

CLEARFIELD CONNECTED

Plan Alternatives Public Open House Summary

JUNE 28 – JULY 5, 2023

A Plan Alternatives Public Open House was held at the Clearfield Aquatics & Fitness Center on Wednesday, June 28th from 6-8 pm. City residents and stakeholders connected with city leaders, staff, and the planning team to learn more about the project and provide feedback on three alternative concepts. The meeting posters were left on display from June 28th-July 5th so residents could continue to provide feedback. City staff also took the boards to Clearfield’s Freedom Festival on the Fourth of July. Though the total number of participants is unknown, it is estimated that at least 50 people gave feedback during these events.

Residents and stakeholders were invited to engage with different posters focused on potential opportunities for the station area. Below is a summary of the poster results.

POSTER SUMMARIES

POSTER 1: INTRODUCTION



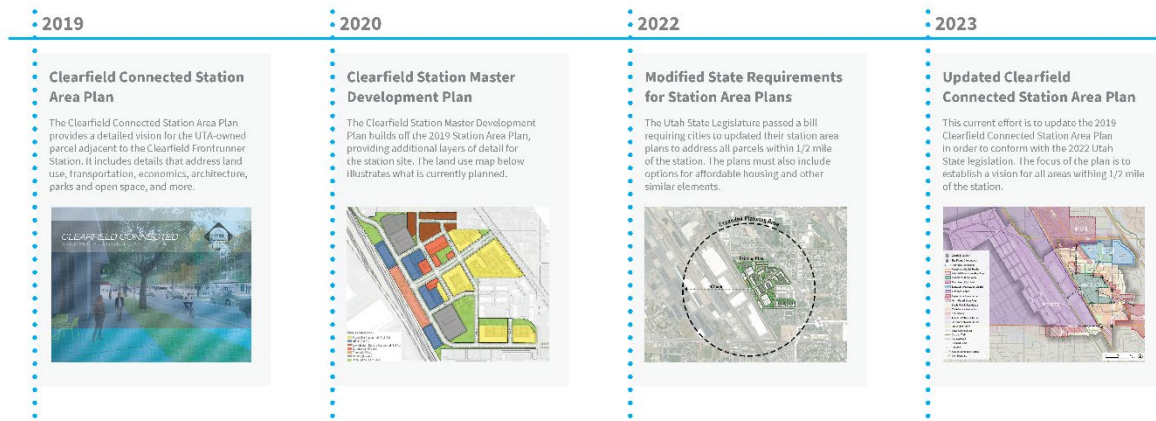
Clearfield Station is a place of connection, where people arrive and depart on their way to destinations near and far. A clear vision for the area has already been established through recent planning efforts, most notably the Clearfield Connected Station Area Plan (2019) and the Clearfield Station Master Development Plan (2020).

Recent changes to the Utah State Code require amending the station area plan to address a wider service area and to include options for affordable housing and other similar elements. This updated plan will revise the existing Station Area Plan to meet the new state code, while verifying the established vision for the Clearfield Station Area.

YOUR INPUT IS IMPORTANT!
For additional project information and engagement opportunities, visit the project website.



PLANNING TIMELINE



POSTER 2: LAND USE CATEGORIES & CONCEPT 1



Potential Land Use Categories

Single Family: 5 (29%)

Mixed Residential: 0 (0%)

Medium Residential: 1 (4%)

Low-Mixed Use: 0 (0%)

Medium Mixed-Use: 10 (37%)

