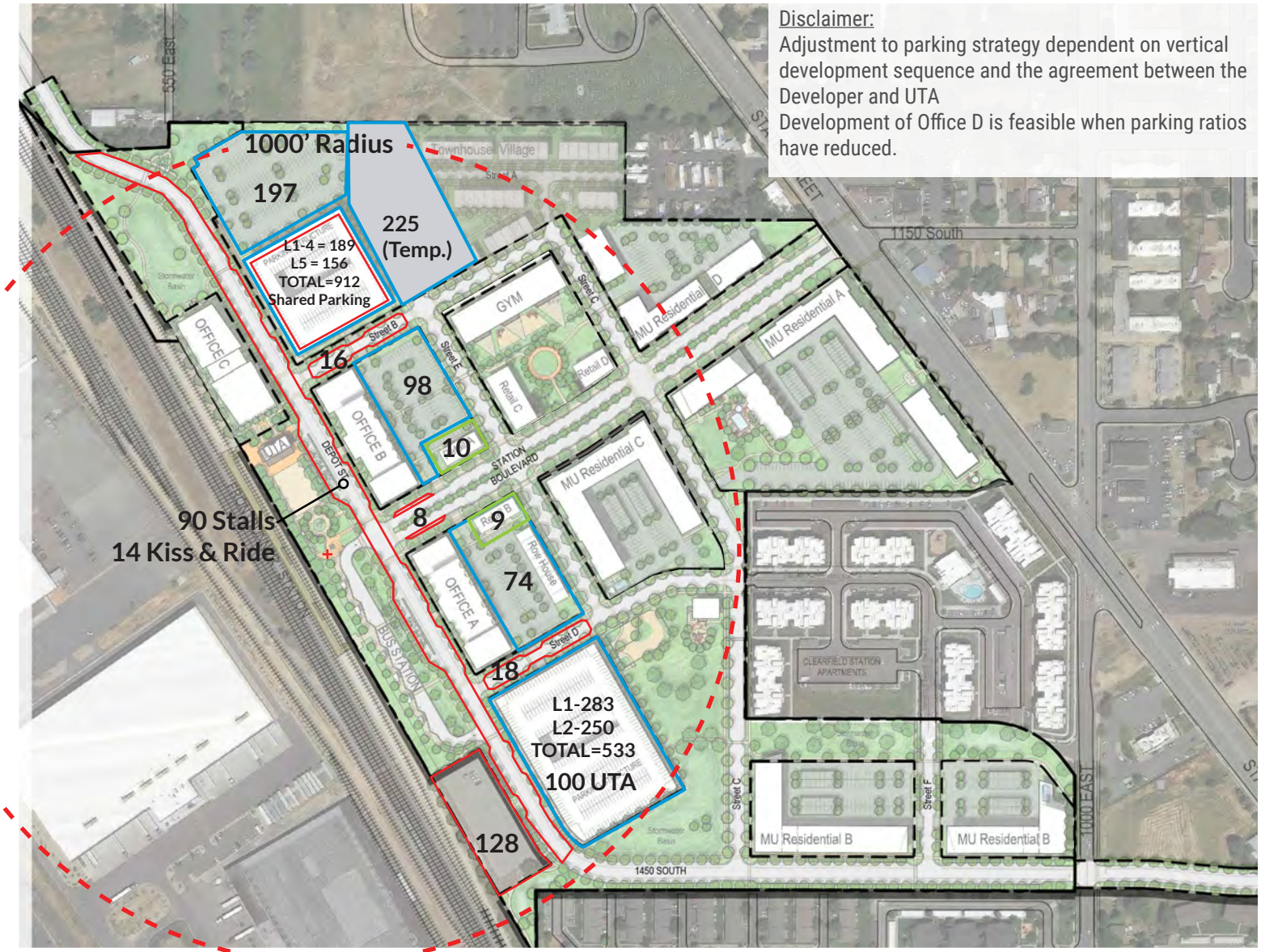
LEGEND

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

PARKING

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

STAGE 4 - PARKING



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.

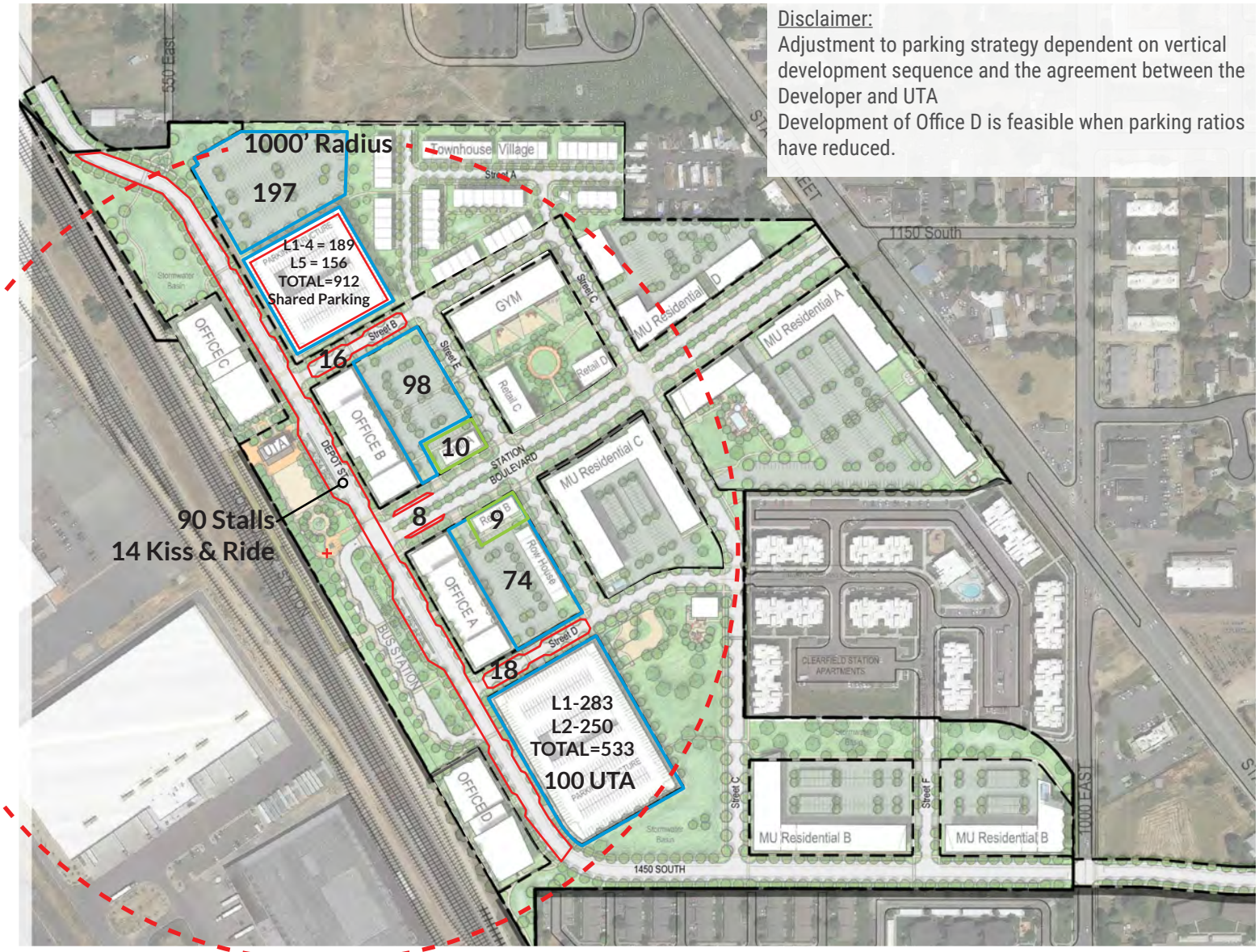
LEGEND

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

PARKING

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

STAGE 5 - PARKING



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.

