



Community Development

PLANNING, BUILDING INSPECTIONS,
CUSTOMER SERVICE, AND CODE COMPLIANCE

CLEARFIELD CITY PLANNING COMMISSION MEETING AGENDA

Notice is hereby given that the Clearfield City Planning Commission will hold a regularly scheduled meeting at **7:00 PM, Wednesday, April 19, 2023**, on the **3rd floor** in the City Council Chambers of the Clearfield City Municipal Building, located at 55 S. State Street, Clearfield, UT 84015.

WORK SESSION - 6:30 PM - Executive Conference Room

Review of agenda items to address questions

REGULAR SESSION - 7:00 PM - Council Chambers

CALL TO ORDER - PLEDGE OF ALLEGIANCE

PLANNING COMMISSION CHAIR STATEMENT

APPROVAL OF MINUTES:

- November 2, 2022
- February 1, 2023

DECISION ITEMS

Public Hearings

1. Discussion and Possible Action on DA 2023-0302, a development agreement request by the Davis County Health Department to address aspects of the Downtown Clearfield Form-Based Code pertaining to the parking lot expansion and creation of a fleet parking area. Location: 110-160 S. Depot Street (TIN: 12-020-0033, 12-020-0047, & 12-020-0034). Project Area: 0.8286 Acres. Zone: U-R (Urban Mixed Residential). (Legislative Action)

DISCUSSION ITEMS

1. Staff Discussion
 - a. Discussion on Proposed Changes to Clearfield City Parking Regulations.
2. Staff Communication
3. Planning Commissioner's Minute

*****PLANNING COMMISSION MEETING ADJOURNED*****

Dated April 12, 2023.
/s/Brad McIlrath, Senior Planner

Meetings of the Planning Commission 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 in City Code § 1-6-4H for electronic meetings.

Clearfield City, in accordance with the ‘Americans with Disabilities Act’, provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting accommodations for City sponsored public meetings, service programs, or events, should call the Customer Service Center at 801-525-2701, giving the City a 48 hour notice.

The Work Session meeting is a public meeting; however, public comments are only received in the formal Planning Commission meeting. The Planning Commission Public Meeting is a public forum where the Planning Commission may receive comment from applicants, the public, applicable agencies and city staff regarding land use applications and other items on the Commission’s agenda. In addition, it is where the Planning Commission takes action on these items. Action may be taken which may include: approval, approval with conditions, denial, continuance or recommendation to other bodies as applicable.

1 **CLEARFIELD PLANNING COMMISSION MEETING**

2 November 2, 2022

3 6:30 P.M. – Work Session

4
5 PRESIDING: Chris Uccardi Chair

6
7 PRESENT: David Bloomfield Vice Chair
8 Kathryn Murray Commissioner
9 Robert Browning Commissioner
10 Brogan Fullmer Commissioner
11 Megan Ratchford Commissioner
12 Chad Mortensen Commissioner (Alternate)
13 Zach Gaines Commissioner (Alternate)

14
15 ABSENT: Lauren DeSpain Commissioner

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17 STAFF PRESENT: Stuart Williams City Attorney
18 Spencer Brimley Community Development Director
19 Brad McIlrath Senior Planner
20 Tyson Stoddard Planner I

21
22 VISITORS:

23
24 Chair Uccardi called the meeting to order at 6:30 p.m.

25
26 DISCUSSION ON THE APPROVAL OF MINUTES FOR THE SEPTEMBER 7, 2022
27 PLANNING COMMISSION MEETING.

28
29 Commissioner Browning pointed out some grammatical errors and a misspelling. Staff noted the
30 needed edits.

31
32 DISCUSSION ON CUP 2022-100142, A CONDITIONAL USE PERMIT REQUEST BY
33 BLAKE BRINKERHOFF WITH COATICLAB TO OPERATE AN AUTOMOTIVE STUDIO
34 AT THE SUBJECT PROPERTY. LOCATION: 340 WEST ANTELOPE DRIVE SUITE 105B
35 (TIN: 12-940-0001). PARCEL AREA: 3.95 ACRES. ZONE: C-2 (COMMERCIAL). STAFF:
36 TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

37
38 The Commission and staff discussed the following items relevant to the conditional use permit
39 request for an automotive studio:

- 40 • Commissioner Browning asked if they painted vehicles. Staff responded that they mostly
41 did cleaning, detailing, paint correction, and ceramic coatings over the existing paint.
42 • Commissioner Browning asked if the City's category for automotive services was too
43 broad. Brad McIlrath, Senior Planner, quickly responded with a yes. He said the
44 definitions in City Code were too broad because they captured this use, which had a very
45 low impact and was already compatible with existing development and zoning. He said it
46 was something that could be updated in the future to provide more clarity.

1 DISCUSSION ON CUP 2022-100143, A CONDITIONAL USE PERMIT REQUEST BY
2 NICHOLE CHISM WITH KIDZONE TO OPERATE AN INDOOR CHILDREN'S
3 AMUSEMENT CENTER AT THE SUBJECT PROPERTY. LOCATION: 340 WEST
4 ANTELOPE DRIVE SUITE 100A (TIN: 12-940-0001). PARCEL AREA: 3.95 ACRES. ZONE:
5 C-2 (COMMERCIAL). STAFF: TYSON STODDARD, PLANNER I (ADMINISTRATIVE
6 ACTION).

7
8 The Commission and staff discussed the following items relevant to the conditional use permit
9 request for an indoor children's amusement center.

- 10 • Commissioner Browning asked if the City had anything that said how many bathrooms
11 were needed. He said it seemed like they weren't providing enough for all the kids and
12 parents that could be there. Tyson Stoddard, Planner, responded that the necessary
13 bathrooms were provided by the building code and it was based on the determined
14 occupancy.

15
16 DISCUSSION ON FSP 2022-090046, A FINAL SUBDIVISION PLAT REQUEST BY BROCK
17 JOHNSTON WITH ALTA HOMES FOR A 43-LOT SUBDIVISION FOR TOWNHOMES
18 AND A COMMERCIAL DEVELOPMENT AT THE SUBJECT LOCATION. LOCATION:
19 APPROXIMATELY 980 SOUTH UNIVERSITY PARK BOULEVARD. (TIN: 09-302-0009).
20 PARCEL AREA: 3.46 ACRES. ZONE: R-3 (RESIDENTIAL) AND C-2 (COMMERCIAL).
21 STAFF: TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

22
23 The Commission and staff discussed the following items relevant to the final subdivision plat
24 request for a 43-lot townhome subdivision.

- 25 • Commissioner Fullmer asked if the townhomes would have garages. Mr. Stoddard
26 responded that they all had two car garages and the garages were on the backside of the
27 townhomes. Commissioner Fullmer asked if there was a way to require 220-volt outlets.
28 Mr. McIlrath responded no, because the City didn't have that standard in its code.
- 29 • Commissioner Browning asked if there were any other public improvements besides what
30 was along University Park Boulevard. Staff confirmed that was the only area for public
31 improvements. Mr. McIlrath responded that if any of the public infrastructure was
32 damaged during construction, then the developer would be required to repair it.
33 Commissioner Browning said that it looked like the library might have missed some
34 repairs in front of its building on the corner of State and Center Street. Mr. McIlrath
35 replied that the area was fixed, but a semitruck had then driven over it again and caused
36 some damage. Mr. McIlrath said that there were designated truck routes established.
37 Stuart Williams, City Attorney, said that the truckers were responsible to know the routes
38 and said that the better truck companies know the routes. He then explained that the
39 Police Department could enforce the routes and there was an officer trained for that
40 purpose.
- 41 • Commissioner Mortensen asked for more information about the potential street name
42 being Waldo Lane instead of Wildcat Lane. Mr. Stoddard responded that engineering was
43 just suggesting that if the developer wanted all of the street names to be mascot names, the
44 mascot name for Weber State University was Waldo, not Wildcat.
- 45 • Commissioner Mortensen said he remembered that with the preliminary subdivision plat
46 the Commission had discussed the location of the mailboxes, but he didn't see anything in

1 the plans that showed their location. Mr. McIlrath said that it wasn't required to be on the
2 plat. Commissioner Mortensen recommended a centralized location with an enclosed
3 mailroom.
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5 **Chair Uccardi asked if there was any other discussion. Seeing none, he moved to adjourn**
6 **the meeting. Seconded by Commissioner Murray.**
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CLEARFIELD PLANNING COMMISSION MEETING

November 2, 2022

7:00 P.M. – Regular Session

PRESIDING: Chris Uccardi Chair

PRESENT: David Bloomfield Vice Chair
Kathryn Murray Commissioner
Robert Browning Commissioner
Brogan Fullmer Commissioner
Megan Ratchford Commissioner
Chad Mortensen Commissioner (Alternate)
Zach Gaines Commissioner (Alternate)

ABSENT: Lauren DeSpain Commissioner

STAFF PRESENT: Shawn Robinson City Attorney
Spencer Brimley Community Development Director
Brad McIlrath Senior Planner
Tyson Stoddard Planner I

VISITORS: Nichole Chism

Chair Uccardi led the Pledge of Allegiance.

Planning Commission Chair Statement.

Chair Uccardi excused Commissioner DeSpain and said that Commissioner Mortensen would be on the Dais and voting for the meeting.

APPROVAL OF MINUTES FOR THE SEPTEMBER 7, 2022 PLANNING COMMISSION MEETING.

Commissioner Murray moved to approve the minutes, subject to the corrections discussed in the Work Session. Seconded by Commissioner Fullmer. The motion carried on the following vote. Voting AYE: Commissioners Uccardi, Murray, Bloomfield, Browning, Fullmer, Ratchford, and Mortensen. Voting NO: None.

DISCUSSION AND APPROVAL OF CUP 2022-100142, A CONDITIONAL USE PERMIT REQUEST BY BLAKE BRINKERHOFF WITH COATICLAB TO OPERATE AN AUTOMOTIVE STUDIO AT THE SUBJECT PROPERTY. LOCATION: 340 WEST ANTELOPE DRIVE SUITE 105B (TIN: 12-940-0001). PARCEL AREA: 3.95 ACRES. ZONE: C-2 (COMMERCIAL). STAFF: TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

Tyson Stoddard, Planner I, presented the following:

- Applicant requesting to operate an automotive studio.
- Clearfield Flex Development
 - Received Site Plan Approval July 1, 2020 and was recently completed.
- Automotive studio most similar to the definition for Automobile Repair in the Land Use Code.
- Automobile Repair was a conditional use in the C-2 zone.
- Showed aerial image and zoning of the property.
- Showed site plan and floor plan.
- Parking requirement of 2 spaces for every 1,000 square feet.
- Recommended approval of the conditional use permit request.

Chair Uccardi asked if there was any discussion amongst the Commission or any questions.

Commissioner Fullmer moved to approve the conditional use permit request for CoaticLab, subject to the findings of the staff report and the following conditions.

- 1. The use shall comply with all North Davis Fire District requirements.**
- 2. The applicant shall obtain a Clearfield City business license for the new location.**
- 3. No outdoor storage is permitted. This includes, but is not limited to such items as materials, automobile parts, maintenance equipment, and supplies.**

Seconded by Commissioner Murray. The motion carried on the following vote. Voting AYE: Commissioners Uccardi, Murray, Bloomfield, Browning, Fullmer, Ratchford, and Mortensen. Voting NO: None.

DISCUSSION AND APPROVAL OF CUP 2022-100143, A CONDITIONAL USE PERMIT REQUEST BY NICHOLE CHISM WITH KIDZONE TO OPERATE AN INDOOR CHILDREN'S AMUSEMENT CENTER AT THE SUBJECT PROPERTY. LOCATION: 340 WEST ANTELOPE DRIVE SUITE 100A (TIN: 12-940-0001). PARCEL AREA: 3.95 ACRES. ZONE: C-2 (COMMERCIAL). STAFF: TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

Tyson Stoddard, Planner I, presented the following:

- Applicant requested to operate an indoor children's amusement center.
- Clearfield Flex Development
 - Site Plan Approval July 1, 2020
 - Recently Completed
- Amusement and Recreation Facilities were a conditional use in the C-2 zone.
- Showed site plan and floor plan.
- Provided analysis that with conditions, the use would not be injurious to people working or residing in the vicinity.
- Recommended condition for the safety standards of the playground equipment.
- Recommended approval for the conditional use permit request.

Commissioner Fullmer moved to approve the conditional use permit request for Kidzone subject to the findings of the staff report and the following conditions.

- 1. The project shall comply with all building code standards and the applicant shall obtain any necessary building permits prior to the commencement of improvements.**

2. The project shall apply for a plan review with the North Davis Fire District and comply with all Fire District requirements.
3. The applicant shall obtain a Clearfield City business license prior to the commencement of business operations.
4. A sign permit shall be obtained for all new site signage and comply with ordinance standards.

Seconded by Commissioner Ratchford. The motion carried on the following vote. Voting AYE: Commissioners Uccardi, Murray, Bloomfield, Browning, Fullmer, Ratchford, and Mortensen. Voting NO: None.

DISCUSSION AND RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL FOR FSP 2022-090046, A FINAL SUBDIVISION PLAT REQUEST BY BROCK JOHNSTON WITH ALTA HOMES FOR A 43-LOT SUBDIVISION FOR TOWNHOMES AND A COMMERCIAL DEVELOPMENT AT THE SUBJECT LOCATION. LOCATION: APPROXIMATELY 980 SOUTH UNIVERSITY PARK BOULEVARD. (TIN: 09-302-0009). PARCEL AREA: 3.46 ACRES. ZONE: R-3 (RESIDENTIAL) AND C-2 (COMMERCIAL). STAFF: TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

Tyson Stoddard, Planner I, presented the following:

- General Plan: Mixed Use
- Rear 2.74 acres (of 3.46 total acres) rezoned to R-3 (Residential) from C-2 (Commercial)
- Rezone approved subject to a Development Agreement outlining:
 - Maximum residential density of 16 units per acre
 - Limited to townhomes, no multi-family apartment buildings
 - Maximum of two-stories above grade, maximum unit connection of 6 townhomes
 - 30' building separation not to apply
 - Commercial building of at least 8,000 square feet- required to be in the stage of vertical construction before the City grants occupancy of the final 10 residential townhomes.
- Showed an aerial image and zoning map of the property.
- Final Subdivision Plat
- Subdividing property (40 lots for townhomes, parcel areas for common areas, and commercially zoned portion)
- Phase 1- Commercial portion and 22 townhomes
- Phase 2- Remaining 18 townhomes
- Subject property part of existing Hillside Park Subdivision, requiring an amendment to the plat.
- Private townhome lots
- Shared common area
- Private streets network with right-of-way width of 27'
- Reviewed by Engineering. Comment letter provided as attachment to the Staff Report.
- As a project that would include common areas and private streets to be maintained by the homeowners, CC&R's had been submitted for review.
- Showed an image of phase one of the proposed plat.
- Showed an image of phase two of the proposed plat.

- Showed an image of the demolition plan. The existing drive and curb and gutter were planned to be removed and replaced to match the grading plan in the new development.
- Recommended that the Planning Commission recommend approval to the City Council.

Commissioner Murray asked if there was anything with the Homeowner's Association (HOA) that would require it to stay an association and not dissolve at some point in the future. Mr. McIlrath said that the City didn't have anything in its ordinance that prohibited the association from dissolving at some point, but it had specific requirements of how the association was set up.

Commissioner Murray asked about the items that were listed as needing revisions to the plans, and if staff was using that as a checklist with the developer. Mr. Stoddard responded that the letter being referenced was the engineering letter and that the developer would work to revise the plans and resubmit them so that engineering could give their final approval. Commissioner Murray said there were quite a few revisions.

Commissioner Fullmer asked if it would be helpful to deny the application and give some time for the applicant to go through everything addressing some of the engineering comments before going to the City Council. Mr. Stoddard said he thought that while there were several conditions and items to address, the process was set up so the applicant could resubmit with staff and that staff doesn't give the final land use approval until all of the conditions of approval were met. He said that with a project of this size, there usually were quite a few comments from engineering staff. Mr. McIlrath said that a lot of the things on the engineering letter were copied and pasted from the plans, and that they usually didn't format the letter in that way.

Spencer Brimley, Community Development Director, asked if the motion for the item was a recommendation to the City Council. Mr. McIlrath confirmed that it would be a recommendation. Mr. Brimley said that engineering reviews are very technical and thorough, but that level of detail was not something that the Planning Commission had to look at and consider in their review and recommendation. Mr. McIlrath suggested that staff could also talk to engineering to understand the way the letter was composed, and that way staff could explain it if the City Council had any questions.

Commissioner Murray asked if another condition of approval needed to be added for the engineering items. Chair Uccardi said that the condition was already there and was listed in condition number two.

Commissioner Ratchford moved to recommend approval to the City Council for the final subdivision plat request by Brock Johnston with Alta Townhomes for townhomes and a commercial development at the subject property. The recommendation was subject to the findings of the staff report and the following conditions.

- 1. The plat shall be revised to include addresses for the townhomes.**
- 2. The subdivision plat and improvement drawings shall be revised to address Clearfield City Planning and Engineering requirements prior to final approval.**
- 3. The project shall include the creation of a Homeowners Association (HOA) to maintain all of the private common spaces of the project, including but not limited to landscaping, snow removal, building maintenance, trash collection, and open space**

1 **areas. The proposed CC&Rs shall be revised to provide the needed information**
2 **required by City Code as outlined in this report.**

3 **4. The applicant is responsible for the replacement or repair of deteriorated, damaged,**
4 **or missing surface improvements surrounding the perimeter of the subdivision. This**
5 **includes, but is not limited to curb and gutter, sidewalks, landscaping park strip**
6 **improvements, driveways, etc.**

7 **5. A shared access easement between the subject property, the existing office building**
8 **to the north, and the future commercial property will need to be recorded on the**
9 **plat.**

10 **6. An escrow or cash bond agreement as required by section 12-9-2 of the Subdivision**
11 **Ordinance for public improvements shall be provided and will be subject to**
12 **approval by the City Engineer and City Attorney. The agreement for the public**
13 **improvements shall be established prior to obtaining any permits for the properties**
14 **or plat being recorded.**

15 **Seconded by Commissioner Browning. The motion carried on the following vote. Voting**
16 **AYE: Commissioners Uccardi, Murray, Bloomfield, Browning, Ratchford, and Mortensen.**
17 **Voting NO: Commissioner Fullmer.**

18
19 DISCUSSION AND TRAINING RELATED TO LAND USE, DEVELOPMENT, AND
20 MANAGEMENT ACT (LUDMA). STAFF: BRAD MCILRATH, SENIOR PLANNER.
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22 Mr. McIlrath shared the source for accessing trainings related to land use in Utah (luau.utah.gov).
23 He gave a general introduction and listed the nine different parts of LUDMA.

- 24
25 1. General Provisions
26 2. Notice
27 3. General Land Use Provisions
28 4. General Plan
29 5. Land Use Regulations
30 6. Subdivisions
31 7. Appeal Authority and Variances
32 8. District Court Review
33 9. Vested Critical Infrastructure Materials Operations
34

35 He said Planners were typically looking into the first seven parts but dealt a lot less with the
36 sections related to District Court Review and Vested Critical Infrastructure Materials Operations.
37 Mr. McIlrath accessed LUDMA online and reviewed provisions related to the General Plan and
38 Land Use Regulation.
39

40 Mr. McIlrath asked if there were any questions about LUDMA and how it related to the Planning
41 Commission. He said that the Planning Commission was the land use authority so it was
42 important to have general familiarity with the Act, but he wouldn't worry about having complete
43 familiarity. Staff had the need to dive into the details a lot more in the day-to-day work as a
44 professional planner, but he said that the commissioners shouldn't have to try and know all the
45 different details of city and state codes. He said that would be a lot of information to digest.
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1 STAFF COMMUNICATIONS

2
3 Mr. McIlrath let the Commissioners know there would be a transportation workshop hosted by
4 the Wasatch Front Regional Council on November 9, 2022 at 4:00 p.m., and invited all to attend.

5
6 COMMISSIONERS MINUTE

7
8 Chair Uccardi: Thanked everyone for being here.

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10 Commissioner Murray: Nothing.

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12 Vice Chair Bloomfield: Nothing.

13
14 Commissioner Browning: Said he was enjoying going to Rancho Market and seeing all the new
15 types of produce. He said he was happy to have another grocery store in town again.

16
17 Commissioner Fullmer: Asked about the parking study that was presented at the City Council
18 work session. Mr. McIlrath said there was some low hanging fruit and a handful of parking
19 standards that could be updated in the future, and said the report had some discussion on different
20 policies like on-street parking during the winter and paid parking.

21
22 Commissioner Ratchford: Asked if staff could let her know how many hours of training she had
23 for the year.

24
25 Commissioner Mortensen: Said he was on an advisory board and gave an update about a methane
26 gas pump that had been abated.

27
28 Commissioner Gaines: Nothing.

29
30 There being no further business to come before the Planning Commission, **Chair Uccardi moved**
31 **to adjourn. Seconded by Commissioner Murray.**

1 **CLEARFIELD PLANNING COMMISSION MEETING**

2 February 1, 2023

3 6:30 P.M. – Work Session

4
5 PRESIDING: Chris Uccardi Chair
6
7 PRESENT: Megan Ratchford Vice Chair
8 Kathryn Murray Commissioner
9 Robert Browning Commissioner
10 David Bloomfield Commissioner
11 Brogan Fullmer Commissioner
12 Chad Mortensen Commissioner (Alternate)
13 Zach Gaines Commissioner (Alternate)
14
15 ABSENT: Lauren DeSpain Commissioner
16
17 STAFF PRESENT: Shawn Robinson Assistant City Attorney
18 Brad McIlrath Senior Planner
19 Tyson Stoddard Planner
20 Ben Allan Code Compliance
21
22 VISITORS: None

23
24 Chair Uccardi called the meeting to order at 6:30 p.m.

25
26 DISCUSSION ON THE APPROVAL OF MINUTES FOR THE JANUARY 18, 2023
27 PLANNING COMMISSION MEETING.
28

29 Commissioner Murray pointed out a grammatical error. Staff noted the correction. Commissioner
30 Browning said he was impressed with how quickly the minutes came back for approval.

