

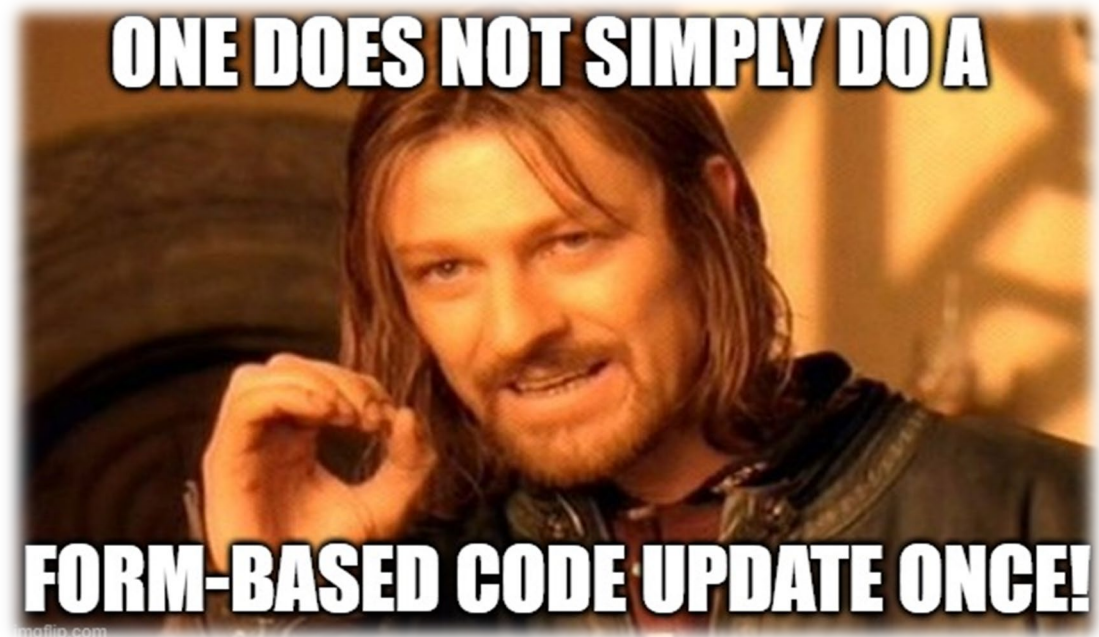
Downtown Clearfield Form-based Code

Proposed Revisions/Updates Discussion



More changes?

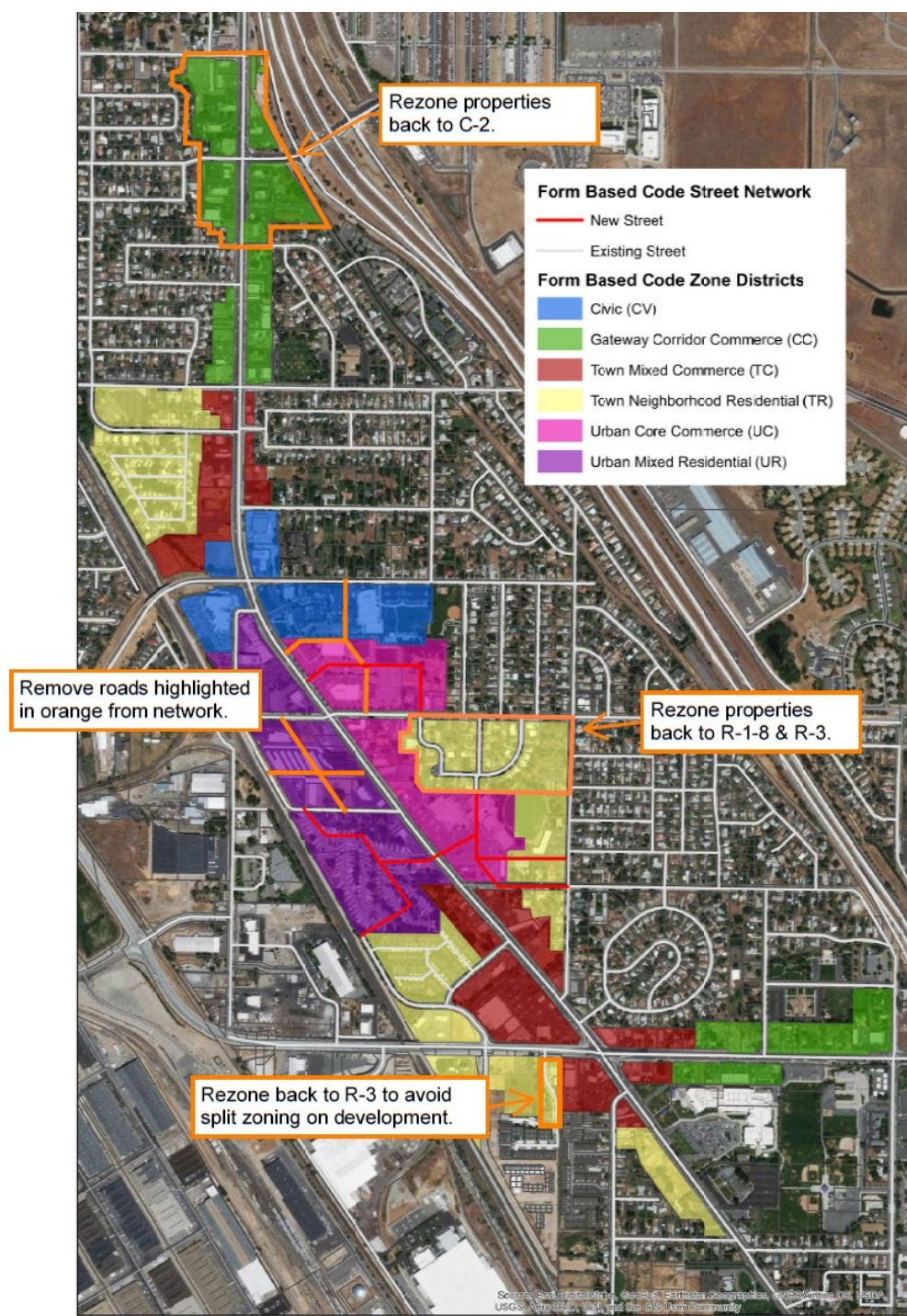
- Original adoption in June 2018
- Update adopted February 2020
 - Recognition of constant evaluation of code to bring back needed amendments from time to time.
 - Evaluation through implementation and input from Planning Commission and City Council.
- Hedgehog Score
 - 22/24