LEGEND

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

PARKING

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

ARCH | NEXUS
June 22, 2020

CLEARFIELD CITY ORDINANCE 2020-14

AN ORDINANCE APPROVING THE CLEARFIELD STATION MASTER DEVELOPMENT AGREEMENT (MDA) AND ADOPTING THE MASTER DEVELOPMENT PLAN (MDP) FOR PROPERTIES LOCATED AT APPROXIMATELY 1250 SOUTH STATE CLEARFIELD, DAVIS COUNTY, UTAH.

PREAMBLE: This Ordinance approves the Clearfield Station Master Development Agreement (MDA) and adopts the Master Development Plan (MDP), a guiding regulation for the development of the varying components for the Transit Oriented Development (TOD) proposed for the 56 acres of properties located at approximately 1250 South State, Clearfield, Davis County, Utah, and finalizes the amendment to the Clearfield City Zoning Map identifying the properties as Mixed Use zone.

WHEREAS, Clearfield City and the Utah Transit Authority (UTA), who is the owner of about 56 acres of properties located at approximately 1250 South State, collaborated to create the "Clearfield Station Area Plan and Design Guidelines" that reflects goals for both local and regional development opportunities; and,

WHEREAS, in accordance with the Clearfield Station Area Plan and Design Guidelines, the City rezoned the properties owned by UTA at approximately 1250 South State Street to the Mixed Use zone on February 26, 2019, to facilitate the development of the properties as a TOD conditioned upon the approval and execution of the MDA, as well as the MDP; and

WHEREAS, the development of the properties pursuant to the MDA and MDP will result in significant planning, economic and fiscal benefits to UTA and to the City and its residents by, among other things, requiring orderly development of the properties as a master-planned TOD and increasing revenues to the City based on improvements to be constructed on the properties; and,

WHEREAS, after a public hearing on the matter, the Clearfield City Planning Commission recommended to the Clearfield City Council that the proposed MDA, MDP, and amendment of the Clearfield City Zoning map of the identified properties to Mixed Use be approved; and

WHEREAS, the Clearfield City Council received and reviewed the proposed MDA, MDP, and amendment of the Clearfield City Zoning map of the identified properties to Mixed Use recommended by the Clearfield City Planning Commission; and

WHEREAS, following proper notice, the City Council held a public hearing on the matters and allowed public comment thereon; and

WHEREAS, after the public hearing, the City Council has carefully considered any comments made during the public hearing as well as the Planning Commission's recommendations regarding the MDA, MDP, and amendment of the Clearfield City Zoning map of the identified properties to Mixed Use; and

WHEREAS, following its public deliberation, the City Council has determined that the MDA, MDP, and amendment of the Clearfield City Zoning map for the identified properties to Mixed Use will be the most effective implementation of the City's planning efforts;

NOW, THEREFORE, be it ordained by the Clearfield City Council that:

Section 1. Master Development Plan: Pursuant to Title 11, Chapter 11F of the Clearfield City Code, the Clearfield Station Master Development Plan (which is attached hereto as Exhibit "B-1" to the Master Development Agreement/Exhibit "A" to this ordinance) is hereby adopted by this ordinance for the Clearfield Station Project as described in the Master Development Agreement (Exhibit "A"), and is hereby made part of the applicable land use and zoning ordinance for the Clearfield Station Project.

Section 2. Master Development Agreement: The Clearfield Station Master Development Agreement is hereby approved and set forth as Exhibit A to this ordinance.

Section 3. Amendments to Zoning Map: Upon receipt by Clearfield City of the fully executed Master Development Agreement as approved by the City Council, and the recording thereof against the rezoned properties by the Davis County Recorder's Office, the Clearfield City Zoning Map shall be amended to reflect the changes in zoning for the properties described in Exhibit A of the Master Development Agreement and the Community Development Director is hereby directed to have a new Zoning Map prepared showing said rezoning.

Section 4. Effective Date: This Ordinance shall become effective immediately upon its passage and posting in three public places within Clearfield City.

Dated this 24th day of November, 2020, at the regularly scheduled meeting of the Clearfield City Council.

CLEARFIELD CITY CORPORATION

_____
Mark R. Shepherd, Mayor

ATTEST

_____
Nancy R. Dean, City Recorder

VOTE OF THE COUNCIL

AYE:

NAY:

EXHIBIT "A"

MASTER DEVELOPMENT AGREEMENT

STAFF REPORT

TO:	Mayor Shepherd and City Council Members
FROM:	Spencer W. Brimley, Community Development Director
MEETING DATE:	Tuesday, November 24, 2020
SUBJECT:	2020 Annual Moderate-Income Housing Report

RECOMMENDED ACTION

Staff is requesting approval of the Moderate-Income Housing report required by SB34 as it relates to housing affordability in the City, the region, and the State. The legislative body or designee shall administratively approve the report before sending to DWS. This is an internal approval done by each City.

DESCRIPTION / BACKGROUND

The Legislature of the State of Utah has determined that all cities with 10,000 or more residents--and some smaller municipalities in counties with more than 31,000 residents--are required to review the implementation of the 5-year moderate-income housing element of their general plan and report the findings of that review to the Utah Housing and Community Development Division. Each agency legislative body of reporting municipal governments are to:

- Conduct a review of the municipality's moderate-income housing element and its implementation; and
- Review its five-year moderate-income housing needs estimates; and
- Report findings of the review to the Housing and Community Development Division of the Utah Department of Workforce Services and the Association of Government to which the municipality belongs; and
- Post the review's findings report on its website.

The State legislature requires the following 82 cities to submit a progress report on how they are progressing (or not) on the implementation on the strategies that were chosen for each city's Moderate Income Housing Plan (MIHP). The attached reports are meant to provide a snapshot of how the legislation adopted in 2019 is being implemented. The reports allow the City to self-assess in order to identify any barriers to implementation.

The State requires each City report on each of the selected menu items. This means that attached to this report will be an SB34 report for each goal/menu item selected.

CORRESPONDING POLICY PRIORITY (IES)

Providing Quality municipal services by providing well planned facilities and infrastructure. Improving Clearfield's Image, Livability and Economy through design standards for development and beautification.

FISCAL IMPACT

This is a difficult metric to fully evaluate. The City is experiencing substantial growth. The impact of this growth will be felt for years to come and will have impacts to the infrastructure as well as City provided programs and services.

