MEETING NOTICE OF THE CLEARFIELD CITY PLANNING COMMISSION

Notice is hereby given that the Clearfield City Planning Commission will hold a regularly scheduled meeting at 7:00 P.M., Wednesday, June 1, 2016, on the 3rd floor in the City Council Chambers of the Clearfield City Municipal Building, 55 S. State, Clearfield, Utah.

7:00 PM CALL TO ORDER-- PLEDGE OF ALLEGIANCE

1. APPROVAL OF MINUTES
   A. May 4, 2016

PUBLIC HEARINGS:
2. Public Hearing, Discussion and Possible Action on FSP 1605-0003, a request by Ilgar Kassoumov to amend the Clearfield Villa Subdivision, Lot 1, by combining three lots into a single 0.379 acre parcel of land. The sites are located at 555 N. Main Street (TIN: 14-090-0001, TIN: 14-090-0070 and 14-090-0071). The properties are located in the C-2 (Commercial) zoning district.

SCHEDULED ITEMS:
3. Discussion and Possible Action on FSP 1605-0003, a request by Ilgar Kassoumov to amend the Clearfield Villa Subdivision, Lot 1, by combining three lots into a single 0.379 acre parcel of land. The sites are located at 555 N. Main Street (TIN: 14-090-0001, TIN: 14-090-0070 and 14-090-0071). The properties are located in the C-2 (Commercial) zoning district.

DISCUSSION ITEMS:
4. General Plan work session:
   A. DRAFT copy of General Plan discussion
   B. LUAU introduction and discussion
      i. Online resources
      ii. June 11th training

COMMUNICATION ITEMS:
5. Staff Communications:
   A. Late arrivals/ Filling Vacancies during meetings
6. Planning Commissioners’ Minute

**PLANNING COMMISSION MEETING ADJOURNED**

Dated this 27th day of May, 2016
/s/Spencer W. Brimley, Development Services Manager

The City of Clearfield, 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 Christine Horrocks at 525-2780, giving her 48 hours notice.
TO: Planning Commission

FROM: Spencer W. Brimley, MRED
Development Services Manager
Spencer.Brimley@clearfieldcity.org (801) 525-2785

MEETING DATE: June 1, 2016

SUBJECT: Public Hearing, Discussion, and Possible Action on FSP 1605-0003, a request by Ilgar Kassoumov to amend the Clearfield Villa Subdivision, Lot 1, by combining three lots into a single 0.379 acre parcel of land. The sites are located 555 N. Main Street (TIN: 14-090-0001, TIN: 14-090-0070 and 14-090-0071). The properties are located in the C-2 (Commercial) zoning district.

RECOMMENDATION
Move to recommend, to the City Council approval, as conditioned, FSP 1605-0003, a request by Ilgar Kassoumov to amend the Clearfield Villa Subdivision, Lot 1, and create a 0.379 acre parcel of land, based on findings and discussion in the staff report.

PROJECT SUMMARY

<table>
<thead>
<tr>
<th>Project Information</th>
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<tbody>
<tr>
<td>Project Name</td>
</tr>
<tr>
<td>Site Location</td>
</tr>
<tr>
<td>Tax ID Number</td>
</tr>
<tr>
<td>Applicant and Property Owner</td>
</tr>
<tr>
<td>Property Owner</td>
</tr>
<tr>
<td>Proposed Actions</td>
</tr>
<tr>
<td>Current Zoning</td>
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<tr>
<td>Master Plan Land Use</td>
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<tr>
<td>Gross Site Area</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Surrounding Properties and Uses:</th>
<th>Current Zoning District</th>
<th>Comprehensive Plan Land Use Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Single Family Dwelling</td>
<td>C-2 (Commercial Zone)</td>
</tr>
<tr>
<td>East</td>
<td>C&amp;M Tires</td>
<td>C-2 (Commercial Zone)</td>
</tr>
</tbody>
</table>
ANALYSIS

Background
This amended plat is for the purposes of combining 3 lots, one of which is Lot 1 of the Clearfield Villa Plat. The purpose of this request is to provide a larger parcel for the automobile sales lot that was approved by the Planning Commission in November of 2015. The applicant has purchased all three parcels, and has prepared an amended plat to correct the lot lines and avoid any non-conformities in the proposed subdivision.
General Plan and Zoning
The parcel is General Planned and zoned Commercial. The proposed amended plat is consistent with both the General Plan and zoning for the City.

Plat Amendment Review
The plat has been reviewed and approved by the appropriate agencies. Staff recommends the Public Utility Easement be drawn at 10 feet around the perimeter of the parcels and the easements as shown on the plat remain. The City Engineer and Public works office have reviewed the plat and are recommending approval of the plat as proposed. Staff has reviewed the proposed plat and the amendment and is recommending approval of the plat to the Commission for final approval with the Council.

Public Comment
No public commend has been received to date.

CONDITIONS OF APPROVAL

1) The applicant shall correct the Plat to include all red-lines from Planning, Engineering, and Public Works Departments, including but not limited to necessary easements and other call-outs as required.

2) Applicant will be required to develop the site in compliance with Clearfield City Code and the land use approval provided to the applicant for CUP-SP 1510-0004. Applicant must obtain site plan approval for the new property.

3) The applicant shall install a fence in accordance with section 11-11B-12 of the Clearfield City Code on the western boundary of the subdivision, prior to the plat being recorded. This requirement provides separation for residential zones and uses from and commercial uses.

4) The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surround the perimeter of the subdivision. This includes, but is not limited to curb and gutter, sidewalk, landscaping park strip improvements, driveways, etc.

5) All work on the state highway (Main Street) will need Utah Department of Transportation written approval forwarded to the City, i.e. changes to driveway approaches and any additional utility connections.

6) The applicant shall provide proof of having obtained and of having maintained, as may be periodically requested by the City, all applicable local, state, and federal permits.

ATTACHMENTS
1. Final Amended Plat
TO: Clearfield City Planning Commission

FROM: Spencer W. Brimley
Development Services Manager
Spencer.Brimley@clearfieldcity.org (801) 525-2785

MEETING DATE: June 1, 2016

SUBJECT: Discussion on Clearfield City General Plan updates and amendments.

