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, March 1, 2017, 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. February 1, 2017

PUBLIC HEARINGS:

1. Public Hearing for GPA 1702-0001, a request to amend the Clearfield City General Plan, including the adoption of the Downtown Small Area Plan to be included as an exhibit to Clearfield City General Plan.

2. Public Hearing for ZTA 1701-0003, a request by Clearfield City Staff for Zoning Text Amendment to City Code § 11-9A-11, Residential Zone (R-1-9); § 11-9B-11, Residential Zone (R-1-8); § 11-9C-11, Residential Zone (R-1-6); and § 11-9G-11, Residential Zone (R-1-Open), to allow for the keeping of chickens within Clearfield City in all R-1, single family residential zones.

SCHEDULED ITEMS:

3. Discussion and Possible Action on GPA 1702-0001 to amend the Clearfield City General Plan, including the adoption of the Downtown Small Area Plan to be included as an exhibit to Clearfield City General Plan.

4. Discussion and Possible Action on ZTA 1701-0003, a request by Clearfield City Staff for Zoning Text Amendment to City Code § 11-9A-11, Residential Zone (R-1-9); § 11-9B-11, Residential Zone (R-1-8); § 11-9C-11, Residential Zone (R-1-6); and § 11-9G-11, Residential Zone (R-1-Open), to allow for the keeping of chickens within Clearfield City in all R-1, single family residential zones.

COMMUNICATION AND TRAINING:

5. Staff Communications
6. Planning Commissioners’ Minute

**PLANNING COMMISSION MEETING ADJOURNED**

Dated this 27th day of February, 2017
/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:  Clearfield City Planning Commission

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

MEETING DATE:  March 1, 2017

SUBJECT:  Public Hearing, Discussion and Possible Action on GPA 1702-0001 amendments to the Clearfield City General Plan, including the adoption of the Downtown Small Area Plan to be included as an exhibit to Clearfield City General Plan.

RECOMMENDATION

After taking public comment during the public hearing, move to recommend approval of GPA 1702-0001, to the Council of the proposed changes to the Clearfield City General Plan, including the adoption of the Downtown Small area plan, as an exhibit to the General Plan.

BACKGROUND

In the spring of 2015, Clearfield City was the recipient of grant funding for the creation of downtown plan with in Clearfield City. Following this award, staff spent the better part of 2015 and 2016 evaluating this plan for future adoption into the Clearfield City General Plan. Along with assistance from WFRC and UTA the small area plan was reviewed and accepted by the Commission and Council in the fall of 2016. Staff has been working since then prepare the Downtown Small Area Plan for adoption. Prior to the plan being fully utilized and in force, it needs to be adopted into the City’s General Plan. The addition along with some administrative items are being proposed for the Commissions consideration.

Clearfield City staff began a review for the purpose of updating the City General Plan in 2015. Additionally staff has sought to represent the input from the community, elected and appointed officials, and other stakeholders from a series of open house meetings other public meetings with the Planning Commission throughout 2016. Amendments to the General Plan have been discussed with the Commission on several occasions, prior to today’s public hearing. Over the past year staff has tried to compile all the input and has proposed changes in accordance that input.

PUBLIC OPEN HOUSE MEETINGS:
− Tuesday, March 1, 2016 at Holt Elementary
− Tuesday, March 15, 2016 at Antelope Elementary
− Tuesday, April 19, 2016 at Wasatch Elementary
ANALYSIS

Proposed amendments to the general plan:

The following items have been reviewed and evaluated during this update process. Staff has discussed these items the planning Commission and is requesting a recommendation from the Commission, to the Council on proposed amendments. Items are listed to coincide with the organization of the General Plan and associated attachments.

Acknowledgements Page:

a. Staffing changes have been identified and will be updated to reflect current positions for Elected, Appointed and City Staff.
   i. Council appointments and replacements
   ii. Commission changes and new appointments
   iii. Staff Changes, including reorganizations

Table of Contents

a. Inclusion of Exhibit 4 for the Downtown Small Area Plan of Clearfield City

Chapter 1 - Introduction

a. Minor changes to language of the General Plan have been made, nothing in this section has been changed substantially. Reorganization has taken place along with some minor wording changes.

