



CLEARFIELD STATION AREA PLAN

STEERING COMMITTEE MEETING #1

MAY 4, 2023





INTRODUCTIONS & PROJECT OVERVIEW



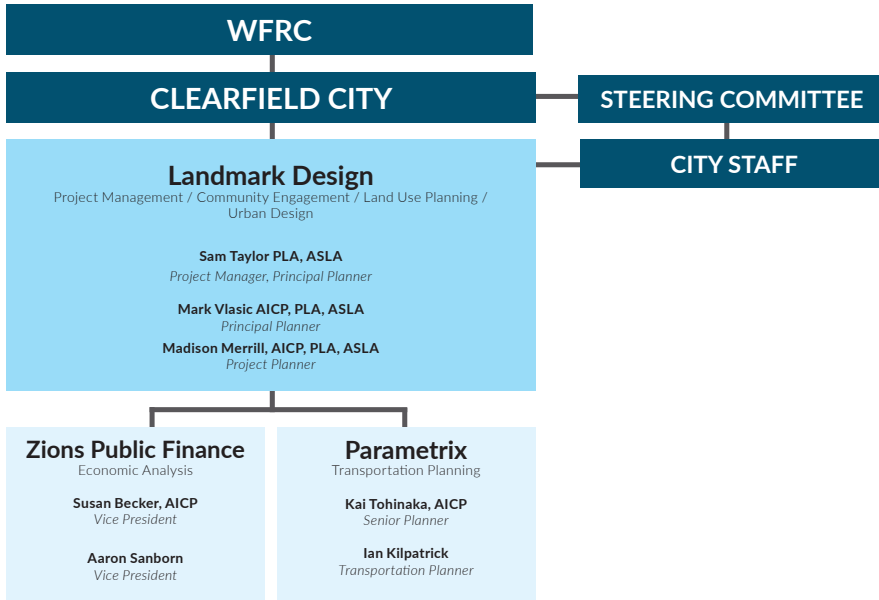
BACKGROUND & PURPOSE

WHAT HAS CHANGED?

- **2019:** Clearfield Connected Station Area Plan
- **2020:** Clearfield Station Master Development Plan
- **2021:** North Davis Active Transportation Plan
- **2022:** Changed Requirement to Utah State Code
 - Larger “zone of influence” (1/4 mile > 1/2 mile)
 - Incorporate moderate-income housing