SCHEDULE / TIME CONSTRAINTS

The report must be approved and submitted to the State by December 1st of each year. The review of this document does not required the Council to take action in a public meeting, but rather to review the information and allow (administratively) staff to have it completed and submitted to the DWS and WFRC for review.

LIST OF ATTACHMENTS

Annual Moderate-Income Housing Report

DWS-HCD 899
10/2020

State of Utah
Department of Workforce Services
Housing & Community Development

ANNUAL MODERATE-INCOME HOUSING REPORTING FORM

Under the Utah Code, Municipal legislative bodies must annually:

- Update 5-year estimates of moderate-income housing needs UCA 10-9a-408 and 17-27a-408.
- Conduct a review of the moderate-income housing element and its implementation; and
- Report the findings for updated planning to the Housing and Community Development Division (HCDD) of the Utah Department of Workforce Services and their Association of Government or Metropolitan Planning Organization no later than December 1 of each year.
- Post the report on their municipality's website.

In accordance with UCA 10-9a-401 and 17-27a-401 municipalities that must report regularly are:

- Cities of the first, second, third, and fourth class (or have 10,000 or more residents).
- Cities of the fifth class:
  - Having an estimated population greater than or equal to 5,000 residents; **AND**
  - That are located in a county with a population greater than or equal to 31,000 residents.
- Metro Townships:
  - Having an estimated population greater than or equal to 5,000 residents;
  - Having an estimated population less than 5,000 **BUT** is located in a county with a population greater than or equal to 31,000 residents.
- Not a town with fewer than 1,000 residents.

To find out if your municipality must report annually, please visit:
https://jobs.utah.gov/housing/affordable/moderate/reporting/

For additional moderate-income housing planning resources:
https://jobs.utah.gov/housing/affordable/moderate/index.html

MUNICIPAL GOVERNMENT INFORMATION:

Municipal Government: Clearfield City

Reporting Date: December 2020

MUNICIPAL GOVERNMENT CONTACT INFORMATION:

Clearfield City Community Development | 55 South State Street

Clearfield City, Utah | 84015

Mayor's First and Last Name: Mark R. Shepherd

Mayor's Email Address: Mark.Shepherd@Clearfieldcity.org

PREPARER CONTACT INFORMATION:

Preparer's First and Last Name: Spencer W. Brimley

Preparer's Title: Community Development Director

Preparer's Email Address: Spencer.Brimley@Clearfieldcity.org

Preparer's Telephone: 801-525-2700 Extension: 2785

When did the municipality last adopt moderate-income housing element of their general plan?

December 2019

Link to moderate-income housing element on municipality website:

http://www.clearfieldcity.org/UserFiles/Servers/Server_58896/File/2019-27%20Exhibit%20A.PDF

UCA 10-9a-403 (2)(b)(iii) and 17-27a-403 (2)(b)(ii) requires municipalities to include three or more strategies in their moderate-income housing element of their general plan. In addition to the recommendations required under 10-9a-403 (2)(b)(iii) and 17-27a-403 (2)(b)(ii), for a municipality that has a fixed guideway public transit station, shall include a recommendation to implement the strategies described in 10-9a-403 (2)(b)(iii)(G) or (H) and 17-27a-403 (2)(b)(ii)(G) or (H). Municipalities shall annually progress on implementing these recommendations.

STRATEGIES

***** Repeat questions 1-5 for each strategy listed in the moderate-income housing element of the general plan. Include additional strategies on a separate document. *****

1. State strategy municipality included in the moderate-income housing element of its general plan below.

   Density bonuses, bonding for infrastructure to facilitate private investment

2. Please state the municipality's goal(s) associated with the strategy

   Rezone for densities necessary to assure the production of Moderate Income Housing.

3. What are the specific outcomes that the strategy intends to accomplish?

   The City is cultivating housing choices and a diversity of options to accommodate the current and future demand for housing. Apt, Condos, Townhomes and SFD are being constructed to provide an array of housing types in an effort to help residents have options based on income levels.

4. Please describe how the municipality has monitored its annual progress toward achieving the goal(s).

   The City has adopted ordinances and amended requisite zoning in the city to provide for increased densities in appropriate areas throughout the City. The City has also permitted smaller lots for SFD on the west side of the community and approved more lots to build SFDs on.

5. In the boxes below, outline the following objectives associated with the goal(s) stated in item 2.
   a. Please identify the key tasks of each stage needed to accomplish the goal(s) stated in item 2.

      The City plans to review the Downtown Form-Based Code (FBC) and other residential zoning districts to adjust for market demands and housing trends. The City has approved zoning to permit smaller lots and more dense projects throughout the city.

   b. Please identify the primary parties that are responsible for completing the key tasks of each stage identified in item 5a.

      Clearfield City Staff will perform the regular reviews and present necessary changes to the Planning Commission and the City Council for consideration.

c. Please describe the resources that the municipality must allocate to complete the key task of each stage identified in item 5a.

An assessment can be done at the beginning of each calendar year. Ordinance updates will take 3-6 months for preparation and review, including required Planning Commission and City Council. Rezone to R-1-6 were allowed to increase diversity in single family neighborhoods.

d. Please state specific deadlines for completing the key tasks of each stage identified in item 5a.

An assessment can be done at the beginning of each calendar year. Ordinance updates will take 3-6 months for preparation and review, including required Planning Commission and City Council. Rezone to R-1-6 were allowed to increase diversity in single family neighborhoods.

e. Which of the tasks stated in item 5a have been completed so far, and what have been their results?

The Downtown FBC was adopted in 2018 and was reviewed and updated in 2020 following a year of implementation. SFD zoning regulations were also updated in 2018 to allow for reduce setbacks in the R-1-8 zone. More rezones to R-16 have also bee permitted.

f. How is the municipality addressing results described in 5e that deviate from the desired outcomes specified in item 3? What barriers has the municipality encountered during the course of implementation of said goals?

The City has a strong market for housing and is seeing apts. condos, townhouses (sale and rent) along with SFD be developed. The City is still experiencing a growing dissatisfaction for housing other than a SFD.

g. (Optional) Have you considered efforts to use a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency within your community.

PLEASE SUBMIT REQUISITE DOCUMENTATION FROM THE EVALUATION PERIOD THAT VALIDATES THE INFORMATION PROVIDED IN THIS REPORT.