Chapter 2 – Land Use

a. Table for current land use in the City has been updated with acreage and percentage for each land use
b. Land Use by Type
c. Land use by zoning category
d. Overlay zones will be moved to the end of the section as “Cancelled Zones”
e. Minor Languages updates to Agricultural and Residential districts
f. Proposed changes to increasing density in R-2 and R-3 zones
g. Inclusion of the MIDA or “Falcon Hill” District
h. Land use guideline language has been reviewed with minor changes
   i. Changes to Goals and Policies for Land Use Element

Chapter 3 – Transportation

a. Goals and Policies of the Transportation Element
   iv. Goal 2 for the completion of SR193 shall be removed – Completed.
   v. Including language for truck routes and reducing impact of trucks on not intended for such heavy traffic

Chapter 4 – Affordable Housing Element

a. Update to language discussion on affordable housing.
b. Update statistics from analysis for impediments for 2010 – 2014

GENERAL PLAN EXHIBITS

1. Exhibit 1: Future Land Use Map of the General Plan
   a. Consideration for areas in the City to have land use designation changes:
      i. Changes to the map consistent with recommendations and plans included in the Downtown Small Area Plan.
      ii. Mixed Use – 1700 S and 1000 E
      iii. Property directly west of CAFC land use change
      iv. Clearfield Station changes to be made, consistent with new plans for site.
2. Exhibit 2: Transportation Map of the General Plan
   a. 300 North designated as a truck route
   b. Update map for other road projects that have been completed
   c. Incorporate changes from Downtown Small Area plan for connections
   d. Road completed for University Ridge Sub. to be indicated

3. Exhibit 3: Trails Master Map of the General Plan
   a. Are there future trails that should be included?
   b. Canal trail be realigned to the canal right of way, rather than meandering through the neighborhoods.
   c. Incorporate changes from Downtown Small Area plan for connections

4. Exhibit 4: Downtown Small Area Plan

ATTACHMENTS
1. Clearfield City General Plan, with amendments
2. Clearfield Small Area Plan
ACKNOWLEDGMENTS

CITY COUNCIL

MARK SHEPHERD, MAYOR
KENT BUSH
VERN PHIPPS

NIKE PETERSON
TIM ROPER
BRUCE YOUNG

PLANNING COMMISSION

BRADY JUGLER, CHAIR
MICHAEL MILLARD
ROBERT BROWNING
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MICHAEL BRITTON

AMY MABEY-MALLORY BAUDRY
RON JONES
CHRIS UCCARDI
STEVE PARKINSON
TIM ROPER KARECE THOMPSON

STAFF

ADAM LENHARD
City Manager

JJ ALLEN
Assistant City Manager

BRIAN BROWER, STUART WILLIAMS
City Attorney

GREG KRUSI
Police Chief

ERIC HOWES
Community Services Director

MICHAEL MCDONALD
Building Inspector

SCOTT HESS, SPENCER W. BRIMLEY
Development Services Manager

SCOTT NELSON
City Engineer

SCOTT HODGE
Public Works Director

RICH KNAPP, SUMMER PALMER
Administrative Services Director

CLEARFIELD CITY GENERAL PLAN 2017
# 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**
  - **EXHIBIT 4: DOWNTOWN SMALL AREA PLAN**
CHAPTER 1 - INTRODUCTION

BACKGROUND

The General Plan has been prepared in accordance with Utah State Code and is intended to provide a comprehensive long-term plan to support the future growth and development of Clearfield City, through the creation of specific goals and policies that are intended to promote economic growth, encourage neighborhood stability, and improve the present and future development needs of the community. Utah Code Ann. § 10-9a-401.

PURPOSE

Although the intent of the General Plan is to facilitate a planning process that is as simple, fair, efficient, and predictable as possible, the General Plan is an advisory, non-binding document. The General Plan should be used by the City Council, Planning Commission, developers, property owners, and City staff as a policy guide for development related decisions, and should be 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 2004 Trails Master Plan, as well as all other maps referred to throughout the General Plan are to be considered essential documents and are hereto incorporated into the General Plan.

DYNAMICS OF THE GENERAL PLAN

The General Plan is intended to be a living document and should be updated or amended as necessary to ensure that it reflects the current goals and objectives of the City. 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 General Plan may be initiated by the Planning Commission, the City Council, City Staff, or the Public.
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

It is Clearfield City’s community vision to provide for 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 policies of the Clearfield City Corporation Strategic Plan that improve the Image, Livability and Economy of Clearfield City.
CHAPTER 2 – LAND USE ELEMENT

INTRODUCTION

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, and shall be used in conjunction with Exhibit 1, Land Use Map of the General Plan.