1. Reduction of FBC Boundary

- *To align and transition from existing surrounding development patterns.*
- *Provide more direct and narrow focus.*
 - *Be more precise in execution.*
- *Reduction of C-C area north of North Villa Drive and other T-R zone areas.*





2. Street and Block Network

- *Reduction of new streets.*
- *Based on likelihood of new connections and the applicable street types.*
 - *i.e. Neighborhood Street vs. Private Local Access Road*

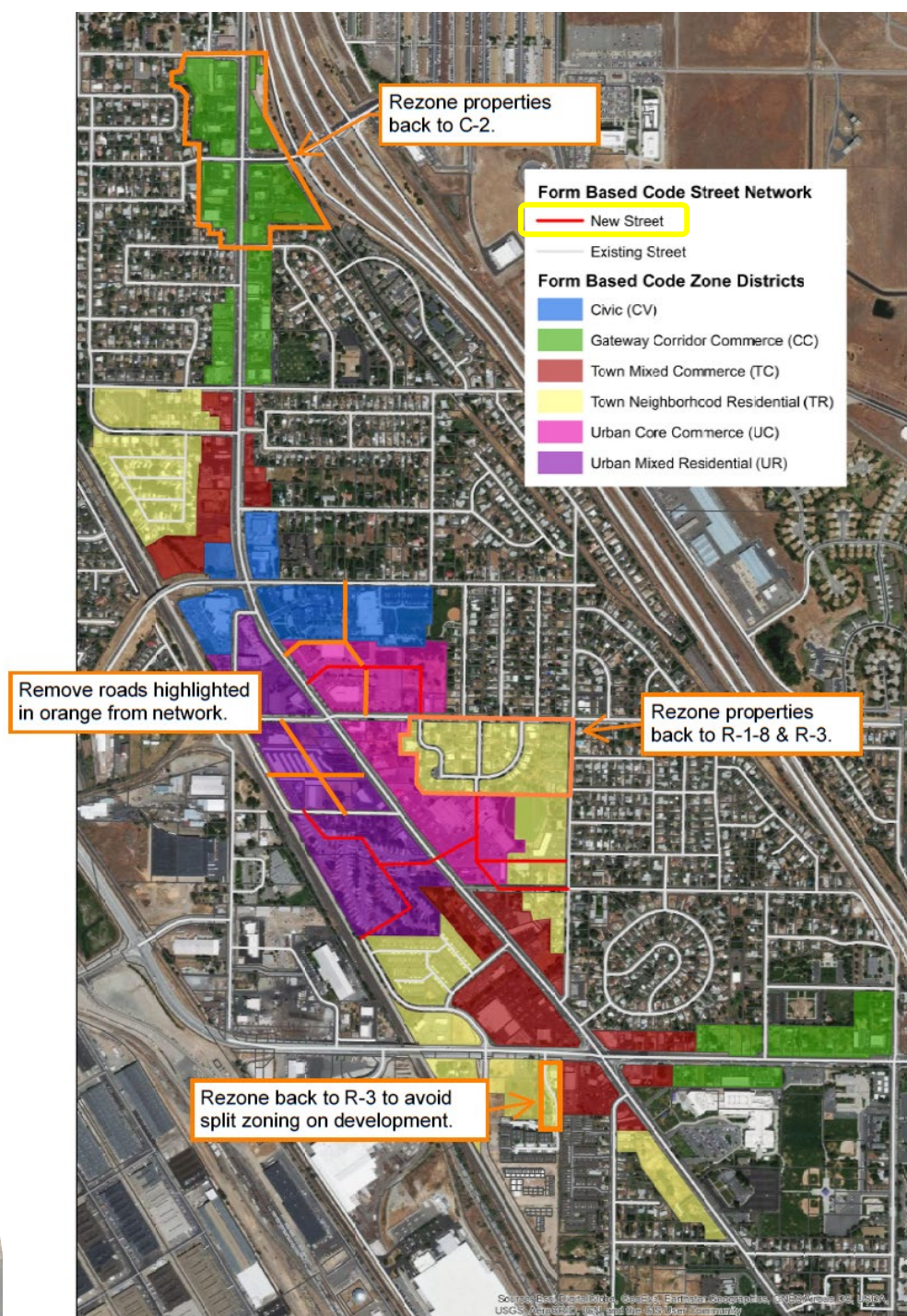
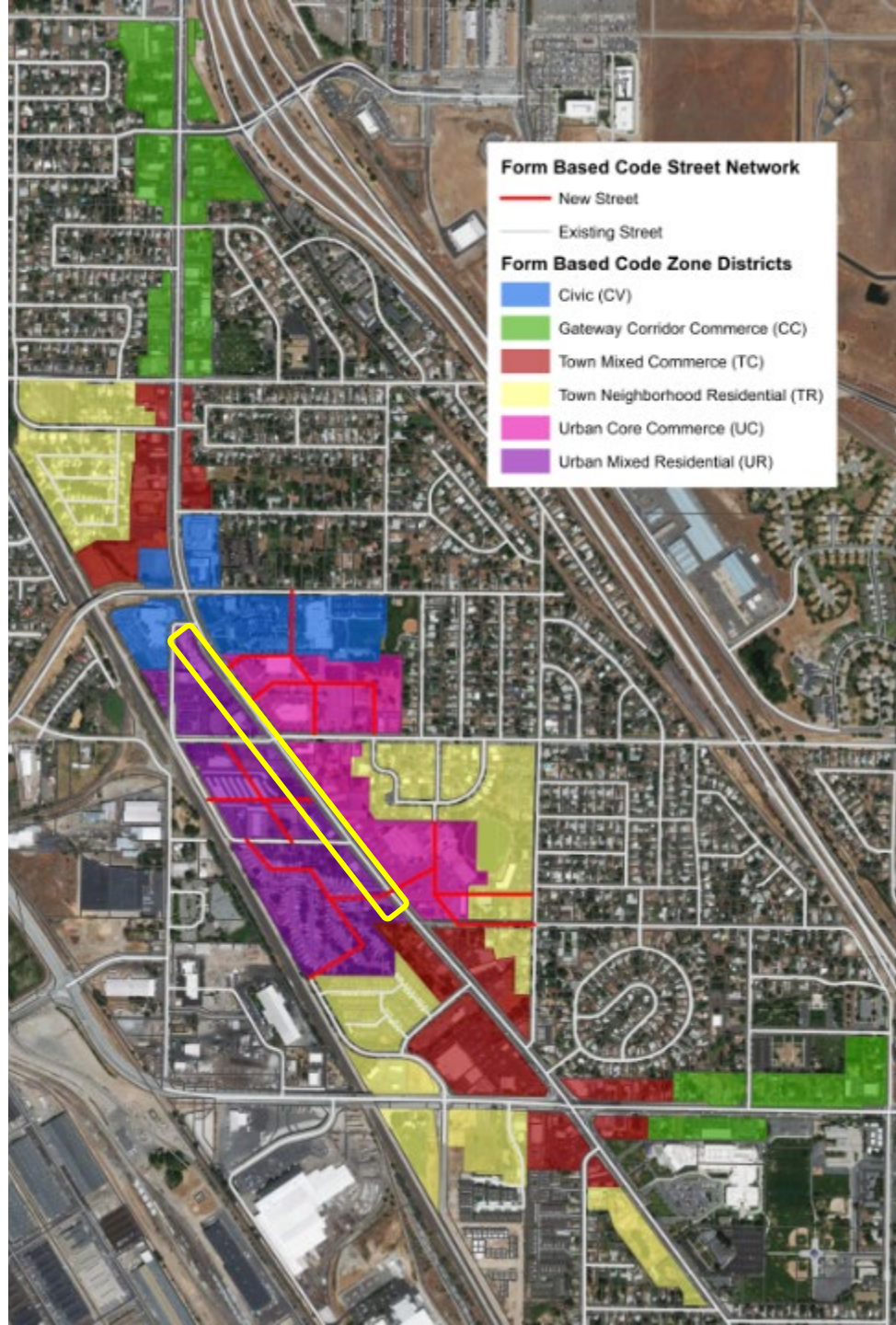