BACKGROUND

In 2015, Clearfield City staff began an update to the City General Plan. Staff has reviewed the draft plan and incorporated principles and policies that represent the input from the community, elected and appointed officials, and other stakeholders. This update will receive additional input through community meetings and open houses. Following all meetings for input and analysis the General Plan will return to the Commission for a recommendation with final decision by the Council.

UPDATES TO THE GENERAL PLAN:

The following items have been reviewed and evaluated during this update process. Staff has sought to bring items out and is requesting a discussion on those items. Items for discussion are not limited to those list below, but are meant to be a catalyst. Items are listed to coincide with the organization of the General Plan:

1. Acknowledgements:
   a. Staffing changes have been identified and will be updated to reflect current positions for Elected, Appointed and City Staff.

2. Chapter 1 - Introduction
   i. Utah State code reference for General Plan has been moved to the first paragraph and the section for “Legislative Authority” has been removed.
   ii. Additional language on the purpose of the City General Plan has been added for consideration. Previously the background consisted of one paragraph, which is still included.
   iii. Community Vision has been updated to include the City approved vision, priority and values. They have been included to provide support for policy and ideas that are consistent with the City’s policies, ideas and objectives for sound governance.

3. Chapter 2 – Land Use
   a. Zoning has been updated based on current acreage and percentage within the City.
   b. Zones:
      i. Staff would like to receive input from the Commission on the current zoning designations within the City. Should there be consideration given to remove those that are not utilized or can be consolidated?
   c. Land use guidelines will need additional attention following the completion of the Downtown Small area plan.
d. Goals and Policies for Land Use Element changes

4. Chapter 3 – Transportation
   a. Bike and Ped Map
      i. Has not been created, and may not be included in this update, but could be included at a future date, when complete.
   b. Goals and Policies of the Transportation Element
      i. Goal 2 removed – Completed.

5. Chapter 4 – Affordable Housing Element
   a. Items that could be included with housing plan update.

ATTACHMENTS

1. Clearfield City General Plan – Redlined version
General Plan 2016

and

Associated Maps

Updated October 8, 2013
ACKNOWLEDGMENTS

CITY COUNCIL

MARK SHEPHERD, MAYOR
KENT BUSH
RON JONES

MIKE LEBARON
NIKE PETERSON
KERI BENSON
BRUCE YOUNG

PLANNING COMMISSION

NIKE PETERSON, TIM ROPER, CHAIR
MICHAEL MILLARD
ROBERT BROWNING
KATHRYN MURRAY, VICE CHAIR
MICHAEL BRITTON

AMY MABEY
ROBERT ALLEN
RON JONES
TIM ROPER
CHRIS UCCARDI
STEVE PARKINSON
BRADY JUGLER

STAFF

ADAM LENHARD
City Manager

BRIAN BROWER
STUART WILLIAMS
City Attorney

ERIC HOWES
Community Services Director

SCOTT HESS
SPENCER W. BRIMLEY
Development Services Manager

SCOTT HODGE
Public Works Director

JJ ALLEN
Assistant City Manager

GREG KRUSI
Police Chief

MICHAEL MCDONALD
Building Inspector

SCOTT NELSON
City Engineer

RICH KNAPP
SUMMER PALMER
Administrative Services Director
## TABLE OF CONTENTS

INTRODUCTION ......................................................................................................................................................... 3

LAND USE ELEMENT ................................................................................................................................................ 6

FIGURE 2.1 CURRENT LAND USE BY TYPE (TABLE) ............................................................................................ 6

FIGURE 2.2 CURRENT LAND USE BY TYPE (CHART) ............................................................................................ 7

FIGURE 2.3 CURRENT LAND USE BY ZONING ..................................................................................................... 8

FIGURE 2.4 LAND USE CATEGORIES AND ZONING ............................................................................................ 13

TRANSPORTATION ELEMENT .............................................................................................................................. 17

AFFORDABLE HOUSING ELEMENT ..................................................................................................................... 22

EXHIBIT 1: FUTURE LAND USE MAP OF THE GENERAL PLAN

EXHIBIT 2: TRANSPORTATION MAP OF THE GENERAL PLAN

EXHIBIT 3: TRAILS MASTER PLAN AND MAPS
CHAPTER 1 - INTRODUCTION

BACKGROUND
Utah State Code Section 10-9a-401 requires that each municipality prepare and adopt a comprehensive, long-range general plan that addresses the present and future needs of the municipality, and growth and development of the land within the municipality.

This General Plan has been prepared as a guide for the future growth and development of Clearfield City. It contains goals and policies that, if followed, are intended to promote new economic growth, encourage neighborhood stability, and improve the overall character of the community.

PURPOSE
A general plan is the long-range plan for the physical development of a community. The overall intent of this general plan is to make the planning process simple, fair, efficient, and predictable. The general plan is an advisory, non-binding document. This plan is to be used by the City Council, Planning Commission, developers, property owners, and the staff as a policy guide for making decisions. The general plan is consulted when considering zoning changes, site plan review for specific developments, and other land use matters.

The General Plan consists of three main elements:

1) Land Use
2) Transportation
3) Affordable Housing

The Maps referred to throughout this document and attached as exhibits are an essential part of the Plan. The 2004 Trails Master Plan is also included as previously adopted by the City.

LEGISLATIVE AUTHORITY
The City has prepared and adopted this General Plan in accordance with Utah Code Title 10 – Cities and Towns, Chapter 9a – Municipal Land Use Development and Management.