PROJECT TEAM





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								

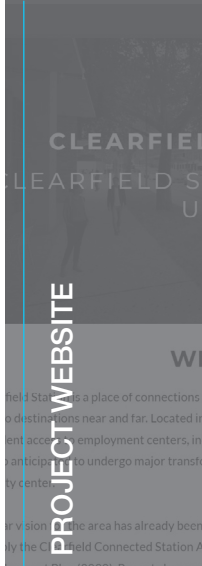
★ *Kick-off/Steering Committee Meeting*



PARTICIPATION & ENGAGEMENT



STEERING COMMITTEE



PROJECT WEBSITE



FOCUS INTERVIEWS



ALTERNATIVES WORKSHOP



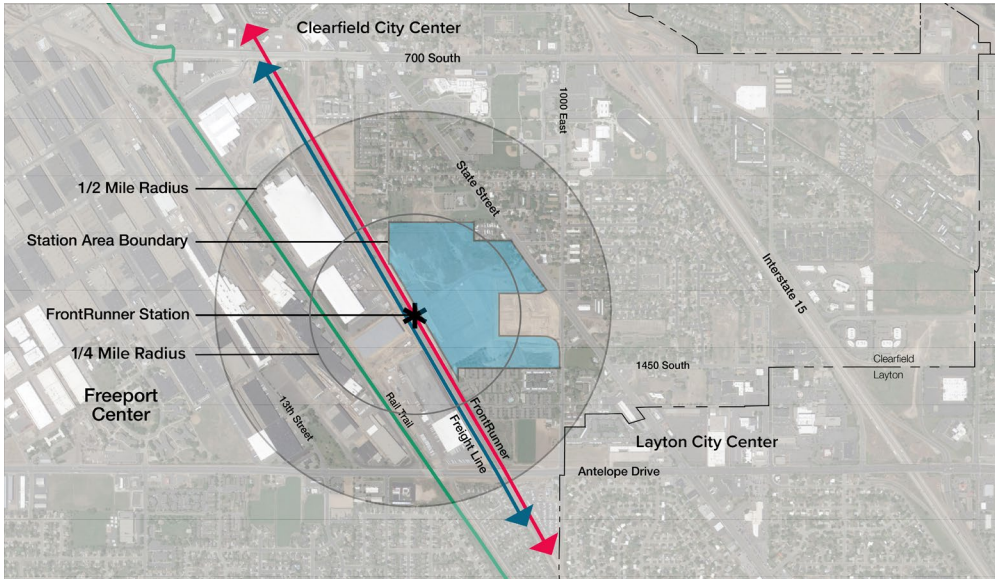
DRAFT PLAN OPEN HOUSE



EXISTING CONDITIONS & CHANGES



ZONE OF INFLUENCE





CURRENT VISION

ILLUSTRATIVE MASTER PLAN

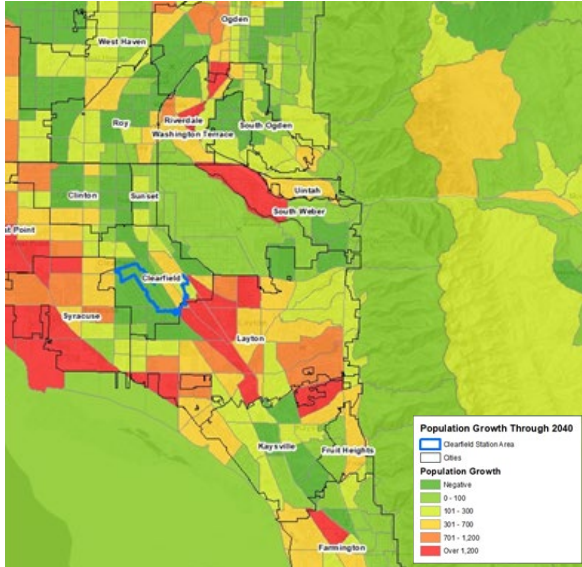


LAND USE PLAN





POPULATION GROWTH

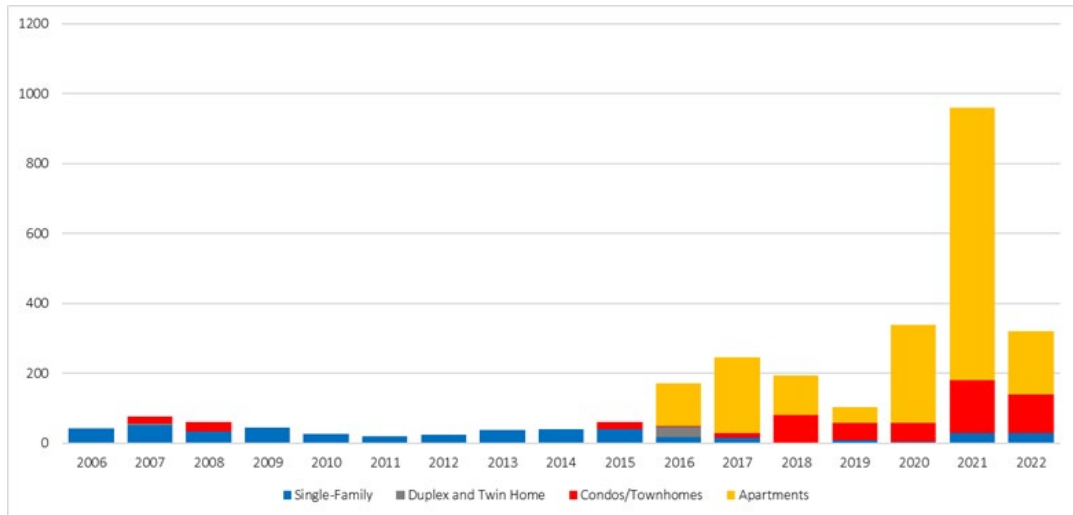


Between 2020 and 2050, Northern David County is expected to grow by over **56,000** people, with Clearfield growing by an anticipated **8,000** people.