Figure 4.2 (1). Street Hierarchy Diagram.



3. Urban Mixed Residential Zone (U-R) & Multi-Family Building Type

- *Code currently allows Multi-family building type along State Street in U-R Zone.*
- *Should this be changed to require mixed-use building type along State Street in U-R Zone?*





4. Urban Core Commerce Zone (U-C) & Multi-Family Building Type

- *Code currently allows Multi-family building type along secondary streets in U-C Zone.*
- *Previously only allowed as part of a mixed-use development.*
- *Staff recommends that building type only be allowed on secondary streets and as part of mixed-use development in U-C Zone.*

2.0 Zoning Districts

2.8 Urban Core Commerce

1. Description & Intent

The Urban Core Commerce is intended to be the heart of activity and intensity in Downtown Clearfield with a mix of building types. Allowed Building Types will vary based on which type of street they face. Multi-Family Residential Building Types will generally be allowed only when facing side streets or as part of a mixed-use project. Live-Work is considered residential rather than mixed-use.

and

Table 2.6 (1) Urban Core Commerce Requirements

Primary Street(s)	Urban Core Arterial; Commercial
Secondary Street(s)	Neighborhood
Typical Scale	Two to Six Stories
Primary Street - Permitted Building Types	
Mixed Use/Core Commercial	
Office	
Secondary Street - Permitted Building Types	
Mixed Use/Core Commercial	
Multi-Family Residential	
Office	



Mixed-Use/Core Commercial Building Type



Multi-Family Building Type



Office Building Type



6.0 Building Types

6.5 Multi-Family Residential Building

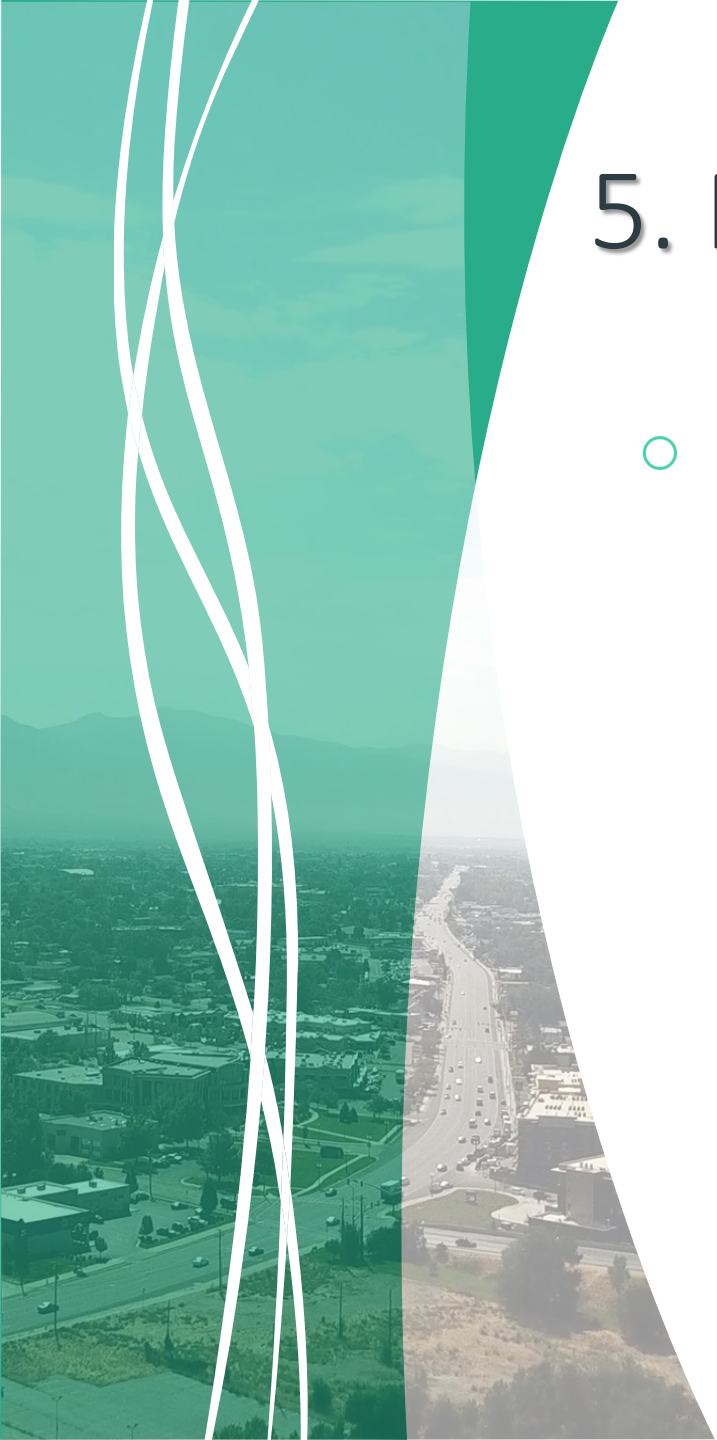
1. Description & Intent

The Multi-Family Residential Building Type is limited in terms of uses by the district within which it is located, generally housing and/or residential uses. The Multi-Family Residential building is intended to be built close to the front and corner property lines allowing easy access to passing pedestrians and transit riders. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, one double loaded aisle of parking is permitted in the interior or the side yard at the front property line.