31
32 DISCUSSION ON DA 2023-0101, THE JAVA ESPRESS DEVELOPMENT AGREEMENT
33 ADDENDUM #1 FOR THE JAVA ESPRESS DEVELOPMENT AT THE SUBJECT
34 LOCATION. LOCATION: 585 NORTH MAIN STREET (TIN: 14-530-0002). PROJECT
35 AREA: 0.488 ACRES. ZONE: C-C (GATEWAY CORRIDOR COMMERCE). STAFF: BRAD
36 MCILRATH, SENIOR PLANNER (LEGISLATIVE ACTION).
37

38 The Commission and staff discussed the following items relevant to the proposed development
39 agreement addendum for Java Espresso:

- 40
- 41 • Mr. McIlrath explained that the Form Based Code required a streetlight. Because there
42 weren't any other double acorn streetlights along that portion of Main Street, they were
43 asking that the streetlight be installed in the future. He said that instead of the streetlight,
44 they were requesting to replace a missing street tree, replace all of the tree grates, and
45 provide some tree trimming.
 - 46 • Commissioner Murray said she thought the request was fair, and said that the reason they
47 did a development agreement was because the Form Based Code was adopted after they
had purchased the property and started planning for the development.

- Chair Uccardi said he liked the proposed improvements.

DISCUSSION ON CUP 2022-110144, A CONDITIONAL USE PERMIT REQUEST BY CHARLES OSMAN TO OPERATE A LIMITED DISTRIBUTION BUSINESS AT THE SUBJECT LOCATION. LOCATION: 340 WEST 1700 SOUTH SUITE C101-102 (TIN: 12-940-0001). PARCEL AREA: 3.95 ACRES ZONE: C-2 (COMMERCIAL). STAFF: TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

The Commission and staff discussed the following items relevant to the limited distribution conditional use permit request:

- Chair Uccardi said that it was good to see that the Clearfield Flex development was getting tenants and leasing out spaces.
- Commissioner Browning said it seemed like every business going into Clearfield Flex had come before the Planning Commission. Mr. Stoddard said it was pretty close and that the only business he could think of that didn't get a conditional use permit was the Athletic Republic. He explained that a lot of the businesses interested in the development happened to be listed as conditional uses in the C-2 commercial zone.
- Mr. Stoddard explained that limited distribution uses along 1700 South were required to be adjacent to properties that had a zoning designation of M-1, and that the subject property met that requirement.
- Commissioner Fullmer asked about the use of the mezzanine floor. Mr. Stoddard said that it would be used for storage and that they would have a loading area where they could use a forklift to load materials from the mezzanine level and take them down to the ground level warehouse area.
- Commissioner Mortensen asked about the business shipping materials directly to the worksite and allowing for pick up at the business location. He asked if big trucks would be coming in and out of that location. Mr. Stoddard replied that most of the product shipped directly, but that they also would keep product onsite that would be available in smaller amounts, mostly for missing or damaged pieces.

Chair Uccardi asked if there were any other questions or discussion. Mr. McIlrath asked if Chair Uccardi got an email from Spencer Brimley, Community Development Director, in relation to the Planning Commission Bylaws. Chair Uccardi indicated that he had not. Mr. McIlrath said that we could talk a little bit about the bylaws and said that he had talked to the City Recorder about the idea of allowing the Vice Chair to run meetings. The City Recorder recommended against that idea, saying that there could be complications or conflicts between the Chair and Vice Chair in running the meetings. Chair Uccardi said that there could be some unintended consequences with that type of a change. Commissioner Browning said it seemed like the State Legislature allowed for different people to chair meetings or take turns. Mr. McIlrath said that the Legislature just did whatever they wanted. Commissioner Browning said Robert's rules had some things to consider. Mr. McIlrath said we could provide trainings at any time for the Chair and Vice Chair in relation to running meetings. Commissioner Ratchford said she'd like that. Commissioner Fullmer congratulated the Chair and Vice Chair on their nominations since he wasn't at the meeting.

Chair Uccardi said he thought he saw a fence put up between the Lakeside Office Plaza and the future Lakeside Development. Mr. McIlrath said that the business park put up the fence, and that

1 staff let the Lakeside developer know so that they could look into it and discuss the issue with the
2 property owner.

3
4 Mr. McIlrath let the Planning Commission know that the State was requiring Clearfield to adopt a
5 Station Area Plan for Clearfield Station. He said staff had selected a consultant to work on the
6 plan and that the Commission would be hearing more about it in the future.

7
8 Mr. McIlrath said that for the next Planning Commission meeting there would be a subdivision
9 plat for phase two of the Lotus development and Mr. Stoddard said that there would be a
10 conditional use permit for a church that had located in the C-2 zone.

11
12 Chair Uccardi said he heard that the LDS church was going to sell the land that they had next to
13 the Autumn Ridge development off 825 West. Mr. McIlrath said he heard the same thing and that
14 it would likely be a cul-de-sac at some point, because it was zoned for single-family homes.

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16 **Chair Uccardi moved to adjourn the work session. Seconded by Commissioner Fullmer.**

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CLEARFIELD PLANNING COMMISSION MEETING

February 1, 2023

7:00 P.M. – Regular Session

PRESIDING: Chris Uccardi Chair

PRESENT: Megan Ratchford Vice Chair
Kathryn Murray Commissioner
Robert Browning Commissioner
David Bloomfield Commissioner
Brogan Fullmer Commissioner
Chad Mortensen Commissioner (Alternate)
Zach Gaines Commissioner (Alternate)

ABSENT: Lauren DeSpain Commissioner

STAFF PRESENT: Shawn Robinson City Attorney
Brad McIlrath Senior Planner
Tyson Stoddard Planner I
Ben Allan Code Compliance

VISITORS: Charles Osman, Jenae Osman

Chair Uccardi called the meeting to order and led the Pledge of Allegiance.

Planning Commission Chair Statement.

APPROVAL OF MINUTES FOR THE JANUARY 18, 2023 PLANNING COMMISSION MEETING.

Commissioner Murray moved to approve the minutes, subject to the corrections discussed in the Work Session. Seconded by Commissioner Ratchford. The motion carried on the following vote. Voting AYE: Commissioners Uccardi, Ratchford, Murray, Browning, Bloomfield, Fullmer, and Gaines. Voting NO: None.

Chair Uccardi announced for the record that Commissioner DeSpain was not at the meeting, and that Commissioner Gaines would be on the dais and voting.

PUBLIC HEARING, DISCUSSION AND RECOMMENDATION TO THE CITY COUNCIL FOR APPROVAL OF DA 2023-0101, THE JAVA ESPRESSO DEVELOPMENT AGREEMENT ADDENDUM #1 FOR THE JAVA ESPRESSO DEVELOPMENT AT THE SUBJECT LOCATION. LOCATION: 585 NORTH MAIN STREET (TIN: 14-530-0002). PROJECT AREA: 0.488 ACRES. ZONE: C-C (GATEWAY CORRIDOR COMMERCE). STAFF: BRAD MCILRATH, SENIOR PLANNER (LEGISLATIVE ACTION).

Chair Uccardi declared the public hearing open.

1 Brad McIlrath, Senior Planner, presented the following:

- 2 • Site plan approval was granted January 2021 by the Planning Commission.
- 3 • Development Agreement approved July 2021.
- 4 - DA included modifications from the Form Based Code (FBC) due to the unique
- 5 circumstances of the site development.
- 6 • Addendum Changes
- 7 - Requesting additional modification from FBC to not install the double acorn
- 8 streetlight.
- 9 - As a substitute to the streetlight, the addendum requires the developer to,
- 10 1. Replace any dead or missing street trees along the Java Espresso and Dollar Tree
- 11 property frontages, and
- 12 2. Replace the street tree grates along the KFC, Java Espresso, and Dollar Tree
- 13 frontages with new tree grates that meet the FBC tree grate specification.
- 14 • Showed an aerial image and zoning map.
- 15 • Showed the addendum document.
- 16 • Showed an image illustrating the proposed changes to the site.

17
18 Commissioner Fullmer said that in the recitals portion of the addendum, under section E, there
19 was a slash in the text that needed to be removed. Mr. McIlrath responded that was something
20 that they could have the applicant correct in the document.

21
22 Chair Uccardi asked if there were any other questions, or if there was any public comment.
23 Seeing no comments from the public he declared the public hearing closed.

24
25 **Commissioner Fullmer moved to make a recommendation of approval to the City Council**
26 **for DA 2023-0101, the first addendum of the development agreement for the Java Espresso**
27 **development located at 585 North Main Street. The recommendation was based upon the**
28 **discussion and findings of the staff report. Seconded by Commissioner Murray. The motion**
29 **carried on the following vote. Voting AYE: Commissioners Uccardi, Ratchford, Murray,**
30 **Browning, Bloomfield, Fullmer, and Gaines. Voting NO: None.**

31
32 DISCUSSION AND APPROVAL OF CUP 2022-110144, A CONDITIONAL USE PERMIT
33 REQUEST BY CHARLES OSMAN TO OPERATE A LIMITED DISTRIBUTION BUSINESS
34 AT THE SUBJECT LOCATION. LOCATION: 340 WEST 1700 SOUTH SUITE C101-102
35 (TIN: 12-940-0001). PARCEL AREA: 3.95 ACRES ZONE: C-2 (COMMERCIAL). STAFF:
36 TYSON STODDARD, PLANNER I (ADMINISTRATIVE ACTION).

37
38 Tyson Stoddard, Planner, presented the following:

- 39 • Applicant requested to operate a limited distribution business.
- 40 • The business was a distributor of insulated concrete forms.
- 41 • The location was the existing Clearfield Flex Development.
- 42 - Building C
- 43 - Suites C101-102
- 44 • Limited distribution was a conditional use in the C-2 Zone

- 1 - Chapter 13 provides supplementary regulations for limited distribution uses, stating
2 they “may be considered along 1700 South when directly adjacent to other M-1 zoned
3 properties on the same side of the street.”
- 4 • Showed an aerial image and zoning map.
 - 5 • Showed the site plan.
 - 6 • Required parking ratio is 2 spaces for every 1000 square feet.
 - 7 • Showed the proposed floor plan.

8
9 Commissioner Bloomfield asked where they would dispose of their trash. Mr. Stoddard showed
10 the site plan and pointed out three dumpster enclosure locations for the development.

11
12 Chair Uccardi asked if there were any other questions, and said if none, he would entertain a
13 motion.

14
15 **Commissioner Ratchford moved to approve the conditional use permit request by Charles**
16 **Osman to operate a limited distribution business at the subject location. This**
17 **recommendation was based on the findings and discussion in the Staff Report and subject**
18 **to the following conditions.**

- 19 1. The applicant shall obtain a building permit for tenant improvements and the
20 project shall comply with all applicable building code standards.
- 21 2. The applicant shall obtain approval from the North Davis Fire District for the tenant
22 improvements.
- 23 3. The applicant shall obtain a Clearfield City business license prior to the
24 commencement of business operations.
- 25 4. There shall be no outdoor storage without first obtaining site plan approval from the
26 land use authority in accordance with Chapter 11-5 “Site Plan Review”.
- 27 5. Any signs must meet Chapter 11-15 “Sign Regulations” standards. Signs are not
28 included as part of this Site Plan approval. Separate review and approval will be
29 required.

30 **Seconded by Commissioner Fullmer. The motion carried on the following vote. Voting**
31 **AYE: Commissioners Uccardi, Ratchford, Murray, Browning, Bloomfield, Fullmer, and**
32 **Gaines. Voting NO: None.**

33
34 Chair Uccardi asked about the Java Espress development agreement addendum and what the date
35 was for the City Council meeting. Mr. McIlrath responded it would be on February 28, 2023.

36 37 STAFF COMMUNICATIONS

38
39 Mr. McIlrath said that staff was requesting a budget for apparel for the Planning Commission so
40 that they could have a shirt to potentially wear to any conferences or events.

41 42 COMMISSIONERS MINUTE

43
44 Chair Uccardi: Thanked everyone for attending and helping Clearfield be a great place.

45
46 Vice Chair Ratchford: Said she looked forward to a great year in 2023.

1
2 Commissioner Murray: Nothing.

3
4 Commissioner Browning: Mentioned the half-mile radius for Clearfield Station and asked if a
5 map could be shared that would show the area that was being planned for. Said he wanted to
6 review Robert's Rules of Order and the Planning Commission bylaws and propose a few
7 changes. Asked what the process would be for making changes. Mr. McIlrath responded that he
8 could send the proposed changes and that it could be put on an agenda as a discussion item.
9 Commissioner Browning gave the example of our bylaws having the Chair vote and explained
10 that Robert's Rules says the Chair can vote but usually doesn't vote.

11
12 Commissioner Bloomfield: Said he was concerned that developers could come into the work
13 session because there were times when he thought they should have a work session with more
14 privacy. Mr. McIlrath responded that legally our meetings had to be open to the public. He said
15 the only closed session meetings that local government could have, were to discuss the purchase
16 and sale of property or personnel issues. Chair Uccardi stated that the work session meetings
17 were recorded and part of the public record, and encouraged the Commission to be mindful of
18 that.

19
20 Commissioner Fullmer: Thanked staff.

21
22 Commissioner DeSpain: Nothing.

23
24 Commissioner Mortensen: Nothing

25
26 Commissioner Gaines: Nothing

27
28 There being no further business to come before the Planning Commission, **Chair Uccardi moved**
29 **to adjourn. Seconded by Commissioner Murray.**



Planning Commission

STAFF REPORT

AGENDA ITEM

1

TO: Clearfield City Planning Commission

FROM: Brad McIlrath, Senior Planner
brad.mcilrath@clearfieldcity.org
801-525-2784

MEETING DATE: April 19, 2023

SUBJECT: Discussion and Possible Action on **DA 2023-0302**, a development agreement request by the Davis County Health Department to address aspects of the Downtown Clearfield Form-Based Code pertaining to the parking lot expansion and creation of a fleet parking area. **Location:** 110-160 S. Depot Street (TIN: 12-020-0033, 12-020-0047, & 12-020-0034). **Project Area:** 0.8286 Acres. **Zone:** U-R (Urban Mixed Residential). **(Legislative Action)**

STAFF RECOMMENDATION

Staff recommends that the Planning Commission **forward a recommendation of approval** to the Clearfield City Council for **DA 2023-0302**, a development agreement request by the Davis County Health Department to address code aspects of the parking lot expansion and creation of a fleet parking lot area for the properties located at 110-160 S. Depot Street (TIN: 12-020-0033, 12-020-0047, & 12-020-0034). This recommendation is based on the proposed changes outlined in the staff report and the attachments.

This recommendation is based upon the findings and discussion of the staff report; however, as the advisory body to the Clearfield City Council, the Planning Commission may make a different recommendation on its own based upon careful consideration and analysis of the request.

PLANNING COMMISSION RECOMMENDATION OPTIONS:

After careful consideration and analysis of the information presented, the Clearfield City Planning Commission moves to:

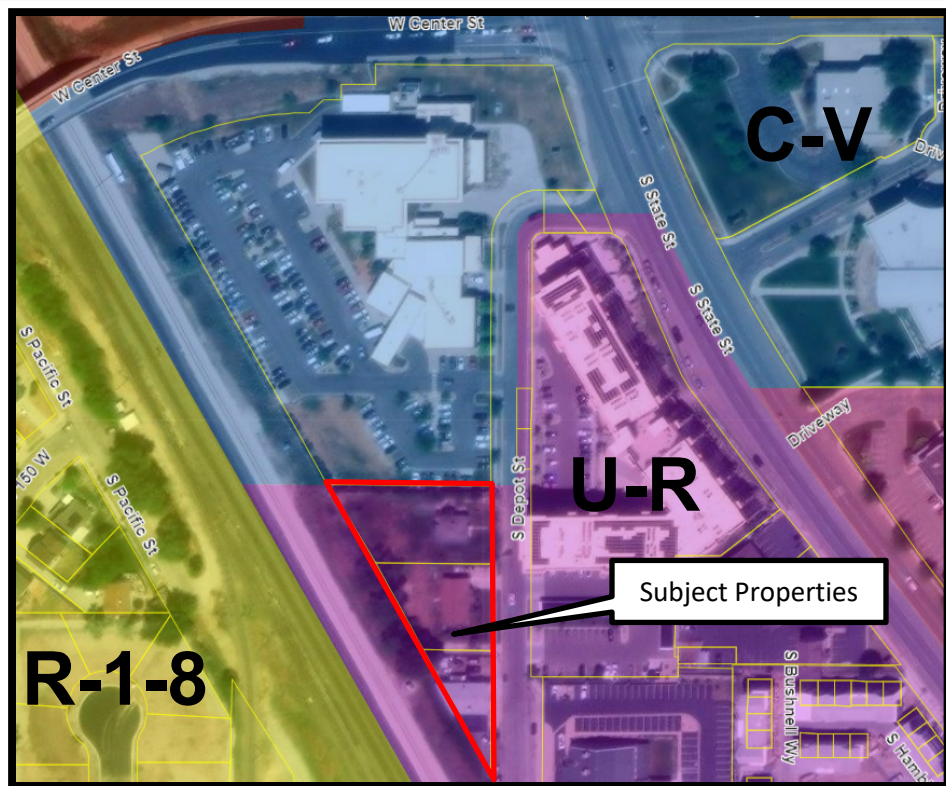
1. **Recommend approval of DA 2023-0302**, to the Clearfield City Council, a development agreement request by the Davis County Health Department to address aspects of the Downtown Clearfield Form-Based Code pertaining to the parking lot expansion and creation of a fleet parking lot area for the properties located at 110-160 S. Depot Street (TIN: 12-020-0033, 12-020-0047, & 12-020-0034).
2. **Recommend denial of DA 2023-0302**, to the Clearfield City Council, a development agreement request by the Davis County Health Department to address aspects of the Downtown Clearfield Form-Based Code pertaining to the parking lot expansion and creation of a fleet parking lot area for the properties located at 110-160 S. Depot Street (TIN: 12-020-0033, 12-020-0047, & 12-020-0034).
3. **Table DA 2023-0302**, to request additional time to consider the request.

PROJECT SUMMARY

Project Information	
Project Name	Davis County Health Department Fleet & Expanded Parking Development Agreement
Site Location	61 S. Main Street
Tax ID Number	12-020-0033, 12-020-0047, & 12-020-0034
Applicant	Lane Rose, Davis County Facilities Management Director
Owner	Davis County
Proposed Actions	Development Agreement Approval
Current Zoning	U-R (Urban Mixed Residential)
General Plan Land Use Classification	Mixed Use
Gross Site	0.8286 Acres

Surrounding Properties and Uses:		Current Zoning District	General Plan Land Use Classification
North	Health Department	U-R (Urban Mixed Residential)	Mixed Use
East	City Centre Apartments	U-R (Urban Mixed Residential)	Mixed Use
South	UP & UTA Rail Lines	U-R (Urban Mixed Residential)	Mixed Use
West	Residential Single-Family	R-1-8 (Residential)	Residential

Aerial Image & Zoning



BACKGROUND / DESCRIPTION

The Davis County Health Department has recently acquired these properties south of the parking lot area and plan to expand the parking lot as well as construct a secured fleet parking area. In coordination with Clearfield City staff and elected officials, it has been determined that a development agreement would be necessary and appropriate to address aspects of the project that would not comply with the Downtown Form-Based Code. The proposed modifications address frontage landscaping, parking lot landscaping, screening, and security for the fleet parking area. The development agreement also addresses the installation of streetlights and the collaboration between Clearfield City and the Health Department to underground the overhead utilities along the Davis County properties.

CITY DEPARTMENT / AGENCY REVIEW

The draft development agreement was shared with Planning & Legal Staff on March 13, 2023. Public Works Staff has indicated that an ADA ramp will need to be constructed at the southernmost end of the sidewalk to provide pedestrian access to the sidewalk on the east side of Depot Street and north side of 200 South. Public Works approves of the use of the roll top curb and gutter for Davis County parking with the southern building but with a maximum width of thirty-four feet (34')

CONDITIONS OF APPROVAL

- 1) The development of these properties shall comply with all applicable Land Use and Public Work standards.
- 2) The sidewalk shall include an ADA ramp at the southernmost portion of the properties to facilitate pedestrian access to the sidewalk and ADA ramp on the east side of Depot Street

ATTACHMENTS

- Davis County Health Department Fleet & Expanded Parking DA - DRAFT

DAVIS COUNTY HEALTH DEPARTMENT FLEET & EXPANDED PARKING

DEVELOPMENT AGREEMENT

This Development Agreement (“**Addendum**”) is made with respect to the Property, as identified below, by Clearfield City, a political subdivision of the State of Utah (“**City**”), and Davis County (“**Owner**”). Hereinafter, collectively referred to in this Development Agreement as the “Parties.”

RECITALS

A. Owner owns certain real property (“Properties”) located at 110 South Depot Street & 140 South Main Street (TIN# 12-020-0033 & 12-020-0047), Clearfield, Davis County, Utah, within the municipal limits of the City, as more particularly described in Exhibit A, attached hereto.

B. The Properties are generally located to the south of the Davis County Health Department parking lot.

C. Davis County is seeking to expand the existing Health Department parking lot and add a fleet parking lot on the Properties as shown in Exhibit B.

D. Due to the unique nature of the fleet parking lot and the expansion of the existing parking lot, the Parties wish to apply the following modifications from the Downtown Clearfield Form-Based Code.

AGREEMENT

For valuable consideration, acknowledged and received, the parties agree as follows:

1. Incorporation of Recitals. The Recitals stated above are incorporated herein by this reference as a part of this Addendum.

2. Modifications. The Parties agree that the Project will comply with the following code modifications:

- a. The park strip along Depot Street shall be completed to match the existing park strip in front of the existing parking lot and North Davis Senior Center.
- b. The front setback landscaping between the sidewalk and the fleet parking and extending parking lot shall be completed to match the existing front setback landscaping of the existing parking lot area.
- c. The parking lot landscaping for the extended parking lot area shall match the existing landscaping design.
- d. No landscape islands are required for the interior of the fleet parking area.

- e. A 6' wrought iron fence may be provided along the frontage of the fleet parking lot area to provide security and visibility.
 - f. A storage shed may be built on the Northeast side of the fleet parking lot.
 - g. The sidewalk and any missing curb and gutter shall be completed along the entirety of the Davis County parcels to where Depot Street intersects with 200 South. Roll top type of curbing and gutter may be used on the south end in this area to facilitate vehicle parking.
 - h. City street lighting lamp post will be installed per code.
 - i. The Parties shall work cooperatively to underground the remaining overhead utilities along the Davis County parcels.
3. The project shall comply with all other applicable code standards of the adopted City Code in effect at the time of the execution of this agreement.