HOUSING

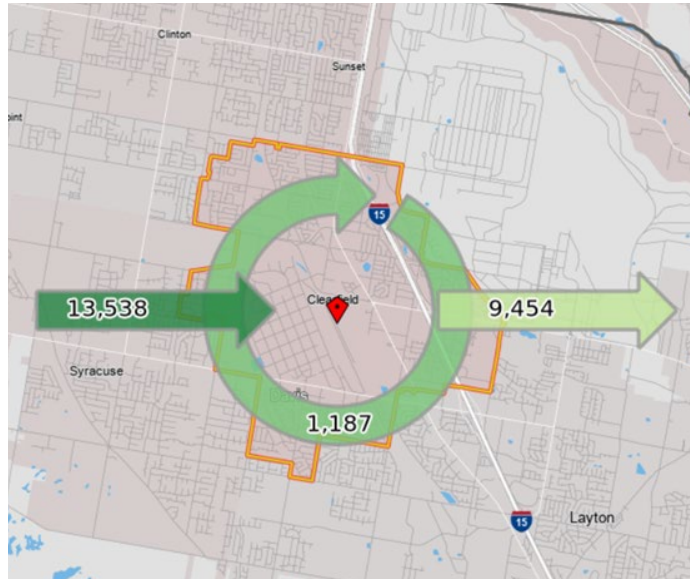
RESIDENTIAL UNITS BUILT BY YEAR





CURRENT ECONOMIC CONDITIONS

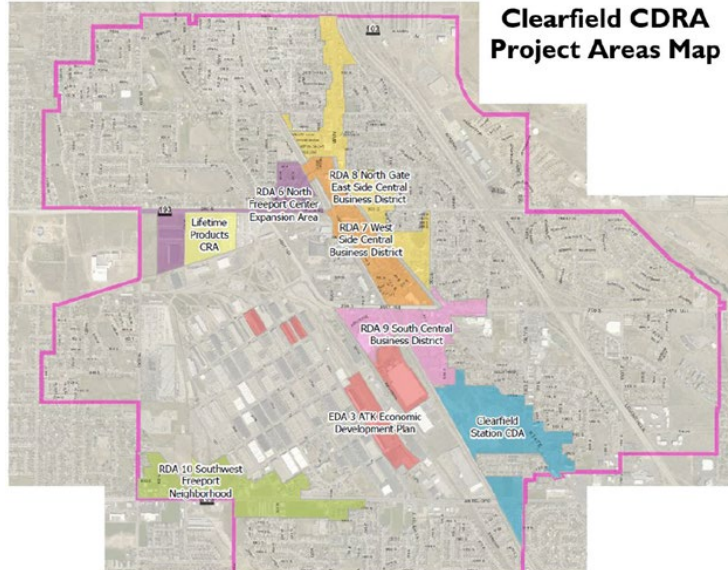
- City is a regional employment center (13,500 commute to Clearfield)
- Major industries: defense (Hill AFB), Manufacturing
- 20,000 more jobs are projected for northern Davis County by 2040
- The city is capturing a total of 41% of the expected taxable sales for its population





REDEVELOPMENT AGENCY

- The City's redevelopment agency (RDA) has **three active project areas** within the station area





MASTER DEVELOPMENT PLAN

LAND USE PLAN



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



MARKET CHANGES

OVERVIEW

- **Office space market is experiencing a slow down.**
 - Vacancy rates have risen from 5% in 2021 to 8%.
 - Negative absorptions rates in 2022 (-186,000 sf) – may be difficult to attract office development
- Greatest market demand for **apartments, flex office, flex industrial,** and some **retail** development.