DYNAMICS OF THE GENERAL PLAN
This General Plan is intended to be a living document. It should be updated or amended as necessary every five to seven years to ensure that it reflects the current goals and objectives of the City. Amendments to the Plan may be initiated by the Planning Commission, the City Council, City Staff, or the Public. Once the General Plan has been adopted, the Planning Commission and City Council should refer to it for guidance before making decisions pertaining to the physical development of the City.
AMENDMENTS TO THE PLAN

The following flowchart illustrates the process of adopting or amending the General Plan:

1. General Plan amendment application filed with zoning administrator.
2. Application reviewed by zoning administrator for completeness.
3. Public hearing scheduled with Planning Commission; city recorder provides notice as required.
4. Planning Commission conducts and closes public hearing on the application.
5. Planning Commission considers application and all input received. By motion, the Planning Commission’s recommendation is transmitted to the City Council.
6. Public hearing scheduled for City Council; City Recorder provides notice as required. The City Council holds the public hearing and considers the Planning Commission’s recommendation, the application, and all input received, and approves or denies the amendment by motion.
COMMUNITY VISION, PRIORITIES AND VALUES

It is Clearfield City’s community vision to provide for a clean, attractive and affordable city, efficient and responsive municipal services, a transparent, fiscally-sound government, exceptional parks, recreation, schools, and events, convenient shopping, employment opportunities, safe, friendly neighborhoods, a strong, positive civic image and identity based on a high-quality living environment in a clean and attractive physical setting.

The Objectives of this Community Vision are to:

1. Recognize and promote Clearfield as a leading Davis County community with a positive environment, consistent with its traditional family-oriented values.

2. Promote Clearfield as a regional center for manufacturing, governmental, and commercial facilities with excellent accessibility and a high-quality business environment.

3. Encourage redevelopment to take full advantage of Clearfield’s strategic location with respect to major rail and highway amenities and proximity to air transportation.

4. Preserve, protect and enhance the historical, cultural, and natural resources of the community.

5. Ensure the continued and orderly growth of the City through long-term utility and infrastructure planning for culinary water, sewer, storm drainage, and waste removal.

6. Channel future growth and development into areas that can be efficiently and effectively served by public infrastructure and facilities.

7. Ensure that new development is of exceptional quality and expresses attractive architectural and site design standards consistent with its particular use and location.

8. Promote intergovernmental cooperation and communication regarding issues of future development within and around Clearfield City.

9. Promote the goals and policies of the Vision 2020 Plan and Clearfield City Corporation Strategic Plan that improve the Image, Livability and Economy of Clearfield City.

POLICY PRIORITIES

Providing Quality Municipal Services

- Continuous improvement through innovation
- Fiscal responsibility, transparency and ethics
- Well-planned facilities and infrastructure
Improving Clearfield's Image, Livability and Economy
  • High quality economic development
  • Beautification
  • Community pride, investment and involvement
  • Outstanding arts, recreation, events and public safety

Maintaining a Highly Motivated and Well-Trained Workforce
  • Competitive wages and benefits
  • Proper training and equipment
  • Fairness, accountability and ownership
  • Commitment to workplace safety

CORE VALUES
Communication, Customer Service, Dependability, Initiative, Productivity, Professionalism, Quality, Teamwork

Comment [SB2]: City new vision statement, priorities and values are included in the GP
CHAPTER 2 – LAND USE ELEMENT

INTRODUCTION

This Element of the General Plan is intended to provide land use policy direction and guidance to decision-makers as they address future land use changes within the City. The Land Use Element is to be used in conjunction with Exhibit 1, Land Use Map of the General Plan.

CURRENT LAND USE

Clearfield encompasses approximately 4,800 acres of land (7.57 square miles), including transportation corridors, parks and open space, and a portion of the west side of Hill Air Force Base. Figures 2.1 and 2.2 show the current distribution of land throughout the City:

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Total Acres by Type</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>1133.2</td>
<td>22.9%</td>
</tr>
<tr>
<td>Residential</td>
<td>1947.0</td>
<td>39.3%</td>
</tr>
<tr>
<td>Public (parks, schools, government)</td>
<td>91.9</td>
<td>1.9%</td>
</tr>
<tr>
<td>Hill Air Force Base</td>
<td>399.0</td>
<td>8.1%</td>
</tr>
<tr>
<td>Commercial</td>
<td>522.4</td>
<td>10.6%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>61.1</td>
<td>1.2%</td>
</tr>
<tr>
<td>Road, Rail &amp; HWY</td>
<td>793.8</td>
<td>16.0%</td>
</tr>
</tbody>
</table>

Comment [PM3]: You get this information from the GIS, right?
### Total Land Use

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4948.4</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Figure 2.1 Current Land Use by Type

- **Residential**: 39.4%
- **Commercial**: 10.6%
- **Road, Rail, and Highway**: 16.0%
- **Federal**: 8.1%
- **Mixed Use**: 1.2%
- **Public**: 1.9%
- **Manufacturing**: 22.9%

**Current Land Use by Type**

![Pie chart showing the distribution of land use types.]
Figure 2.2 Current Land Use by Type
## CURRENT ZONING

There are currently 20 zoning classifications in Clearfield City – two overlay zones, two agricultural zones, eight residential zones, five commercial zones, one manufacturing zone, one public facilities zone, and the Hill Air Force Base Zone. Figure 2.3 shows the percentage of land by zoning category. A short description of the general intent and uses allowed in each zone is presented in the following text.