Municipal legislative bodies are also required to review and submit the following:

UCA 10-9a-408(2)l(i): (*data should be from validated sources, like US Census, with verified methodologies*)

- A current estimate of the city's rental housing needs for the following income limits:
  - 80% of the county's adjusted median family income — in need of at least 190 units
  - 50% of the county's adjusted median family income — in need of at least 250 units
  - 30% of the county's adjusted median family income — in need of at least 160 units

Link to moderate-income housing element on municipality website:

http://www.clearfieldcity.org/UserFiles/Servers/Server_58896/File/2019-27%20Exhibit%20A.PDF

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- A current estimate of the city's rental housing needs for the following income limits:
  - 80% of the county's adjusted median family income — in need of at least 190 units
  - 50% of the county's adjusted median family income — in need of at least 250 units
  - 30% of the county's adjusted median family income — in need of at least 160 units

Link to moderate-income housing element on municipality website:

http://www.clearfieldcity.org/UserFiles/Servers/Server_58896/File/2019-27%20Exhibit%20A.PDF

UCA 10-9a-403 (2)(b)(iii) and 17-27a-403 (2)(b)(ii) requires municipalities to include three or more strategies in their moderate-income housing element of their general plan. In addition to the recommendations required under 10-9a-403 (2)(b)(iii) and 17-27a-403 (2)(b)(ii), for a municipality that has a fixed guideway public transit station, shall include a recommendation to implement the strategies described in 10-9a-403 (2)(b)(iii)(G) or (H) and 17-27a-403 (2)(b)(ii)(G) or (H). Municipalities shall annually progress on implementing these recommendations.

STRATEGIES

***** Repeat questions 1-5 for each strategy listed in the moderate-income housing element of the general plan. Include additional strategies on a separate document. *****

1. State strategy municipality included in the moderate-income housing element of its general plan below.

   Density bonuses, bonding for infrastructure to facilitate private investment

2. Please state the municipality's goal(s) associated with the strategy

   Rezone for densities necessary to assure the production of Moderate Income Housing.

3. What are the specific outcomes that the strategy intends to accomplish?

   The City is cultivating housing choices and a diversity of options to accommodate the current and future demand for housing. Apt, Condos, Townhomes and SFD are being constructed to provide an array of housing types in an effort to help residents have options based on income levels.

4. Please describe how the municipality has monitored its annual progress toward achieving the goal(s).

   The City has adopted ordinances and amended requisite zoning in the city to provide for increased densities in appropriate areas throughout the City. The City has also permitted smaller lots for SFD on the west side of the community and approved more lots to build SFDs on.

5. In the boxes below, outline the following objectives associated with the goal(s) stated in item 2.
   a. Please identify the key tasks of each stage needed to accomplish the goal(s) stated in item 2.

      The City plans to review the Downtown Form-Based Code (FBC) and other residential zoning districts to adjust for market demands and housing trends. The City has approved zoning to permit smaller lots and more dense projects throughout the city.

   b. Please identify the primary parties that are responsible for completing the key tasks of each stage identified in item 5a.

      Clearfield City Staff will perform the regular reviews and present necessary changes to the Planning Commission and the City Council for consideration.

c. Please describe the resources that the municipality must allocate to complete the key task of each stage identified in item 5a.

An assessment can be done at the beginning of each calendar year. Ordinance updates will take 3-6 months for preparation and review, including required Planning Commission and City Council. Rezone to R-1-6 were allowed to increase diversity in single family neighborhoods.

d. Please state specific deadlines for completing the key tasks of each stage identified in item 5a.

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e. Which of the tasks stated in item 5a have been completed so far, and what have been their results?

The Downtown FBC was adopted in 2018 and was reviewed and updated in 2020 following a year of implementation. SFD zoning regulations were also updated in 2018 to allow for reduce setbacks in the R-1-8 zone. More rezones to R-16 have also bee permitted.

f. How is the municipality addressing results described in 5e that deviate from the desired outcomes specified in item 3? What barriers has the municipality encountered during the course of implementation of said goals?

The City has a strong market for housing and is seeing apts. condos, townhouses (sale and rent) along with SFD be developed. The City is still experiencing a growing dissatisfaction for housing other than a SFD.

g. (Optional) Have you considered efforts to use a moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency within your community.

PLEASE SUBMIT REQUISITE DOCUMENTATION FROM THE EVALUATION PERIOD THAT VALIDATES THE INFORMATION PROVIDED IN THIS REPORT.

Municipal legislative bodies are also required to review and submit the following:

UCA 10-9a-408(2)l(i): (*data should be from validated sources, like US Census, with verified methodologies*)

- A current estimate of the city's rental housing needs for the following income limits:
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Clearfield City
we've got it made

STAFF REPORT

TO:	Mayor Shepherd and City Council Members
FROM:	Adam Favero, Public Works Director Braden Felix, P.E. Deputy Public Works Director Spencer W. Brimley, Community Development Director
MEETING DATE:	Tuesday, November 24, 2020
SUBJECT:	Bravada 193 Utility information

RECOMMENDED ACTION

This item is informational and is meant to provide the Council with an update relating to the utilities for the Bravada 193 project. This item does not require action by the Council.

DESCRIPTION / BACKGROUND

The applicants are requesting conditional use permit approval to construct a 328-unit apartment development at the subject property. This would be the first phase of a two-part development in this area. The second phase includes the construction of an office building to the east of the apartment as shown on the attached site plan. This residential phase of the development is comprised of four 5-story residential buildings.

During final land use approval for this project, staff discovered that utilities in the area were private which was making connections difficult for Bravada. The owners of the AAA building are the owners of the water and portions of the sewer lines. Staff worked with the building owner and the developer to facilitate easements for the lines to allow for the City to be in control of connections and the long-term maintenance of these lines.

As a condition to the acceptance of these lines, we have requested the following:

- Video inspections for all sewer lines the City would be receiving to ensure they are in good working order.
- A sewer capacity study to better understand what future demands with current capacity is available.
- Easements to accommodate water and storm drain needs for neighboring development.

- A letter releasing the City of liabilities for structural or landscaping damage to the AAA building stemming from these utilities and their trenches.

- A 1-year warranty commencing with the official acceptance of the utilities.

We are still working through these items with the development team.

Stormwater from this development will drain to the southwest corner and into a repurposed transite water line that will then drain into our detention pond south of the AAA building. Staff recently learned that storm drain lines have recently been installed for the Bravada development thus requiring our immediate need for drainage coordination with the development team and City staff.

CORRESPONDING POLICY PRIORITY (IES)

Providing Quality Municipal Services

Improving Clearfield's Image, Livability and Economy

FISCAL IMPACT

There is no immediate fiscal impact but taking ownership of any public facilities means there will be financial demands at some future point.

LIST OF ATTACHMENTS

1. Sewer Easement Exhibit
2. Waterline Easement Exhibit
3. Strom Drain Easement Exhibit

EASEMENT DESCRIPTION

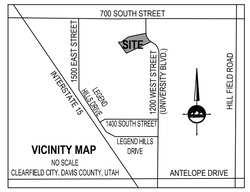
A strip of land 20 feet in width along an existing sanitary sewer line, located in Lot 4, Hillside Park Subdivision, also being a part of the Northeast Quarter of Section 7, Township 4 North, Range 1 West, Salt Lake Base and Meridian, Clearfield City, Davis County, Utah. Said strip being 10 feet equidistance each side of the following described centerline:

Beginning at a point on the southwesterly line of Lot 4, Hillside Park Subdivision, said point being South 0°10'10" West 1256.02 feet along the East line of said Section 7 and West 848.45 feet from the Northeast Corner of said Section 7 and running thence:

North 9°32'32" East 105.26 feet;
thence North 53°46'58" West 152.02 feet;
thence North 31°13'37" West 360.99 feet to the North line of the aforementioned Lot 4, Hillside Park Subdivision and terminating.