CURRENT LAND USE

Clearfield City encompasses approximately 4,949 acres of land (7.73 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>943.66</td>
<td>19.1%</td>
</tr>
<tr>
<td>Agricultural</td>
<td>213.51</td>
<td>4.3%</td>
</tr>
<tr>
<td>Residential</td>
<td>1454.08</td>
<td>29.4%</td>
</tr>
<tr>
<td>Public (parks, schools, government)</td>
<td>158.54</td>
<td>3.2%</td>
</tr>
<tr>
<td>Hill Air Force Base</td>
<td>387.75</td>
<td>7.8%</td>
</tr>
<tr>
<td>Commercial</td>
<td>423.23</td>
<td>8.6%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>58.06</td>
<td>1.2%</td>
</tr>
<tr>
<td>Undeveloped</td>
<td>515.79</td>
<td>10.4%</td>
</tr>
<tr>
<td>Road, Rail &amp; HWY</td>
<td>794.76</td>
<td>16.1%</td>
</tr>
<tr>
<td>Total Land Use</td>
<td>4949.38</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Figure 2.1 Current Land Use by Type
Figure 2.2 Current Land Use by Type

- Residential: 29.6%
- Manufacturing: 18.4%
- Road, Rail & Highway: 16.9%
- Hill Air Force Base: 8.1%
- Commercial: 7.9%
- Public: 2.6%
- Mixed Use: 1.4%
- Undeveloped: 11.1%
- Agricultural: 4.0%
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 as of January 1, 2017. A short description of the general intent and uses allowed in each zone is presented in the following text below.

**Figure 2.3 Current Land Use by Zoning Category**

(Clearfield City General Plan 2017)
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 a number of 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 (10,000,14,520) 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 of the R-1-Open Zone is to provide local parks or open space for the City’s residents. From 1998 to 2009, this zone was 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 its own merits, and R-3 Zone shall be approved or denied on a case by case basis. Increasing R-3 zoning in the downtown area of Clearfield City will create 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 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.

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 District:
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, 2015 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.

**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. Additionally agricultural land is also included in this designation, as this designation contains and allows for single homes with some agricultural or animal uses.

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

<table>
<thead>
<tr>
<th>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-4</td>
</tr>
<tr>
<td>Falcon Hill</td>
<td>Falcon Hill*</td>
</tr>
<tr>
<td>HAFB</td>
<td>HAFB</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>M-1</td>
</tr>
<tr>
<td>Mixed-Use</td>
<td>C-R</td>
</tr>
<tr>
<td></td>
<td>C-1</td>
</tr>
<tr>
<td></td>
<td>C-2</td>
</tr>
<tr>
<td></td>
<td>D-R</td>
</tr>
<tr>
<td></td>
<td>MU</td>
</tr>
<tr>
<td>Residential</td>
<td>A-1</td>
</tr>
<tr>
<td></td>
<td>A-2</td>
</tr>
<tr>
<td></td>
<td>R-1-9**</td>
</tr>
<tr>
<td></td>
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<td>R-3</td>
</tr>
<tr>
<td></td>
<td>R-3R</td>
</tr>
<tr>
<td></td>
<td>R-M**</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.

### Land Use Guidelines

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

1. The identity of Clearfield City 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 design should be provided 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?)

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. The Land Use Plan should promote and encourage land use patterns that provide a high quality of life to all and offer choice in mobility and transportation.

12. The 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, the conservation of natural resources should be encouraged.
GOALS AND POLICIES OF LAND USE:

Goal 1: 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 criteria as necessary for the Downtown Redevelopment Zone and R-3R Redevelopment Zone infill development projects.

Implementation Measure #2: Evaluate the efficacy of existing zones and make amendments as necessary.

Implementation Measure #3: Consider the use of Form Based Code and other zoning tools to assure new development is high quality with a built form that is appropriate for the 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, development, and business license applications.

Goal 3: Increase Employment and Commercial Opportunities within Clearfield City.

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 City.

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.

Commented [JA9]: FCA ownership has always pushed back on this. I don’t see us gaining any ground, so maybe we delete this measure?
Implementation Measure #23: Complete. Following the adoption of the development of the Downtown Small Area Plan, work with community partners and agencies for the successful and adopt and proceed with implementation of this plan.

Goal 4: Revitalize Deteriorating Neighborhoods and Commercial Districts with a focus on a Downtown Core.

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

Implementation Measure #1: Facilitate the redevelopment of downtown Clearfield City through public-private partnerships. Continue funding of the Façade and Site Improvement Grant program for downtown businesses. Incentivize redevelopment of the downtown area by using tax increment financing.