<table>
<thead>
<tr>
<th>Type</th>
<th>Zone</th>
<th>Total Acres</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>M-1</td>
<td>1133.2</td>
<td>27.3%</td>
</tr>
<tr>
<td>Residential</td>
<td>A-1</td>
<td>369.7</td>
<td>8.9%</td>
</tr>
<tr>
<td></td>
<td>R-1-6</td>
<td>94.4</td>
<td>2.3%</td>
</tr>
<tr>
<td></td>
<td>R-1-8</td>
<td>894.4</td>
<td>21.5%</td>
</tr>
<tr>
<td></td>
<td>R-1-9</td>
<td>133.2</td>
<td>3.2%</td>
</tr>
<tr>
<td></td>
<td>R-1-O</td>
<td>144.3</td>
<td>3.5%</td>
</tr>
<tr>
<td></td>
<td>R-2</td>
<td>43.7</td>
<td>1.1%</td>
</tr>
<tr>
<td></td>
<td>R-3</td>
<td>215.7</td>
<td>5.2%</td>
</tr>
<tr>
<td></td>
<td>R-M</td>
<td>52.5</td>
<td>1.3%</td>
</tr>
<tr>
<td>Public</td>
<td>P-F</td>
<td>91.9</td>
<td>2.2%</td>
</tr>
<tr>
<td>Federal</td>
<td>HAFB</td>
<td>919.9</td>
<td>22.6%</td>
</tr>
<tr>
<td>Commercial</td>
<td>B-1</td>
<td>21</td>
<td>0.5%</td>
</tr>
<tr>
<td></td>
<td>C-1</td>
<td>35.4</td>
<td>0.9%</td>
</tr>
<tr>
<td></td>
<td>C-2</td>
<td>414.1</td>
<td>10.0%</td>
</tr>
<tr>
<td></td>
<td>C-R</td>
<td>70.8</td>
<td>1.7%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>MU</td>
<td>58.8</td>
<td>1.4%</td>
</tr>
<tr>
<td></td>
<td>D-R</td>
<td>2.3</td>
<td>0.1%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>4155.5</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Comment [SB4]: We would like to see if we should remove this zoning designation from the general plan, as there is only small percentage of the city land that utilizes this designation.
Current Land Use by Zoning Category

- M-1: 27.3%
- A-1: 8.9%
- R-1-8: 21.5%
- R-1-6: 2.3%
- R-1-9: 3.2%
- R-1-O: 3.5%
- R-1-9: 3.2%
- C-R: 1.7%
- MU: 1.4%
- D-R: 0.1%
- HAFB: 9.6%
- P-F: 2.2%
- R-M: 1.3%
- R-3: 5.2%
- R-2: 1.1%
- R-1-O: 3.5%
- B-1: 0.1%
- C-2: 10.0%
- C-1: 0.9%
Figure 2.3 Current Land Use by Zoning Category

**Overlay Zones:** *(Move to the end as “cancelled” zones)*

The P-D Planned Development Overlay Zone was originally created to guide development of the City’s remaining high-density residential properties. In late 2009 the City adopted comprehensive amendments to the land use ordinance that accomplish the purposes of the P-D Overlay Zone. Therefore, it is the City’s policy that no new parcels of land be rezoned with a P-D Overlay. Any property with an existing P-D overlay may continue with that designation until such time as it is removed or changed in accordance with applicable law.
The S-P Special Purpose Overlay Zone is a contract zone that was originally intended to provide a flexible approach to land use regulations based on the proposed use of the property. The 2009 land use ordinance amendments contain numerous regulations that accomplish the purposes of the S-P Overlay Zone. Therefore, it is the City’s policy that no new parcels of land be rezoned with an S-P Overlay. Any property with an existing S-P overlay may continue with that designation until such time as it is removed or changed in accordance with applicable law.

Agricultural Zones:
The A-1 Agriculture Zone is the oldest zone in the City. It provides for agricultural uses on lots that are a minimum of ten thousand fourteen thousand five hundred twenty (10,00014,520) square feet in size.

The A-2 Agriculture Zone was created in 2009 to provide for agricultural uses and certain animal rights on existing, developed single-family lots that are a minimum of fourteen thousand five hundred twenty (14,520) square feet in size.

Residential Zones:
The R-1-6 Zone was created for single family use with building lots a minimum of six thousand five hundred (6,500) square feet in size. Due to the large number of existing single family lots developed throughout the City under the provisions of the R-1-6 Zone and in order to promote a more balanced pattern of land use development, it is the City’s policy that no new parcels of land be rezoned to R-1-6. Any property with existing R-1-6 zoning may continue with that designation until such time as it is removed or changed in accordance with applicable law.

The R-1-8 Zone was developed to allow for slightly larger single-family lots within the City. A majority of the residential neighborhoods in the City were built under this Zone. Building lots in this Zone must be a minimum of eight thousand (8,000) square feet. This zone is Clearfield City’s default residential single family zone, and is the preferred zone for future development of single family housing.

The R-1-9 Zone is one of the newer residential zones adopted by the City. This Zone requires single-family building lots that are at least nine thousand (9,000) square feet. In order to simplify the administration of the City’s zoning ordinance and to promote a more balanced pattern of land use development, it is the City’s policy that no new parcels of land be rezoned to R-1-9. Any property with existing R-1-9 zoning may continue with that designation until such time as it is removed or changed in accordance with applicable law.

The R-1-Open Zone calls for single-family homes built around an open space element. The intent is to provide local parks or open space for the City’s residents. Since its inception in 1998 to 2009, this Zone has been preferred by developers for new residential developments. The 2009 zoning ordinance amendments contain numerous regulations that accomplish the purposes of the R-1-Open Zone. Therefore, it is the City’s policy that no new parcels of land be rezoned to R-1-O. Any property with an existing R-1-O designation may continue with that designation until such time as it is removed or changed in accordance with applicable law.

The R-M Zone is for mobile homes or modular housing, generally built at higher densities than other residential zones. The City has adopted several new zones which provide for high density residential development in a variety of configurations, including the R-2 Zone, R-3 Zone, and R-3R Redevelopment.
Zone. Therefore, it is the City’s policy that no new parcels of land be rezoned to R-M. Any property with existing R-M zoning may continue with that designation until such time as it is removed or changed in accordance with applicable law.

The R-2 Zone is designated for multi-family dwelling units with a density up to eight (8) units per acre. Developments under this Zone are typically arranged as duplexes, twin homes, or townhome-style units.

The R-3 Zone is designated for high-density multi-family dwelling units in configurations up to sixteen (16) units per acre. There have been numerous apartment complexes and condominium projects built under this Zone. In order to encourage the development of single-family housing, the City is unlikely to rezone parcels to R-3 without a compelling reason to do so. Each project, as proposed, shall be evaluated on the merits. R-3 shall be approved on a case by case basis. Increasing R-3 zoning in the downtown area of Clearfield will created more opportunities and support the development of commercial and retail space.