DATED this _____ day of _____ 2023.

This portion of Page 2 intentionally left blank with the signature pages to follow.

OWNER

Davis County, a Utah county

By: _____

Name: _____

Title: _____

STATE OF UTAH

)

ss:

COUNTY OF _____)

The foregoing Development Agreement was acknowledged before me this ____ day of _____, 2023, by _____ as the _____ of WM Investment LLC .

[Seal]

NOTARY PUBLIC

CITY

CLEARFIELD CITY, a Utah municipality

By: _____

Name: _____

Title: _____

Attest:

City Recorder

STATE OF UTAH)

ss:

COUNTY OF _____)

The foregoing Development Agreement was acknowledged before me this ____ day of _____, 2023, by _____ as _____ of Clearfield City and as _____ as City Recorder.

[Seal]

NOTARY PUBLIC

EXHIBIT A

(Legal Description of Property)



Scale: 1" = 30'

0 15 30 60

Scale in Feet

36,094 SQ. FT. or 0.8286 ACRES

DEPOT STREET

352.12'
N00°13'20"E

S30°22'07"E
172.88'

S29°12'39"E
233.43'

202.69'
N89°46'40"W

EXHIBIT "A" DESCRIPTION ONLY

The land referred to herein is situated in the County of Davis, state of Utah, and is described as follows:

A Part of the Northeast Quarter of Section 2, Township 4 North, Range 2 West, Salt Lake Base and Meridian, U.S. Survey, Clearfield City, Davis County, Utah.

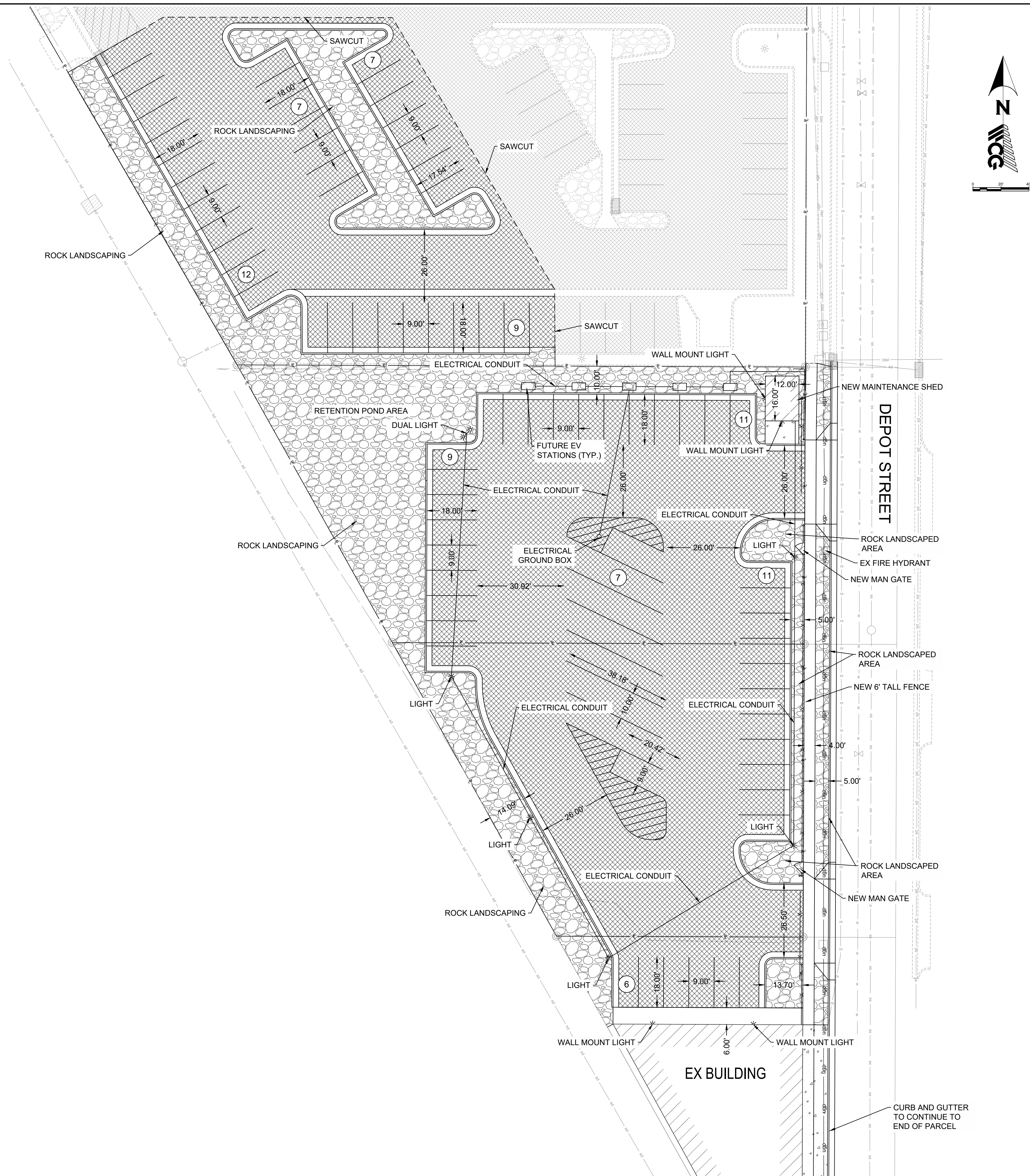
Beginning 160.16 feet North 0°13'20" East along the Section Line and 33.00 feet North 89°46'40" West to the West line of Depot Street from the East Quarter Corner of said Section 2; Running thence North 0°13'20" East 352.12 feet along the West line of Depot Street, Thence North 89°46'40" West 202.69 feet to the Easterly Right-of-Way line of Utah Transit Authority (UTA); Thence South 29°12'39" East 233.43 feet along said Easterly line; Thence South 30°22'07" East 172.88 feet along said Easterly line to the point of beginning.

Contains: 36,094 SQ. FT. or 0.8286 Acres

DAVIS COUNTY SURVEYOR SEAL PREMINGTON, UTAH		SCALE AS NOTED SUBMIT 1 OF 1
EXHIBIT "A" FLEET PARKING LOT 160 SOUTH DEPOT STREET		Davis COUNTY Connects You
BASED ON ALTA SURVEY BY SILVERPEAK 07/20/2022 A PART OF THE NORTHEAST QUARTER OF SECTION 02, T4N, R2W, SLR&M, U.S. SURVEY CLEARFIELD CITY, DAVIS COUNTY, UTAH		
DAVIS COUNTY SURVEYOR MAX B. ELLIOTT	Davis County Surveyor's Office	Date 03/10/2023
Prepared by Bus H. Baummeister		

EXHIBIT B
(Project Development Plans)

<u>LAND USE TABLE</u>		
PROPERTY ZONE:		
TOTAL GROSS ACREAGE (ACRES)		100%
BUILDING FOOTPRINT		0.00%
LANDSCAPING		0.00%
HARDSCAPING		0.00%
ADA PARKING STALLS	0 STALLS	
ADJUSTED TOTAL PARKING	70 STALLS	



THE CONTRACTOR IS TO CALL BLUE STAKES
PRIOR TO ANY CONSTRUCTION.

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. IF A CONFLICT IS IDENTIFIED, THE ENGINEER OF RECORD SHOULD BE CONTACTED IMMEDIATELY, PRIOR TO ANY FURTHER WORK BEING DONE RELATED TO THE ISSUE. CONTRACTOR IS TO BEGIN CONSTRUCTION AT LOW SIDE OF ALL GRAVITY LINES.

DAVIS COUNTY HEALTH DEPARTMENT								
	WALL CONSULTANT GROUP 2139 SOUTH 1260 WEST SALT LAKE CITY, UT 84119 PHONE: 801-449-1173							
	23-113							
	CONCEPT PLAN							
	PROJECT NO. 23-113							
	SHEET NO.	C000						



STAFF REPORT

TO: Clearfield City Planning Commission

FROM: Brad McIlrath, Senior Planner

MEETING DATE: April 19, 2023

SUBJECT: Discussion on Proposed Changes to Clearfield City Parking Regulations.

RECOMMENDED ACTION

Staff recommends that the Planning Commission review the proposed changes and provide recommendations to Planning Staff for any needed changes.

DESCRIPTION / BACKGROUND

Based upon the recommendations of the Clearfield Parking Study completed in 2022, Planning Staff is proposing changes based upon feedback from the Planning Commission and City Council on the parking study. Changes are reflected in both Chapters 14 (Off Street Parking Regulations) and 11G (Downtown Clearfield Form-based Code) of the Land Use Ordinance. Proposed changes are indicated in red text and are underlined where language/code standards are being added.

Staff would like to receive specific feedback from the Planning Commission regarding garage sizes. Current code requires an attached two-car garage for new single-family dwellings with a minimum area of 400 square feet. Based upon review of other municipal garage regulations and industry standards, the recommended increases in square footage for single-family and townhome residential units has been provided. The basis for the recommendation is to ensure sufficient space is provided for families to park a variety of family sized vehicles within the garage. If the garage is too small, then a larger family sized vehicle would need to be parked outside. Additionally, the Planning Commission should consider the following state code regulations, listed below, prohibiting specific building design requirements in municipal codes. Staff see the potential of these proposed regulations to contradict state code and would welcome input from the Planning Commission to properly adopt rules consistent with state codes.

Utah State Code Section 10-9a-534. Regulation of building design elements prohibited.

- 1) *As used in this section, "building design element" means:*
 - a) *Exterior color;*
 - b) *Type or style of exterior cladding material;*
 - c) *Style, dimensions, or materials of a roof structure, roof pitch, or porch;*
 - d) *Exterior nonstructural architectural ornamentation;*
 - e) *Location, design, placement, or architectural styling of a window or door;*

- 
- f) Location, design, placement, or architectural design of a garage door, not including a rear-loading garage door;
 - g) Number or type of rooms;
 - h) Interior layout of a room;
 - i) Minimum square footage over 1,000 square feet, not including a garage;
 - j) Rear yard landscaping requirements;
 - k) Minimum building dimensions; or
 - l) A requirement to install front yard fencing.
- 2) *...a municipality may not impose a requirement for a building design element on a one to two family dwelling.*

Based upon these state code regulations, the prohibitions would only apply to single- or two-family dwellings in Clearfield. Townhomes would not be included as they are considered multi-family dwellings.

ALTERNATIVES

The Planning Commission may make recommendations to Planning Staff that are different from the proposed changes. Any alternative recommendations will be analyzed with the information presented in the parking study.

SCHEDULE / TIME CONSTRAINTS

Following the discussion with the Planning Commission, Staff will prepare a staff report and recommendations for public hearings with the Planning Commission and the City Council for code adoption.

LIST OF ATTACHMENTS

- Chapter 14, Off Street Parking and Loading Regulations – Draft Changes
- Chapter 11G, Downtown Clearfield Form-Based Code Parking Standards – Draft Changes
- Clearfield Parking Study – September 2022

CHAPTER 14 OFF STREET PARKING AND LOADING

SECTION:

[11-14-1: Purpose](#)

[11-14-2: General Requirements](#)

[11-14-3: Parking Spaces Required](#)

[11-14-4: Access](#)

[11-14-5: Parking Area And Parking Lot Requirements](#)

[11-14-6: Off Street Loading](#)

[11-14-7: Other Parking Provisions](#)

11-14-1: PURPOSE:

The purpose of the off-street parking and loading requirements is to reduce street congestion and traffic hazards in the city by incorporating adequate, attractively designed facilities for off street parking and loading as an integral part of every use of land in the city. (Ord. 2009-41, 11-24-2009)

11-14-2: GENERAL REQUIREMENTS:

A. Adequate Provisions Required: There shall be provided at the time of erection of any main building or at the time any main building is enlarged or increased in capacity or converted to a new use, minimum off street parking space with adequate provision for ingress and egress by standard size automobiles in accordance with the requirements herein.

B. Size: For the purpose of this chapter, one parking space shall be assumed to be one hundred eighty (180) square feet (dimensions of 9 feet x 20 feet). In situations where the parking stall allows a portion of the vehicle to extend over landscaping ("nose over landscaping"), the painted lines for the stall may be allowed to be eighteen feet (18') in length. Ten percent (10%) of total surface parking may be developed as "compact parking spaces" with the parking stall dimensions of eight feet six inches by eighteen feet (8'6" x 18').

C. Parking Structures: Parking structures may be developed entirely with parking stall dimensions of nine feet by eighteen feet (9' x 18'). Parking structures shall be required to include an adequate fire suppression system. Parking structures shall have a minimum vertical clearance of eighty-four inches (84"). Parking structures that include ADA parking spaces, the minimum vertical clearance for the level the ADA spaces are located shall be ninety-eight inches (98") to accommodate the vertical clearance for wheelchair lift-equipped vehicles.

D. Alternatives To On Site Parking: For any new use, structure, building or parcel, required off street parking may be provided on other property not more than a two hundred foot (200') distance from the nearest point of the parcel, and shall not require persons to cross a public street. The planning commission may consider such alternatives through the site plan process. (Off-site parking shall not be

allowed for dwellings or to accommodate parking needs for property/parcels located either entirely or partially outside of Clearfield City.) (Ord. 2015-13, 7-28-2015)

11-14-3: PARKING SPACES REQUIRED:

A. Floor Area Defined: "Floor area", in the case of offices, merchandising or service types of uses, shall mean the gross floor area used or intended to be used by tenants or for service to the public as customers, patrons, clients or patients, including areas occupied by fixtures and equipment used for display or sales of merchandise. It shall not include areas used principally for nonpublic purposes, such as storage, incidental repair, processing or packaging of merchandise.

B. Specific Requirements: Required off street parking shall be provided for each use as listed below. Numbers listed shall be the minimum required. Parking for uses not specifically listed below shall be provided in the same ratio as the use most nearly approximating the characteristics of the unlisted use, as determined by the planning commission.

<u>Use</u>	Parking Spaces Required	
Auditoriums, assembly halls		1 space ~~per~~ <u>for every</u> 5 seats or fraction thereof.
<u>Batting cages</u>		<u>2 spaces per cage.</u>
Bowling alleys, ~~skating rinks~~		~~2 spaces for every 1,000 square feet of floor area or fraction thereof~~ <u>2 spaces per lane.</u>
Churches		1 space ~~per~~ <u>for every</u> 150 square feet or fraction thereof.
<u>Distribution</u>		<u>1 passenger vehicle space per 1,000 square feet of floor area.</u> <u>Truck and trailer storage shall be provided on a case-by-case basis.</u>
<u>Distribution, light</u>		<u>1 passenger vehicle space per 1,000.</u>

		<u>square feet of floor area.</u>
Dwellings: ⁴		
	Single-family	2 parking spaces.
	Two-family ^{1,4}	2 spaces per unit.
	All other multi-family ^{1,2,3}	<u>2.125 spaces per unit with 1.125 spaces per 1-bedroom unit; 2.125 spaces per 2-bedroom unit; and 2.625 spaces per 3+ bedroom unit.</u> ~~a~~ Any fraction of a space raised to the next whole number (example: 3 dwellings = 6.375 spaces, which is rounded up to 7). At least 1 space per unit shall be covered.
Fast food or drive-in restaurant		~~20~~ <u>5</u> spaces ~~for each~~ <u>per</u> 1,000 square feet of sales and enclosed eating space or fraction thereof.
<u>General office</u>		<u>2.5 spaces per 1,000 square feet of floor area.</u>
Golf courses, ~~tennis courts and similar recreation areas~~		~~Determined by specific review by the planning commission~~ <u>8.5 spaces per hole.</u>
Hospitals, schools, civic buildings		1 space ~~for every~~ <u>per</u> 300 square feet of floor area or fraction thereof.

Hotel, motel and lodge		1 space per unit, plus 1 space per 200 square feet of assembly, banquet and restaurant area. ~~In addition, 1 space shall be provided for trailers and accessory vehicles per every 5 units or fraction thereof~~
~~Industrial and wholesale establishments~~	-	~~2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage~~
<u>Industrial</u>		<u>0.5 passenger vehicle space per 1,000 square feet of floor area.</u>
<u>Industrial, light (manufacturing)</u>		<u>1 passenger vehicle space per 1,000 square feet of floor area.</u>
Intensive retail commercial shops selling directly to the public		3.5 spaces ~~for each~~ <u>per</u> 1,000 square feet of floor area or fraction thereof.
Less intensive commercial business, as furniture, appliance, and lumber sales		~~1.5~~ <u>0.75</u> spaces ~~for each~~ <u>per</u> 1,000 square feet of floor area or fraction thereof.
<u>Medical and dental offices</u>		<u>3 spaces per 1,000 square feet of floor area.</u>

<u>Misc. indoor recreation</u>		<u>2 spaces per 1,000 square feet of floor area.</u>
Mortuary		1 space ~~for every per~~ 300 square feet of floor area or fraction thereof.
~~Offices and personal services, including medical and dental clinics~~		~~2 spaces for each 1,000 square feet of floor area or fraction thereof~~
Restaurants, bars		~~1 space for each 100~~ <u>10 spaces per 1,000</u> square feet of floor area or fraction thereof, <u>or 0.5 spaces per seat, whichever is greater.</u>
<u>Skating rinks, swimming pools</u>		<u>1 space per 1,000 square feet of floor area.</u>
<u>Tennis and pickleball courts</u>		<u>2 spaces per court.</u>

¹ In cases where tandem garages are used with space for two vehicles, the garage shall only count as 1 space for purposes of meeting minimum parking needs.

² Tandem parking within a parking garage or parking lot shall only be permitted if the parking garage or area includes parking attendants to park and manage the vehicles at all times the garage or lot is open for use.

³ Parking behind a garage space located in an apartment building or apartment garages is prohibited.

⁴ Driveways shall have a minimum depth of twenty feet (20') to be counted as a parking space to meet the minimum parking standards of this title.

(Ord. 2009-41, 11-24-2009)

11-14-4: ACCESS:

A. Ingress And Egress: ~~The placement of ingress and egress to commercial and industrial lots shall be subject to review and approval by the planning commission.~~ On commercial and industrial lots, ~~D~~driveway approaches shall not be more than forty-five feet (45') in width or less than sixteen feet (16') in width for one-way traffic and thirty feet (30') in width for two-way traffic. On residential lots,

driveway approaches shall not be less than twelve feet (12') in width for one-way traffic and twenty-four feet (24') in width for two-way traffic.

B. Spacing: In all commercial, public facilities, and manufacturing zones, the distance between driveway approaches shall be subject to review and approval by ~~the planning commission~~ public works staff and/or Utah department of transportation. Wherever possible, that distance shall not be less than twelve feet (12').

C. Distance From Intersections: In all commercial and manufacturing zones, driveway approaches shall not be closer to an intersection of two (2) streets, than fifty feet (50'), measured from the corner point of the property lines.

D. Radii Of Approaches: The radii of driveway approaches shall be a minimum of ten feet (10'). (Ord. 2009-41, 11-24-2009)

E. Residential Driveways: The minimum length of any single-, two-, or multi-family residential driveway shall be twenty feet (20') from back of curb or sidewalk (if present).

11-14-5: PARKING AREA AND PARKING LOT REQUIREMENTS:

Every parcel of land used as a public or private parking area, including commercial parking facilities and motor vehicle, farm equipment or other open-air sales lots, shall be developed and maintained in accordance with the following requirements:

A. Backing Onto Public Street: No off-street parking lot shall be constructed in a manner that would require vehicles to back out onto a public street. (Ord. 2009-41, 11-24-2009)

B. Surfacing:

1. Requirements: Except as provided in subsection B2 of this section, parking areas shall be properly surfaced with concrete, asphalt, or masonry pavers, maintained in good condition, and kept free of weeds, dust, trash, and debris.

2. Residential Parking Areas:

a. All new main residential driveways, approaches, and parking spaces required by this title shall be surfaced with concrete, asphalt or other hard surfaced (impermeable) pavement material. All new main residential driveways shall have a minimum depth from the front property line to the front of the residence or garage of twenty feet (20').

b. Any gravel or crushed rock installed for accessory parking in a residential zone after July 1, 2014, must be a minimum of two inches (2") deep, compacted, placed atop a weed barrier, be maintained completely free of grass and weeds, and contained within durable borders.

c. Legally established, but nonconforming residential gravel driveways installed prior to July 1, 2014, may continue to be utilized, provided they are properly maintained and kept completely free of grass and weeds.

