



# CLEARFIELD STATION AREA PLAN

STEERING COMMITTEE MEETING #2

JUNE 9, 2023



# SUMMARY FROM OUR LAST MEETING



# EXISTING CONDITIONS

## LAND USE

- Proposed land uses within the TOD area will remain unchanged regardless of market fluctuations
- What little vacant land remains is prime for development, with multiple properties along State Street ripe for redevelopment
  - Mixed-use commercial/residential ideal for meeting economic and affordable housing goals, responding to fluctuating market demands
- Existing residential and industrial neighborhoods in the project area are unlikely to change, and appropriate land use transitions should be provided between them and new development



# MASTER DEVELOPMENT PLAN

## LAND USE PLAN



- 67,500 sq. ft. commercial space
- 550,000 sq. ft. office space
- 1,000 residential units



# EXISTING CONDITIONS

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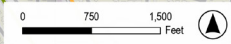
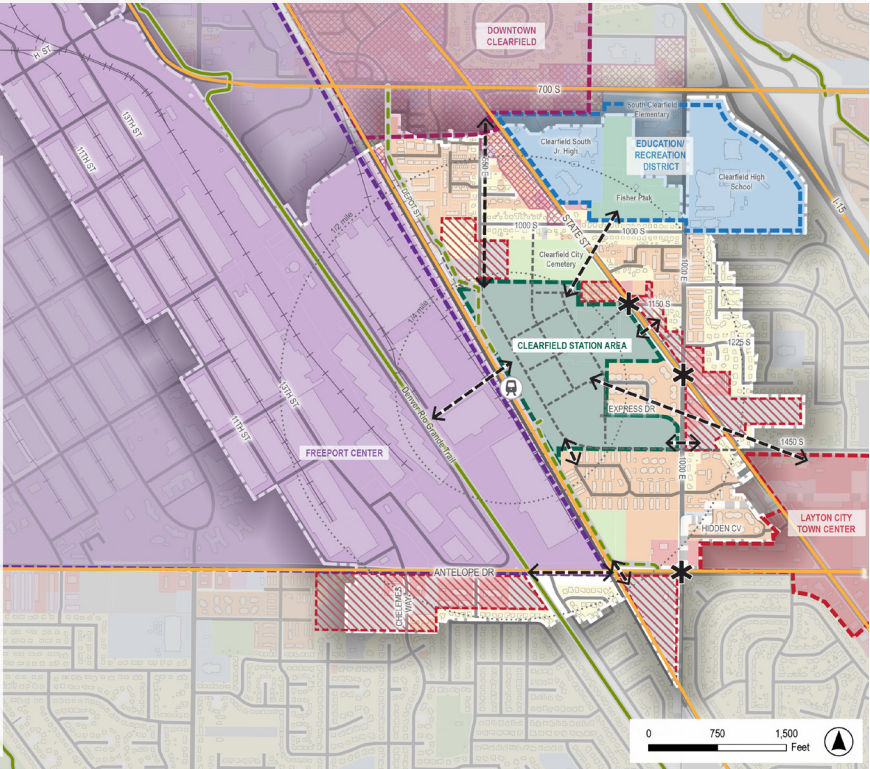
## TRANSPORTATION

- More than 1/3 of station users access the site on foot
- Crashes involving pedestrians highlight the need for better active transportation infrastructure and intersection improvements
- D&RGW trail represents the greatest opportunity for active transportation, linking the station to the region. However, access is very difficult even with planned projects
- Key opportunities lie in overcoming State Street as a barrier and connecting adjacent centers and neighborhoods to the station

# SITE ANALYSIS



- Clearfield Station
- Significant Intersection
- Potential Connection
- Pedestrian/Cyclist Barrier
- Potential Transformation Area
- Clearfield Station Area
- Downtown Clearfield
- Education/Recreation District
- Freeport Center
- Layton City Town Center
- Form-Based Code Area
- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial/Manufacturing
- Government/Institutional
- Park/Open Space
- Vacant/Agricultural
- Existing Trail
- Planned Trail
- Planned Road
- Railroad
- Station Zone of Influence
- City Boundary





# CONCEPT ALTERNATIVES



# CONCEPT OVERVIEW

- Land uses within the MDP remain the same, proposed development types are the same as those contained within the plan
- Concepts are organized by level of impact/size of footprint

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## SINGLE FAMILY RESIDENTIAL

- 1-2 stories - single-family dwellings



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## MIXED RESIDENTIAL

- 1-2 stories - SF, townhomes, multiplex







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## MEDIUM DENSITY RESIDENTIAL

- 2-3 stories - townhomes, multiplex, apartments



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## MID-DENSITY MIXED USE

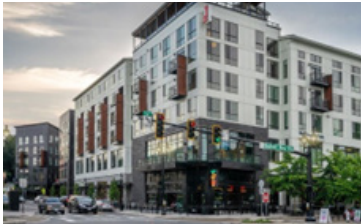
- 2-4 stories - retail/office ground level
- Residential/office on upper stories