The R-3R Redevelopment Zone was created in 2009 to provide an attractive setting for new and redeveloped high density multiple-family dwellings with upgraded design features. It is primarily intended to encourage the redevelopment of existing high-density residential developments within the City. Certain nonresidential uses that are compatible with residential development are also anticipated and provided for.

Commercial Zones:

The B-1 Buffer Zone was developed to separate intense uses in the Commercial and Manufacturing Zones from less-intense residential neighborhoods. This Zone has helped in the development of several service-oriented businesses which are located in close proximity to their clientele. The 2009 zoning ordinance amendments contain numerous regulations that accomplish the purposes of the B-1 Buffer Zone. Therefore, it is the City’s policy that no new parcels of land be rezoned to B-1. Any property with an existing B-1 designation may continue with that designation until such time as it is removed or changed in accordance with applicable law.

The C-1 Zone is intended to provide areas for general office and service use mixed with light retail. This Zone is also used to provide personal and clerical services near residential neighborhoods and hospitals.

The C-2 Zone is for general commercial business activities. This is the primary Zone found along the major transportation corridors of the City.

The C-R Commercial Residential Zone is intended to allow for a more traditional mix of compatible residential and commercial uses within the same area.

The D-R Downtown Redevelopment Zone is a new zone intended to provide for an attractive, vibrant, and safe downtown in the City; to encourage the development of vacant or underutilized parcels of land; and to encourage the replacement, renovation, or rehabilitation of dilapidated or decaying structures.

The MU Mixed Use Zone is intended to provide a variety of land uses that are purposely combined for larger areas [40 acre minimum] located near transportation nodes and corridors. Mixed use areas are intended to support a broad range of land uses such as commercial, office, entertainment, recreational, civic and residential uses within single buildings (vertical mixed use) or within neighborhoods (horizontal 467x650

Comment [SB7]: Do we want to remove this zone since we have other zones that allow for more dense housing to be developed? Since we are not allowing more properties to receive this zoning I would suggest it be removed from the GP and the ordinance.

Comment [SB8]: I would also propose increasing this as well to between 12-16 units to the acre.

Comment [SB9]: I would propose increasing the density for this designation. This would encourage developers to utilize less land to develop this use. This would net more property for other development of commercial and retail. I would proposed 20-25 units to the acre.

Comment [SB10]: Buffer zones are difficult to enforce and administer. State ombudsman has encouraged these zoning designations to be removed from zoning ordinances.

Comment [SB11]: Do we need to evaluate this zoning designation. There is not much inventory in this size or smaller. Should we be evaluating the minimum acreage for this use?
mixed use). The mixed use zoning permits nonresidential development (i.e. commercial or employment), or nonresidential and residential development, but it does not permit residential development without a substantial nonresidential component.

**Manufacturing Zone:**
The M-1 Manufacturing Zone provides areas within the City for processing, assembling, manufacturing, warehousing and storage activities. This Zone is primarily utilized in and around the Freeport Center.

**Business Park Zone:**
(Should we consider adding a Zone, and incorporating it into properties listed as future Business Park areas??)

**Public Facilities Zone:**
The P-F Public Facilities Zone is appropriate for uses such as churches, schools, public buildings, open space, parks, public utilities, publicly owned property and other related uses, although many of these uses are also allowed as permitted or conditional uses in other zones.

**Hill Air Force Base Zone:**
The HAFB Hill Air Force Base Zone consists of property within the boundaries of the federally-owned Hill Air Force Base on the northeast side of the City. This Zone is utilized primarily for Base housing and other military-related activities. It is currently shown on the City’s Zoning Map, but no corresponding regulations exist for the zone due to the City’s limited land use authority over property owned by the Federal Government.

**MIDA or “FALCON HILL” Zone:**
The MIDA Zone consists of property that has been annexed into Clearfield City from Hill Air Force Base. This area is developed and maintained by the Military Installation Development Authority (MIDA), but adopts Clearfield City’s tax rates. It is shown on the City’s Zoning Map, but no corresponding regulations from Clearfield City are applicable in the zoning due to the City’s limited land use authority over property owned by the Federal Government.

**FUTURE ZONING**

It may be necessary to amend the City’s zoning classifications from time to time to ensure that the goals of the City are being reached. The Planning Commission and City Council approved comprehensive amendments to the land use ordinance in 2009, 2010 and 2016. Those amendments should be carefully monitored to ensure they accomplish their stated purposes.

**FUTURE LAND USE**

The Future Land Use Map is attached to this Plan as Exhibit 1. It is an idealized “snapshot” of the City’s land use at a future date, and is an integral part of this General Plan. The following land use categories of the Map are intended to help guide future land use decisions:
Commercial. Lands designated as “Commercial” on the Future Land Use Map are to be used primarily for commercial activities, including office and retail. This designation is associated with job creation in an attractive office / light manufacturing / commercial environment.

Business Park. The primary purpose of the Business Park designation is job creation in an attractive office / light manufacturing / commercial environment.

Falcon Hill. Lands designated as “Falcon Hill” on the Future Land Use Map are part of the Falcon Hill Master Plan at Hill Air Force Base. The primary uses of this land will be for office and other commercial activities, as well as other uses identified in the Falcon Hill Master Plan approved by the Base.

Hill Air Force Base (HAFB). A majority of the land occupied by Hill Air Force Base is designated with the HAFB land use category. This land will be used for ongoing military operations and training.

Manufacturing. Lands designated as “Manufacturing” on the Future Land Use Map are to be used primarily for manufacturing-related activities.

Mixed-Use. Lands designated as “Mixed-Use” on the Future Land Use Map are places where a variety of land uses are purposely combined. Mixed-Use areas are intended to support a broad range of residential, commercial, recreational, entertainment, office, and civic uses within single buildings (vertical mixed-use), or within neighborhoods (horizontal mixed-use). The Mixed-Use designation allows for commercial development or commercial and residential development, but not for residential development without a significant commercial component.

Residential. Lands designated as “Residential” on the Future Land Use Map are to be used primarily for residential activities in a variety of configurations and densities. A portion of the existing housing on Hill Air Force Base is included in this designation.