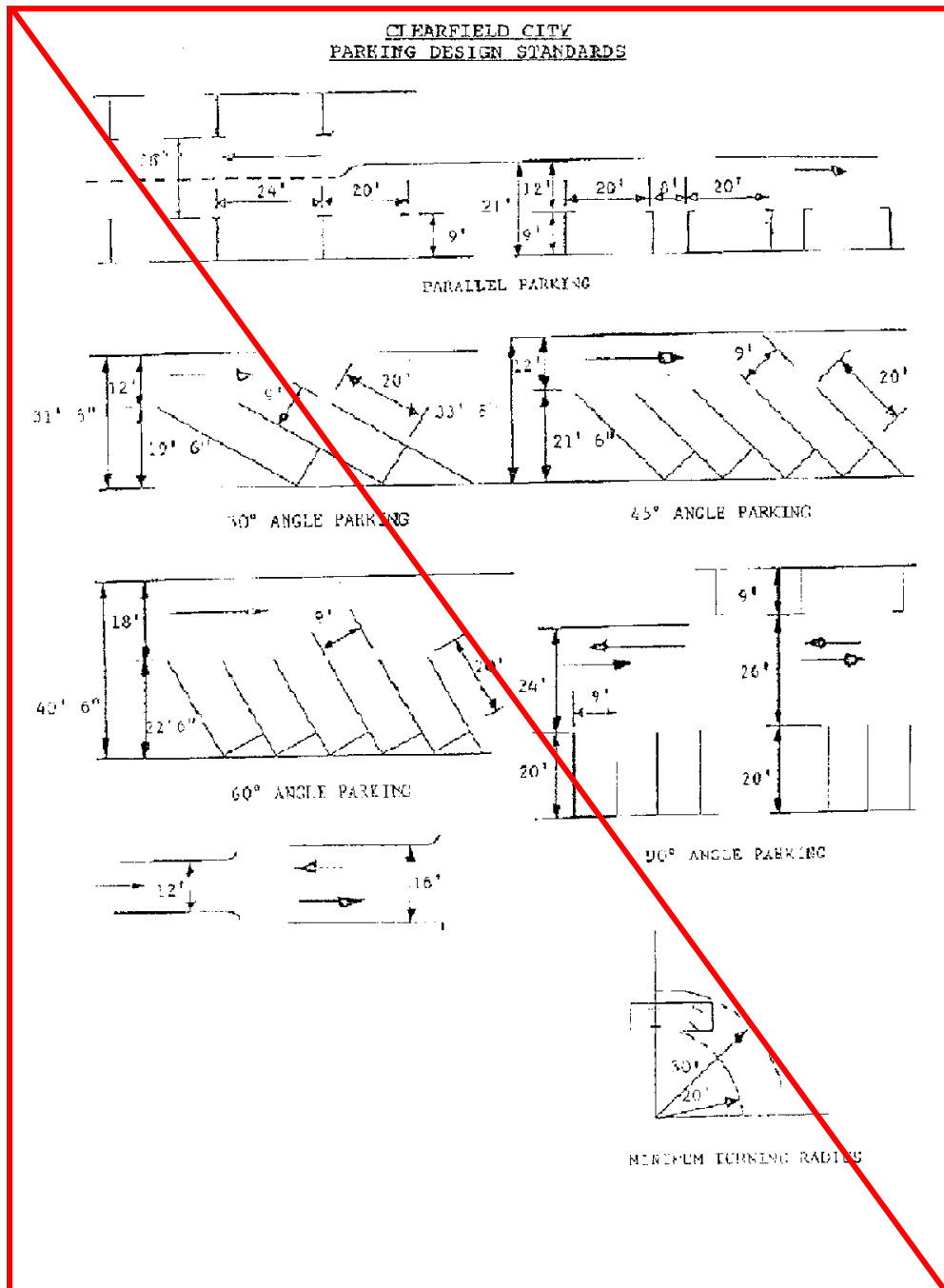
3. Variations: Variations to the required surface materials set forth in subsection B1 of this section may be permitted for residential parking in the A-1 agricultural zone and for temporary businesses and

special events for which the necessary permits or licenses have been issued by the city. (Ord. 2014-15, 6-24-2014, eff. 7-1-2014)

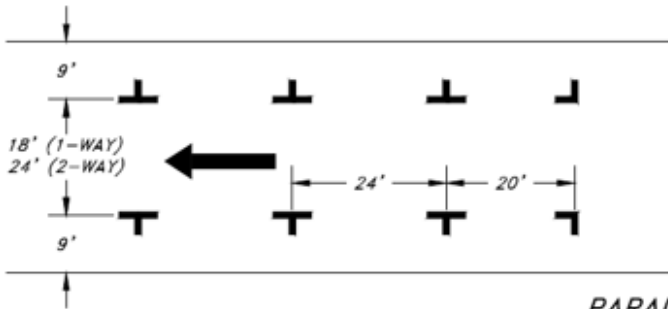
C. Grading: Parking lots shall be graded for proper drainage.

D. Lighting: Lighting used to illuminate an off-site parking area shall be so arranged as to reflect the light away from adjoining premises in any residential district. (Ord. 2009-41, 11-24-2009)

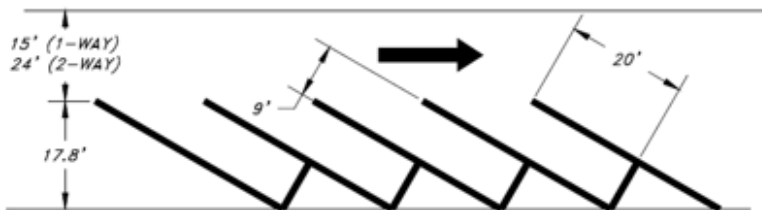
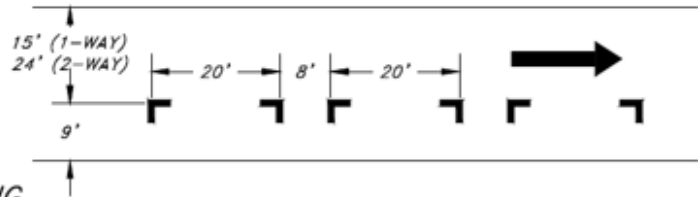
E. Design: As a minimum requirement, parking areas shall comply with the standards as shown below. Travel lanes between dual rows of ninety-degree (90°) parking may be developed at twenty-four feet (24') in width subject to prior approval from the city engineer and the North Davis fire district. Primary access points to the parking lot, or the access lane located closest to the primary structure on the lot must be provided with twenty-six foot (26') travel lanes. (Ord. 2015-13, 7-28-2015)



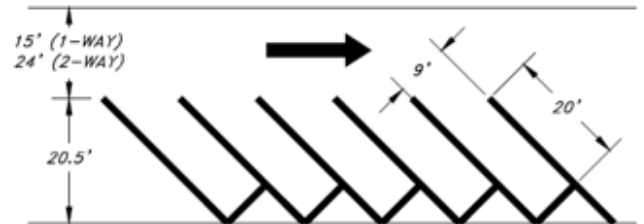
CLEARFIELD CITY PARKING DESIGN STANDARDS



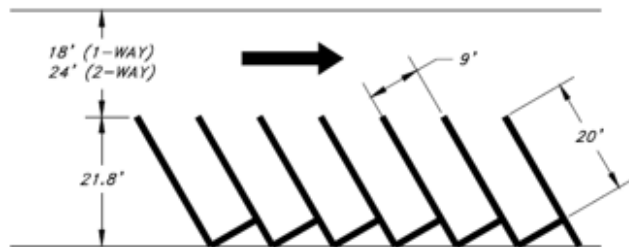
PARALLEL PARKING



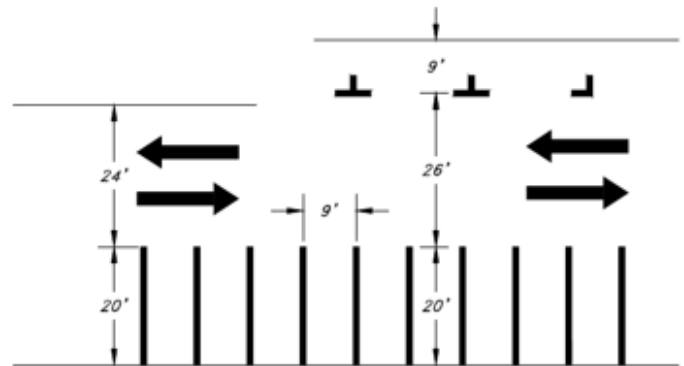
30° ANGLE PARKING



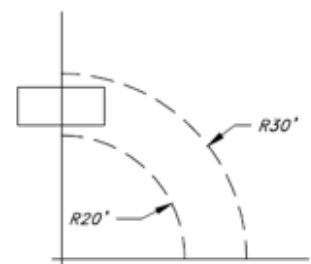
45° ANGLE PARKING



60° ANGLE PARKING



90° ANGLE PARKING



MINIMUM TURNING RADIUS

F. Interior Parking Lot Landscaping:

1. On doubled rows of parking stalls, there shall be a forty-foot (40') long by nine-foot (9') wide landscaped island on each end of the rows, plus a forty-foot (40') long by nine-foot (9') wide landscaped island to be placed at a minimum of every twelve (12) parking stalls. Each island on doubled parking rows shall include a minimum of two (2) deciduous trees, having a minimum trunk size of two inches (2") in caliper measured eight inches (8") above the soil line. Other landscaping installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscape islands.

2. On single rows of parking there shall be a twenty-foot (20') long by nine-foot (9') wide landscaped island a minimum of every twelve (12) stalls. In situations where the parking stall allows a portion of the vehicle to extend over landscaping ("nose over landscaping"), the island planter may be allowed to be no less than eighteen feet (18') in length. Islands on a single parking row shall have a minimum of one deciduous tree having a minimum trunk size of two inches (2") in caliper measured eight inches (8") above the soil line. Other landscaping installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscaped islands.

3. Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area. There shall be a break in parking rows at a minimum of forty-eight (48) parking stalls for each double row of parking for the purpose of facilitating traffic circulation on the site.

4. Interior parking lot islands are not required for industrial properties in order to facilitate traffic flow for large vehicles and proper snow removal.

~~—5. Landscaping shall be required around the perimeter of parking areas. Landscaped areas adjacent to street frontages shall be a minimum of ten feet (10') in width. Landscaped areas adjacent to parcels that have the same land use shall be a minimum of six feet (6') wide. A fence, landscaping screen, or berm is required around the perimeter of the parking area to mitigate escape of light from headlights and other lighting on surrounding property.~~

~~—6. When parking areas abut a front yard or road frontage landscaped area, such parking area shall be screened by the following methods or a combination of any of the following that is capable of blocking headlight glare and shall meet the following requirements:~~

~~—a. Landscape hedge screening shall be planted and maintained as a continuous landscape hedge not less than three feet (3') in height, measured from finish grade of the parking lot, and located outside of public rights of way. Plant materials shall be an evergreen species, a minimum of five (5) gallon size and spaced not farther than five feet (5') on center. The landscape hedge shall be set back a minimum of three feet (3') and a maximum of six feet (6') from the perimeter of any parking space, driveway, or any access aisle. Ground covers and shrubs planted within the clear vision triangle area shall not exceed three feet (3') (36 inches) in height.~~

~~—b. Berms shall measure not less than three feet (3') in height from finish grade of the parking lot and shall not be located in public rights of way. The toe of the berm shall be set back a minimum of~~

three feet (3') and a maximum of six feet (6') from the perimeter of any parking space, driveway, or any access aisle. The maximum slope of the berm shall not exceed four to one (4:1).

~~—c. Parking screen walls shall measure not less than three feet (3') and not more than four feet (4') in height from finish grade of the parking lot. Parking screen walls shall not be located in public rights of way, or on top of any retaining walls. Walls shall be set back a minimum of three feet (3') and a maximum of six feet (6') from the perimeter of any parking space, driveway, or any access aisle, as measured from the back of curb. Walls shall be constructed of decorative block, brick, stone, or similar materials and finished on both the interior and exterior elevations. Horizontal and/or vertical variation in the design of screen wall is required whenever linear alignment exceeds one hundred feet (100').~~

~~In instances, when the parking lot and adjacent roadway are determined by the zoning administrator to be at slopes where the three feet (3') in height measured from the finished grade of the parking lot does not provide adequate screening, measurements from the higher finished grade of the property should be used, and the measurement of the screening (wall, berm, or landscape) is not to be less than three feet (3') in height.~~

~~—7. 5.~~ All landscaping improvements required by this section shall be installed in accordance with the approved site plan, landscaping plan, and irrigation plan. They shall be completed prior to the issuance of a certificate of occupancy for the building or structure with which they are associated, or in cases of inclement weather, within six (6) months of the date of initial occupancy. Date of initial occupancy will be the date that a certificate of occupancy is issued for the first building or facility of an individual phase or plat of the development.

~~—8. 6.~~ All landscaping required by this section shall be properly irrigated with an automatic irrigation system.

G. Perimeter Parking Lot Landscaping:

1. Landscaping shall be required around the perimeter of parking areas. Landscaped areas adjacent to street frontages shall be a minimum of ten feet (10') in width. Landscaped areas adjacent to parcels that have the same land use shall be a minimum of six feet (6') wide. A fence, landscaping screen, or berm is required around the perimeter of the parking area to mitigate escape of light from headlights and other lighting on surrounding property.

2. When parking areas abut a front yard or road frontage landscaped area, such parking area shall be screened by the following methods or a combination of any of the following that is capable of blocking headlight glare and shall meet the following requirements:

a. Landscape hedge screening shall be planted and maintained as a continuous landscape hedge not less than three feet (3') in height, measured from finish grade of the parking lot, and located outside of public rights of way. Plant materials shall be an evergreen species, a minimum of five (5) gallon size and spaced not farther than five feet (5') on center. The landscape hedge shall be set back a minimum of three feet (3') and a maximum of six feet (6') from the perimeter of any parking space, driveway, or any access aisle. Ground covers and shrubs planted within the clear vision triangle area shall not exceed three feet (3') (36 inches) in height.

b. Berms shall measure not less than three feet (3') in height from finish grade of the parking lot and shall not be located in public rights of way. The toe of the berm shall be set back a minimum of three feet (3') and a maximum of six feet (6') from the perimeter of any parking space, driveway, or any access aisle. The maximum slope of the berm shall not exceed four to one (4:1).

c. Parking screen walls shall measure not less than three feet (3') and not more than four feet (4') in height from finish grade of the parking lot. Parking screen walls shall not be located in public rights of way, or on top of any retaining walls. Walls shall be set back a minimum of three feet (3') and a maximum of six feet (6') from the perimeter of any parking space, driveway, or any access aisle, as measured from the back of curb. Walls shall be constructed of decorative block, brick, stone, or similar materials and finished on both the interior and exterior elevations. Horizontal and/or vertical variation in the design of screen wall is required whenever linear alignment exceeds one hundred feet (100').

In instances, when the parking lot and adjacent roadway are determined by the zoning administrator to be at slopes where the three feet (3') in height measured from the finished grade of the parking lot does not provide adequate screening, measurements from the higher finished grade of the property should be used, and the measurement of the screening (wall, berm, or landscape) is not to be less than three feet (3') in height.

3. On single rows of parking along the perimeter of a parking lot, there shall be a twenty-foot (20') long by nine-foot (9') wide landscaped island a minimum of every twelve (12) stalls. In situations where the parking stall allows a portion of the vehicle to extend over landscaping ("nose over landscaping"), the island planter may be allowed to be no less than eighteen feet (18') in length. Islands on a single parking row shall have a minimum of one deciduous tree having a minimum trunk size of two inches (2") in caliper measured eight inches (8") above the soil line. Other landscaping installed in the island shall include shrubbery and an acceptable ground cover. No hard surface improvements such as concrete or asphalt are allowed within any landscaped islands.

4. All landscaping improvements required by this section shall be installed in accordance with the approved site plan, landscaping plan, and irrigation plan. They shall be completed prior to the issuance of a certificate of occupancy for the building or structure with which they are associated, or in cases of inclement weather, within six (6) months of the date of initial occupancy. Date of initial occupancy will be the date that a certificate of occupancy is issued for the first building or facility of an individual phase or plat of the development.

5. All landscaping required by this section shall be properly irrigated with an automatic irrigation system.

H. Snow Stacking Area: Every parking lot design shall plan for a snow stacking area to accommodate the stacking volume of a four-inch (4") snow base over the entire parking lot. (Ord. 2009-41, 11-24-2009; amd. Ord. 2011-10, 9-27-2011; Ord. 2015-19, 12-8-2015; Ord. 2021-11, 7-27-2021)

11-14-6: OFF STREET LOADING:

A. Required: For every building or part thereof having a gross floor area of ten thousand (10,000) square feet or more which is to be occupied by a commercial or industrial use or from which deliveries of materials or merchandise are made by motor vehicles, there shall be provided and maintained on the

same lot with the building at least one off street loading space, plus one for each additional twenty thousand (20,000) square feet or major fraction thereof.

B. Size Of Loading Space: Each loading space shall be not less than fourteen feet (14') in width, twenty-five feet (25') in length and have an overhead clearance of not less than fifteen feet (15').

C. Location Of Loading Space: Required loading spaces may occupy any required yard or court, except that if it shall be located closer than fifty feet (50') to any residential zone, it shall be enclosed by a brick or stone wall, or landscaping not less than six feet (6') in height. (Ord. 2009-41, 11-24-2009)

11-14-7: PRIVATE GARAGE STANDARDS:

A. Single-Family Dwellings: Each dwelling unit shall have an attached two (2) car garage that complies with the following standards:

1. Minimum Dimensions: Each garage shall have minimum dimensions of no less than twenty-two feet (22') wide by twenty-two feet (22') deep.
2. Minimum Garage Door Opening: Each garage shall have a minimum garage door opening of not less than sixteen feet (16') wide.
3. Minimum Garage Height: Garages shall have a minimum unobstructed height of not less than eight feet (8') for the entire length and width of the garage.
4. Power Supply: Each garage shall be serviced with a 220-volt power source.

B. Two- and Multi-Family Dwellings: If provided, garages shall comply with the following standards:

1. Single-Car Garages:

- a. Minimum Area/Dimensions: Each single (1) car garage shall have a minimum area of two hundred and twenty (220) square feet and minimum dimensions of no less than ten feet (10') wide by twenty-two feet (22') deep or eleven feet (11') wide by twenty feet (20') deep. The minimum garage area shall be free of obstructions such as stairs, mechanical equipment, or structural appendages including but not limited to columns.
- b. Minimum Garage Door Opening: Each single (1) car garage shall have a minimum garage door opening of not less than eight feet (8') wide.
- c. Minimum Garage Height: Garages shall have a minimum unobstructed height of not less than eight feet (8') for the entire length and width of the garage.
- d. Power Supply: Each garage shall be serviced with a 220-volt power source.

2. Two-Car Garages:

- a. Minimum Area/Dimensions: Each two (2) car garage shall have a minimum area of four hundred and forty (440) square feet and minimum dimensions of no less than twenty feet (20') wide by twenty-two feet (22') deep. The minimum garage area shall be free of obstructions such as stairs, mechanical equipment, or structural appendages including but not limited to columns.
- b. Minimum Garage Door Opening: Each two (2) car garage shall have a minimum garage door opening of not less than sixteen feet (16') wide.
- c. Minimum Garage Height: Garages shall have a minimum unobstructed height of not less than eight feet (8') for the entire length and width of the garage.
- d. Power Supply: Each garage shall be serviced with a 220-volt power source.

11-14-~~78~~: OTHER PARKING PROVISIONS:

A. Drive-In Businesses: Driveways, parking areas and off-street storage lanes for automobiles awaiting entrance to drive-in theaters, banks, restaurants, etc., shall be provided.

B. Joint Use Parking Areas: Joint or common parking facilities may be provided in lieu of the individual requirements found in this chapter; provided, that the total of such off street parking spaces, when used together, shall not be less than the sum of the various uses computed separately. If the common facilities are located on more than one lot, a covenant for the preservation of the parking facilities must be filed with the city.

C. Compliance With Americans With Disabilities Act: In addition to the requirements of this chapter, parking areas shall be designed to conform to the minimum requirements of the Americans with disabilities act. (Ord. 2009-41, 11-24-2009)

Chapter 9.0

PARKING STANDARDS

9.0 Parking

9.1 Purpose

1. Intent

The established provisions are intended to accomplish the following:

- (1) Ensure an appropriate level of vehicle parking, loading, and storage to support a variety of land uses.
- (2) Provide site design standards to mitigate the impacts of parking lots on adjacent land uses and zoning districts.
- (3) Provide specifications for vehicular site access.
- (4) To allow shared public on-street parking and in parking lots to serve the needs of visitors and patrons.
- (5) To allow projects to match parking to tenant needs.
- (6) To support a more walkable, transit-oriented development pattern.
- (7) To support and improve walkability, bikeability, and non-vehicular transportation.
- (8) To mitigate the impacts of vehicular parking lots on the urban neighborhood context and streetscapes of Downtown Clearfield.

2. Applicability

This section shall apply to all new development and changes in use or intensity of use for existing development, in all Downtown Clearfield districts.

- (1) Compliance. Compliance with the standards outlined shall be attained in the following circumstances:
 - (a) Development of all new parking facilities, loading facilities, and driveways.
 - (b) Improvements to existing parking facilities, loading facilities, and driveways, including re-configuration, enlargement, or the addition of curbs, walkways, fencing, or landscape installation.
 - (c) Change in use requiring a change in the amount of parking.
- (2) Damage or Destruction. When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is reestablished, any associated off-street parking spaces or loading facilities must be reestablished based on the requirements of this section.
- (3) Site Plan Approval Required. Parking quantities, design, and layout shall be approved through the Site Plan Approval process. Refer to Chapter 11 Site Plan Approval for details.

9.2 General Requirements

1. Off-street Parking

Off-street parking spaces shall be provided in conformance with Tables 9.2 (1) Required Vehicular Parking and 9.3 (1) Bicycle Parking.

- (1) Required Accessible Parking. Parking facilities accessible for persons with disabilities shall comply with or exceed the standards detailed in the ADA Standards for Accessible Design including quantity, features, and location. (www.ada.gov)
- (2) Requirements for Unlisted Uses. Upon receiving a site plan, occupancy certificate, or other permit application for a proposed use not specifically addressed, the Zoning Administrator is authorized to apply off-street parking standards for the use deemed most similar to the proposed use. In instances where an equivalent similar use may not be clearly determined or the standard is in question, the Zoning Administrator may require the applicant to submit a parking study that will help determine the appropriate requirements.
- (3) Private Off-Premises Parking. Where private off-site parking facilities are approved, such facilities shall be in the same possession as the property occupied by the building or use to which the parking facilities are accessory.
 - (a) Such possession may be either by deed or lease, guaranteeing availability of the parking commensurate with the use served by the parking.
 - (b) The agreement providing for the use of off-site parking, executed by the parties involved, shall be in a form approved by the City Attorney and filed with the Zoning Administrator.
 - (c) The deed or lease shall require the owner to maintain the required number of parking facilities for the duration of the use served or of the deed or lease, whichever shall terminate sooner.
 - (d) Location of Parking. Any off-premise parking must be within 660 feet (1/8 mile) from the entrance of the use to the closest parking space measured along a dedicated public or private pedestrian path.
- (4) Driveway Tandem Parking. To meet minimum parking requirements, tandem parking configured with a 1-car garage and 1-car driveway is permitted for certain building types with approval of the Zoning Administrator through the site plan review process. Driveways shall have a minimum depth of 20 feet to quality as a parking space. Permitted building types include:
 - (a) Garden Court Building Types
 - (b) Townhouse Building Types
- (5) Other Tandem Parking. Tandem parking within a parking lot or garage shall only be permitted if the lot or garage includes parking attendants to park and manage the vehicles at all times the lot or garage is open for use.

2. Required Vehicular Parking

Tables 9.2 (1) outlines the vehicular parking requirements for uses.