MARKET CHANGES

OVERVIEW

- **Retail** will be the **highest revenue** generator for the City
 - Strong population and employment growth are fueling need for retail
 - Brick-and-mortar retail space needs have decreased from 20-25 sf per capita to about 16 sf per capita
 - Projections demand about 900,000 to 1.1M sf of retail by 2050
- **Retail** will be the **highest revenue** generator for the City





OPPORTUNITIES FOR REDEVELOPMENT

YEAR BUILT



IMPROVEMENT VALUES





ECONOMIC/MARKET ANALYSIS

OPPORTUNITIES

- Opportunities for job growth
- Capitalize on office needs of the Freeport Center
- Capture overflow from the Falcon Hill Aerospace Research Park
- Redevelopment in key areas
- Demand for residential, industrial-flex and retail space in Davis County

CONSTRAINTS

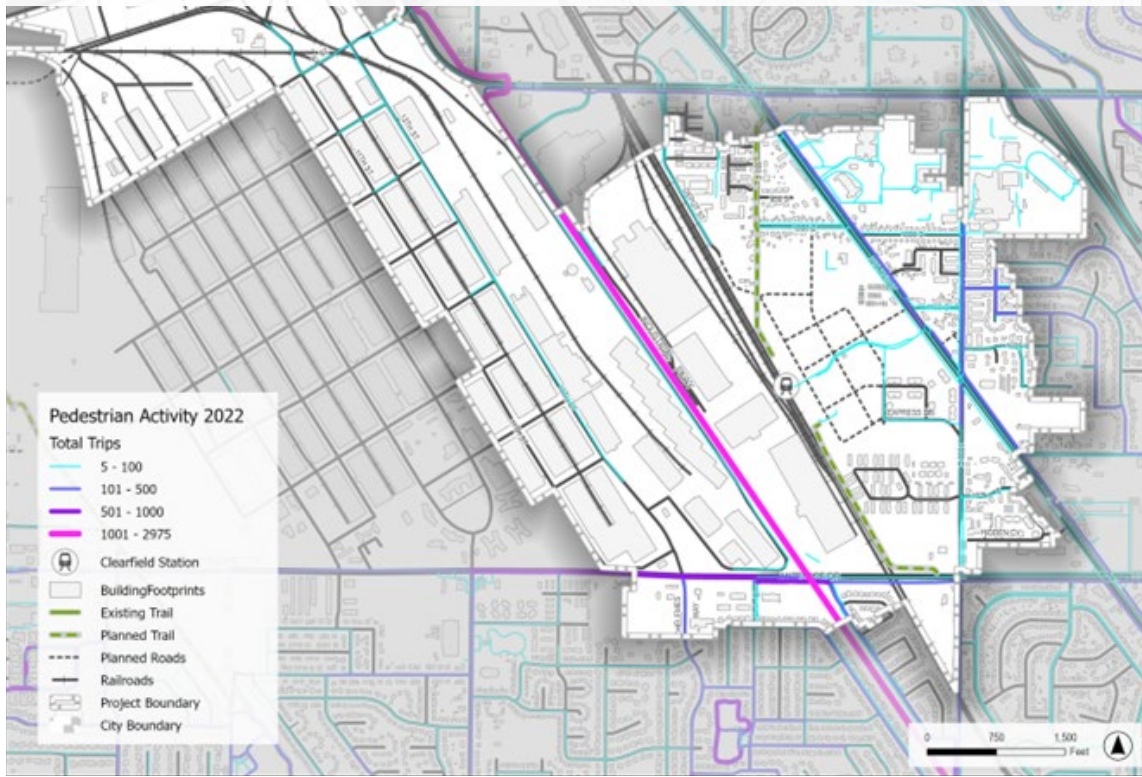
- Little vacant land (95% of the station area is developed)
- The office space market has slowed down
- Distance and lack of visibility from I-15
- Redevelopment can be cost-prohibitive
- Lack of access west of the tracks (Freeport Center)



STATION MODE OF ACCESS/EGRESS

MODE	ACCESS	EGRESS
WALK	35%	41%
DROVE ALONE	34%	31%
PICKED UP/DROPPED OFF BY SOMEONE	22%	21%
DROVE / RIDE WITH OTHERS	5%	3%
PERSONAL BIKE	3%	2%
SKATEBOARD / LONGBOARD	1%	0%
BIKE SHARING (E.G. GREEN BIKE)	1%	0%
SHUTTLE	0%	1%
UBER, LYFT, ETC.	0%	1%