Figure 2.4 below lists appropriate zoning classifications for each of the categories on the Future Land Use Map of the General Plan:

<table>
<thead>
<tr>
<th>General Plan Land Use Category</th>
<th>Appropriate Zoning Classification(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>C-1</td>
</tr>
<tr>
<td></td>
<td>C-2</td>
</tr>
<tr>
<td></td>
<td>B-1**</td>
</tr>
<tr>
<td>Business Park</td>
<td>C-1</td>
</tr>
<tr>
<td></td>
<td>C-2</td>
</tr>
<tr>
<td></td>
<td>M-I</td>
</tr>
<tr>
<td>Falcon Hill</td>
<td>Falcon Hill*</td>
</tr>
</tbody>
</table>

Comment [SB15]: Requires additional research to see whether or not his designation for land use is necessary or valuable.
### LAND USE GUIDELINES

The following land use guidelines should be followed throughout the City:

1. The identity of Clearfield should be strengthened by land uses which improve the image of the community and foster a positive, healthy living environment conducive to long-term residency.

2. The relationship of planned land uses should reflect consideration of existing development, environmental conditions, service and transportation needs, and fiscal impacts.

3. Redevelopment should emphasize the reuse of developed areas and existing community resources in such a way as to increase the livability and aesthetics of the City.

4. The Land Use Plan should provide for a full range and mix of land uses including residential, commercial, manufacturing, and public use areas.

5. Transitions between differing land uses and intensities should be made gradually with compatible uses, particularly where natural or man-made buffers are not available. Adequate screening and buffering should be required to protect existing residential areas from more intense land uses.

6. Growth should be guided to locations contiguous to existing development to provide City services and transportation in a cost-effective and efficient manner. Is this still viable? Do we really have any developable property not contiguous to existing development?

---

**Table:**

<table>
<thead>
<tr>
<th>HAFB</th>
<th>HAFB</th>
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<tbody>
<tr>
<td>Manufacturing</td>
<td>M-1</td>
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<tr>
<td></td>
<td>C-1</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>C-R</td>
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<tr>
<td></td>
<td>C-1</td>
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<td>C-2</td>
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<td></td>
<td>D-R</td>
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<tr>
<td></td>
<td>MU</td>
</tr>
<tr>
<td>Residential</td>
<td>A-1</td>
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<td>R-1-9**</td>
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<td>R-1-8</td>
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<td></td>
<td>R-1-6**</td>
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<tr>
<td></td>
<td>R-1-Open**</td>
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<tr>
<td></td>
<td>R-2</td>
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<td>R-3</td>
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<tr>
<td></td>
<td>R-3R</td>
</tr>
<tr>
<td></td>
<td>R-M**</td>
</tr>
<tr>
<td>Public Use</td>
<td>Public Facilities</td>
</tr>
</tbody>
</table>

*Indicates appropriate zoning classifications that do not currently exist at the time of adoption of this General Plan.

**Existing zoning only, not to be applied to additional parcels.

Comment [SB16]: Combine into one zoning designation.

Comment [SB17]: Viable zone or not?

Comment [SB18]: Should sections with this designation be removed?

Comment [SB19]: Following the completion of the downtown small area plan, this section may require some changes or additions.

Comment [PM20]: I’ll look into this.
7. Development approval should be tied to the construction of culinary water, sewer, storm drainage, and circulation systems.

8. Density increases should be considered only after adequate infrastructure and resource availability have been sufficiently demonstrated.

9. An interconnecting public open space system should be provided, including pedestrian linkages, recreational areas, natural areas, on-road cycling facilities, and drainage ways.

10. Commercial and manufacturing uses should be highly accessible, clustered near the center of their service areas, and developed in harmony with the uses and character of surrounding districts.

11. Land use patterns should be encouraged that reduce travel distances, limit pollution, allow for alternative modes of transportation, and conserve energy.

12. The few remaining vacant properties in the City should be developed at their highest and best use to maximize their value to the landowner and the City.

13. The quality and usefulness of parks and open space should be maximized. Open spaces that are small, inaccessible, difficult to maintain, or encumbered by utilities, drainage basins, or excessive slopes should not be encouraged.

14. Manufacturing and industrial activities should be limited to those areas already zoned for such uses.

15. Properties registered with the County or State for agricultural or industrial protection should be recognized by the City to allow such land uses.

16. Land use decisions should be based on a comprehensive understanding of their effects on the environment and surrounding areas. Where feasible, desirable natural resources should be conserved.

GOALS AND POLICIES OF THE LAND USE ELEMENT:

Goal 1: To maintain consistency between the City’s Land Use Ordinance and the General Plan.

Policy: Continue to update the City’s Land Use Ordinance as necessary to maintain consistency with this General Plan.

Implementation Measure #1: Establish new zoning designations as necessary for the Downtown Redevelopment Zone and R-3R Redevelopment Zone.
Implementation Measure #2: Evaluate the efficacy of existing zones and make amendments as necessary.

Implementation Measure #3: Consider the use of Form Based Zoning tools to assure new development is high quality with a built form that is appropriate for the zone area it is developed within.

**Goal 2:** Facilitate the Development of Falcon Hill at Hill Air Force Base

**Policy:** Continue to work with the Military Installation Development Authority (MIDA), Hill Air Force Base, and the Falcon Hill developers to begin construction of the Falcon Hill project.

**Implementation Measure #1:** Continue to be actively involved in all Falcon Hill discussions and meetings with MIDA, Hill AFB, and the developers.

**Implementation Measure #2:** Develop processes for efficient review and administration of MIDA building permits, sign permits, and development land use and business license applications.

**Goal 3:** Increase Employment and Commercial Opportunities for Clearfield’s Residents.

**Policy:** Promote the creation of new jobs, businesses, and retail opportunities in the City.

**Implementation Measure #1:** Continue to actively work with the Economic Development Corporation of Utah (EDCUTAH), the Governor’s Office of Economic Development (GOED), and other similar organizations to attract new businesses and jobs to Clearfield. [JJ, are we still doing this? Are there new efforts that have taken hold in the last 5 years?]