- (1) Organized by Use. The parking requirements are organized by use.
 - (a) Parking rates are provided for general use categories; these numbers are applicable for all the uses within these categories.
 - (b) If a specific use requires a different parking rate than its use category, it is also listed in Table 9.2 (1) Required Parking by Use.
- (2) Vehicular Spaces Required. The vehicular spaces required column indicates the required off-street parking ratio, which may be subject to credits and other reductions and a maximum number, as are detailed in this section.
- (3) Maximum Allowable Vehicular Spaces. When a use requires more than 20 spaces, it is not permitted to provide greater than 10% over the minimum parking requirement.
 - (a) For those uses with no requirements, the maximum number of spaces required should be no more than the next level up of that use. For example, for Neighborhood Retail, the number of spaces should be no more than the requirements for General Retail.
- (4) Computation. Off-street parking spaces shall be calculated using the following information.
 - (a) Area Measurements. The following units of measurements shall be utilized to calculate parking requirements. See Table 9.2 (1).
 - (i) Dwelling Unit. Parking standards for residential buildings shall be computed using dwelling unit as the unit of measure, unless otherwise stated.
 - (ii) Net/Occupiable Square Footage. Unless otherwise expressly stated, parking standards for non-residential Uses shall be computed on the basis of net, occupiable floor area in square feet.
 - (iii) Occupancy- or Capacity-Based Measurements. Parking spaces required per available seat or per employee, student, or occupant shall be based on the greatest number of persons on the largest shift, the maximum number of students enrolled, or the maximum fire-rated capacity, whichever measurement is applicable.
 - (iv) Bench Seating. For uses in which users occupy benches, pews, or other similar seating facilities, each 24 inches of such seating shall be counted as one seat.
 - (b) Fractions. When computation of the number of required off-street parking spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.
 - (c) Multiple Uses on a Lot. When there are multiple uses on a lot, required spaces shall be calculated as an amount equal to the total requirements for all uses on the lot, unless the uses qualify for shared, cooperative, or other credits to reduce parking. Refer to Table 9.2 (2).

Table 9.2 (1) Required Parking By Use

Residential ^{1, 2, 4}	
Multifamily, Studio & 1 Bedrooms	1.15 / Dwelling Unit ^{1, 3}
Multifamily, 2 Bedrooms	1.725 / Dwelling Unit ^{1, 3}
Multifamily, 3+ Bedrooms	2.3 / Dwelling Unit ^{1, 3}
Lodging	1 / Room & 1 / 200 sq. ft. Office and Dining Area
Senior Housing, Multifamily	25% Reduction ³
Group Home	1 per 6 persons of Design Capacity ²
Civic/Institutional	
Assembly (Auditoriums; Churches/Places of Worship)	1 / 5 Seats
Transit Station	Per Zoning Administrator
Library / Museum / Post Office (no distribution)	~~1 / 600 sq. ft.~~ ^{2 / 1,000 sq. ft., 1 / 1,000 sq. ft., 2 / 1,000 sq. ft.}
Police & Fire	Per Zoning Administrator
~~Post-Office~~	~~1 / 400 sq. ft.~~
School: Pre K to Jr. High	1 / Classroom & 1 / 200 sq. ft. Office
School: High School, Higher Education, Specialized & Vocational/Tech Schools	1 / Classroom, 1 / 200 sq. ft. Office, & .25 / Student
Retail	
Neighborhood Retail (< 12,000 sq. ft.)	1 / 500 sq. ft.
General Retail (>= 12,000 sq. ft.)	1 / 350 sq. ft.
Service	
Neighborhood Service (< 12,000 sq. ft.)	1 / 500 sq. ft. Add Bank: 3 / 1,000 sq. ft., Fitness, Gym, Dance Studio 4 / 1,000 sq. ft., Concert Hall/Theater: 1 / 5 seats Misc. Indoor Recreation: 1.5 / 1,000 sq. ft.
General Service (>= 12,000 sq. ft.)	1 / 350 sq. ft.
Neighborhood Eating & Drinking Establishments (< 12,000 sq. ft.)	7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof
General Eating & Drinking Establishments (>= 12,000 sq. ft.)	15 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof
Residential Care	.33 / Unit & .66 / Employee
Vehicle Services	1 / Service Bay & 1 / 350 sq. ft. of retail Add
Office & Industrial	
General Office	1 / 350 sq. ft. Fast Food: 6 / 1,000 sq. ft. with a minimum of 8 total spaces.
Hospital	.20 / Bed & .66 / Employee
Crafts Industry	1 / 1,000 sq. ft. of Production Space & 1 / 500 sq. ft. of Retail Space
Open Space & Recreation	
Open Space & Recreation	~~Per Zoning Administrator~~
Footnotes	
Based on a case-by-case parking study.	
¹ Visitor parking for Multi Family Residential is included at the level of 15% of the required parking.	
² Design Capacity is the maximum occupancy of a building or structure based on the Fire and/or Building code, whichever is larger.	
³ 50% of all parking spaces shall be covered parking with a minimum of 1 covered parking space per residential unit.	
⁴ In cases where tandem garages are used with space for two vehicles, the garage shall only count as 1 space for the purposes of meeting minimum parking needs.	

9.0 Parking

3. Parking Credits

Vehicular parking standards in Table 9.2 (1) may be reduced by achieving one or all of the following credits.

- (1) Transit Credit. Vehicular parking requirements may be reduced with proximity to any rail station or transit line with no greater than up to 15-minute headways continuously between the hours of 6am-7pm. Proximity is measured using network distance along dedicated public pedestrian pathways from any point along the property line to the platform or transit stop.
 - (a) Within 660 feet. A reduction of 10% of the required off-street parking.
 - (b) Within 1320 feet. A reduction of 5% of the required off-street parking.
- ~~(2) Structured Parking Credit. Vehicular parking requirements may be reduced with the provision of structured parking:~~
 - ~~(a) If 75% or more of parking is located within the building envelope or in a parking structure with two (2) or more floors, a reduction of up to 25% is allowed.~~
 - ~~(b) Parking structures must be located within 660 feet of the building.~~
- (2) Other Parking Reductions. Additional reductions (e.g. Car-Share parking credits) may be approved by the Zoning Administrator with the submittal of a parking study illustrating the reduction, including the shared parking standards provided in Table 9.2 (2).

4. Multiple Use Reductions

The following reductions may be taken:

- (1) Shared Vehicular Parking. An arrangement in which two or more uses with different peak parking demands use the same off-street parking spaces to meet their off-street parking requirements.
 - (a) General Provisions. Through review of the site plan the Zoning Administrator may permit up to 100% of the parking required for a daytime use to be supplied by the off-street parking spaces provided for a nighttime or Sunday use and vice versa.
 - (b) Approval. To approve a shared parking arrangement, the Zoning Administrator must find, based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.
 - (c) Description of Uses with Weekday, Nighttime, and Sunday Peak Parking.
 - (i) The following uses are considered predominantly weekday uses: office and industrial uses and other similar uses as authorized by the Zoning Administrator.
 - (ii) The following uses are typically considered predominantly nighttime or Sunday uses: eating and drinking establishments, assembly uses, and other similar uses with peak activity at night or on Sundays, as authorized by the Zoning Administrator.
- (2) Cooperative Vehicular Parking. When two or more categories of non-single-family residential uses share a parking lot and are located on the same lot or adjacent lots, the following applies:
 - (a) General Provisions. Shared parking will be approved in accordance with the following. Refer to Table 9.2 (2).
 - (i) For each applicable land use category, calculate the number of spaces required as if it were the only use. Refer to Table 9.2 (1).
 - (ii) Use the figures for each individual land use to calculate the number of spaces required for that use for each time period specified in Table 9.2 (2). This table establishes six time periods per use.
 - (iii) For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six time periods.
 - (iv) Select the time period with the highest total parking requirement and use that as the total number of parking spaces required.
 - (b) Uses in Different Buildings. Through review of the site plan the Zoning Administrator may approve the cooperative agreement if any of the uses are not located in the same structure or building.
 - (c) Location of Cooperative Parking. Any cooperative parking must be within 660 feet from the entrance of the use to the closest parking space within the cooperative parking lot, measured along a dedicated pedestrian path.
 - (d) Off-Site Cooperative Parking Agreement. An agreement approved by the City Attorney providing for cooperative use of off-site parking spaces, executed by the parties involved, shall be reviewed by the Zoning Administrator during review of the site plan.
 - (i) Off-site cooperative parking arrangements shall continue in effect only as long as the agreement remains in force. Minimum acceptable time period for such contracts is five years.
 - (ii) If the agreement is no longer in force, then parking must be provided as otherwise required in this section.

Table 9.2 (2) Shared Parking Percentages

Use	Weekdays			Weekends		
	Midnight- 7:00 am	7:00 am- 6:00 pm	6:00 pm-Midnight	Midnight- 7:00 am	7:00 am- 6:00 pm	6:00 pm-Midnight
Residential (Non-Lodging)	100%	~~50%~~ 60%	80%	100%	80%	80%
Lodging	100%	65%	100%	100%	65%	100%
Retail & Service (General)	5%	100%	80%	5%	100%	60%
Restaurants, Taverns	50%	70%	100%	70%	60%	100%
Theaters & Entertainment	5%	30%	100%	5%	60%	100%
Civic, Office	5%	100%	5%	5%	5%	5%
Churches & Place of Worship	0%	30%	50%	0%	100%	75%
Crafts Industries	5%	100%	10%	5%	50%	10%

9.0 Parking

9.3 Parking Design Standards

1. Vehicular Off-Street Parking Lots

The design or redesign of all off-street parking facilities shall be subject to the site plan approval process.

- (1) The design of all off-street parking lots and spaces shall follow the standards outlined in Clearfield City Code, Title 11, Chapter 14 (11-14-5E).
- (2) Location of Parking. Refer to Chapter 6.0 Building Type Standards for information on the location of parking facilities.
- (3) Landscape Screening. All parking areas shall meet the requirements of Chapter 7.0 Site Landscape & Amenity Standards.
- (4) Landscape Areas and Landscape Islands. Areas not used specifically for sidewalks, parking spaces, driving aisles, loading, or refuse shall not be paved. Areas striped with diagonal striped islands are not permitted. A landscape island is required for every 12 stalls and where feasible to be used for stormwater.
- (5) Illumination. All off-street parking lots or parking structures shall provide a level of illumination at any point in the parking lot or structure not less than one foot-candle measured at the pavement. All lighting shall be shielded or otherwise optically controlled to provide glare-less illumination and limit trespass on adjacent properties.
- (6) Parking Structures: Parking structures may be developed in accordance with the standards outlined in Clearfield City Code, Title 11, Chapter 14 (11-14-2C).



Figure 9.3 (1). Parking Lot Pedestrian Walkway Example.

2. Pedestrian Access

All parking lots with 3 or more double-loaded aisles shall provide internal pedestrian pathway(s) within the parking area and outside of the parking drive aisle.

- (1) Dimension. The pathway shall be a minimum of five feet in width.
- (2) Quantity. One pathway is required for every three double loaded aisles.
- (3) Location. The pathway shall be centrally located within the parking area to serve a maximum number of parking stalls.
 - (a) Pathways shall provide direct connections to the principal structure(s) entrances from the spaces furthest from the entrance.
 - (b) At least one pathway shall provide a direct connection between adjacent vehicular rights-of-way and/or trails and the principal structure's entrance.
- (4) Pathway Delineation. Pedestrian pathways should be clearly marked either with striping or by using alternative materials, such as pavers with landscape islands on each side. Refer to Figures 9.3 (1) and 9.3 (2).

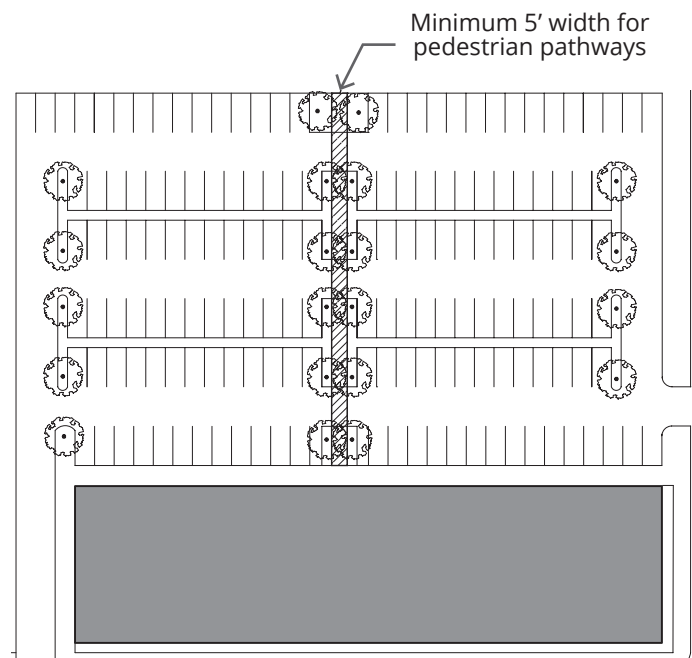


Figure 9.3 (2). Parking Lot Pedestrian Walkway.

3. Required Bicycle Parking & Design

The Required Bicycle Parking Table 9.3 (1) indicates the minimum bicycle parking ratio for a given use. Bicycle Parking for the quantity required in Table 9.3 (1) shall be designed and located as follows. Refer to Figure 9.3 (3).

- (1) Dimensions.
 - (a) Required bicycle parking spaces shall have minimum dimensions of two by six feet (2'x6') in length.
 - (b) An aisle a minimum of five feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.
 - (c) A minimum of two feet shall be provided beside each parked bicycle to allow access. This access may be shared by adjacent bicycles.
 - (d) Racks shall be installed a minimum of two feet from any wall or other obstruction.
- (2) Location. Bicycle parking should be located within 50 feet of the entrance of the use.
 - (a) Indoor or outdoor spaces are permitted, provided they are located on the lot with which they are associated.
 - (b) Spaces located within individual dwelling units may not be counted toward bicycle parking requirements.
 - (c) Bicycle parking facilities shall be separated from vehicular parking areas to protect parked bicycles from damage. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.
- (3) Racks and Structures. Racks and structures shall be provided for each unprotected parking space and shall be designed to accommodate both chain and U-shaped locking devices supporting the bicycle frame at two points.
- (4) Bicycle Storage. In multifamily or office uses bicycle storage shall be lockable and enclosed. This may include bicycle lockers/units that are located outdoors.
- (5) Surface. The parking surface shall be designed and maintained to be mud and dust free. The use of rock or gravel areas for bicycle parking is permitted provided that edging materials are used that clearly demarcate the bicycle parking area and contain the rock material.
- (6) Signage. If required bicycle parking for public use is not visible from the street, signs must be posted indicating their location.
- (7) Maintenance and Lighting. Areas used for required bicycle parking must be well-lit with acceptable drainage to be reasonably free of mud and standing water.
- (8) Shower Facilities. Office and manufacturing uses with more than 50 employees shall provide shower and changing room facilities.
- (9) Long Term Parking. For multifamily residential uses, half of the bicycle parking spaces should be provided as long-term parking, safe and secure from vandalism and theft, and protected from the elements.

Table 9.3 (1) Bicycle Parking by Use

Use Type	# of Bicycle Parking Spaces
Multifamily - Studio/1 Bedroom	Minimum 1 bike rack space/10 Dwelling Units
Multifamily - 2+ Bedrooms	Minimum 1 bike rack space/5 Dwelling Units
Civic/Institutional	Minimum 2 bike rack spaces/10,000 sf
Retail/Services/Office	Minimum 1 bike rack space/3,000 sf
Open Space	Minimum 10 bike rack spaces/1 Acres, or Per Zoning Administrator



Figure 9.3 (3). Required Bicycle Parking Location and Design Example.

9.0 Parking

9.4 Loading Requirements

1. General Requirements

All loading facilities shall adhere to the following requirements, unless otherwise approved during Site Plan Approval (refer to Section 10.1.6).

- (1) Use of Off-Street Loading Areas. Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off-street parking facilities or portions thereof.
- (2) Location. Unless otherwise specified, all required loading facilities shall be located on the same lot as the use to be served. No loading space shall block or project into a street, alley, access drive, or parking area.
 - (a) Required loading spaces may occupy any side or rear yard except if located closer than fifty feet (50') to any residential zone, loading spaces shall be enclosed by a brick or stone wall, or landscaping not less than six feet (6') in height.
- (3) Building Frontage. Loading facilities shall be located per 5.0 Building Type requirements.
- (4) Access. Loading facilities shall have clear access onto an alley or street via a driveway.
 - (a) Direct access to a public way, other than an alley, is prohibited.
 - (b) Each required off-street loading space shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement.

2. Loading Requirements

All uses except in the residential (non-lodging, non-residential care), open space, and civic & institutional categories shall provide off-street loading spaces in compliance with Table 9.4 (1) Required Loading Facilities.

3. Computation

Loading facilities shall be calculated using the following information.

- (1) Gross Square Footage. Unless otherwise expressly stated, loading standards for non-residential buildings shall be computed on the basis of gross floor area in square feet.
- (2) Fractions. When computation of the number of required off-street loading spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.
- (3) Shared or Central Loading Facilities. Shared or central loading facilities are permitted if the following conditions are met.
 - (a) Each property served shall have direct access to the central loading area without crossing streets or alleys.
 - (b) Total off-street loading spaces provided shall meet the minimum requirements herein specified, based on the sum of the several types of uses served unless reviewed and approved by the Zoning Administrator through site plan review.
 - (c) No property served shall be more than 500 feet from the central loading area.

4. Dimensions

A standard off-street loading space shall be a minimum of 10 feet in width by 26 feet in length and an oversized loading space shall be a minimum of 12 feet width and 40 feet in length, exclusive of aisle and maneuvering space and shall have a minimum vertical clearance of 15 feet.

Table 9.4 (1) Required Loading Facilities

Gross Floor Area (sq. ft.)	Loading Spaces Required
Under 10,000	0
10,000 to 20,000	1
20,001 to 40,000	2
40,001 to 70,000	3
70,001 to 100,000	4
100,001+	4 + 1 for each 100,000 sq. ft. over 100,001 sq. ft.

9.5 Site Access Management

1. General Requirements

These standards shall supplement the provisions for access provided in 5.0 Building Type Standards. Each driveway providing site access from a street, alley, or other vehicular right-of-way shall be designed, constructed, and permanently maintained as follows.

2. Quantity of Driveways

The number of driveways permitted for each Building Type is located in 5.0 Building Type Standards.

3. Dimensions and Design

- (1) Driveway Width at Property Line. All driveways shall have a maximum width of 24 feet for residential and 34 feet for non-residential as measured at the property line (Figure 9.5 (1) Driveway Width) except as stated below.
 - (a) Residential Building Types. Driveways constructed in residential districts shall have a minimum width of 12 feet when crossing the front or corner property line.
 - (b) Maximum width for one-way driveways is 16 feet at the property line.
 - (c) City engineer may direct driveway to be wider.
 - (d) Distance between corner and driveway (Figure 9.5 (1) per city engineering standards.
- (2) Maximum Width. When a garage door is located on the front facade of the structure, the driveway shall be no more than two feet wider than the garage door on each side (four feet total).
- (3) Shared Access. When possible, adjacent developments should share points of access to minimize impervious surface.
 - (a) Shared Driveway Width. When access is shared between two or more non-residential users, a dedicated turn lane may be constructed, allowing an increase in the maximum driveway width from 24 feet to 34 feet provided that:
 - (i) A traffic impact study states its necessity.
 - (ii) Access must be to a street larger than alley.

- (4) Sidewalk Pavement. Sidewalk pavement elevation, width, design, scoring, material, and design shall extend continuously over the driveway pavement with the intent of prioritizing the sidewalk path over the driveway. If the driveway and sidewalk are of the same material, the sidewalk path shall be scored or designated linearly over the driveway.
- (5) Driveways shall maintain a clear view area defined by a triangle conforming to current AASHTO standards.

4. Location

Specific location information can be found in 5.0 Building Type Standards. Refer to Figure 9.5 (1)

- (1) Driveways accessing rear yard garages are permitted within the side or rear yard setback, no closer than two feet from a side or rear property line, unless the driveway is shared.
- (2) Driveways shall not be closer than 25 feet from the intersection of two streets (corner), unless otherwise stated in 5.0 Building Type Standards.

5. Access Points

To provide a minimum level of connectivity via vehicular rights-of-way between adjacent developments and to surrounding streets, a minimum of two (2) access points is required for each development site unless the site meets the following parameters:

- (1) For Single-, Two-Family, and Townhome Building Types: Any subdivision and/or development of 20 or fewer dwellings;
- (2) For Multiple-Family or Mixed-Use Building Types: any subdivision and/or development of 75 or fewer dwelling units.

As part of these access standards, any subdivision and/or development shall comply with the minimum access point requirements of the International Fire Code (IFC) and standards of the North Davis Fire District.

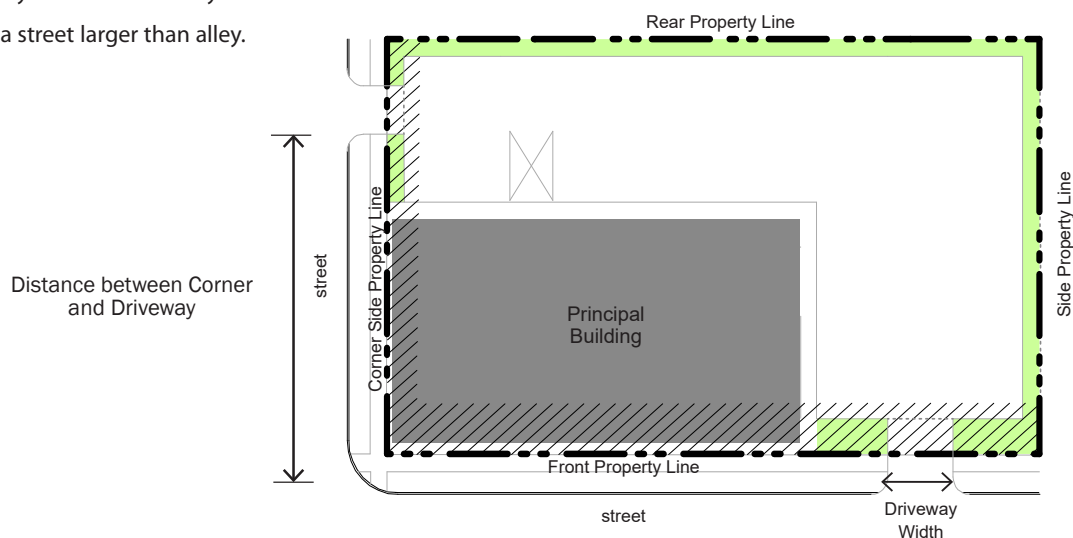


Figure 9.5 (1). Driveway Width and Location.