2. Regulations

Regulations for the Multi-Family Residential Type are defined in the adjacent table.





5. Minor Text and Formatting Corrections

- *Minor corrections needed as noted on pages: 35, 37, 45, 56, 62, & 116 of the code.*



6. Block Layout Requirements

- *Modify block length and perimeter standards to align with Public Works standards.*
- *Move residential access points to the access standards of the parking chapter.*
 - *Limit on number of units allowed to be served on one access.*

7. Fire Access

- *Change section to read: “The minimum total width of all travel lanes for vehicular street types shall be 20 feet of drivable surface. Developments shall comply with all current adopted fire code standards. For a complete list of access standards refer to International Fire Code (IFC) Appendix D.”*
- *Modify table language for Alley*

5.0 Street & Streetscape Standards

5.1 Purpose

1. Intent

The standards outlined in this section are intended to:

- (1) Create complete streets that address all modes of travel, including pedestrian, bicycle, transit, and vehicular traffic.
- (2) Address all features of the street right-of-way, including sidewalks, parkways, traffic lanes, bicycle lanes, and medians.
- (3) Create streets appropriate for their context in residential, commercial, or mixed-use districts and that are designed to encourage travel at appropriate volumes and speeds.
- (5) Create streets and public rights-of-way that result in stormwater runoff quantity reduction and improve the quality of stormwater runoff.
- (6) Develop enhanced streetscapes that support a vibrant and successful downtown by undergrounding utilities and installing consistent site amenities.

2. Applicability

The standards in this section apply to all vehicular rights-of-way within the Clearfield Downtown Form-based Code area.

5.2 General Requirements

1. Dedicated Vehicular Rights-of-Way

All proposed streets, landscape or furnishings zones, and sidewalks shall be located in dedicated vehicular Rights-of-Way.

- (1) **Street Types.** All new vehicular rights-of-way shall match one of the street types in Section 5.5, whether publicly dedicated or privately held. The Street Types defined in this section outline the standard street configurations for Downtown Clearfield. New streets shall be designed using the principles and characteristics defined by each street type.
 - (a) **Graphics.** The graphics illustrating each street type reflect the standard configuration of that street type. Other configurations may be allowed if the standards are met and agreed upon with Clearfield City.
- (2) **Public Use.** All streets shall be available for public use at all times. Gated streets and streets posted as private are not permitted.
- (3) **Public Right of Way Dedication.** Clearfield City may require additional right-of-way, pavement width, or additional street elements depending on unique site characteristics.

Wherever an existing public right of way fronting a lot, parcel, or development is less than the specified width for a Street Type, the additional width shall be dedicated in order to achieve a continuous streetscape.

2. Street Construction Specifications

All construction in the right-of-way shall follow specifications defined by Clearfield Public Works or as stated by this Form-based Code.

3. Fire Access

Street configurations have been calculated to provide fire truck access. The minimum total width of all travel lanes for vehicular street types shall be 20 feet of drivable surface. If adjacent buildings are taller than 30 feet the minimum total width is 26 feet. If a fire hydrant is present the minimum width is 26 feet, or can be 20 feet with an approved widening to 26 feet for the 20 feet prior and 20 feet after the fire hydrant. Refer to International Fire Code (IFC).

5.7 Alley

1. Intent

The Alley is a very low capacity drive located at the rear of lots or development parcels. From the Alley, access to parking facilities, loading facilities, and service areas, such as refuse and utilities, is possible without a curb cut or driveway interrupting a street type. Refer to the typical plan and section in Figure 5.7 (1).

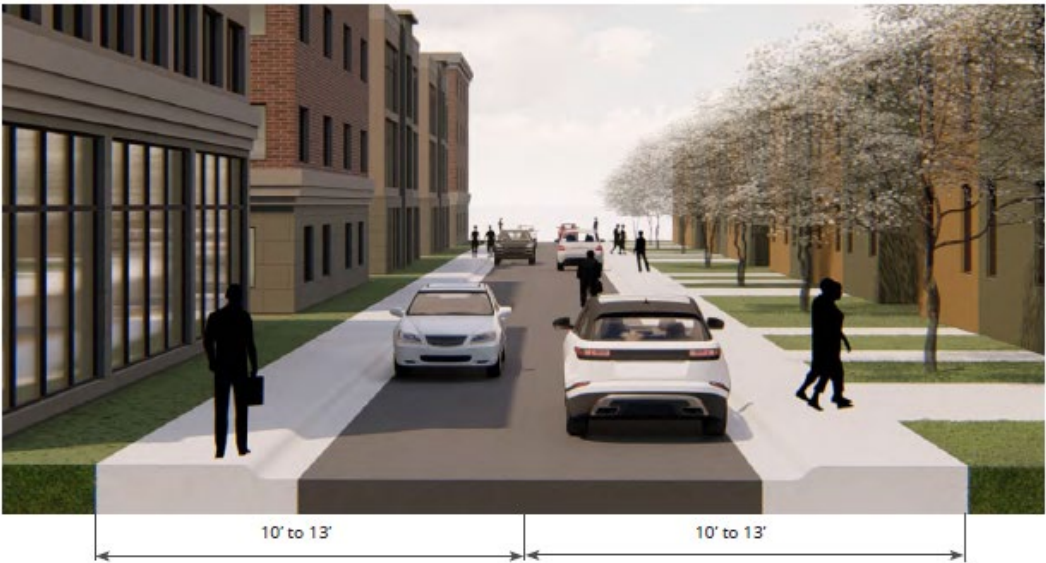
2. General Requirements

Alleys shall be developed using the standards in Table 5.7 (1). A rolled curb shall be used to provided the necessary travel surface width for fire access.