**Implementation Measure #2:** Work with the owners of the Freeport Center to develop a revitalization plan to increase the Center’s desirability and ability to compete against newer manufacturing centers.

**Implementation Measure #3:** Downtown small area plan adoption and implementation.

(Maybe add something here about Local First Utah?)

**Goal 4:** Revitalize Deteriorating Neighborhoods and Commercial Districts.

**Policy:** Encourage redevelopment and renovation of deteriorating neighborhoods and commercial districts.

**Implementation Measure #1:** Facilitate the redevelopment of downtown Clearfield through public-private partnerships. Continue funding of Façade Improvement Grant for downtown businesses.
Implementation Measure #2: Create land use ordinances that allow and encourage infill and redevelopment.

Implementation Measure #3: Prioritize code enforcement and property maintenance throughout the City. Coordinate with code enforcement and the planning office, regularly, to ensure compliance with City codes and ordinances.

Implementation Measure #4: Encourage the use of the R-3R Zone and make land use decisions that encourage and increase home ownership and owner-occupied housing.

Implementation Measure #5: Adopt small area (district) plans that focus on neighborhoods and provide specific goals and strategies to enhance the positive and improve upon those items of concern.

CHAPTER 3 - TRANSPORTATION ELEMENT

INTRODUCTION

This Element of the General Plan is intended to provide for the safe and efficient movement of people and goods in the City, reinforce surrounding land development patterns, and enhance regional transportation facilities. As a General Plan document, it does not necessarily indicate existing facilities. The Transportation Element is to be used in conjunction with Exhibit 2, Master Streets Plan and Transportation Map of the General Plan.

The primary purpose of the Transportation Element is to balance future demands generated by the Land Use Element with corresponding vehicular and pedestrian infrastructure improvements with the goal of providing transportation choices that meet the needs of all users. Transportation planning requires both a regional and local perspective to be effective. Plans must account for transportation issues in the local area as well as in surrounding communities.

The recommendations included herein represent street capital improvements that may ultimately be needed if Clearfield's entire planning area is fully developed according to the Land Use Element. It is important to emphasize that the results do not necessarily suggest needs in the next five, ten, or even twenty years. Also, inherent in a long-range projection is the potential for variation due to unforeseen economic, political, social, and technological changes.

Appropriate use of Clearfield's long-range Transportation Element should be to:

1. Secure right-of-way prior to or concurrent with land development.
2. Determine if outlying potential development could degrade existing streets, and consider actions to limit or concentrate future land-use densities, if required.
3. Anticipate long-range financial demands and search for additional methods of street improvement funding.

4. Establish long-range improvement plan for all facilities including those under UDOT and UTA control to help direct those agencies in future development.

Thus, the recommendations of the long-range Transportation Element should be noted, but actual improvements must be tied to future growth.

**TRANSPORTATION AMENITIES**

Clearfield is easily accessed through a well-developed network of transportation amenities, including the Utah Transit Authority’s Frontrunner commuter rail service, Interstate I-15, Highway 193, Antelope Drive (1700 South), State Street (SR 126), 300 North, and 800 North, and 1000 West. It is the intent of this element to preserve and enhance these amenities in a manner that maximizes their usefulness and service to the community.

**TRANSPORTATION MAP**

Exhibit 2, *Transportation Map of the General Plan* depicts transportation infrastructure in accordance with future build out and capacity. The following street classifications are utilized:

- **Freeways.** Streets designated as Freeways on the Transportation Map are to be designed to safely handle very large volumes of through-traffic. Direct access should be limited to widely-spaced interchanges. Design, construction, and operation of Freeways shall be provided by the Utah Department of Transportation.

- **Arterial Streets.** Streets designated as Arterial Streets on the Map are intended to provide through-traffic circulation between areas of the City and across the City. Direct access to adjacent uses should be limited. Arterials have two categories: major and minor.

- **Collector Streets.** Streets designated as Collector Streets on the Map are intended to provide traffic movement between Arterial and Local Streets. Center left-turn lanes should be provided where possible to allow for greater access to adjacent uses. Driveway accesses should be evenly spaced. Collectors also have two categories: major and minor.

- **Local Streets.** Streets designated as Local Streets on the Map (not all shown) are intended to provide for direct access to abutting land uses as needed and for local traffic movement.

**BICYCLE AND PEDESTRIAN MAP**

Exhibit #, *Bicycle and Pedestrian Map of the General Plan* depicts active transportation and recreation infrastructure in accordance with the future build out and capacity. The following classifications are utilized:

Comment [PM26]: Has this been created?
TRANSPORTATION GUIDELINES

The following transportation guidelines should be followed throughout the City for both standard Transportation as well as Active Transportation infrastructure:

1. Land use and transportation planning should be coordinated to maximize the development opportunities created by major transportation routes and interchanges within and around Clearfield.

2. Arterial Streets should be protected from encroachment resulting from improper access to adjacent land uses.

3. An adequate thoroughfare system should be designed within future growth areas and sufficient rights-of-way should be designated prior to land development or through the plan approval process.

4. There should be adequate access to and around commercial and manufacturing areas, public facilities, and other activity centers.

5. Localized traffic congestion and operational problems should be minimized and mitigated as much as possible.

6. All roadways in the community should have properly designed surfaces with drainage facilities which are maintained in adequate condition.

7. The overall design and appearance of roadways within the community should be improved.

8. Transportation facilities should be designed and developed in harmony with the natural environment and with respect to adjacent land uses such as schools, churches, libraries, and other public facilities.

9. Non-local and commercial traffic should be minimized within residential neighborhoods.

10. Adequate off-street parking facilities should be provided for all activity centers.
11. Safe and convenient bicycle and pedestrian movement should be provided.

12. The City should continue to provide for alternative modes of transportation, including the integration of the UTA Frontrunner Commuter Rail Stop into the City’s overall transportation plan.