Clearfield Parking Study

Prepared for:
Clearfield City

September 2022

UT 21-2318

FEHR  PEERS

Clearfield City 
we've got it made


WASATCH FRONT REGIONAL COUNCIL


TRANSPORTATION
AND
LAND USE CONNECTION

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- WFRC Transportation and Land Use Connection
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 - Tim Baird – Senior Planner
 - Christopher Bender – Senior Engineer

Executive Summary

This study provides Clearfield City with data and recommendations to guide updates to the parking requirements and policies in the City's zoning code and other policies and practices. This study's goal is to align required parking in new developments with the actual parking demand occurring in Clearfield, ensuring that new land uses both meet the parking needs of their users and avoid overbuilding unnecessary parking. It also seeks to improve City policies to maximize the benefits of existing and future public and on-street parking assets.

Fehr & Peers collaborated with Clearfield City staff to identify land uses across both Clearfield's general citywide zoning and form-based code parking requirements that would benefit from modernization, based on typical parking rates observed across the Wasatch Front and in national data sources. The project team conducted a combination of field counts of parking activity at each site (in December 2021 and March 2022) and a review of peer communities' parking requirements for these land uses. Based on the results of these analyses, this study provides recommendations to update the minimum parking requirements at each of these land uses.

Two important qualifications to the recommendations below should be noted. First, recommended rates are for parking *minimum* requirements; developers may supply additional parking stalls if they so choose. Second, recommended minimum parking requirements are based on a representative sample of uses within each category; however, as future developments are proposed, individual parking studies may find that a development would generate more or less parking demand than is required. In those cases, the parking supply should be guided by that study and the approval of Clearfield City staff.

In addition to recommended parking requirements, this study also provides guidance to Clearfield City on a number of parking-related policy questions, including dimensional standards, shared parking requirements, on-street parking restrictions and enforcement, and structured parking.

The following tables summarize key recommendations for Clearfield City:

- **Table 1** includes recommended changes to Clearfield's minimum parking requirements based on findings from the local data collection efforts,
- **Table 2** includes recommended changes to Clearfield's minimum parking requirements based on findings from the national literature review, and
- **Table 3** includes recommended parking policies that address specific questions that were presented during this study.

Table 1: Summary of Recommended Parking Requirements Based on Data Collection

Zoning Area	Land Use	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	Multifamily Residential ¹	- 2.125 spaces per unit.	- 1 space per single bedroom unit. - 2 spaces per two-bedroom unit. - 2.5 spaces per three-bedroom and larger units.
	Distribution	- 2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage.	- 1 passenger vehicle stall per 1,000 sq. ft. of gross floor area. This shall not apply to floor areas used exclusively for storage. - Truck and trailer storage spaces should be provided on a case-by-case basis as determined by a study coordinated with Clearfield staff.
	General Industrial	- 2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage.	- 0.5 passenger vehicle parking stalls per 1,000 sq. ft. of gross floor area. This shall not apply to floor areas used exclusively for storage. - Truck and trailer storage spaces should be provided on a case-by-case basis as determined by a study coordinated with Clearfield staff.
	Restaurant	- 1 space for each 100 square feet of floor area or fraction thereof.	- 10 stalls per 1,000 sq. ft. - Alternatively, provide 0.5 stalls per seat.
	Fast Food	- 20 spaces for each 1,000 square feet of enclosed eating space or a fraction thereof.	- 5 spaces per 1,000 sq. ft. - Alternatively, provide 0.33 stalls per seat.
Form Based Code	Multifamily Residential ¹	- 1.15 space per single bedroom unit. - 1.725 spaces per two-bedroom unit. - 2.3 spaces per three-bedroom and larger units.	- 0.75 spaces per bedroom, up to 2.25 spaces per three-bedroom and larger units.
	Restaurant	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof (maintain current standard).
	Fast Food	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof	- 6 spaces per 1,000 sq. ft., with a minimum of 8 total stalls. - Alternatively, provide 0.33 stalls per seat with a minimum of 8 total stalls.

1. Residential parking rates in this table include the ratio needed for visitor parking. No additional parking is required for visitors.

Table 2: Summary of Recommended Parking Requirements Based on Literature Review

Zoning Area	Land Use	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	Batting Cages	- none	- 2 spaces per cage
	Bowling Alleys	- 2 spaces per 1,000 sq. ft.	- 2 spaces per lane
	Skating Rink/ Swimming Pool	- 2 spaces per 1,000 sq. ft.	- 1 space per 1,000 sq. ft.
	Golf Courses	- Discretionary	- 8.5 spaces per hole
	Tennis Courts	- Discretionary	- 2 spaces per court
	Misc. Indoor Recreation	- Discretionary	- 2 spaces per 1,000 sq. ft.
	Furniture/Appliance/ Lumber Store	- 1.5 spaces per 1,000 sq. ft.	- 0.75 spaces per 1,000 sq. ft.
	General Office	- 2 spaces per 1,000 sq. ft.	- 2.5 spaces per 1,000 sq. ft.
	Medical/Dental Office	- 2 spaces per 1,000 sq. ft.	- 3 spaces per 1,000 sq. ft.
Form Based Code	Library	- 1 space per 600 sq. ft.	- 2 spaces per 1,000 sq. ft.
	Museum	- 1 space per 600 sq. ft.	- 1 space per 1,000 sq. ft.
	Post Office (No distribution)	- 1 space per 600 sq. ft.	- 2 spaces per 1,000 sq. ft.
	Bank	- 1 space per 500 sq. ft.	- 3 spaces per 1,000 sq. ft.
	Fitness, Gym, Dance studio	- 1 space per 500 sq. ft.	- 4 spaces per 1,000 sq. ft.
	Concert hall/Theater	- 1 space per 350 sq. ft.	- 1 space per 5 seats
	Misc. Indoor Recreation Areas	- 1 space per 350 sq. ft.	- Recommend requiring case-by-case parking studies based on estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.
	Craftsman Industrial	- Production: 1 space per 1,000 sq. ft. - Retail: 2 spaces per 1,000 sq. ft.	- Production: 1 space per 1,000 sq. ft. - Retail: 2 spaces per 1,000 sq. ft.
	Open Space	- Per Zoning Administrator	- Recommend requiring case-by-case parking studies based on estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.

Table 3: Summary of Recommended Parking Policies

Policy Question	Recommended Policy
<i>How is parking use affected by stacked (tandem) parking as opposed to side-by-side parking?</i>	- Each required parking stall within a parking area or garage shall be accessible. Automobiles may be parked in tandem in a public garage or public parking area, which provides attendants to park vehicles at all times the garage or area is open for use. - In the case of townhomes or other multi-family dwellings, tandem garages with space for two vehicles should be calculated as providing 1.5 spaces (rather than two) for purposes of meeting minimum parking requirements.
<i>What design details should be specified in code?</i>	- Driveway length shall be 20 feet from back of curb or sidewalk (if present) to qualify as a parking stall for purposes of meeting minimum parking requirements. - Minimum vertical clearance for parking garages shall be 84 inches. Per ADA requirements, "van-accessible spaces, their associated access aisles, and the vehicular routes serving them must provide vertical clearance of at least 98 inches to allow for the height of typical wheelchair lift-equipped vehicles." - For additional parking dimensions, see the dimensions outlined in Figures 7-3 and 7-4 of ULI's Dimensions of Parking, Fifth Edition (2014) included in Appendix A.
<i>How should parking requirements be adjusted for developments that allow for shared parking?</i>	- The reductions present in Form Based Code Table 9.2 (2) should be updated to require 60% of the residential parking during the 7:00 AM to 6:00 PM period to reflect post-COVID work-from-home patterns. - Incorporate shared parking reductions for Fitness, Gym, and Dance Studio land uses.
<i>How should parking requirements be adjusted for affordable or senior housing?</i>	- Senior housing should be permitted to apply for up to 50% parking reduction. - Affordable housing should be permitted to apply for up to 25% parking reduction. - These reductions should only be granted pending review by Clearfield City staff.
<i>How should parking requirements be adjusted for transit-oriented housing?</i>	- The parking credits outlined in Form Based Code Section 9.2, Part 3: Parking Credits should be updated to specify that the transit should operate with 15-minute headways continuously from the beginning of the AM peak traffic period through the end of the PM peak traffic period to receive parking credits.
<i>How should Clearfield regulate on-street parking during winter months when snowplowing can pose a risk to vehicles parked on-street?</i>	- Identify snow routes where parking is not allowed during snowfall, which can allow parking to be preserved on streets that are primarily for local-use purposes.
<i>Should Clearfield implement paid on-street parking, and if so, how should a paid parking policy be enforced?</i>	- Paid on-street parking is not immediately recommended in Clearfield. However, as Clearfield's downtown develops, these conditions may change and make a paid parking program a viable option.
<i>When would it be feasible to provide or subsidize public parking in downtown Clearfield?</i>	- Constructing a public parking facility is not immediately recommended in Clearfield. However, as Clearfield's downtown develops, these conditions may change and make a public parking facility a viable option.
<i>Is there evidence that structured parking generates less parking demand that would justify a reduction in required parking? If not, what incentives would be appropriate to encouraging structured parking?</i>	- Structured parking has not been found to reduce parking demand. - Clearfield's allowed 25% parking reduction could serve as incentive to convert from surface to structured parking. - Consider allowing additional maximum development density (dwelling units/acre or FAR) or providing flexibility with respect to other dimensional, open space, or other requirements to applicants within the Form Based Code area who provide 75% or more off-street parking in a structured format. - Prioritize encouraging shared parking arrangements within the Form Based Code area

Introduction

In October through December of 2021, Fehr & Peers coordinated with Clearfield City staff to review Clearfield's existing minimum parking requirements dictated by its zoning regulations, including general citywide and Form Based Code requirements. The project team identified common land uses where existing parking requirements may not reflect current conditions, or where existing issues have been noted. Representative sites for these land uses were selected for data collection to verify parking demand during peak times.

Following a review of the parking demand at each site in December 2021 and March 2022, Fehr & Peers provided recommendations to update the minimum parking requirements at each land use. Note that the recommended rates are for parking minimum requirements, not parking supply prescriptions or maximum requirements; developers who choose to supply additional parking stalls may do so if they anticipate that their sites will have higher than average parking occupancy rates.

In addition to recommended parking requirements, this study also provides guidance to Clearfield City on a number of parking-related policy questions, including dimensional standards, shared parking requirements, on-street parking restrictions and enforcement, and structured parking.

Citywide Parking Requirements

The project team reviewed section 11-14-3: *Parking Spaces Required* in Clearfield's code, which includes Clearfield's citywide minimum parking requirements, and concluded that the following four land use categories have parking generation rates that appear to conflict with recommendations in national state-of-the-practice literature from the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI):

1. Multifamily housing,
2. Industrial and wholesale establishments,
3. Restaurants & Bars, and
4. Fast-food or drive-in restaurants.

Fehr & Peers collected parking utilization data for these land uses to guide Clearfield in their efforts to update the minimum parking requirements in Clearfield's Citywide Zoning Code. Fehr & Peers also used existing national data to inform adjustments to Clearfield's Citywide Zoning Code minimum parking requirements for the following land uses:

1. Recreation areas including bowling alleys, skating rinks, golf courses, tennis courts, and others,
2. Less intensive commercial businesses including furniture, appliance, and lumber sales,
3. Offices and personal services, including medical and dental clinics.

Downtown Form Based Code Parking Requirements

The project team also reviewed Clearfield City's Downtown Form Based Code which includes minimum parking requirements in Clearfield's downtown area and collected parking utilization data for the following land uses in the Form Based Code area:

1. Multifamily housing,
2. Neighborhood eating & dining,
3. General eating & dining.

Fehr & Peers also used existing national data to inform adjustments to Clearfield's Form Based Code minimum parking requirements for the following land uses:

1. Library / museum / post office (no distribution),
2. Neighborhood service,
3. General service,
4. Craft industry,
5. Open Space & Recreation.

Data Collection & Recommendations

The ULI reports in *Shared Parking, Third Edition*, that most land uses experience peak parking demand in early December and typical parking demand in early spring. Therefore, to collect both the peak and typical parking demands at the data collection locations, Fehr & Peers collected parking occupancy data on December 7th, 8th, and 9th, in 2021, and on March 15th, 16th, and 17th, in 2022. All parking data was collected on weekdays between Tuesday and Thursday to avoid any variations that can occur on weekends that could affect parking conditions on Mondays and Fridays.

Residential developments typically experience peak parking demand at night when residents are at home, which is different from most businesses. To better understand the varying demand that these developments experience, Fehr & Peers collected parking counts at the residential developments at midnight as well as at approximately 12 PM and 6 PM. Parking data for all other developments was counted at approximately 10 AM, 12 PM, 4 PM, and 7 PM.

Residential Land Use Parking Data Collection

Table 4 shows the residential parking data that was collected in early December 2021, while **Table 5** shows the residential parking data that was collected in mid-March 2022. It should be noted that, since the data collection team was unable to determine if garages were occupied or not during the counts, all garages were counted separately. In both tables, columns that outline the ratio of occupied stalls per housing unit and the ratio of occupied stalls per bedroom assume all of the garage stalls were occupied to avoid underestimating the total parking demand.

As shown in the tables, the parking demand at the residential developments in the Citywide Zoning Code areas was comparatively inconsistent and didn't follow the same trends that *Shared Parking* assumed would occur. That is, the mid-March occupancy counts were found to be higher than the early December counts. It is possible that, due to the recent high residential demand in Utah, fewer units were unoccupied in March than December, which would reflect in the parking demand.

On the other hand, the parking demand at the residential developments in the Form Based Code areas was very consistent between both counts, with the December counts being slightly higher. This pattern is likely due to the residential units in the Form Based Code areas being occupied at a high rate.

For comparison, the data provided in ITE's *Parking Generation* manual indicates that low-rise multifamily housing (the land use that matches the data collection sites) typically generates 0.66 stalls of demand per bedroom. These sites indicated a slightly higher demand per bedroom at 0.87 stalls per bedroom in the Citywide Zoning area and 0.74 stalls per bedroom in the Form Based Code area.

Table 4: Residential Parking Data Collection - December 2021

Location - Citywide Zoning	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Country Oaks	72	108	29	36	47	30	1.07	0.71
Clearfield Station Apartments	216	408	170	250	337	-	1.56	0.83
West Square Condos	142	308	101	113	164	46	1.48	0.68
Pinnacle Mountain View Apartments	324	552	149	228	291	130	1.30	0.76
Goldstone Place Apartments	228	380	187	231	294	-	1.29	0.77
Average							1.36	0.76
Location - Form Based Code	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Oakmont Townhomes*	29	87	14	16	21	29	1.72	0.57
City Center Apartments	123	195	88	115	160	-	1.30	0.82
Newcastle Greene Townhomes	99	283	108	135	184	12	1.98	0.69
Depot Crossing Townhomes	62	165	65	89	125	12	2.21	0.83
Average							1.73	0.74

* Although Oakmont Townhomes is not within the Form Based Code area, it was used as a close comparable site due to the development's design, layout, and similar to townhome developments in the Form Based Code area.

Source: Fehr & Peers.

Table 5: Residential Parking Data Collection - March 2022

Location - Citywide Zoning	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Country Oaks	72	108	25	30	40	30	0.97	0.65
Clearfield Station Apartments	216	408	190	250	342	-	1.58	0.84
West Square Condos	142	308	129	121	194	46	1.69	0.78
Pinnacle Mountain View Apartments	324	552	230	287	412	130	1.67	0.98
Goldstone Place Apartments	228	380	180	237	341	-	1.50	0.90
Average							1.59	0.87
Location - Form Based Code	Total Residential Units	Total Bedrooms	Occupied Parking Stalls			Garage Spots	Occupied Stalls/ Unit	Occupied Stalls/ Bedroom
			12 PM	5 PM	12 AM			
Oakmont Townhomes*	29	87	14	16	21	29	1.72	0.57
City Center Apartments	123	195	98	112	170	-	1.38	0.87
Newcastle Greene Townhomes	99	283	95	118	187	12	2.01	0.70
Depot Crossing Townhomes	62	165	49	90	107	12	1.92	0.72
Average							1.72	0.74

* Although Oakmont Townhomes is not within the Form Based Code area, it was used as a close comparable site due to the development's design, layout, and similar to townhome developments in the Form Based Code area.

Source: Fehr & Peers.

Residential Land Use Parking Recommendations

Based on the data collected at the nine observed sites, Fehr & Peers recommends implementing the minimum parking rates for multifamily residential land uses shown in **Table 6**.

Table 6: Recommended Parking Rates for Multifamily Residential Land Uses

Zoning Area	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	- 2.125 spaces per unit.	- 1 space per single bedroom unit. - 2 spaces per two-bedroom unit. - 2.5 spaces per three-bedroom and larger units.
Form Based Code	- 1.15 space per single bedroom unit. - 1.725 spaces per two-bedroom unit. - 2.3 spaces per three-bedroom and larger units.	- 0.75 spaces per bedroom, up to 2.25 spaces per three-bedroom and larger units.

Source: Fehr & Peers.

It should be noted that these recommended parking rates already account for visitor parking; that is, no additional parking should be required to be set aside for visitors. These recommended parking rates would meet the observed demand for parking with a slight buffer for garages and guest parking, while avoiding oversupplying parking stalls.

Industrial Land Use Parking Data Collection

Table 7 shows the industrial parking data that was collected in early December 2021, while **Table 8** shows the industrial parking data that was collected in mid-March 2022. At all sites, passenger vehicles were counted separately from trucks and trailers, so two parking occupancy rates are provided for each site. The demand for passenger vehicle spaces is shown as a rate of passenger vehicles per 1,000 sq. ft.; the rate for truck spaces is shown as a rate of trucks per 1,000 sq. ft.

It should be noted that the Freeport M7 Distribution site is a wholesale distribution site, whereas the Northrop Grumman / ATK and the Americold Logistics site are both industrial sites that include office, manufacturing, and warehousing space.

For comparison, the data provided in ITE's *Parking Generation* manual indicates that industrial park land uses like the Freeport M7 Distribution site typically generate 1.2 passenger vehicle stalls of demand per 1,000 sq. ft., and that "general light industrial" sites similar to the Northrop Grumman / ATK and the Americold Logistics sites typically generate 0.65 passenger vehicle stalls of demand per 1,000 sq. ft.

Table 7: Industrial Parking Data Collection - December 2021

Location	Address	Gross Floor Area [sq. ft.]	Occupied Parking Stalls [Passenger Vehicles / Trucks]				Passenger Vehicles per 1,000 sq. ft.	Trucks per 1,000 sq. ft.
			10 AM	12 PM	4 PM	7 PM		
Freeport M7 Distribution	7 S 775 W	79,520	53 / 7	53 / 4	20 / 9	24 / 9	0.67	0.11
Northrop Grumman / ATK	1101 Freeport Industrial Pkwy	854,685	302 / 13	281 / 11	143 / 13	63 / 10	0.35	0.02
Americold Logistics	755 E 1700 S	666,641	47 / 146	44 / 146	42 / 153	35 / 146	0.07	0.23
Average							0.25	0.11

Source: Fehr & Peers.

Table 8: Industrial Parking Data Collection – March 2022

Location	Address	Gross Floor Area [sq. ft.]	Occupied Parking Stalls [Passenger Vehicles / Trucks]				Passenger Vehicles per 1,000 sq. ft.	Trucks per 1,000 sq. ft.
			10 AM	12 PM	4 PM	7 PM		
Freeport M7 Distribution	7 S 775 W	79,520	31 / 1	36 / 2	18 / 2	19 / 2	0.39	0.03
Northrop Grumman / ATK	1101 Freeport Industrial Pkwy	854,685	293 / 18	290 / 15	196 / 20	63 / 14	0.34	0.02
Americold Logistics	755 E 1700 S	666,641	59 / 124	49 / 134	27 / 128	29 / 120	0.09	0.20
Average							0.24	0.09

Source: Fehr & Peers.

Industrial Land Use Parking Recommendations

Based on the data collected at the three observed sites, Fehr & Peers recommends implementing the following minimum parking rates for industrial land uses shown in **Table 9**.

Table 9: Recommended Parking Rates for Industrial Land Uses

Land Use	Existing Requirement	Recommended Minimum Requirements
Distribution	- 2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage.	- 1 passenger vehicle stall per 1,000 sq. ft. of gross floor area. This shall not apply to floor areas used exclusively for storage. - Truck and trailer storage spaces should be provided on a case-by-case basis as determined by a study coordinated with Clearfield staff.
General Industrial	- 2 spaces for each 1,000 square feet of gross floor area or fraction thereof. This shall not apply to floor areas used exclusively for storage.	- 0.5 passenger vehicle parking stalls per 1,000 sq. ft. of gross floor area. This shall not apply to floor areas used exclusively for storage. - Truck and trailer storage spaces should be provided on a case-by-case basis as determined by a study coordinated with Clearfield staff.

Source: Fehr & Peers.

It should be noted that the recommended minimum parking requirements do exceed the observed parking occupancy data because the gross floor areas in the observed sites included storage space. However, in line with the existing parking requirements, the recommendations are based on the floor area that isn't used exclusively for storage. Also, the ITE manual indicates that the demand for these uses was higher at other sample sites, but the local data collected showed that these rates would provide more than enough parking, while requiring fewer than the current Citywide Zoning Code currently requires.

Restaurant Parking Data Collection

Table 10 shows the restaurant parking data that was collected in early December 2021, while **Table 11** shows the restaurant parking data that was collected in mid-March 2022. Summarized data to shows the demand of parking stalls per 1,000 sq. ft. and the demand of parking stalls per customer seat.

Since the data was collected on a weekday, additional adjusted rates were included to show what the likely demand would be on a weekend. Based on the "Fine/Casual Dining" parking rates shown in ULI's *Shared Parking, Third Edition*, an approximate 15% increase was made to reflect the higher weekend demand for restaurants.

For comparison, the data provided in ITE's *Parking Generation* manual indicates that "High-Turnover Restaurant" land uses like the ones included in this study typically generate 9.44 stalls of demand per 1,000 sq. ft. on weekdays and 11.25-12.28 stalls of demand per 1,000 sq. ft. on Fridays and weekends.