Extending or shortening the sidelines as to intersect the property line at the points of beginning and termination.





HORIZONTAL GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
HORZ: 1 inch = 50 ft.

ENSIGN
THE STANDARD IN ENGINEERING

LAYTON
1485 W. Hill Field Rd., Ste. 204
Layton, UT 84041
Phone: 801.547.1100

SALT LAKE CITY
Phone: 801.255.0529

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
CLEARFIELD 888, LLC
175 MAIN STREET STE. 610
SALT LAKE CITY, UTAH 84111
CONTACT:

PHONE:

EXHIBIT 'A'

888 SOUTH 2000 EAST
CLEARFIELD, UTAH 84015

SEWER LINE EASEMENT

PROJECT NUMBER L2405C	PRINT DATE 11/19/19
DRAWN BY T.WILLIAMS	CHECKED BY M. HERBST
PROJECT MANAGER C. PRESTON	

1 of 1

SS

SS

SS

SS

SS

SS

SS

SS

25.1'

CURB AND GUTTER

EXISTING
BUILDING

CURB AND GUTTER

374.0'

357.7'


EXISTING
BUILDING
CURB AND GUTTER
CURB AND GUTTER
SS
25.1'
357.7'
374.0'

CLEARFIELD CITY COUNCIL MEETING MINUTES
11:30 A.M. WORK SESSION
October 30, 2020

City Building
55 South State Street
Clearfield City, Utah

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Kent Bush	Councilmember
	Nike Peterson	Councilmember
	Vern Phipps	Councilmember
	Tim Roper	Councilmember
	Karece Thompson	Councilmember
STAFF PRESENT:	JJ Allen	City Manager
	Summer Palmer	Assistant City Manager
	Stuart Williams	City Attorney
	Spencer Brimley	Community Development Director
	Rich Knapp	Finance Manager
	Nancy Dean	City Recorder

Mayor Shepherd called the meeting to order at 11:30 a.m.

Councilmember Peterson moved to close the meeting for the purpose of discussing the purchase, exchange or lease of real property Utah Code Ann. § 52-4-204 and § 52-4-205(1)(e), seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, and Roper. Voting NO – None. Councilmember Thompson was not present for the vote.

Councilmember Thompson joined the closed meeting at 11:45 a.m.

The minutes for the closed session are kept in a separate location.

The Council adjourned the closed session at 12:45 p.m. and immediately reconvened in work session.

Councilmember Peterson moved to adjourn at 12:46 p.m., seconded by Councilmember Roper. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

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CLEARFIELD CITY COUNCIL MEETING MINUTES
7:00 P.M. POLICY SESSION
November 10, 2020

City Building
55 South State Street
Clearfield City, Utah

No physical meeting location was available for the public due to the statewide public health emergency which might present a substantial risk to the health and safety of others. The meeting was held for the public electronically via Zoom Meeting address:

Zoom Meeting
https://us02web.zoom.us/j/83512242832
Meeting ID: 835 1224 2832

PRESIDING:	Mark Shepherd	Mayor
PRESENT:	Kent Bush	Councilmember
	Nike Peterson	Councilmember
	Vern Phipps	Councilmember
	Tim Roper	Councilmember
	Karece Thompson	Councilmember
STAFF PRESENT:	JJ Allen	City Manager
	Summer Palmer	Assistant City Manager
	Stuart Williams	City Attorney
	Kelly Bennett	Police Chief
	Adam Favero	Public Works Director
	Braden Felix	City Engineer/PW Deputy Director
	Eric Howes	Community Services Director
	Spencer Brimley	Community Development Director
	Brad McIlrath	Senior Planner
	Trevor Cahoon	Communications Coordinator
	Wendy Page	Deputy Recorder
STAFF PRESENT VIA ZOOM:	Nancy Dean	City Recorder

VISITORS VIA ZOOM: Alex Likens

Mayor Shepherd called the meeting to order at 7:06 p.m.

Pursuant to the State of Utah Public Health Order 2020-17, dated October 14, 2020, and in conjunction with the State of Utah's ongoing declaration of a statewide public health emergency, Mayor Shepherd made a written and verbal declaration that would result in the following: (1) the City would not be providing an anchor location for City Council or other board meetings for the next 30 days, (2) Although no other physical meeting location would be available for the

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general public, the City Council or other board members might or might not appear in person at the City building subject to compliance of social distancing and mask requirements, (3) the public's participation in the City Council or other board meetings might present a substantial risk to the health and safety of others, and (4) the public's participation in the City Council or other board meetings would only be available through Zoom and/or Facebook Live.

Councilmember Phipps led the opening ceremonies.

Mayor Shepherd informed those present via the Zoom meeting if they wanted to comment during the Public Hearing or Open Comment Period they could do so through the Zoom meeting chat option as outlined on the agenda from 7:00 p.m. until 7:10 p.m. He explained all comments would be shared during the meeting once the public had been allowed sufficient time to participate.

APPROVAL OF THE MINUTES FROM SEPTEMBER 15, 2020, WORK SESSION AND OCTOBER 27, 2020, POLICY SESSION

Councilmember Roper moved to approve the minutes from the September 15, 2020 work session and the October 27, 2020 policy session; as written, seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON ZONING TEXT AMENDMENT (ZTA) 2020-100028 A REQUEST BY CLEARFIELD STATION PARTNERS, LLC, TO ADOPT THE MASTER DEVELOPMENT PLAN (MDP) FOR 56 ACRES LOCATED AT APPROXIMATELY 1250 SOUTH STATE STREET (TINs: 12-066-0138, 12-882-0001, 12-882-0005)

Mayor Shepherd stated the public hearing was planned to be tabled unless there was public comment. He asked if there had been any public comments submitted online prior to the meeting. Wendy Page, Deputy Recorder, confirmed there had been no public comments provided online. Mayor Shepherd explained there was one individual joining virtually that had expressed an interest in commenting, so the public hearing would be opened and following any comments it would be continued until November 24, 2020 at 7:00 p.m.

Mayor Shepherd opened the public hearing at 7:11 p.m.

Mayor Shepherd asked for public comments.

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PUBLIC COMMENT

In Favor

There were none.