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## HIGH DENSITY MIXED USE

- 2-8 stories - retail/office ground level
- Residential/office on upper stories



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## COMMERCIAL

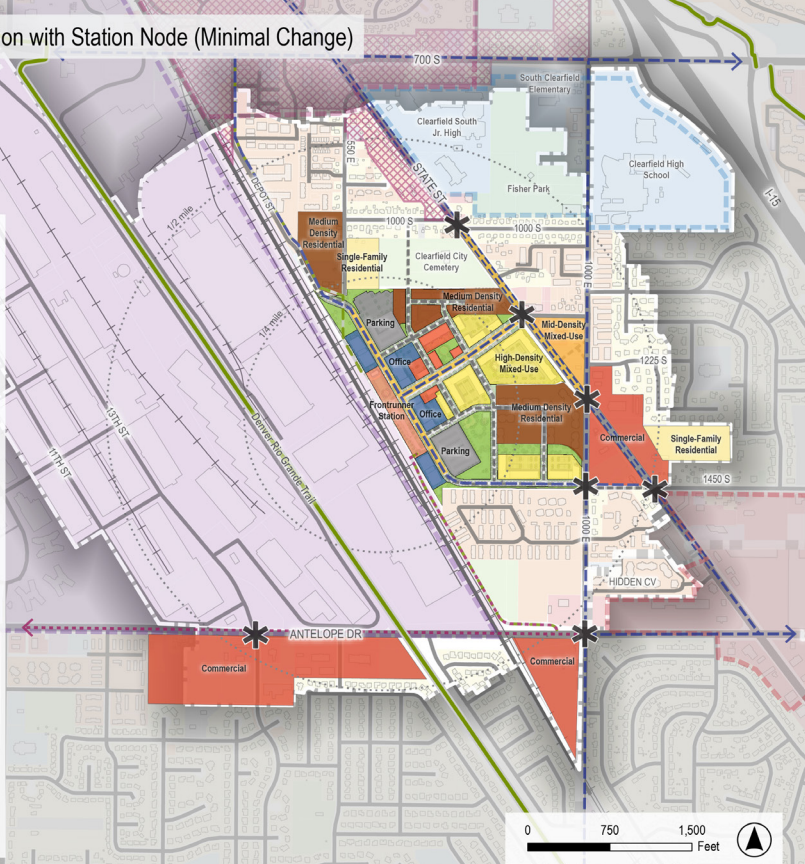
- 1-2 stories - commercial retail



# Concept 1: Commerical Retention with Station Node (Minimal Change)



- Intersection Improvement
- Bike Lane
- Protected Bike Lane
- Neighborhood Byway
- Enhanced Sidewalk
- Shared-Use Path
- Existing Regional Trail
- Planned Road (MDP)
- Downtown Clearfield
- Education/Recreation District
- Freeport Center
- Layton City Town Center
- Form-Based Code Area
- Ex. Single Family Residential
- Ex. Multi-Family Residential
- Ex. Commercial
- Ex. Industrial/Manufacturing
- Ex. Government/Institutional
- Ex. Park/Open Space
- Railroad
- Station Zone of Influence
- City Boundary





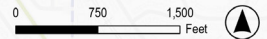
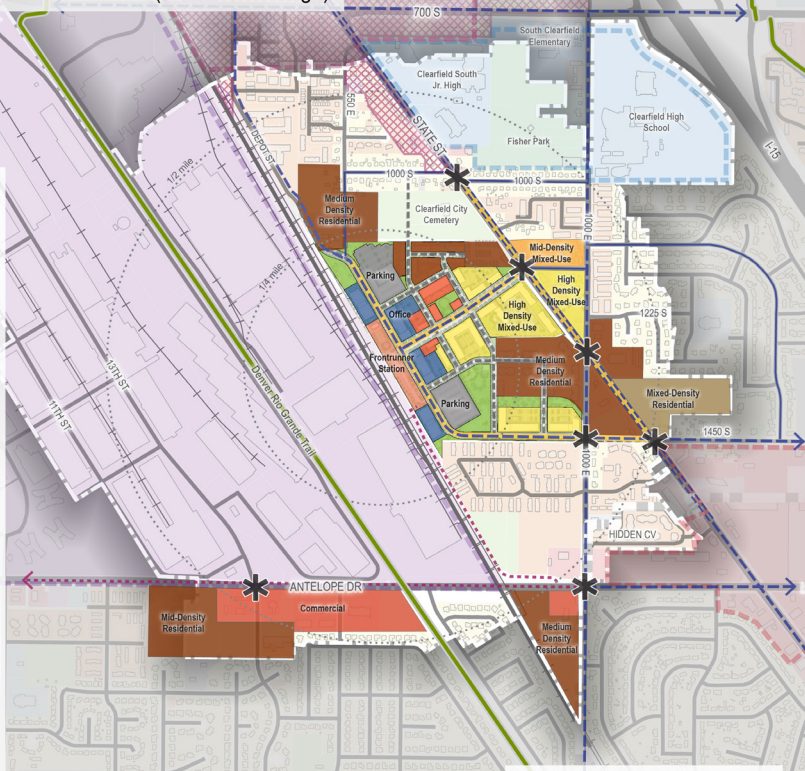
# CONCEPT 1