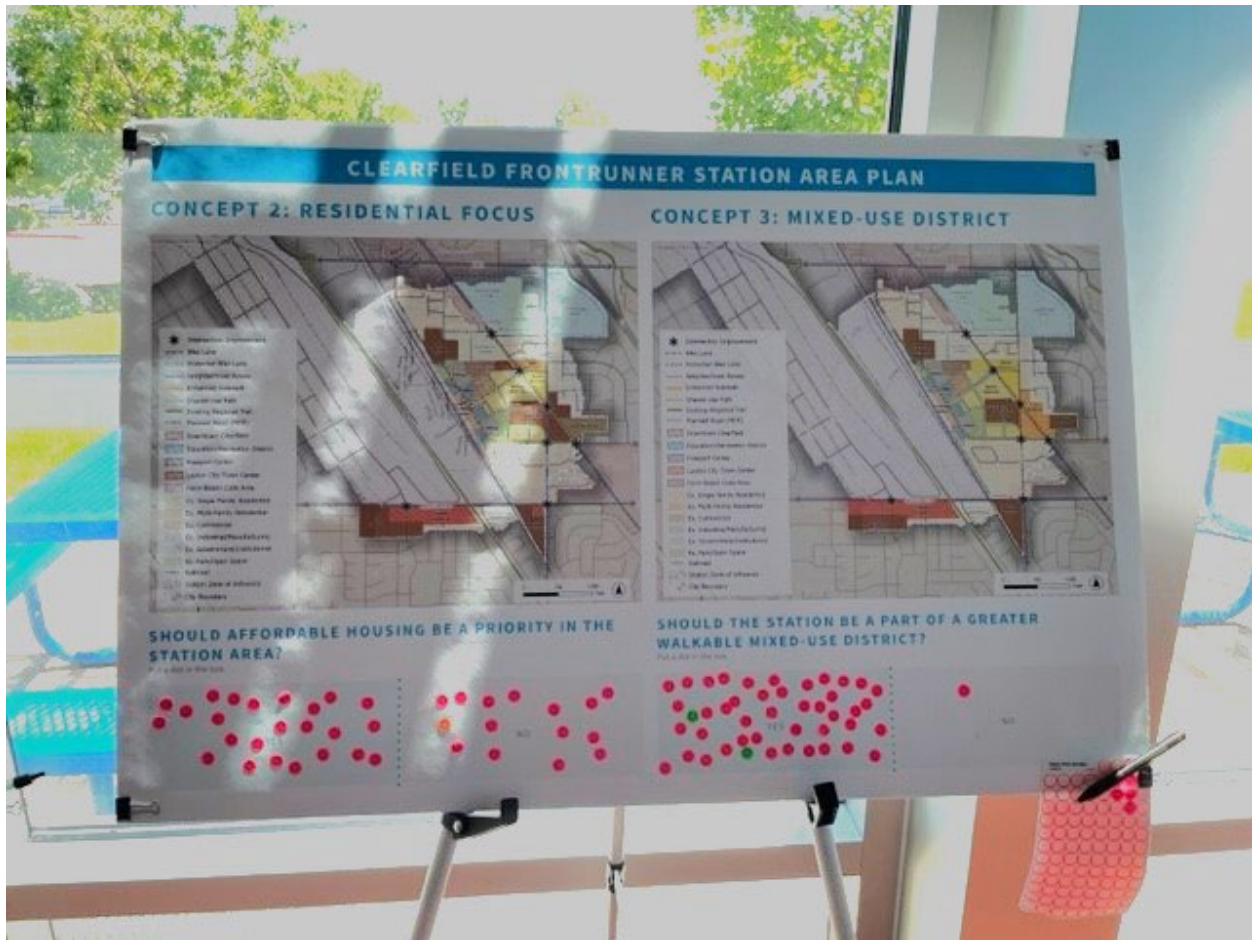
Highway Commercial: 1 (4%)

Are highway commercial uses desirable near the Frontrunner Station?

Yes: 30 (71%)

No: 12 (29%)

POSTER 3: CONCEPT 2 & 3



Should affordable housing be a priority in the Station Area?

Yes: 25 (62%)

No: 15 (38%)

Should the Station be a part of a greater walkable mixed-use district?

Yes: 45 (98%)

No: 1 (2%)

POSTER 4: AMENITIES & SERVICES



Which amenities should be included in/around the Station Area?

Office: 2 (1%)

Retail: 9 (7%)

Restaurants: 20 (15%)

Grocery Store: 10 (7%)

Hotels: 7 (5%)

Entertainment: 15 (11%)

Highway Commercial: 3 (2%)

Affordable Housing: 9 (7%)

Market-Rate Housing: 2 (1%)

Gym/Recreation: 8 (6%)

Trails & Paths: 17 (13%)

Gathering Places: 9 (7%)

Civic & Cultural: 6 (4%)

Parks & Plazas: 17 (13%)

POSTER 5: TRANSPORTATION & BARRIERS



How would you like to travel to the Station Area in the future?

Drive: 13 (35%)

Walk: 8 (22%)

Bike or Other User-Powered Mode: 9 (24%)

Public Transit: 7 (19%)

What factors prevent you from using the Clearfield Frontrunner Station?

Too difficult or dangerous to travel to the Station Area: 7 (47%)

The Station Area doesn't have amenities/services that I am interested in: 4 (27%)

I'm no interested in riding transit: 0 (0%)

Other: 4 (27%)

GENERAL COMMENTS

The following comments include those written on posters and several received via email.