Implementation Measure #2: Create land use ordinances that allow and encourage infill and redevelopment. Envision downtown as public places that have the potential to become destinations for pedestrians.

Implementation Measure #3: Prioritize code enforcement and property maintenance throughout the City. Hold regular coordination meetings with code enforcement and the planning office, to ensure compliance with City ordinances.

Implementation Measure #4: Recommend 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 to focus on neighborhoods and provide specific goals and strategies to enhance the positives and improve upon those items of concern.

Implementation Measure #5: Encourage the mixing of uses along a corridor, including jobs and housing in close proximity to one another.

CHAPTER 3 - TRANSPORTATION

INTRODUCTION

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, and
should be used in conjunction with Exhibit 2, Master Streets Plan and Transportation Map of the General Plan.

The primary purpose of addressing transportation through the General Plan is to ensure balance between future transportation needs based on the demands generated by future land use development through multi-modal 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 with plans that account for transportation issues in the local area as well as in surrounding communities to be successful.

The recommendations included herein represent street capital improvements that may ultimately be needed if Clearfield City’s entire planning area is fully developed according to the Land Use Element. It is important to emphasize that the recommendations do not necessarily suggest required 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.

Clearfield City’s long-range Transportation goals should include:

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. Identify trucks routes throughout the city to reduce truck traffic in residential areas, as well as impacts to streets designed for less impactful traffic.
4. Anticipate long-range financial demands and search for additional methods of street improvement funding.
5. Establish long-range improvement plan for all facilities including those under UDOT and UTA control to help direct those agencies in future development.

Although the above recommendations are important and should be considered when appropriate, actual improvements must be tied to future growth.

TRANSPORTATION AMENITIES

Clearfield City 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/Main Street (SR 126), 300 North, 800 North, and 1000 West. The City should preserve and enhance these amenities in a manner that maximizes their usefulness and service to the community.

TRANSPORTATION MAP
Exhibit 2, Maters Streets Plan and 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 (UDOT) and the Federal Highways Administration (FHWA).

**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 for 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:

- Bicycle Lane (existing and proposed)
- Bicycle Facility (not type specific)
- Pedestrian Way
- Major Street Crossings
- Trail (existing and proposed)
- Interchange Accommodations
- Pedestrian Bridge

### 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.

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 and be directed to designated truck routes in the City.

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 should be considered and identified.

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 need for public safety, intensity of adjacent land uses, uses and 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 the City.

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 for and development of infrastructure that will meet the needs of all users.

**GOALS AND POLICIES OF TRANSPORTATION:**

**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, 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.

**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. (THIS ITEM IS COMPLETE AND WILL BE REMOVED)

**Goal 2:** 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 City 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 within by residents of Clearfield City.
- **Implementation Measure #3:** Facilitate the implementation of the Clearfield Utah Transit Authority (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 3:** 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 4: Make Clearfield City more pedestrian-friendly.

Policy:

Encourage the development of trails and walkable 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, improve all necessary mid-block crossings.

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

Implementation Measure #5: Apply for Utah State Safe Routes to School Funds along school walking routes that require needed improvements.

CHAPTER 4 – AFFORDABLE HOUSING

Affordable housing is defined in the Utah Code as housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located. The overall goal of providing moderate housing is to meet the needs of those people who desire to live here, and to allow them to benefit from and fully participate in all aspects of the community.

The City’s various residential zoning designations provide an opportunity for a variety of housing types, which can be defined as affordable housing. Clearfield’s housing stock exceeds the current estimated need for affordable housing required through build out of the city. It is estimated that the development of housing in the land use areas identified on the general plan map and in potential zoning designations will provide a realistic opportunity for housing for income levels, families and individuals.

Current data show that more than 55% of the City’s housing stock is considered affordable. According to the 2010-2014 2007-2011 American Community Survey 5-Year Estimates (census.gov), of the 9,767 9,702
5,162 (52%) of the households in Clearfield have an income of less than $50,000 (22.37% of the Davis County area median — $70,388). A reasonable estimate of the number of Clearfield households at or below 80% ($56,318) of the area median income is 59%.