- Preserves existing commercial uses within the station area
- Creates lower density transitions to existing single-family neighborhoods
- Triangle block across State Street from Station Boulevard redevelops as mixed-use to create a “front door” node to the station
- Active transportation improvements are focused within the TOD site, connecting to planned regional routes
- Transit service remains as-is

## Concept 2: Residential Focus with Station Node (Moderate Change)



- Intersection Improvement
- Bike Lane
- Protected Bike Lane
- Neighborhood Byway
- Enhanced Sidewalk
- Shared-Use Path
- Existing Regional Trail
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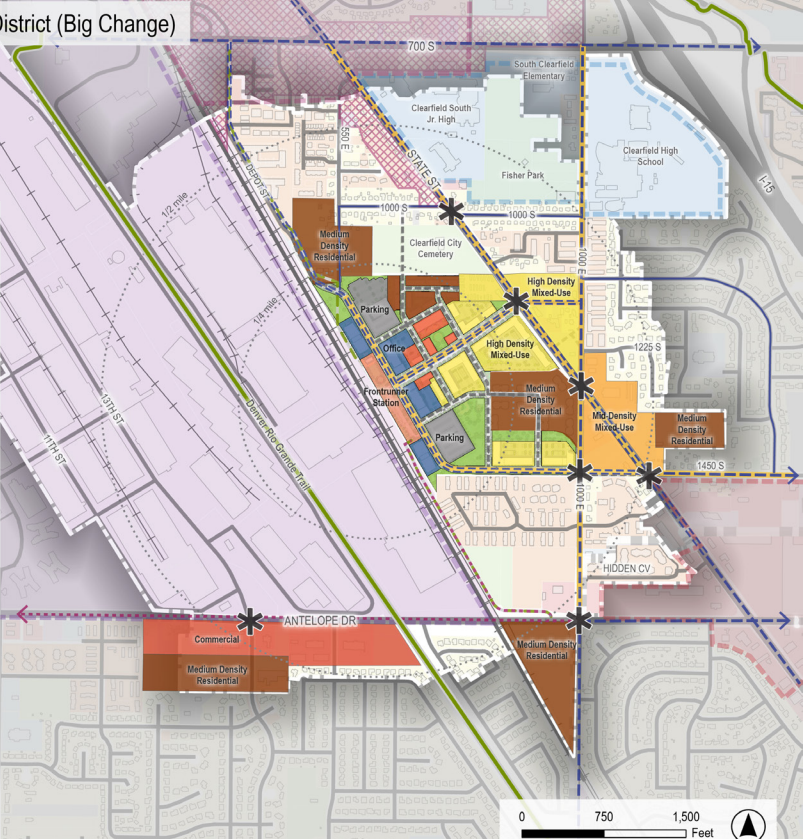
## CONCEPT 2

- Residential focus - adds rooftops to support retail and provide additional affordable housing stock
- Creates distinct village centers (Downtown, Station area, Layton town center) by reallocating State Street commercial space to the mixed-use redevelopment across from the Station
- Residential use introduced behind commercial sites along Antelope Drive
- Active transportation improvements focus on making high-quality infrastructure within the station area radius
- Transit service slightly altered to provide additional stops and/or modified Freeport Center route

### Concept 3: Mixed-Use Station District (Big Change)



- Intersection Improvement
- Bike Lane
- Protected Bike Lane
- Neighborhood Byway
- Enhanced Sidewalk
- Shared-Use Path
- Existing Regional Trail
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# CONCEPT 3

- Creates a broader mixed-use station district with more intense redevelopment along State Street
- Active transportation is focused on creating high-quality routes for pedestrians and cyclists from the station to other key destinations in the city
- Transit improvements may include the addition of flex shuttle routes or other microtransit to serve the station area and surrounding destinations



# COMMITTEE DISCUSSION





# PLANNING PROCESS & SCHEDULE

TASKS	PLAN DEVELOPMENT						PLAN ADOPTION	
	2023							
	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
Planning Process	1	2	3	4	5	6	7	8
1 Project Management								
2 Community Engagement & Outreach								
<i>Project Kickoff</i>	★							
<i>Steering Committee</i>				★	★	★		
<i>Project Website/Survey</i>								
<i>Focus Interviews</i>								
<i>Plan Alternatives Workshop</i>								
<i>Draft Plan Open House Meeting</i>								
3 Review Existing Plans & Related Documentation								
4 Research & Analysis								
5 Development of Alternatives / Selection of a Preferred Plan Direction								
6 Draft Plan								
7 Draft Final Plan								
8 Approval & Adoption Process								

★ *Kick-off/Steering Committee Meeting*