- Need designated drop-off zones.
- Frontrunner times are not convenient.
- I prefer concept #1.
- We would love to see electric car chargers (prefer Tesla chargers).
- Hate that Depot will be a connection!
- Parking? Traffic? Speeding? Hate the idea!
- Too many apartments – don't need more. (x2)
- Ride-share capabilities.
- We would love to see and be able to use bike rack stations.
- More restaurants and social gathering places – high priority.
- Electric vehicle charging (x2)
- The inconsistency in what the city wants. They say one thing and do another.
- More restaurants and plaza spaces
- Need Sunday service (x2)
- Need theater and arena for sports and concerts
- More restaurants, businesses – less apartments
- I would ride Frontrunner more if there were more express options to the U of U.
- Needs to have a multi level parking structure underground. Parking lots shouldn't be involved in this. We also need a free shuttle that can pick up people from around town to encourage local shopping. Should also require all rooftops to be solar or walking gardens for use by residents.
- A concern I see with some of the documents is the choice of light fixtures. Please choose light fixtures that are night sky compliant. This would help those who will live in this development and neighbors. Also, Antelope Island has night sky goals.
- Need a convenience store and restrooms near the bus stops for transit operators
- I continue to be impressed by the thought and care put into the planning and implementation of this project and development of the city at large. Thank you for your work on it and having a far ahead vision in mind. In carefully examining the possible alternatives, it seems the best is a hybrid between walkability and interconnectivity of Concept 3 (Mixed Use District) with Concept 1 (Commercial Retention). I would opt to keep the commercial zones and use the remained with Mixed Use in mind. I walk to Frontrunner and am just outside of a mile within the radius, and I know if I were still living in an apartment (forced or by choice) one of the best perks would be walkable accessibility to the Frontrunner line. For this reason, I would advocate for medium Mixed Use to accommodate more people with access to this transportation hub. This may be unpopular for some, but I think that is the best use of space and allow the city to grow with longevity in mind. In the revitalized design, please include a space for Civic/Cultural space(s). This would be the heart of the community and would speak to that very well. The other thing I will add is to ask/advocate for is for nature and trail focus, specifically the possibility of a bridge (or series of bridges) to access the Rio Grande trail across the industrial space, or perhaps have an easement for a ground trail to connect with it. There is one at 700 S, but it is not easy, intuitive (or quiet/safe) to get to easily, and with so many potentially coming to live within this space, connecting to such a valuable outdoor trail with easy access would be hugely valuable

and vitally important. (Also, this is more for the City Council, but is it possible to have a tree planting initiative in place for the trail? It would pay for itself in spades in regards to wildlife, natural aesthetic, and temperature welcoming shade). When we chose to live here a couple of years ago, access to that trail was a big influence in that decision, and I would love to have this plan incorporate that with these in mind. Thank you for all the work you do. The care and consideration are incredible to see, and I watch with anticipation to see it grow with the city I've come to love. Heather (P.S Is there a way to add a bridge across the irrigation ditch from the kiss and ride before the project is completed? It does not follow natural footpath design and would help hurried travelers (especially with small children with little legs) be able to make trains on time. Thank you for considering).

- Hi my home is on 1000 s in Clearfield. I see that it is within the circle of the map on this page but I am having a hard time understanding what that means. I'm hearing worst case scenario (demolishing homes?) of what that might mean but was trying to find more information. I suspect this is just fear talking but was hoping to get clarification. I will be out of town the day of the meeting. I would love to bring input for my home and neighborhood. I would appreciate some clarification so that I and others are able to do that. Thank you so much for your time.
- <https://www.nycaudubon.org/our-work/conservation/project-safe-flight/bird-friendly-building-design#:~:text=Javits%20Center%20marked%20the%20first,site%20of%20over%2090%20percent> . Please consider constructing the buildings and rooftops based on the proven qualities of the above Javits Center in New York City.
- Unfortunately, I couldn't attend the open house, but I looked through the presentation documents and wanted to provide my feedback. It appeared like the documents were meant to be written on or notated for feedback so I attached screenshots of my feedback.

My main concern is the focus on cars at a public transit station. In the master plan illustration, there is a parking lot for a parking garage. That's excessive for an area that is a master plan for a public transit station. Especially if there is higher density housing in this area, with access to public transit, people shouldn't have a need for this many cars in this area.



The design to me looks like a new shopping and residential area with public transit in the background as an afterthought instead of the rail and public transport options being the focal point of this area. Similar to Farmington Station but without the nice center point where walking is the priority. Once you get out of the main area of Farmington station it's very dangerous with cars being the focal point and there often being no sidewalks or places for people at all.

I would hope that there would only be 1 parking structure at most since the site is meant to be a public transit hub and is therefore entirely accessible by bus or train. I worry that the car-centered focus with all the parking is just going to drive the area to be more dangerous and congested than it should be. Imagine how much more revenue and income the city would be able to bring in if there was less parking and more businesses and housing.

SUMMARY

Overall, participants vision for the Station Area includes a walkable mixed-use district that contains a variety of housing and commercial uses and public spaces that are well integrated and safely connected to the surrounding neighborhoods. Seventy-one percent of participants thought that highway commercial should be located near the station area. However, when asked which land use types they would prefer, highway commercial was among the lowest. The most popular land use types included restaurants, entertainment, trails/paths, and parks/plazas. The least popular options include office, market-rate housing, and highway commercial.

Participants were somewhat divided as to whether affordable housing should be a priority in the station area, however a majority (62%) think it should be a priority. On the other hand, participants almost unanimously agreed (98 %) that the station area should be a part of a larger mixed-use district.

Participants were interested in support for a variety of transportation modes, including driving, walking, biking, and public transit, with driving being the most popular. However, several people indicated that the reason they do not visit the station is that it is too difficult or dangerous to travel to.

The twenty-four open-ended comments addressed a variety of topics. Common themes included a desire for pedestrian-oriented development, EV chargers, and more transit service; and concerns about traffic, more apartments, and too many parking lots.