Commented [SB12]: Language has been updated and figures have been provided from the most recent analysis of impediments for the City.
TO: Planning Commission

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

MEETING DATE: March 1, 2017

SUBJECT: Public Hearing, Discussion and Possible Action on ZTA 1701-0003, a request by Clearfield City Staff for Zoning Text Amendment to City Code § 11-9A-11, Residential Zone (R-1-9); § 11-9B-11, Residential Zone (R-1-8); § 11-9C-11, Residential Zone (R-1-6); and § 11-9G-11, Residential Zone (R-1-Open), to allow for the keeping of chickens within Clearfield City in all R-1, single family residential zones. This amendment would be effective within the Land Use Code for Clearfield City, a document regulating the development of Clearfield City as a whole.

RECOMMENDATION
Move to recommend, to the City Council, approval of ZTA 1701-0003, a request by Clearfield City Staff for Zoning Text Amendment to City Code § 11-9A-11, Residential Zone (R-1-9); § 11-9B-11, Residential Zone (R-1-8); § 11-9C-11, Residential Zone (R-1-6); and § 11-9G-11, Residential Zone (R-1-Open), to allow for the keeping of chickens within Clearfield City in all R-1, single family residential zones, based on the discussion and findings in the Staff Report.

ANALYSIS
In 2009 Clearfield City Council considered changes to Title 6, Chapter 1 related Animal Control, of the Clearfield City Code. This change considered, amongst other things, the keeping of chickens on properties that were zoned residential. This proposal, after considerable public input and Council discussion failed to receive approval. Since 2009 there has been a continual interest for the residence in R-1 (single family residential zones) to be permitted to keep chickens on their property. Changes to title 6 do not require a recommendation or approval by the planning commission, but the inclusion chickens in the R-1 zone requires changes to title 11, Chapter 9 a public hearing and recommendation, by this body, to the Council for final decision.

Changes to title 11, Chapter 9 for each of the R-1 zones are proposed as follows:

11-9-11: OTHER REQUIREMENTS:
A. Landscaping and Open Space: A minimum of ten percent (10%) of the total project area shall be provided as landscaped open space. All landscaping shall comply with the provisions of chapter 13 of this title.
B. Floor Area: Each dwelling unit shall have a minimum finished floor area of not less than one thousand two hundred (1,200) square feet above grade for ramblers with a full basement; all other
styles shall have a minimum finished floor area of not less than one thousand five hundred (1,500) square feet above grade.

C. Garages: Each dwelling unit shall have an attached two (2) car garage, which shall be a minimum of four hundred (400) square feet in size.

D. Development Agreement: A development agreement may be required for all new development in the R-1 zones. All applications for a rezone, preliminary plat, or site plan approval shall be conditioned upon final approval of the development agreement by the city council.

E. Exterior Building Materials:
   1. Permitted exterior building materials for main buildings shall be brick, stucco, stone, rock, or vinyl siding.
   2. Vinyl siding shall not be permitted on the front elevation of a main building.
   3. Accessory buildings shall be built with a finished, all weather exterior material. Detached garages and carports shall be finished to match the exterior of the main building.
   4. The front elevation and any side elevation facing a street or right of way shall include at least two (2) of the following: brick, stucco, stone, or rock.

F. Footings and Foundation Required: All main buildings shall be constructed on a permanent footing and foundation.

G. Restrictions: No area needed to meet the lot width, frontage, area, setback or other requirements of this article may be divided, sold, or leased separate from such lot or building.

H. Chickens and Chicken Coops:
   1. Chickens for family food production or pleasure shall be kept in accordance with the following regulations:
      a. No more than five (5) chickens shall be kept on any lot
      b. No lot smaller than six thousand five hundred (6,500) square feet shall be used for the keeping of chickens
      c. The chicken hens must be provided with a covered, predator-resistant chicken house that is properly ventilated, designed to be easily accessed, and at least two (2) square feet per chicken in size.
      d. The keeping of chicken roosters shall not be permitted
   2. Neither the chicken house nor the fenced enclosure may be located less than fifteen (15) feet from any adjacent residence.

Public Comment
No public comment has been received to date.

FINDINGS

Zoning Ordinance Text Amendment
Clearfield Land Use Ordinance Section §11-6-3 establishes the following findings the Planning Commission shall make to approve Zoning Ordinance Text Amendments. The findings and staff’s evaluation are outlined below:

<table>
<thead>
<tr>
<th>Review Consideration</th>
<th>Staff Analysis</th>
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<tbody>
<tr>
<td>1) The proposed amendment is in accordance with the General Plan and Map; or</td>
<td>The proposed text amendment is consistent with the goals and policies of the Land Use Element of the City’s General Plan.</td>
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<tr>
<td>2)</td>
<td>Changed conditions make the proposed amendment necessary to fulfill the purposes of this Title.</td>
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