13. Efforts should be made to provide for the safe and efficient movement of trucks and service vehicles within the community in a manner that does not adversely affect nearby land uses. (Consideration of preferred freight routes within the City, or within Freeport?)

14. Pedestrian signals should be provided only at vehicular signal locations. Crosswalks should be restricted to intersections.

15. Street lighting should be consistent with the intensity of adjacent land uses, aesthetics, and the need for public safety.

16. Streets in developing areas should provide for the free flow of traffic when the construction is complete.

17. Existing streets should be upgraded to minimize congestion. Where congestion can be attributed to new construction, needed improvements should be the responsibility of the developer.

18. Street classification should be determined by projected traffic volumes, desired operation speeds, projected traffic types, projected construction phasing, and location.

19. Intersections should be located at intervals which maximize street capacities and provide necessary access. Traffic signals should be installed as needed.

20. The demands generated by private development should be equal to its participation in street system improvements through the payment of impact fees, the dedication of land, and the construction of necessary facilities.

21. Sidewalks should be provided in all commercial and residential areas, as well as along major transportation corridors that have access to necessary services.

22. The City should continue to work in a cooperative manner with other governmental agencies and organizations in the planning and construction of transportation infrastructure that benefits City residents.

23. Safe and efficient transportation routes should be provided to and from commonly used public facilities such as parks, schools, libraries, and churches.

24. All transportation improvements should be responsive in both planning and development of infrastructure that meets the needs of all users.

GOALS AND POLICIES OF THE TRANSPORTATION ELEMENT:

Comment [PM27]: Maybe include things like grocery stores and retail strips where multiple stores are visited at once?
Goal 1: To preserve, enhance, and beautify the City’s main transportation corridors.

Policy: Promote the preservation, enhancement and beautification of State Street, North Main Street, 700 South, 200 South, 1700 South, 300 North, and 800 North, and 1000 West.

Implementation Measure #1: Implement the D-R Downtown Redevelopment Zone to improve the appearance of the City’s main transportation corridors. Adhere to strict application of design standards in the main transportation corridors.

Implementation Measure #2: Work with developers to encourage high-quality, attractive development at the main entrances to the City.

Implementation Measure #3: Develop Form Based Code and Small Area Plans for downtown area, S.R. 193 area, and Antelope Drive to establish predictable high quality development types.

Goal 2: Facilitate the construction of the extension of State Highway 193 (700 S. / 200 S. corridor).

Policy: Aid and encourage the development of the State Highway 193 extension.

Implementation Measure #1: Pursue state and local funding for necessary environmental and engineering studies for the road.

Implementation Measure #2: Pursue state and local funding to begin construction of the road. (DONE)

Goal 23: Promote the development of alternative modes of transportation throughout the City and to the Salt Lake and Ogden metropolitan areas.

Policy: Encourage the development of opportunities for alternative modes of transportation including active transportation between local communities and from Clearfield and to the Salt Lake and Ogden metropolitan areas.

Implementation Measure #1: Take advantage of existing infrastructure such as streets, highways, and railroads to allow for alternative modes of transportation.

Implementation Measure #2: Facilitate the construction of the commuter rail platform and associated site improvements, transit oriented development to encourage use of transit by residents of Clearfield City.

Implementation Measure #3: Facilitate the implementation of the Clearfield UTA Circulator Study.
Implementation Measure #4: Facilitate the construction of bicycle and pedestrian improvements on Antelope Drive as part of the Utah Collaborative Active Transportation Study (UCATS).

**Goal 34:** Improve the City’s existing transportation infrastructure.

**Policy:** Maintain high quality transportation facilities by focusing on improving, maintaining, and repairing the City’s existing streets and trails.

*Implementation Measure #1:* Maximize available resources to repair and maintain in good condition the City’s streets and trails.

*Implementation Measure #2:* Update the City’s Capital Facilities Plan for streets.

*Implementation Measure #3:* Support Davis County in implementing 2015 H.B. 362 Local Option Sales Tax to increase local transportation funding for roads and active transportation.

**Goal 46:** Make Clearfield more pedestrian-friendly.

**Policy:** Encourage the development of trails and walkable development areas in the City.

*Implementation Measure #1:* Encourage site planning methods that result in pedestrian connectivity between and within developed areas.

*Implementation Measure #2:* Preserve adequate space for future trail corridors where appropriate.

*Implementation Measure #3:* Plan for crosswalks at intersections, avoiding improve all necessary unsafe mid-block crossings.

*Implementation Measure #4:* Complete a comprehensive sidewalk inventory and pedestrian needs analysis.

*Implementation Measure #5:* Apply for Utah State Safe Routes to School Funds along school walking routes that have needed improvements.
CHAPTER 4 – AFFORDABLE HOUSING ELEMENT

In 1996 the Utah State Legislature passed H.B. 295 - "Providing Affordable Housing," which states that "the availability of moderate income housing is an issue of statewide concern." The Legislature mandated that every municipality must provide an opportunity for all types of housing, including moderate income housing, to meet the needs of all people desiring to live in a particular community.

The Legislature required all municipalities in the State to complete the Utah Affordable Housing Study by Dec. 31, 1998, to determine the affordable housing needs in each municipality. Affordable housing is defined as housing that can be occupied by persons whose household income is 80% or less than the county or regional median income without undue cost burdens. Housing is considered to be affordable when a household pays less than 30% of its gross monthly income (GMI) for housing, including taxes and insurance.

Current data show that more than 55% of the City’s housing stock is considered affordable. According to the 2007-2011 American Community Survey 5-Year Estimates (census.gov), of the 9,702 households in Clearfield, 5,302 (55%) have an income of less than $50,000 (72.3% of the Davis County area median—$69,147). A reasonable estimate of the number of Clearfield households at or below 80% ($55,318) of the area median income is 59%.

Basic Requirements – Utah Division of Housing and Community Development

Current Supply of Moderate Income Housing
Need for Moderate Income Housing – 5 year estimate
Residential Land Use Survey
Potential Regulatory Barriers
County/City Programs to Encourage Moderate Income Housing

(Analysis of Impediments info??)