Opposed

Alex Likens, non-resident, indicated he was the grandson of Chris Chelemes and represented the Chelemes family which owned property adjacent to the Clearfield Station development project. He expressed the family's sensitivity to potentially losing the Chris Chelemes family home through eminent domain. He shared some of the family's long history in Clearfield as landowners and farmers. Mr. Likens explained Chris Chelemes had built a home at 1448 South State and another one next door at 1436 South State where he and his wife currently resided. He acknowledged the Chelemes name had been historic in Clearfield and was used to name roads, developments, and church groups. He pointed out that the Chelemes property had been used by several of the past and current community leaders for election signage. Mr. Likens commented the family had been blessed to keep Chris and Maggie Chelemes living in Clearfield and felt moving them from their home would cause an end to their lives. He requested support of family in keeping the promise to Chris and Maggie Chelemes that they would remain in their home. He reported the Chelemes family had been disturbed to find out through a Facebook Live meeting on October 22, 2020 that their home was subject to the Master Development Plan of the Clearfield Station project. He indicated that the City might cause history to repeat itself triggering the Chelemes family to lose property to the government as had previously been the case when the Naval Base was built in Clearfield. Mr. Likens expressed the family's concern with lack of open communication from the Mayor, Council, and Planning Commission. He noted the Chelemes family on its own initiative had learned the Clearfield Station project's development had several planned stages and would be built over time beginning on the north end based on market demands. He stated staff had explained the southern end of the project's development would be based upon the vitality of the north end. He mentioned staff had indicated the road on the southern end would be built if and/or when it was needed for future access and could be another ten years before development. Mr. Likens mentioned the Chelemes family had a lack of trust in government sticking to its plans and hoped the road would not be constructed for years to come, if ever. He reported the Chelemes family would like to have on record its opposition to the Clearfield Station Master Development Plan to take the Chelemes property, demolish their home, and replace it with a road.

Mayor Shepherd thanked him for his comments. He mentioned having spoken with Mr. Likens previously about the timing of the project. He stated it was not the City's goal to displace a resident, especially someone like Chris Chelemes. He expressed appreciation for bringing the concerns and education to the attention of the Council.

Councilmember Phipps moved to continue the public hearing at 7:20 p.m. until Tuesday, November 24, 2020 at 7:00 p.m., seconded by Councilmember Roper. The motion carried

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upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

OPEN COMMENT PERIOD

Mayor Shepherd acknowledged time had been provided for the open comment period and asked if any comments had been submitted. Trevor Cahoon, Communications Coordinator, replied there had been no comments received on Zoom or Facebook.

There were no public comments.

APPROVAL OF THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) CONSOLIDATED ANNUAL PERFORMANCE EVALUATION REPORT (CAPER) FOR THE 2019/2020 CDBG PROGRAM YEAR

Brad McIlrath, Senior Planner, stated the Community Development Block Grant (CDBG) Consolidation Annual Performance Evaluation Report (CAPER) was an overview of the accomplishments that were met during the previous program year 2019/2020 based upon the goals of the five-year consolidated plan. He explained the report was due annually to fulfill part of the City's requirements as an entitlement community receiving grant funding from the Department of Housing and Urban Development (HUD).

Mr. McIlrath reviewed highlights from the plan which included:

- Goals related to the five-year consolidated plan and outcomes for the 2019/2020 plan year in the following areas:
    - Economic Vitality - Job Creation, Retention, Centers
    - Housing Opportunities
    - Housing Rehabilitation
    - Infrastructure
    - Public Services

Mr. McIlrath explained the statistics provided by Open Doors related to the food bank might be misleading and the statistic could have included those planned to be served by the overall program not just served locally since the numbers were much higher than those actually served. He stated $2,500 went to Open Doors but it was pass-through funding that went to the Gardner Food Pantry.

Mayor Shepherd asked if the Open Doors funding was not for the food bank. Mr. McIlrath responded initially more assistance was being provided for the food bank, but currently more money was assisting the Circles program. He planned to work with Open Doors to obtain a more accurate number for the local service recipients of the food bank if possible, to help in the reporting.

Mr. McIlrath indicated Safe Harbor received funding to assist with homelessness prevention. He noted Safe Harbor had served its highest number of individuals and the numbers had been trending higher each year. He pointed out that possible reasons for the increased number of

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people served by Safe Harbor were likely due to issues stemming from the COVID-19 pandemic. He added the increase in domestic violence cases could also be from an increase in the City's population.

Mr. McIlrath reported the Circles program proposed to serve 120 individuals; however, far exceeded that goal by serving 550. He mentioned the allocation of $10,000 had a great return on investment by aiding so many people. He acknowledged the Davis Community Learning Center proposed to serve 800 people but those actually served were much less because of school closures in the spring of 2020 due to the COVID-19 pandemic which had made it difficult for specialists to connect with families. He noted part of the funding for the current 2020/2021 program year would be going towards the purchase of equipment to enable specialists to communicate with families virtually.

Mr. McIlrath explained there was $4,050 allocated towards the Down Payment Assistance Program; however, it went unutilized in the 2019/2020 year because it was such a small amount. He mentioned some had begun the application process, but either found the money was not enough to help or found resources elsewhere. He pointed out the program had been operating with program income for the past few years; however, the current program year 2020/2021 had more money allocated towards the program because there appeared to be a need for it and the program income was reducing. Mr. McIlrath expressed his optimism the newly allocated funds proposed for the 2020/2021 plan year would be distributed from the Davis Community Housing Authority to those in need of assistance.

Mr. McIlrath reported seven households were aided with the Housing Rehabilitation program during the 2019/2020 plan year and there had been some funds that would carry over and need to be reallocated in the coming year. He noted grant money was issued for administrative costs associated with the Down Payment Assistance Program; however, because no individuals were served during the program year the $405 was returned and deposited back with HUD.

Mr. McIlrath reviewed the breakdown of the total amounts allocated for each project and the remaining grant balance for the 2019/2020 program year. He explained the money available for purchasing a vacant lot went unused because there was not enough staff time to devote to making a purchase so those funds along with other remaining funds would need to be reallocated.

Mr. McIlrath indicated there were some items in the report that had been highlighted and not completed at the time it was included with the agenda packet; however, all information was received and all areas were updated and currently complete. He explained shortly after the agenda packet was sent out the data arrived from Open Doors so the report could be completed. He noted the data had also already been reported to HUD.

Councilmember Phipps confirmed the missing information had been filled in and the report was complete. Mr. McIlrath answered it had all been updated and was complete.

Councilmember Phipps commented in the document there was a perception that Clearfield as a City needed to increase its density with multi-family housing. He mentioned the current language had always bothered him. He expressed his opinion that when reviewing any metrics of

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comparison with other cities Clearfield had more than adequate high-density housing as well as affordable housing. He articulated understanding that the language was not germane to how the funds were spent; however, he disagreed with some of the wording of the document. Mr. McIlrath asked if Councilmember Phipps had marked areas of the document that could be changed. He stated the language could be modified to be broader referencing all housing opportunities rather than calling out multi-family housing. Councilmember Phipps responded he had not marked the document for corrections because he had not anticipated support for the change. Mr. McIlrath acknowledged the important thing to specify within the document would be that Clearfield had many types of great housing choices.