Table 5.7 (1) Alley Requirements

Permitted Districts	All Districts
Permitted Adjacent Building Types	All Building Types
Typical Right-of-Way Width	20' to 26' (one-way or two way)
Vehicular Realm	
Travel Lanes	1 or 2
Lane Width	Varies (see Travel Surface Width) 8' lanes if two-way; 16' lane if one-way
Center Turn Lanes	None
Parking Lanes	None
Travel Surface Width	Minimum 20' (one way traffic only if Fire Access is provided and/or buildings are fire sprinkled.) Minimum 26' if buildings are higher than 30 feet or a fire hydrant is present
Median	None
Bicycle Facilities	Shared
Pedestrian Realm	
Pedestrian Facilities	Travel lanes are shared among drivers, pedestrians, and bicyclists
Street Buffer	None required



8. Street Type Standards

- Match tables and cross-sections with correct measurements.
- Correct errors in cross-sections.

5.10 Commercial Street

1. Intent

The Commercial Street is designed first for pedestrians, buildings, street life and second for vehicular traffic, see Figure 5.10 (1). The street is intended for slow speeds and high pedestrian traffic. Sidewalks are wide and have the capacity for on street dining, shopping and street life.

2. General Requirements

The Commercial Street shall be developed using the standards in Table 5.10 (1).



Table 5.10 (1) Commercial Street Requirements

Permitted Districts	All Districts
Permitted Adjacent Building Types	All
Typical Right-of-Way Width	71'-99'
Vehicular Realm	
Travel Lanes	2
Lane Width	10'
Allowable Turn Lanes	Turning Lane at Intersections
Parking Lanes	Diagonal (17') or Parallel (7') allowed on both sides; gutter extends parking area Center diagonal (18') allowed *TR District allowed Parallel only
Pavement Width	Minimum 49' Maximum 69' if 45° parking both sides
Median	Turning Lane at Intersections
Bicycle Facilities	Dedicated Bike Lane - 5'
Pedestrian Realm	
Pedestrian Facilities	Minimum 6'
Street Buffer	Minimum 5' width - street trees require urban root treatment or 7' width



9. Access Road Street Type

- *Intended to be a low-capacity drive for access to shopping centers and residential complexes.*
- *Following developments with The Hart at City Center project, should this be an option for developments? Or with proposed changes to the location and use of multi-family buildings in the U-C, is this okay to keep?*
- *If kept, language for the street buffer needs to be clarified.*

5.8 Access Road (Private)

1. Intent

The Access Road is a very low capacity drive for access to shopping centers or residential complexes. Clearfield City Public Works must approve the use of the Access Road street type. Refer to the typical plan and section in Figure 5.8 (1).

2. General Requirements

The Access Road shall be developed using the standards in Table 5.8 (1). A rolled curb is permitted. If development is constructed on one side only the Pedestrian Realm ROW width must be preserved on the undeveloped side, but Pedestrian Facilities need not be constructed until development happens on that side of the street.



Table 5.8 (1) Access Road Requirements

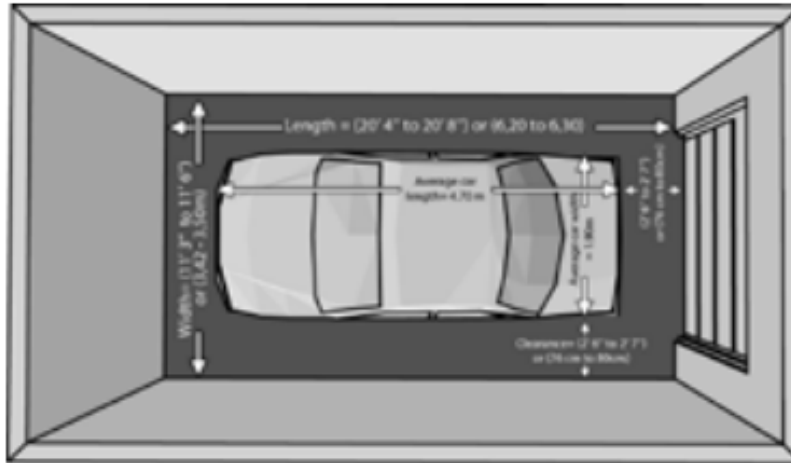
Permitted Districts	All Districts
Permitted Adjacent Building Types	All Building Types
Typical Right-of-Way Width	40' to 47'
Vehicular Realm	
Travel Lanes	2
Lane Width	9.5' to 11'
Center Turn Lanes	None
Parking Lanes	None; Parallel optional on one side
Back of Curb to Back of Curb Width	Minimum 24' (without parking); 32' (with parking on one side) Maximum 27' (without parking); 35' (with parking on one side)
Median	None
Bicycle Facilities	Shared
Pedestrian Realm	
Pedestrian Facilities	Minimum 5' (sidewalk is not required to be installed on both sides if buildings are on one side of road only; ROW width must be preserved for future changes)
Street Buffer	Minimum 4'; Minimum of 5' if Street Trees are planted (required on both sides)