PEDESTRIAN ACTIVITY 2022



CRASHES 2018-2022



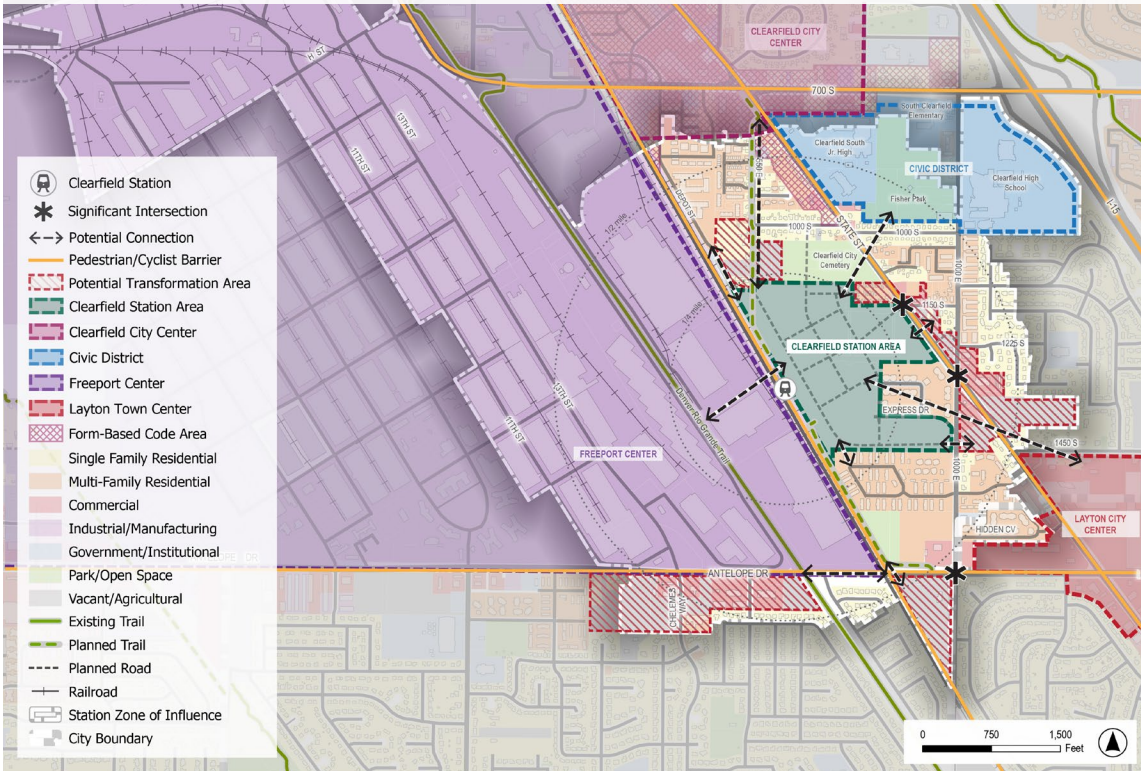


TRANSPORTATION ANALYSIS

- The station is currently auto-oriented with over 50% of station access auto specific.
- High walk access still exists despite little infrastructure to support it.
- The intersection of State Street and Antelope Drive is a safety concern as it has the highest crash concentration
- Additional active transportation infrastructure is needed, with the biggest opportunity being a connection to the Denver and Rio Grande Rail Trail.



SITE ANALYSIS



- Clearfield Station
- Significant Intersection
- Potential Connection
- Pedestrian/Cyclist Barrier
- Potential Transformation Area
- Clearfield Station Area
- Clearfield City Center
- Civic District
- Freeport Center
- Layton 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



IMPLICATIONS/CURRENT DIRECTION

- Potential to adjust proposed land uses to reflect current market conditions
- Explore redevelopment opportunities along State Street
- Consider additional active transportation infrastructure improvements to better connect the station to nearby destinations/neighborhoods





COMMITTEE DISCUSSION