Councilmember Thompson moved to approve the Community Development Block Grant (CDBG) Consolidated Annual Performance Evaluation Report (CAPER) for the 2019/2020 program year and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Peterson with the request for the slight language change of the document that was called out by Councilmember Phipps. Councilmember Thompson mentioned the report related to intergenerational poverty. He wondered if in the future it would be possible to get a data snapshot of those trends for the City, to know where the City was in comparison to other cities within the area. Mr. McIlrath responded it would be good to know how the program was helping with the challenges related to intergenerational poverty and getting individuals out of the welfare system. He pointed out the Circles program's goals were aimed at helping families move from the cycle of intergenerational poverty and aid people with their economic and living status. Mr. McIlrath stated the Division of Work Force Services or some other department at the State level might be able to provide some information because it collected a lot of data from municipalities related to moderate income housing; however, those resources were not available through the HUD system. He acknowledged it would be good to gauge the progress made by the program or if it were making progress with intergenerational poverty. Councilmember Thompson explained his inquisitiveness had stemmed from the observation made by Councilmember Phipps when he spoke about the City having a great share of the multi-family housing in comparison to surrounding cities. Councilmember Thompson expressed his opinion Clearfield should not be the only community working on those efforts. He felt having data in a snapshot would be helpful to see those comparisons. Mr. McIlrath agreed the City could not continue to be one of the only communities to fight those issues. He added it might be hard to visually see what each community was struggling with in comparison to others. **The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.**

APPROVAL OF THE PURCHASE AGREEMENT WITH JERRY AND NICHOLE BYINGTON FOR A PORTION OF THE PROPERTY LOCATED AT 921 SOUTH 1000 WEST TO IMPROVE THE CITY-MAINTAINED RIGHT-OF-WAY

Braden Felix, City Engineer, stated one portion of 1000 West was under-developed and there were four homes without curb, gutter, and sidewalk. He pointed out that the area was currently mapped as a safe route to school for Cook Elementary. He mentioned the City would like to improve the right-of-way and safety for pedestrians in the area.

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Mr. Felix explained the Byington and Burton properties currently had a property line in the middle of 1000 West and were two of the properties without curb, gutter, and sidewalk along the frontage. He noted staff had worked with Jerry and Nichole Byington to negotiate a purchase price for a portion of their property located at 921 South 1000 West so the necessary improvements could be made to accomplish a 66-foot right-of-way. He mentioned staff recommended approval of the purchase agreement with Mr. and Mrs. Byington for a total price of $6,253.67. He acknowledged there were special considerations given to them for an adequate approach, as well as the neighboring property owner.

Mr. Felix indicated staff had also worked with Mr. Burton to negotiate a purchase price for a portion of the property located at 907 South 1000 West so the necessary improvements could be made along that property as well. He mentioned staff recommended approval of the purchase agreement with Mr. Burton for a total price of $2,949.81.

Mayor Shepherd requested staff identify for the public where the funding would come from to purchase the properties and install sidewalks. Mr. Felix responded roadwork had recently been done in that area with budgeted funds and any costs in excess of that project funding would come from the roadway maintenance fund; therefore, all monies would be spent from budgeted funds in the General Fund. He explained expenses would be included in the upcoming fiscal year 2021 budget to install the curb, gutter, and sidewalks. Mr. Felix added the City had also applied for Utah Department of Transportation (UDOT) funding that could be awarded through a Safe Route To School (SRTS) grant.

Councilmember Peterson commented she was glad the City had the ability, and the homeowners were willing to come to an agreement with the City so improvements could be completed for that stretch of area along 1000 West.

Councilmember Bush wondered if the other two properties not being discussed did not extend out into 1000 West and so were not in need of negotiations. Mr. Felix answered that was correct, the City already owned the property for the rights-of-way on the other two properties.

Mayor Shepherd pointed out that there were other properties in the City extending out into the middle of the roadway that should be addressed. Mr. Felix indicated staff planned to work on tidying up other properties in similar circumstances throughout the City in the coming years.

Councilmember Peterson moved to approve the Purchase Agreement with Jerry and Nichole Byington for a portion of the property located at 921 South 1000 West to make improvements to the City-maintained right-of-way and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Bush. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

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APPROVAL OF THE PURCHASE AGREEMENT WITH DENNIS A. BURTON, JR. FOR A PORTION OF THE PROPERTY LOCATED AT 907 SOUTH 1000 WEST TO IMPROVE THE CITY-MAINTAINED RIGHT-OF-WAY

Councilmember Phipps moved to approve the Purchase Agreement with Dennis A. Burton, Jr. for a portion of the property located at 907 South 1000 West to make improvements to the City-maintained right-of-way and authorize the Mayor's signature to any necessary documents, seconded by Councilmember Thompson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper and Thompson. Voting NO – None.

FINANCIAL UPDATE ON THE 2021 FISCAL YEAR BUDGET

Rich Knapp, Finance Manager, reviewed the first quarter of the fiscal year 2021 (FY21) budget beginning July 1, 2020 through September 30, 2020. He explained the audit was currently in process for FY20; so, the final General Fund balance was still unknown. He highlighted the following information:

- The FY20 ending available balance would likely be over the 25 percent of revenue requirement and the City would receive an audit finding.
- Extra balance would result in added financial security and more funds available for future one-time projects.
- The FY21 budget planned to reduce reserves by $2.2 million.

Councilmember Peterson interjected it was important to note the reduction to the reserves would be on purpose and had been planned. Mr. Knapp agreed and stated it was possible because of good fiscal planning.

Mr. Knapp reviewed the historical General Fund revenue comparisons and variances from the prior year. He highlighted the following key revenue numbers:

- Sales Tax – July and August.were $215,000 over budget and $90,000 higher than FY20.

Councilmember Phipps recalled the budgeted revenues had been based on a reduction in sales tax. Mr. Knapp confirmed the budgeted amount of sales tax revenue had been reduced by about $700,000. He noted current sales tax projections for the end of the year would be $1.3 million over budget if things continued with increasing trends. He explained there had been record breaking numbers in sales tax revenues statewide, as well as locally, which were unexpected.

Councilmember Bush wondered if the Parks, Arts, Recreation, Trails, and Aquatics (PARAT) tax revenues would be higher than anticipated since it was a portion of the sales tax revenues. Mr. Knapp confirmed PARAT tax revenues tracked with sales tax and was much higher than projected. He continued highlighting the following key revenue data:

- Energy Tax – $120,000 under budget, $104,000 down from prior year
- Building Permits – 55 percent of budget
- Clearfield Aquatic and Fitness Center (CAFC) – $9,000 higher than last two years. So far October had been down slightly.
- Recreation – $31,000 lower than last year, early projection for the year was $100,000 lower than budgeted

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Councilmember Phipps asked if the City was seeing any impact at the CAFC for the changes made to the fee structure. Mr. Knapp reported the new fees were implemented in July; however, there had not been a negative correlation thus far. Councilmember Phipps pointed out that there might be more of an impact in January when more of the annual memberships were scheduled to renew. Mr. Knapp agreed and mentioned historically the CAFC revenues had been trending down.

Mr. Knapp continued highlighting the following key revenue numbers:

- Fines/Forfeitures – $41,000 lower than last year, early projection of $200,000 lower than budgeted
- Fee/Costs/Contempt – $31,000 under budget, early projection $130,000 lower than budgeted

Mayor Shepherd wondered where staff attributed the significantly reduced revenue trends for some of those revenue sources that were reviewed. Mr. Knapp responded there was not much he could say on the matter; however, the last management report sent to the Council pointed to one business which had been confirmed as one of the reasons for it.