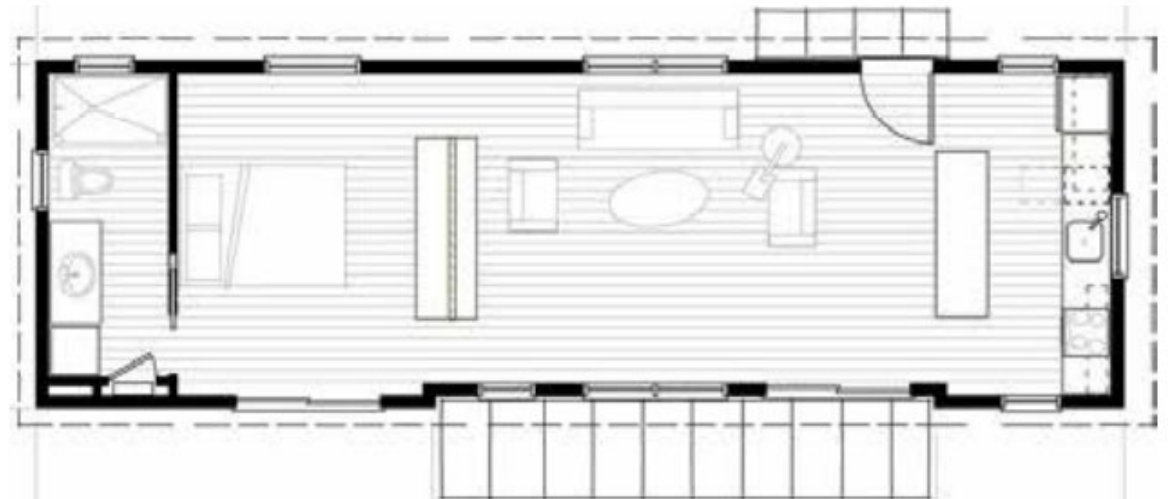
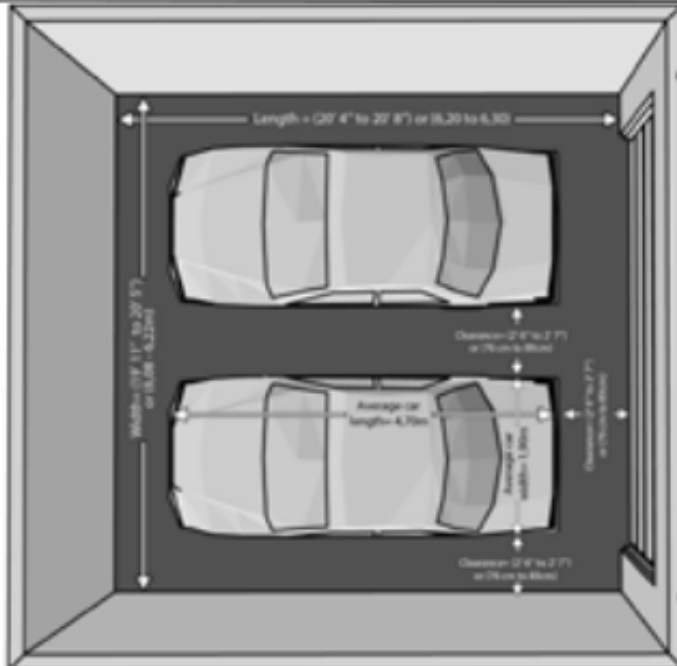
11. Minimum Unit Size

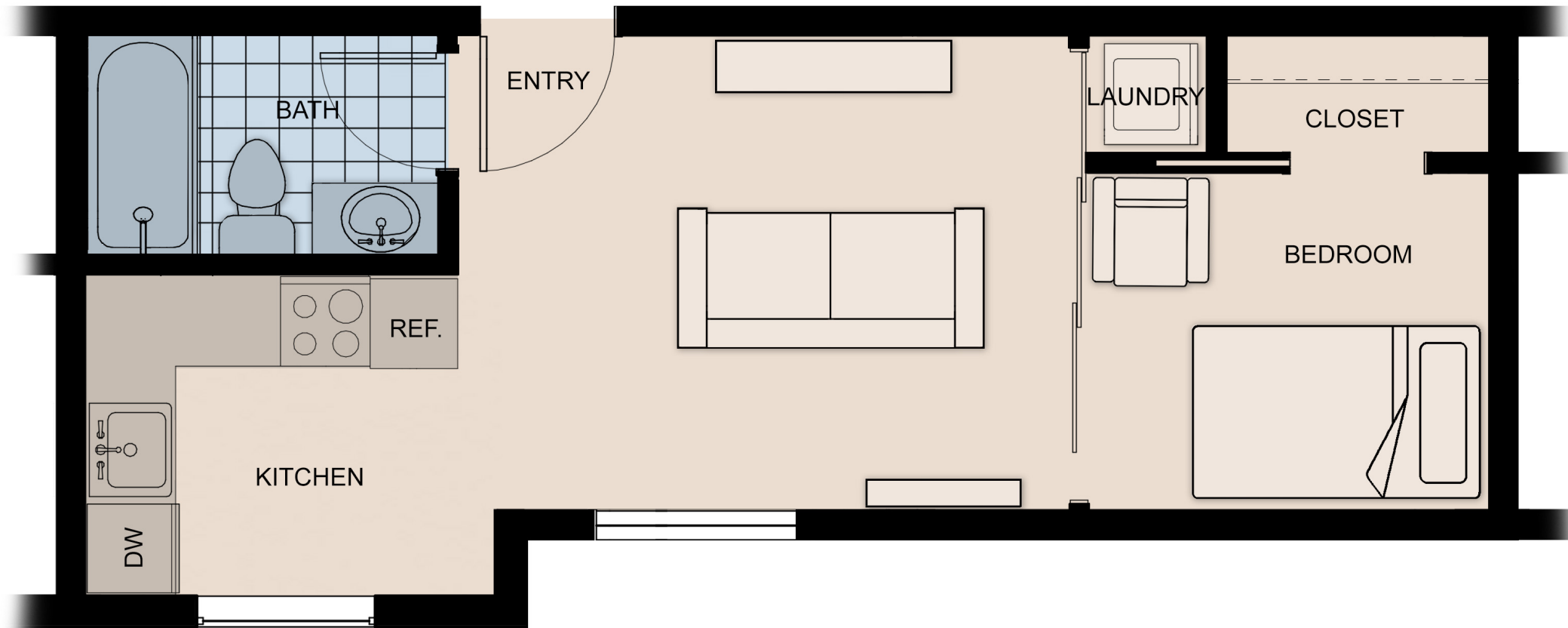
- *Growing trend and demand in the housing market.*
- *Micro-units*
 - *Between 200 and 500 square feet in size.*
 - *Staff recommendation of 500 square foot minimum based upon prior City Council feedback. Interested to hear thoughts?*
 - *Market demands for housing. No guarantee that smaller unit size decreases quality especially with FBC standards.*
- *Housing for working class*
 - *Paralegal, Pharmacy Technician, Flight Attendant, Airfield Equipment Operator, Kindergarten Teacher, RN, Medical Assistant, Finish Carpenter, Web Developer, Phlebotomist, Bank Teller*
 - *Incomes ranging from 40k-60k*

Concepts of Micro-Units (Source: The Macro-View on Micro Units, Urban Land Institute)



In another perspective, micro units are larger than a one-car garage but smaller than a two-car garage.