Table 10: Restaurant Parking Data Collection - December 2021

Location – Citywide Zoning	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Chris's Café	3,956	115	32	32	0	0	8.09	0.28	9.26	0.32
Golden Ginger	2,220	68	2	8	2	4	3.60	0.12	4.13	0.13
Rita's Pizzeria	1,650	44	1	6	2	2	3.64	0.14	4.16	0.16
Manuel's El Burrito	5,506	124	8	45	19	25	8.17	0.36	9.36	0.42
Average							6.83	0.26	7.82	0.30
Location – Form Based Code	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Wingers	3,852	100	2	19	4	17	4.93	0.19	5.65	0.22

Source: Fehr & Peers.

Table 11: Restaurant Parking Data Collection – March 2022

Location – Citywide Zoning	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Chris's Café	3,956	115	24	22	0	0	6.07	0.21	6.95	0.24
Golden Ginger	2,220	68	1	4	2	10	4.50	0.15	5.16	0.17
Rita's Pizzeria	1,650	44	3	6	3	3	3.64	0.14	4.16	0.16
Manuel's El Burrito	5,506	124	6	32	19	27	5.81	0.26	6.66	0.30
Average							4.80	0.18	5.50	0.21

Location – Form Based Code	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Wingers	3,852	100	2	23	9	20	5.97	0.23	6.84	0.26

Source: Fehr & Peers.

Restaurant Parking Recommendations

Based on the data collected at the five observed sites, Fehr & Peers recommends implementing the following minimum parking rates for restaurant land uses shown in **Table 12**.

Table 12: Recommended Parking Rates for Industrial Land Uses

Zoning Area	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	- 1 space for each 100 square feet of floor area or fraction thereof.	- 10 stalls per 1,000 sq. ft. - Alternatively, provide 0.5 stalls per seat.
Form Based Code	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof (maintain current standard).

Source: Fehr & Peers.

The Citywide Zoning Code already requires ten stalls per 1,000 sq. ft., which was found to meet the observed peak demand experienced in December after weekend adjustment and is within the range of data points shown in ITE's *Parking Generation* manual. Therefore, Fehr & Peers recommends maintaining this rate. We also recommend providing an alternative option to provide parking based on the number of seats; if a restaurant has proportionally high amount of kitchen space and few seats, then fewer patrons would be able to park, so that restaurant should be permitted to operate with fewer parking stalls. Developers should only be required to meet one of these requirements, but not both. That is, whichever of these requirements would require fewer parking stalls would be the minimum parking requirement for a restaurant in the Citywide Zoning Code area.

The Form Based Code also already requires seven stalls per 1,000 sq. ft. of restaurant "sales and enclosed eating space," which meets the observed peak in December after weekend adjustment but is lower than the ITE rate.

Additionally, Fehr & Peers found that the Form Based Code includes a requirement that restaurants with over 12,000 sq. ft. of space provide parking at 15 spaces per 1,000 sq. ft. Of the restaurants included in this study, the average size was less than 3,500 sq. ft., and the average size of the restaurants included in the ITE *Parking Generation* manual was 4,500 sq. ft. Fehr & Peers recommends removing the requirement for the 12,000 sq. ft. restaurant, as it appears to be an outlier, and may also incentivize overparking for large establishments. Should a large restaurant be proposed to be constructed in Clearfield, Fehr & Peers recommends either applying the same parking requirement as the standard sized restaurants or performing an individual study to provide an appropriate amount of parking for the development.

Fast-Food Parking Data Collection

Table 13 shows the fast-food parking data that was collected in early December 2021, while **Table 14** shows the fast-food parking data that was collected in mid-March 2022. The data was summarized to provide the demand of parking stalls per 1,000 sq. ft. and also the demand of parking stalls per customer seat.

Since the data was collected on a weekday, additional adjusted rates were included to show what the likely demand would be on a weekend, similar to the restaurant land use data. Based on the "Fast Casual/ Fast-food" parking rates shown in ULI's *Shared Parking*, an approximate 2% increase was made to reflect the slightly higher weekend demand for fast-food restaurants.

For comparison, the data provided in ITE's *Parking Generation* manual indicates that "fast-food restaurant with drive-through" land uses similar to the ones included in this study typically generate 8.66 stalls of demand per 1,000 sq. ft. on weekdays and 9.18-12.41 stalls of demand per 1,000 sq. ft. on Fridays and weekends.

Table 13: Fast-food Parking Data Collection - December 2021

Location – Citywide Zoning	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Pace's Drive in	2,560	63	3	11	4	5	4.30	0.17	4.39	0.18
Wendy's	3,327	60	2	13	8	6	3.91	0.22	3.99	0.22
Taco Time*	2,262	-	4	7	3	4	3.09	-	3.16	-
Average							3.80	0.20	3.88	0.20

Location – Form Based Code	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Beto's	1,072	16	5	3	3	2	4.66	0.31	4.76	0.32
Subway	1,218	32	1	7	0	1	5.75	0.22	5.87	0.22
Taco Bell	2,154	55	4	9	5	4	4.18	0.16	4.27	0.17
Average							4.28	0.18	4.36	0.19

* Taco Time was closed for business and began renovation shortly after parking occupancy counts were collected in December, so seating counts were unable to be gathered later.

Source: Fehr & Peers.

Table 14: Fast-food Parking Data Collection – March 2022

Location – Citywide Zoning	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Pace's Drive in	2,560	63	3	6	3	9	1.17	0.05	1.20	0.05
Wendy's	3,327	60	5	15	8	3	4.51	0.25	4.60	0.26
Taco Time*	-	-	-	-	-	-	-	-	-	-
Average							3.57	0.17	3.64	0.17

Location – Form Based Code	Gross Floor Area [sq. ft.]	Seating Capacity	Occupied Parking Stalls				Stalls / 1,000 sq. ft.	Stalls / Seat	Weekend Adjusted	
			10 AM	12 PM	4 PM	7 PM			Stalls / 1,000 sq. ft.	Stalls / Seat
Beto's	1,072	16	2	2	3	2	2.80	0.19	2.86	0.19
Subway	1,218	32	1	9	4	3	7.39	0.28	2.86	0.29
Taco Bell	2,154	55	2	6	3	7	3.25	0.13	3.32	0.13
Average							3.83	0.17	3.91	0.17

* Taco Time was closed for business during the March data collection.

Source: Fehr & Peers.

Fast-Food Parking Recommendations

Based on the data collected at the six observed sites, Fehr & Peers recommends implementing the following minimum parking rates for fast-food land uses shown in **Table 15**.

Table 15: Recommended Parking Rates for Industrial Land Uses

Zoning Area	Existing Requirement	Recommended Minimum Requirements
Citywide Zoning Code	- 1 space for each 100 square feet of floor area or fraction thereof.	- 5 spaces per 1,000 sq. ft. - Alternatively, provide 0.33 stalls per seat.
Form Based Code	- 7 spaces for each 1,000 square feet of sales and enclosed eating space or fraction thereof	- 6 spaces per 1,000 sq. ft., with a minimum of 8 total stalls, - Alternatively, provide 0.33 stalls per seat with a minimum of 8 total stalls.

Source: Fehr & Peers.

Counter-intuitively, many parking requirements for fast-food restaurants with drive-through facilities are higher than requirements for sit-down restaurants in the same area. However, as is shown in ITE's *Parking Generation* manual, as well as the data collected during these counts, fast-food restaurants typically require less parking than sit-down restaurants. This is likely due to a significant portion of the customers being served via a drive-through. Reducing the parking requirements as outlined above would meet or exceed peak observed rates after weekend adjustment.

Like the previous recommendation for restaurant land uses, we also recommend providing an alternative option to provide parking based on the number of seats; if a fast-food restaurant has a proportionally high amount kitchen space and few seats, then fewer patrons would be able to park, so that fast-food restaurant should be permitted to operate with fewer parking stalls. Developers should only be required to meet one of these requirements, but not both. That is, whichever of these requirements would require fewer parking stalls would be the minimum parking requirement for a restaurant in the Citywide Zoning Code area.

National Literature Review & Recommendations

To provide recommendations about the minimum parking requirements for land uses that were not included in the data collection efforts, Fehr & Peers reviewed ITE's *Parking Generation* manual, ULI's *Shared Parking* manual, as well as Salt Lake City and Ogden's minimum parking requirements.

The following land uses in the Citywide Zoning Code were reviewed:

1. Recreation areas including bowling alleys, skating rinks, golf courses, tennis courts, and others,
2. Less intensive commercial businesses including furniture, appliance, and lumber sales,
3. Offices and personal services, including medical and dental clinics.

The following land uses in the Form Based Code were also reviewed:

1. Library / museum / post office (no distribution),
2. Neighborhood service,
3. General service,
4. Craft industry,
5. Open Space & Recreation.

Citywide Zoning Code Requirements

Fehr & Peers coordinated with Clearfield City staff to identify land uses in Clearfield's Citywide Zoning Code that would benefit from modernized parking requirements. Specifically, Clearfield and Fehr & Peers staff agreed to review and provide updates to the parking requirements for recreation areas, office space, and "less intensive commercial" land uses.

Currently, the Clearfield Citywide Zoning Code requires two parking spaces per 1,000 sq. ft. for bowling alleys, skating rinks, and swimming pools. Other recreation area parking requirements are determined by specific review by the planning commission. Fehr & Peers recommends separating the land uses to provide more specificity in minimum parking requirements for the different types of recreation areas.

Similar to the recreation area land uses, Fehr & Peers recommends separating the general office land uses from medical/dental offices as they tend to experience different parking demand rates but are grouped together in Clearfield's parking requirements.

The project team also selected "less intensive commercial" as a land use for review because it was identified as an area with potential for overparking.

Table 16 outlines the recommended parking rates for several recreation, office, and commercial land uses. The table also compares the recommended rates to Clearfield's existing requirements and references the reviewed literature guided the project team's recommendations.

Table 16: Citywide Zoning Code Parking Requirement Recommendations

Land Use	Existing Requirement	Recommended Requirement	Literature Reference
Batting Cages	none	2 spaces per cage	- Meets recommendation in ITE at 2 spaces per cage.
Bowling Alleys	2 spaces per 1,000 sq. ft.	2 spaces per lane	- Meets recommendation in SLC at 2 spaces per lane.
Skating Rink/ Swimming Pool	2 spaces per 1,000 sq. ft.	1 space per 1,000 sq. ft.	- Similar to recommendation in ITE for ice skating rinks at 1.18 spaces per 1,000 sq. ft. - Meets SLC for both at 1 space per 1,000 sq. ft.
Golf Courses	Discretionary	8.5 spaces per hole	- Meets recommendation in ITE at 8.5 space per hole.
Tennis Courts	Discretionary	2 spaces per court	- Similar to recommendation in ITE at 2.67 spaces per court. - Meets SLC at 2 spaces per court.
Misc. Indoor Recreation	Discretionary	2 spaces per 1,000 sq. ft.	- Similar to recommendation in ITE at 2.07 spaces per 1,000 sq. ft. - Meets ULI at 2 spaces per 1,000 sq. ft. - Maintains existing Clearfield Requirements.
Furniture/ Appliance/ Lumber Store	1.5 spaces per 1,000 sq. ft.	0.75 spaces per 1,000 sq. ft.	- Exceeds recommendation in ITE for "Building Materials & Lumber Store" and for Furniture Store at 0.57 and 0.48 spaces per 1,000 sq. ft. - Is lower than SLC at 2 spaces per 1,000 sq. ft.
General Office	2 spaces per 1,000 sq. ft.	2.5 spaces per 1,000 sq. ft.	- Meets recommendation in ITE at 2.39 spaces per 1,000 sq. ft. - Meets the average of SLC's "general context" and "neighborhood center context" zones at 3 and 2 spaces per 1,000 sq. ft. - Is less than Ogden at 1 space per 300 sq. ft.
Medical/Dental Office	2 spaces per 1,000 sq. ft.	3 spaces per 1,000 sq. ft.	- Exceeds recommendation in ITE recommendations at 3.23 spaces per 1,000 sq. ft. - Meets SLC at 4 spaces per 1,000 sq. ft. - Is less than Ogden at 1 space per 150 sq. ft.

ITE = Institute of Transportation Engineers' *Parking Generation*, 5th Edition, 2019

ULI = Urban Land Institute's *Shared Parking*, 3rd Edition, 2020

SLC = Salt Lake City Code 21A.44: *Off Street Parking, Motility, and Loading*, May 2019

Ogden = Ogden City Code 15-12-3: *Number of Parking Spaces Required*, October 2018

Source: Fehr & Peers.

Form Based Code Requirements

Fehr & Peers coordinated with Clearfield City staff to identify land uses in Clearfield's Form Based Code that would benefit from modernized parking requirements. Specifically, Clearfield and Fehr & Peers staff agreed to review and provide updates to the parking requirements for library, museum, post office, neighborhood service, general service, craftsman industrial, and open space & recreation land uses. These land uses were identified as ones that may not be currently requiring enough parking or would benefit from being separated into more specific land uses to provide more precise parking guidance.

Table 17 outlines the recommended parking rates for the previously identified land uses in the Form Based Code zones in Clearfield. The table also compares the recommended rates to Clearfield's existing requirements and references the reviewed literature guided the project team's recommendations.

Table 17: Form Based Code Parking Requirement Recommendations

Land Use	Existing Requirement	Recommended Requirement	Literature Reference
Library	1 space per 600 sq. ft.	2 spaces per 1,000 sq. ft.	- Similar to recommendation in ITE at 2.35 spaces per 1,000 sq. ft. & ULI at 2.25 spaces per 1,000 sq. ft. (on weekdays). - Meets SLC at 2 spaces per 1,000 sq. ft. - Is lower than Ogden at 1 space per 300 sq. ft.
Museum	1 space per 600 sq. ft.	1 space per 1,000 sq. ft.	- Exceeds recommendation in ITE at 0.76 spaces per 1,000 sq. ft. - Meets SLC at 1 space per 1,000 sq. ft. - Is lower than Ogden at 1 space per 300 sq. ft. and ULI at 4.5 spaces per 1,000 sq. ft. (on weekdays).
Post Office (No distribution)	1 space per 600 sq. ft.	2 spaces per 1,000 sq. ft.	- Less than recommendation in ITE at 3.01 spaces per 1,000 sq. ft. - Similar to SLC at 1 space per 1,000 sq. ft. plus 1 space per fleet vehicle. - Lower than Ogden at 1 space per 250 sq. ft.
Bank	1 space per 500 sq. ft.	3 spaces per 1,000 sq. ft.	- Similar to recommendation in ITE at 3.72 spaces per 1,000 sq. ft. - Exceeds SLC at 2 spaces per 1,000 sq. ft. - Similar to Ogden at 1 space per 300 sq. ft.
Fitness, Gym, Dance studio	1 space per 500 sq. ft.	4 spaces per 1,000 sq. ft.	- Meets recommendation in ITE at 4.73 spaces per 1,000 sq. ft. - Higher than SLC at 2 spaces per 1,000 sq. ft. - Lower than Ogden at 1 space per 125 sq. ft.
Concert hall/ Theater	1 space per 350 sq. ft.	1 space per 5 seats	- Meets recommendation in ITE at 0.19 space per seat - Meets the average of SLC's general and neighborhood zones at 1 space per 4 seats or 1 space per 6 seats, respectively. - Uses different units from Ogden's "Theaters" use but meets Ogden's "Stadiums or arenas" use at 1 stall per 5 seats.
Misc. Indoor Recreation Areas	1 space per 350 sq. ft.	Recommend requiring case-by-case parking studies based on estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.	
Craftsman Industrial	Production: 1 space per 1,000 sq. ft. Retail: 2 spaces per 1,000 sq. ft.	Production: 1 space per 1,000 sq. ft. Retail: 2 spaces per 1,000 sq. ft.	- Agrees with current Clearfield requirement. - Meets recommendation in ITE for manufacturing space at 0.92 spaces per 1,000 sq. ft. and for retail space at 1.95 spaces per 1,000 sq. ft. - Meets SLC requirement for "Artisan food production" at 1 space per 1,000 sq. ft. of production area plus 2 spaces per 1,000 sq. ft. of office/retail. - Lower than Ogden at 1 space per 500 sq. ft.
Open Space	Per Zoning Administrator	Recommend requiring case-by-case parking studies based on estimated facility use, vehicle traffic to the facility, transit use to the facility, potential traffic congestion, and likelihood of overflow parking in surrounding neighborhoods.	

ITE = Institute of Transportation Engineers' *Parking Generation*, 5th Edition, 2019

ULI = Urban Land Institute's *Shared Parking*, 3rd Edition, 2020

SLC = Salt Lake City Code 21A.44: *Off Street Parking, Motility, and Loading*, May 2019

Ogden = Ogden City Code 15-12-3: *Number of Parking Spaces Required*, October 2018

Source: Fehr & Peers.

Parking Policy Guidance

In addition to reviewing Clearfield's minimum parking requirements, Fehr & Peers consulted with Clearfield City staff to address individual parking policy elements in Clearfield's zoning code and recommend potential revisions. For this report, the reviewed policies were grouped into the following categories:

- Design Details & Dimensional Standards,
- Shared Parking Requirements,
- Affordable, Senior, and Transit-Oriented Housing Requirements,
- On-Street Parking and Enforcement,
- Provision of Downtown Public Parking, and
- Structured Parking

Design Details & Dimensional Standards

How is parking use affected by stacked (tandem) parking as opposed to side-by-side parking?

Stacked or tandem parking designs allow vehicles to park immediately behind each other longitudinally, instead of side-by-side laterally. The benefit of tandem parking is that it can reduce the overall square footage of a parking lot by allowing two spaces to be accessed by the same amount of drive aisle that would normally be required for a single space. Because of this, valet parking can make effective use of tandem parking spaces where parking space is limited. However, when tandem parking isn't managed by a third party, drivers can be frustrated when they have been "double parked" and are unable to move a vehicle in a tandem parking space.

Los Angeles, California provides the following language to dictate the use of when tandem parking may be used in a parking area or garage:

(h) Tandem Parking. (Amended by Ord. No. 179,191, Eff. 11/5/07.) Each required parking stall within a parking area or garage shall be accessible. Automobiles may be parked in tandem in the following instances:

- (1) In a public garage or public parking area, which provides attendants to park vehicles at all times the garage or area is open for use.*
- (2) In a private garage or private parking area serving a one-family dwelling, an apartment house, apartment hotel, hotel, two-family dwelling, or multiple or group dwelling, where the tandem parking is not more than two cars in depth. Tandem parking shall not be allowed in parking areas for recreational vehicles or guest parking.*

Fehr & Peers recommends that the first clause under the Los Angeles code would be valuable to Clearfield in the City's efforts to modernize parking and reduce the overall footprint of parking facilities.

Tandem parking configurations can also be used in townhome-style multifamily housing developments where individual units occupy a narrow frontage and floorplate. This approach may allow developers and architects to produce more efficient unit configurations. However, Fehr & Peers and Clearfield staff have both observed that tandem parking configurations, especially in garaged parking lots, may be more likely to be used by occupants for storage of a single vehicle only (with additional space used for other storage purposes) compared to side-by-side garage configurations. Accordingly, in the case of townhomes or other multi-family dwellings, Fehr & Peers recommends that tandem garages with space for two vehicles should be calculated as providing 1.5 spaces (rather than two) for purposes of meeting minimum parking requirements.

What design details should be specified in code?

Typically, zoning codes recommend minimum geometric measurements that a parking stall must meet.

- Driveway length shall be 20 feet from back of curb or sidewalk (if present) to qualify as a parking stall for purposes of meeting minimum parking requirements.
- Fehr & Peers recommends that minimum vertical clearance for parking garages shall be 84 inches. Furthermore, per the accessible parking requirements in the Americans with Disabilities Act, “van-accessible spaces, their associated access aisles, and the vehicular routes serving them must provide vertical clearance of at least 98 inches to allow for the height of typical wheelchair lift-equipped vehicles.”
 - o Fehr & Peers recommends requiring the 98 inches clearance for at least a portion of one access level to meet ADA requirements for van accessible spaces.
- For additional guidance on parking dimensions, Fehr & Peers recommends following the dimensions outlined in Figures 7-3 and 7-4 of ULI’s *Dimensions of Parking, Fifth Edition* (2014). These figures are included in Appendix A for reference.

Shared Parking Requirements

How should parking requirements be adjusted for developments that allow for shared parking?

As described in ULI's *Shared Parking, Third Edition*, "shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- "Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses; and
- Relationships among the land uses that result in visiting multiple land uses on the same automobile trip."

The ULI recommends that municipalities reduce the amount of parking in downtown areas by allowing for the various land uses in mixed-use developments to share parking facilities. Clearfield City's Downtown Form Based Code, Chapter 9.2, Section 4 outlines parking reductions that are permitted for mixed-use developments, in line with the ULI recommendations.

Table 9.2 (2) of the Form Based Code includes shared parking percentages that outline a factor that can be used to reduce the parking requirements for some land uses at different times of the day. Fehr & Peers compared the data collected during this study to the rates in the table to provide recommended updates to the residential (non-lodging) shared parking reductions.

As shown in the table, on weekdays, residential (non-lodging) land uses require 100% of their parking spaces from midnight to 7:00 AM, only 50% of their spaces from 7:00 AM to 6:00 PM, and 80% of their spaces from 6:00 PM to midnight. On weekends, residential land uses require 100% of their parking spaces from midnight to 7:00 AM and 80% of their spaces from 7:00 AM to midnight. The reduced parking requirements during weekday midday reflect the reduced residential parking utilization during typical work hours; similarly, the higher requirements in the evening periods reflect the higher residential parking utilization outside of typical work hours. No reductions are provided at night since the peak parking occupancy occurs when residents are typically at home.

In line with those assumptions in Clearfield City's Downtown Form Based Code, Fehr & Peer's collected residential parking data shows that the period after midnight was the peak parking occupancy period for residential development. The period after 5 PM was the second highest residential parking occupancy period and was found to experience about 70-75% of the parking utilization that was observed during the peak period counts. The midday period was the lowest residential parking occupancy period and was found to experience about 56% of the parking utilization that was observed during the peak period counts. These trends were consistent across both early the December and March counts. Notably, the 56% occupancy during midday counts was slightly higher than the 50% assumed in the Form Based Code table; it is possible that the higher parking occupancy rates reflect the higher "work from home" rates following the COVID-19 pandemic. The 5 PM parking rates were also notably lower than the rates

recommended in the Form Based Code, though that may be due to the counts being collected too early in the evening to capture the full parking demand of commuters who have returned home from work.