Mr. Knapp reviewed the historical expenditure summary and variances from the prior year. He mentioned the expenses were tracking very closely to the budget and highlighted the few notable expenditure variances:

- Fourth of July - $98,000 under budget
- Recreation – $46,000 less than last year
- Materials & Services – much higher than last year due to Coronavirus Aid, Relief, and Economic Security (CARES) spending of $723,000 in the first quarter of FY21. Second quarter would also show higher expenses due to spending the remaining CARES funds.

Councilmember Phipps asked if the CARES money was recognized as revenue offset by expenditures in the budget. Mr. Knapp answered yes, revenues matched the expenses.

Mr. Knapp reviewed the US economy labor market. He reported the unemployment rate currently was at 6.9 percent and had seen a net increase in jobs. He highlighted the Utah economy job market by sector which showed construction jobs had increased the most and leisure and hospitality jobs had been reduced by 16.8 percent. He mentioned the housing price growth had continued to accelerate in Utah, rising from 7.2 percent in July to 7.9 percent in August. Mr. Knapp acknowledged homes were appreciating faster in Utah in comparison to the US. He explained the total US Gross Domestic Product (GDP) was down 31 percent, but those states that had strict shutdowns due to the COVID-19 pandemic had the higher impacts.

Mr. Knapp reviewed the Utah point of sales historical trends and pointed out September numbers were not yet included but graphs still showed a big jump in FY21 over prior years. He reported the State economy was up 12 percent and the City was up 20 percent just for July and August which was $91,000 more in taxable sales over last year. He pointed out the economy still looked good and the US was rebounding. He noted Utah's economy was doing well and one of the best in the US based upon the key indicators.

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COMMUNICATION ITEMS

Mayor Shepherd

1. Joined South Clearfield Elementary students on November 5, 2020 for Lunch with the Mayor, which was a different style than past years. He explained he was able to go meet with all the students at the school for lunch and provide a treat rather than meeting with a select few students at City Hall.
2. Met with Utah Transit Authority (UTA) Trustee Holbrook to discuss concerns related to transportation and the developing of Clearfield Station. He stated there was a good discussion about options of transportation that could get individuals from the station to Falcon Hill, Freeport, and out to other areas within the community. He reported UTA had a pilot program that might be an option to consider once the results were available to review; however, the study had not yet been completed and was extended for another year due to the COVDI-19 pandemic. He noted Arlington, Texas had been using the same alternate transportation method being studied by UTA and it worked there.
3. Received a request from a resident to compromise on the winter parking restrictions. He asked if the Council desired to have another discussion about winter parking before restrictions went into effect. There was a discussion about the winter parking regulations. The consensus of the Council was not to have another discussion right away, but perhaps in the coming years when there was new or additional data to review especially from other cities that had implemented changes, then it could be worth discussing risks versus rewards of winter parking restrictions. Mayor Shepherd indicated it would be good to receive more data in the future from other cities that had made changes which could provide a better analysis and determine if any amendments to the City's ordinance were warranted.
4. Reported statewide COVID-19 cases had doubled and the City had a similar increase in cases. He encouraged everyone to continue to follow the Governor Herbert's mandate and set an example.
5. Announced the National League of Cities would be holding its initial meetings and kick-off committee meetings in the coming week.
6. Planned to meet on Thursday, November 12, 2020 with a group of parents and the Ute Conference about football to find solutions and help in transitioning residents into a program that would work for participants.
7. Encouraged the Council to drive by and see the development happening with Bravada and The Towers at Legend Hills.

Councilmember Bush

1. Attended the Wasatch Choice Conference on October 29, 2020, and enjoyed the presentation by Mayor Shepherd and Spencer Brimley, Community Development Director.
2. Attended a public relations meeting at Job Corp earlier in the day to learn more about what was happening with the Center.

Councilmember Peterson

1. Expressed appreciation to veterans of the community, staff, and those currently serving in the armed forces. In honor of the 245th birthday of Marine Corps, she recognized a recent Clearfield High graduate, Tiana Billings, who was currently attending the Marine Corps boot camp and expected to graduate next month. She thanked her and her family for their service and sacrifice.
2. Recognized graduates from the Clearfield Circles program. She announced Scott and Suzette Gore had made measurable steps during the program and were able to get off State assistance and purchase their first home. She noted they would be instrumental in beginning a new Circles program in their new area. She thanked those that worked in the Circles community that helped to make those types of successes possible.

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Councilmember Phipps

1. Attended the Hill Air Force Base Restoration Advisory Board quarterly meeting. He mentioned a new contactor was hired that brought new insight and thought processes. He acknowledged there would not be much change in the mitigation methods used in Clearfield.
2. Reported Wasatch Integrated appreciated the CARES funding received from the City. He indicated there had been significant impacts as the landfill went to cashless payments. He mentioned residents had utilized the vouchers provided to the landfill and recalled about 186 loads were disposed there during a two-week period allotted by the City in October.
3. Announced the Hedgehog Committee recently held its last meeting. He indicated the process went well and information would be coming to the Council soon about the evaluation methodology that was developed.

Councilmember Roper

1. Thanked the City on behalf of the North Davis Fire District for the CARES funding that would go towards purchasing ventilation equipment and other necessary items.
2. Reported there were currently seven young women that were serving on the Youth Commission. He indicated meetings had been virtual, plans were being developed for the Sub for Santa, and the youth commissioners were excited to receive direction and provide input to the City Council.

Councilmember Thompson

1. Encouraged residents to check their mail to see if any notices were received from the State's Unclaimed Property Division regarding the claiming of property.
2. Recognized times were difficult and there was controversy surrounding government mandates; however, he encouraged residents to be careful and understand regulations had been given to help the community stay safe.

STAFF REPORTS

Wendy Page, Deputy Recorder – reviewed the Council's schedule:

- No meeting on November 17, 2020.
- Policy session on November 24, 2020.
- Work session on December 1, 2020
- Policy session on December 8, 2020
- Work session and potential Special Session on December 15, 2020

JJ Allen, City Manager

1. City offices would be closed November 11, 2020 for Veterans Day.
2. Appreciated Councilmember Peterson acknowledging the veterans on staff. He reported each veteran on staff was provided with a small token of appreciation from the City.
3. Announced the monthly report had been sent earlier in the day.

Trevor Cahoon, Communication Coordinator – announced the City's tree lighting ceremony would be held virtually in 2020 on Facebook Live, November 30, 2020 at 5:30 p.m. He indicated since residents would not be able to gather in person for the 2020 tree lighting ceremony, each would be encouraged to come decorate the tree in front of City Hall throughout the month of December with an ornament that represented their family. He explained it would be promoted in the utility bill and on social media. Mayor Shepherd invited the City Council members to attend in person and remain socially distanced for the tree lighting ceremony at City Hall. Mr. Cahoon reported the City had several ornament kits that would be available to residents on a first come first serve basis beginning November 16, 2020 at the Customer Service Center.

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Councilmember Bush moved to adjourn the policy session and reconvene in work session at 8:29 p.m., seconded by Councilmember Peterson. The motion carried upon the following vote: Voting AYE – Councilmembers Bush, Peterson, Phipps, Roper, and Thompson. Voting NO – None.

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