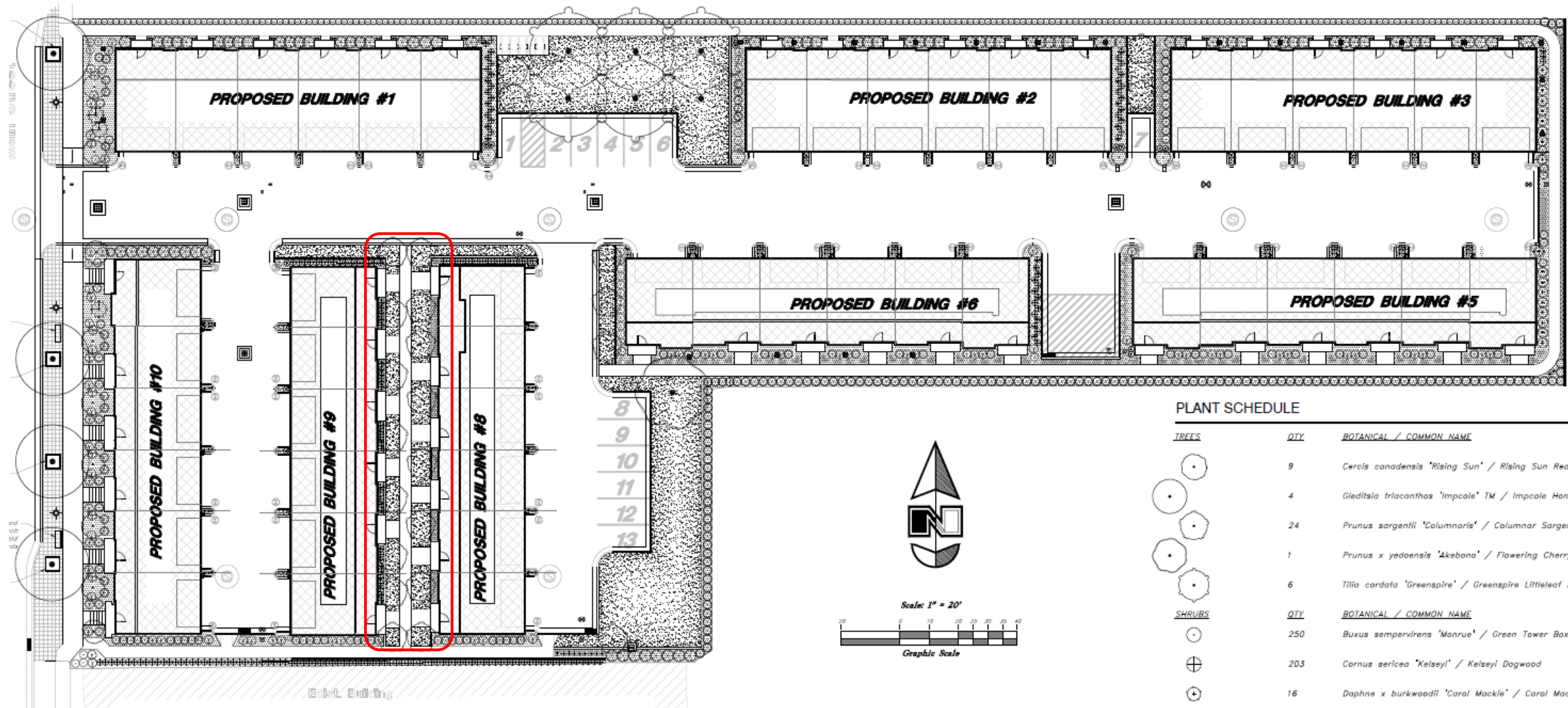


12. Impervious Coverage %

- *Recommendation to increase the % allowed to allow for more design flexibility.*
- *With recent low-impact development standards imposed by the Utah Dept. of Environmental Quality and the EPA, storm water can be managed in other ways than just a max % for impermeable surfaces.*

13. Townhome Front Build-to-Zone (not facing a street)

- *Applies to common passageways or for front-loaded townhomes.*
- *Currently could be as close as 10'*
- *Recommend increase to 15' in U-R and T-C zones and 20' for the T-R Zone.*





14. Townhome Design Review

- *HB 98 passed in special session without townhomes excluded from design review!*
- *Not applicable to townhomes just single-family and two-family dwellings.*

15. Building Materials

- *Are there more materials that could be allowed or should the list stay the way it is? Should we look into this?*
- *i.e. Wall tile.*



16. Drive-Through Structures

- *Code currently limits drive-through structures (window and canopy) and the stacking lanes to the rear façade of a building.*
- *Staff recommends that the structure and stacking lanes be allowed on the side and rear façade of buildings. Prohibit from front façade.*
 - *Could keep structure on rear and allow stacking lanes to side. (Taylorsville Example)*

7. Drive-through Structures

Refer to Figure 6.13 (6).

- (1) **Structure/Canopy.** Drive-through structures or canopies shall be located on the rear facade of the building or in the rear of the lot behind the building, where permitted by use. The structure shall not be visible from any Primary Street.
- (2) **Stacking Lanes.** Stacking lanes shall be located behind the building and accommodate at least two cars in a lane in addition to the car at the window.
- (3) The canopy and structure shall be constructed of the same materials utilized on the building.