In line with the collected data, Fehr & Peers recommends modifying the table to require 60% of the residential parking during the 7:00 AM to 6:00 PM period. This updated shared parking rate, in combination with the reduced parking requirement outlined in the **Residential Land Use Parking Recommendations** section of this report is intended to reflect the observed parking rates at residential developments in Clearfield.

Fehr & Peers also recommends incorporating a Fitness, Gym, & Dance studios land use category into Table 9.2 (2) of the Form Based Code. Based on adjustments shown in ULI's *Shared Parking*, Fehr & Peers recommends using the following shared parking percentages for that land use:

- Weekdays
 - o Midnight – 7:00 AM = 70%
 - o 7:00 AM – 6:00 PM = 80%
 - o 6:00 P – Midnight = 100%
- Weekends
 - o Midnight – 7:00 AM = 40%
 - o 7:00 AM – 6:00 PM = 50%
 - o 6:00 PM – Midnight = 100%

Affordable, Senior, and Transit-Oriented Housing Requirements

How should parking requirements be adjusted for affordable, or senior housing developments?

In general, affordable (specifically, income restricted) and/or senior multifamily housing, especially those located in walkable and transit-oriented contexts, generate less parking demand than market rate and non-age-restricted housing. Recently, Fehr & Peers performed three parking studies for the City of Millcreek, Utah to assess parking utilization for various types of housing sites.

- The first study, performed from 2020 to 2022, evaluated parking utilization at standard, non-income or age restricted multifamily housing sites across Utah, Salt Lake, Davis, and Weber Counties (including the City Center Apartments in Clearfield). Fehr & Peers observed that the multifamily developments had the following peak parking occupancy rates:
 - o 1.14 spaces per dwelling unit,
 - o 0.76 spaces per bedroom,
 - o 1.19 spaces per occupied dwelling unit, and
 - o 0.82 spaces per occupied bedroom.
- The second study, performed in the summer of 2020, evaluated parking utilization at five senior housing developments in Salt Lake County. The observed senior housing developments utilized parking at a rate of approximately 0.6 stalls per unit.
- The third study, performed in the spring of 2022, evaluated parking utilization at six affordable, income-restricted, transit-oriented housing developments in Salt Lake County. The observed affordable housing developments utilized parked at a rate of approximately 1 stall per unit or 0.5 stalls per bedroom.

It should be noted that both the senior housing and the affordable housing studies recommended more than a 50% reduction of requirements from Millcreek's standard parking requirements, both of which were approved by the city.

As another point of comparison, ITE's *Parking Generation* manual reports the following average parking rates for residential housing types:

- Multifamily Housing (Low-Rise) = 1.21 parking stalls per unit
- Affordable Housing = 0.99 parking stalls per unit
- Senior Adult Housing = 0.61 parking stalls per unit

Based on the findings from the studies performed for Millcreek City, as well as the data shown in the ITE manual, Fehr & Peers recommends allowing for a 50% parking requirement reduction for senior housing and 25% reduction for affordable housing in Clearfield. These reductions should only be granted pending review by Clearfield City staff.

How should parking requirements be adjusted for transit-oriented housing developments?

As outlined previously, all of the affordable housing developments in the third Millcreek study were selected because they were adjacent to transit. In contrast, Clearfield Station Apartments was the only transit adjacent development studied in Clearfield for this report. Notably, Clearfield Station Apartments did not experience lower parking rates than the other similar developments studied in Clearfield. Furthermore, transit options in Clearfield do not appear to reduce parking demand the way that transit options did in the developments observed in Salt Lake County. Therefore, Fehr & Peers does not recommend allowing for transit-related reductions until transit services in Clearfield have matured enough to reduce vehicle traffic and parking demand, specifically in the form of Core 15 service (defined by UTA as service running at 15 minute or better headways all day).

Currently, the language in the Form Based Code *Section 9.2, Part 3: Parking Credits* allows for the following parking reductions for transit-oriented developments

- 1) *Transit Credit. Vehicular parking requirements may be reduced with proximity to any rail station or transit line with up to 15-minute headways. Proximity is measured using network distance along dedicated public pedestrian pathways from any point along the property line to the platform or transit stop.*
 - a) *Within 660 feet. A reduction of 10% of the required off-street parking.*
 - b) *Within 1320 feet. A reduction of 5% of the required off-street parking.*

As written, the language in the Form Based Code does not specify how long the 15-minute headways are required to be active in any given day for a nearby development to gain the transit credit. Fehr & Peers recommends updating the language to specify that the transit should operate with 15-minute headways *all day* to receive parking credits.

On-Street Parking and Enforcement

How should Clearfield regulate on-street parking during winter months when snowplowing can pose a risk to vehicles parked on-street?

Currently, many northern Utah communities restrict on-street parking at night hours during specified winter months (e.g., midnight to 6am from December through February), regardless of whether snowy or icy conditions exist at any given time. Currently, most of Clearfield's neighbors in northern Davis County and Weber County follow this practice.

However, other northern Utah communities are less restrictive and prohibit on-street parking only during and after winter storm events that require plowing. The following bullets outline sample policies from nearby Utah cities:

- North Salt Lake: "It is unlawful to park or leave parked any vehicle or trailer upon the City's paved portion of the street or roadway during a snow event or until snow removal or plowing from pavement edge to pavement edge is complete."
- Millcreek: "No person shall park a vehicle on any city street when it is snowing, or snow is on the street during the months of November, December, January, February, March, and April."

A third approach that isn't currently implemented by any jurisdictions in Utah is to identify snow routes where parking is not allowed during snowfall, which can allow parking to be preserved on streets that are primarily for local-use purposes. Functional classification could be used as the basis for this definition. This would be focused on keeping key roads (e.g., arterial & collector roads) clear for essential connectivity and/or throughput, and thus accepts that local streets may not be cleared as well.

Of the three options, Fehr & Peers recommends the option that would identify snow routes where parking is not allowed during snowfall. This option would allow for some amount of on-street parking along local streets where residents regularly rely on a supply of on-street parking, while still prohibiting on-street parked cars from interfering with plowing arterial and collector routes that are essential for vehicle traffic.

Should Clearfield implement paid on-street parking, and if so, how should a paid parking policy be enforced?

Where it is allowed, on-street parking throughout Clearfield is currently free for drivers, which is consistent with other suburban municipalities in Davis County and Weber County. Implementing paid on-street parking in higher-density, commercial or mixed-use nodes can have several key benefits, including:

- Raising revenue
- Increasing the turnover of prime parking spots (and potential economic benefit to adjacent businesses)
- Reducing 'circling for parking' behavior
- Incentivizing use of transportation alternatives such as transit and active modes, and
- Encouraging the use of off-street parking options (including paid lots)

However, these benefits may not always exceed the costs of paid parking policies in every context, which include the financial costs of parking payment systems and enforcement, inconvenience and increased costs for users, and potential impacts on local businesses.

In the context of Clearfield's existing downtown, many of the potential benefits are currently unlikely to be realized to a substantial extent if implemented in the near term. Current utilization of on-street parking in downtown Clearfield is low, due to an abundance of available off-street parking in adjacent land uses. Frequent all-day transit service is not currently available, and high-comfort bicycle facilities are planned but for the most part not yet implemented, meaning that users have limited transportation alternatives available. Implementation of paid on-street parking would likely generate limited revenue under current conditions, to the extent that payment collection and enforcement costs would likely exceed funds generated by the parking policy.

For these reasons, a paid on-street parking policy is not recommended for immediate implementation. However, as Clearfield's downtown develops, these conditions may change and make a paid parking program a viable option. Downtown Clearfield would be ready for paid parking once the following thresholds have been met:

- On-street parking stalls are regularly heavily utilized (greater than 85% occupancy rates) during peak periods,
- Feedback from business community and field observations indicates that prime on-street parking near street-fronting businesses is often occupied for long periods by employee or resident vehicles (preventing these highly desirable spaces from turning over frequently and contributing to business vitality),
- Vehicles are observed circling around blocks in search of on-street parking,
- Private businesses are charging for parking in off-street lots and structures, and/or
- High-comfort active transportation facilities and/or frequent public transit options are available.

As downtown Clearfield continues to develop towards the mix and intensity of uses envisioned in the *Creating Downtown Clearfield Plan*, city staff should periodically evaluate whether these conditions are occurring using direct observation and outreach to residents, business/property owners, and other stakeholders.

When most or all of the indicators above are achieved, next steps for moving towards a paid parking system would include developing a more detailed parking plan and strategy, covering topics such as:

- Geographic area(s) and time periods in which to implement pricing,
- Pricing and fine schedule,
- Payment methods and vendors (e.g., meters, kiosks, mobile apps, etc.), and
- Enforcement approach and responsible entity (e.g., law enforcement officers, civilian enforcement staff, or contractors).

Provision of Downtown Public Parking

When would it be feasible to provide or subsidize public parking in downtown Clearfield?

As outlined in the discussion of **On-Street Parking and Enforcement**, free on-street parking is available throughout much of Clearfield (including in the downtown area) and is not heavily utilized. Because of this, a downtown public parking facility (whether a surface, structure, or underground lot) would not address an immediate, existing need, and a future scenario in which such a facility could be a valuable investment would only occur if and when demand for parking in downtown Clearfield expands to regularly exceed the available supply of on-street parking. Clearfield's current and recommended future parking requirements are intended to ensure future development continues to fully meet parking needs via private off-street parking; if these policies are successful, additional demand for public parking should be limited, and the willingness of users to pay for public parking options should be low.

As outlined by Carl Walker in a 2016 case study of mean parking construction costs, surface parking lots were estimated to cost between \$5,000-\$10,000 per space depending on location. Structured parking was found to cost significantly more, with even basic parking structures costing between \$15,000-\$25,000 per space. A 100-stall facility would likely cost \$500,000-\$1m or more for a surface lot and \$1.5m-\$2.5m or more for a structure, prior to factoring in land acquisition costs, with larger facilities costing proportionally more.

Due to the high cost of constructing new parking facilities and abundant on-street parking availability currently seen in Clearfield, Fehr & Peers recommends focusing on other parking management strategies in the near term, rather than near-term investment in a public parking facility. However, as Clearfield's downtown develops, these conditions may change and make a downtown public parking facility a viable option. Factors that could indicate a favorable environment for building a public parking facility include:

- Paid and time-limited on-street parking policies have been implemented to efficiently manage the existing parking supply,
- Paid parking areas begin to be regularly heavily utilized (greater than 85% occupancy rates) during peak periods, and
- If that parking demand is concentrated in a small area (within approximately a quarter-mile radius or less) with high-comfort pedestrian facilities.

If these conditions are met in downtown Clearfield, the City would likely benefit from further study and planning for a public parking structure. Such a study would likely include evaluation of where unmet parking demand currently occurs, evaluation of potential sites, and high-level costing and market feasibility analysis to determine whether the market could support the capital and operating costs of a parking facility, and if not, what level of subsidy would be required to support the facility.

Structured Parking

Is there evidence that structured parking generates less parking demand that would justify a reduction in required parking? If not, what incentives would be appropriate to encouraging structured parking?

Clearfield's Form Based Code currently allows for a 25% reduction in required parking stalls for projects that provide at least 75% of parking within the building envelope or a nearby parking structure. Parking demand is typically driven by the quantity and type of land uses included in a project, not the type of parking provided. Whether a land use provides that parking in a parking lot or in a structure is not typically a major driver of parking demand, and limited evidence suggests that (other factors being equal), structured parking may see slightly higher utilization than surface parking. However, in light of the broad availability of on-street parking in Downtown Clearfield, this policy is unlikely to cause acute parking issues under near future conditions and may help incentivize Clearfield's urban design and placemaking goals. Therefore, Fehr & Peers does not recommend repealing this code provision at this time.

Donald Shoup, in his book *The High Cost of Free Parking* (2005), indicates that where land is less expensive, a greater share of parking is surface, and where land is more expensive, a greater share of parking is structured. Structured parking substitutes capital investment (the parking structure) for land, and the point at which development can justify structured parking occurs when market prices and zoning allow for the marginal returns on additional non-parking land uses to exceed the marginal cost of converting from surface parking to structured parking (which may cost an additional \$10,000 to \$40,000 per stall).

Existing developments in Clearfield currently meet parking needs using surface lots and small single-level garages rather than multi-level parking structures, indicating that Clearfield has not yet reached the point where structured parking meets this market test. While the currently allowed 25% reduction in parking requirements could serve as a meaningful incentive to convert from surface to structured parking as land values increase and structured parking approaches economic viability, this incentive is not effective for a proponent who intends to provide stalls equal or greater to the required quantity of parking for their proposed use. Future development of structured parking in Downtown Clearfield may be more effectively encouraged by the following additional strategies:

- Allow additional maximum development density (dwelling units/acre or FAR) to applicants within the Form Based Code area who provide 75% or more off-street parking in a structured format.
- Provide flexibility with respect to other dimensional requirements (e.g., setbacks, stepbacks, maximum building height, maximum impervious surface), open space requirements, or other to applicants within the Form Based Code area who provide 75% or more off-street parking off-street parking in a structured format.
- Work proactively with landowners and businesses to identify potential opportunities for shared parking to spread the cost of structured parking across a larger total volume of users. Land uses that are adjacent to parking structures and have non-overlapping periods of peak demand would likely be good candidates for shared parking reductions.

Appendix A:
ULI *Dimensions of Parking, Fifth
Edition*, Figures 7-3 and 7-4

ULI Figure 7-3: Common Parking Dimensions

									Width of Stall							
									8' 3"	8' 6"	8' 9"	9' 0"				
Angle (in Degrees)	Base Module	Vehicle Projection	Aisle Width	Single- Loaded Module	Wall to Inter- lock (8' 6")	Interlock to Interlock (8' 6")	Curb to Curb	Overhang	Width Projection	Interlock	Width Projection	Interlock	Width Projection	Interlock	Width Projection	Interlock
Θ	M ₁	VP	A	M ₂	M ₃	M ₄	M ₅	o	WP	i	WP	i	WP	i	WP	i
30	41' 2"	15' 1"	11' 0"	26' 1"	37' 6"	33' 10"	38' 8"	1' 3"	16' 6"	3' 7"	17' 0"	3' 8"	17' 6"	3' 9"	18' 0"	3' 11"
35	43' 0"	16' 0"	11' 0"	27' 0"	39' 6"	36' 0"	40' 2"	1' 5"	13' 5"	3' 5"	14' 10"	3' 6"	15' 3"	3' 7"	15' 8"	3' 8"
40	44' 10"	16' 11"	11' 0"	27' 11"	41' 7"	38' 4"	41' 8"	1' 7"	12' 10"	3' 2"	13' 3"	3' 3"	13' 8"	3' 4"	14' 0"	3' 5"
45	47' 0"	17' 7"	11' 10"	29' 5"	44' 0"	41' 0"	43' 6"	1' 9"	11' 8"	2' 11"	12' 0"	3' 0"	12' 4"	3' 1"	12' 9"	3' 2"
50	48' 6"	18' 2"	12' 2"	30' 4"	45' 9'	43' 0"	44' 8"	1' 11"	10' 9"	2' 8"	11' 1"	2' 9"	11' 5"	2' 10"	11' 9"	2' 11"
55	50' 0"	18' 8"	12' 8"	31' 4"	47' 7"	45' 2"	45' 10"	2' 1"	10' 1"	2' 4"	10' 5"	2' 5"	10' 8"	2' 6"	11' 0"	2' 7"
60	51' 6"	19' 0"	13' 6"	32' 6"	49' 4"	47' 2"	47' 2"	2' 2"	9' 6"	2' 1"	9' 10"	2' 2"	10' 1"	2' 2"	10' 5"	2' 3"
65	53' 0"	19' 2"	14' 8"	33' 10"	51' 2"	49' 4"	48' 6"	2' 3"	9' 1"	1' 9"	9' 5"	1' 10"	9' 8"	1' 10"	9' 11"	1' 11"
70	54' 0"	19' 3"	15' 6"	34' 9"	52' 7"	51' 2"	49' 4"	2' 4"	8' 9"	1' 5"	9' 1"	1' 5"	9' 4"	1' 6"	9' 7"	1' 6"
75	55' 0"	19' 1"	16' 10"	35' 11"	53' 10"	50' 10"	50' 2"	2' 5"	8' 6"	1' 1"	8' 10"	1' 1"	9' 1"	1' 2"	9' 4"	1' 2"
90	59' 0"	18' 0"	23' 0"	41' 0"	59' 0"	59' 0"	54' 0"	2' 6"	8' 3"	0' 0"	8' 6"	0' 0"	8' 9"	0' 0"	9' 0"	0' 0"

All dimensions are rounded to the nearest inch.

Recommendations assume (1) one-way traffic for angles less than 90 degrees, and two-way traffic for 90-degree parking; (2) double-loaded aisles; and (3) a design vehicle that is 6' 7" by 17' 3".

1. In structures, or in lots where at least 30 percent of the stalls have guides or curbs, 1 foot (0.3 meters) may be deducted from the aisle width and the corresponding module.

2. In stalls that are adjacent to walls, columns, or other obstructions that might interfere with door opening or turning movement into the stall, add at least 10 inches (25 centimeters) to the width of the stall.

3. In stalls that are adjacent to curbs or islands, add at least 10 inches (25 centimeters) to the width of the stall to reduce the risk of tripping.

4. Aisle width may be increased by up to 3 feet (0.9 meters) to provide a higher level of comfort.

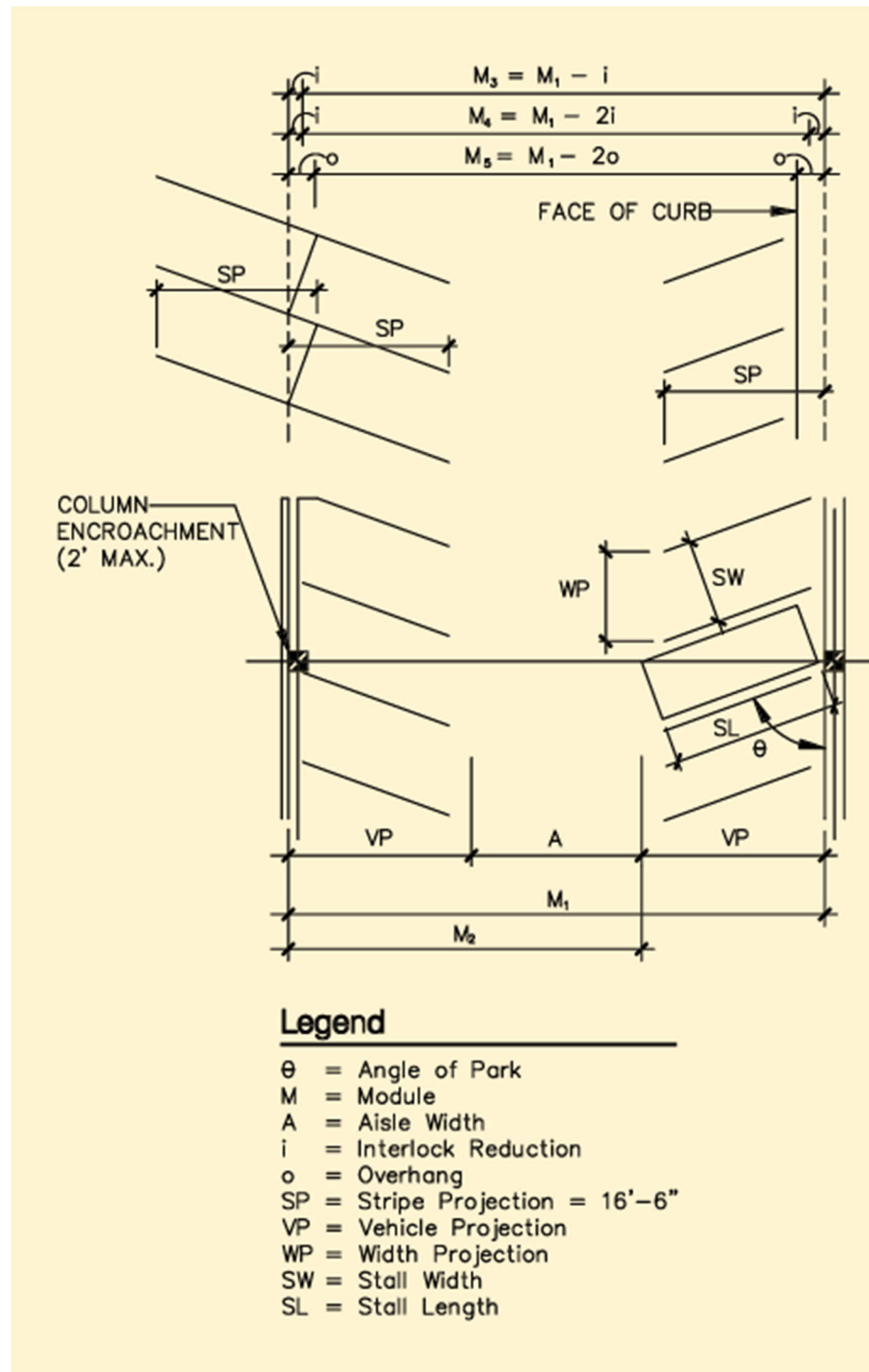
5. Light poles and columns may protrude into a parking module a maximum of 2 feet (0.6 meters), as long as they do not encroach on more than 30 percent of the stalls. For example, either a 1-foot (0.3-meter) encroachment on both sides of the aisle, or a 2-foot (0.6-meter) encroachment on one side only, would be acceptable.

6. Where columns, light poles, or other obstructions encroach on more than 30 percent of the stalls in the bay, interlock reductions cannot be taken.

7. For each 1-inch (2.5-centimeter) addition to the width of the stall—to a maximum stall width of 9 feet (2.7 meters)—3 inches (7.6 centimeters) can be deducted from the module without decreasing turning comfort.

Source: *Dimensions of Parking, Fifth Edition*, ULI, 2010

ULI Figure 7-4: Parking Dimensions Illustrated



Source: *Dimensions of Parking, Fifth Edition*, ULI, 2010