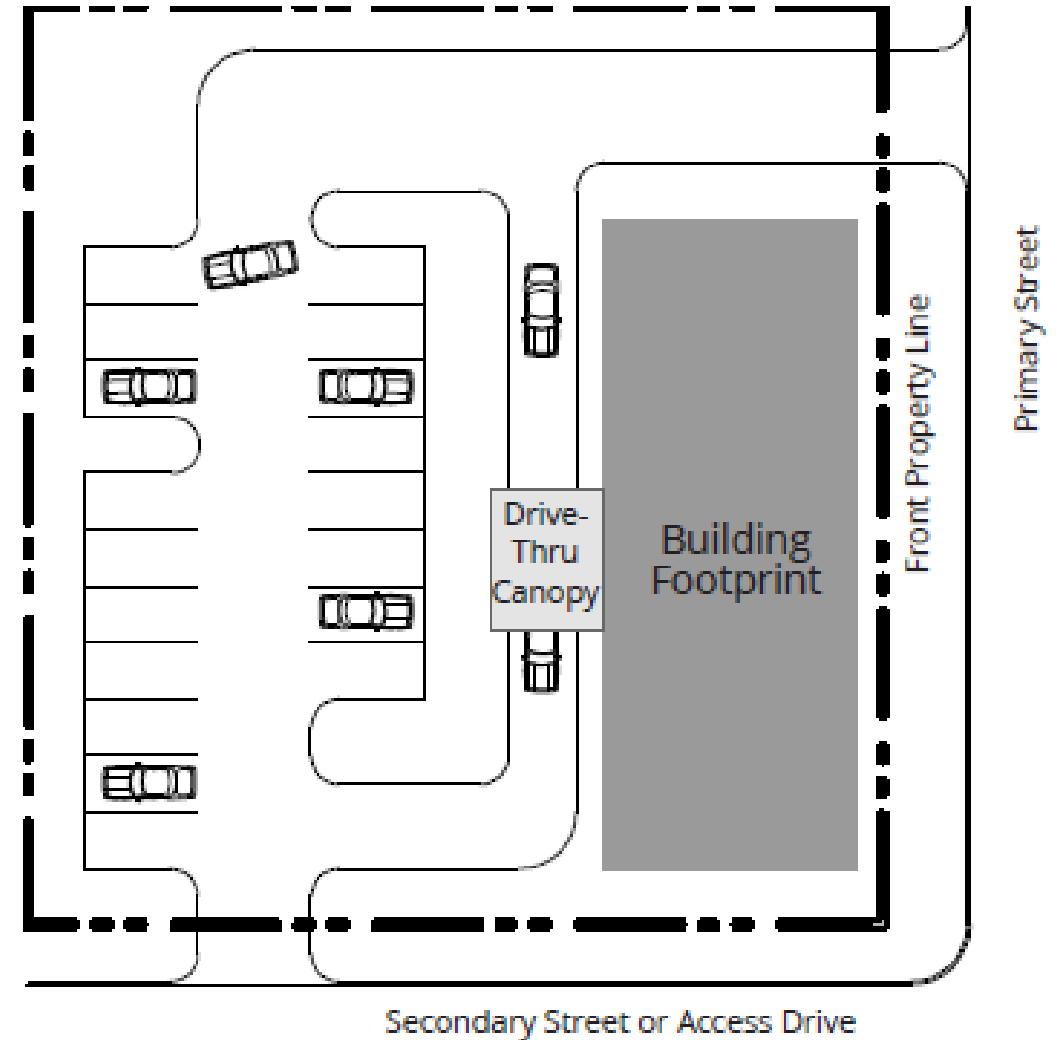


Figure 6.13 (6). Recommended Drive-Through Facility Layout.

Taylorsville Swig



An aerial photograph of a city street, likely Clearfield, is shown on the left side of the slide. The image is partially obscured by a green overlay and white wavy lines that sweep across the frame from the top left towards the bottom right. The street below shows traffic and surrounding urban development.

17. Parking Regulations

- *Need to be context-sensitive to the Clearfield community.*
- *Update once parking study is complete.*

18. Covered Parking

- *No current standard for covered parking.*
- *Prior standards was 50%.*
- *Staff recommends adding this standard back to the code and possibly including an additional standards that at a minimum, one covered parking space per unit.*

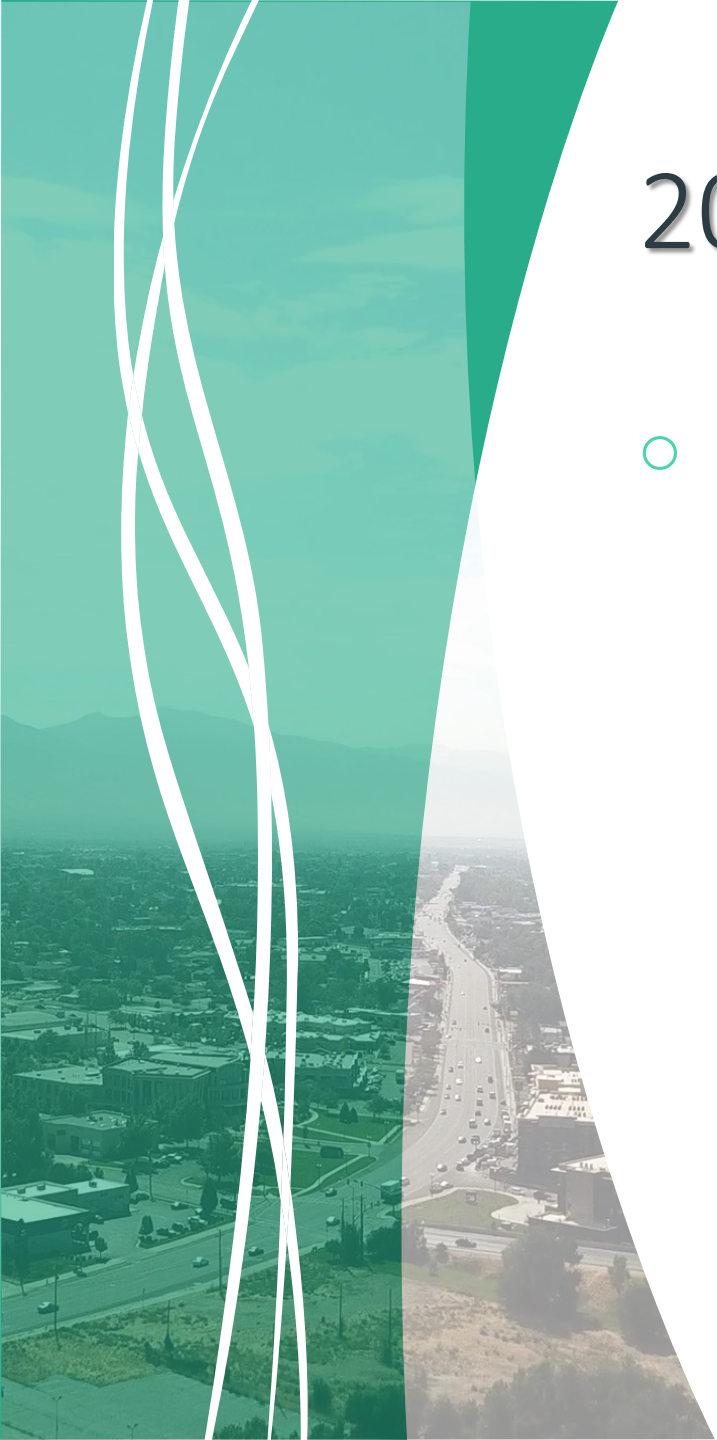
19. Parking Lot Lighting

- *No standard, but that has not been a problem until now.*



Clearfield Junction





20. Definitions

- *Need additional definitions for standards of FBC as well as consistency with title 11.*

21. Other items?

- *What other items would the Council like to see addressed?*