



General Plan 2010



and
Associated Maps

Updated October 8, 2013

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CHAPTER 1 - INTRODUCTION

BACKGROUND

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.

This 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

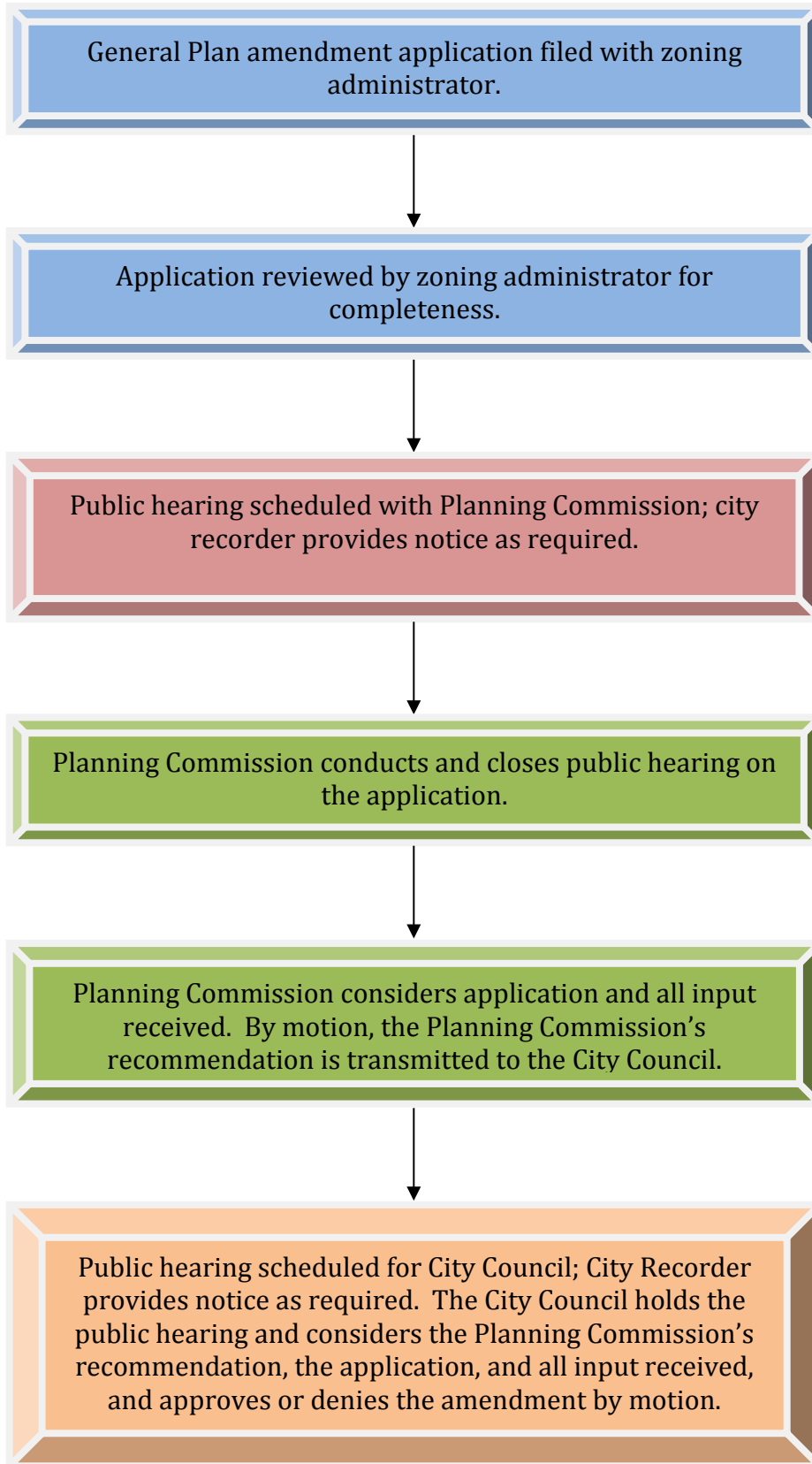
The City has prepared and adopted this General Plan in accordance with Utah Code Title 10 - *Cities and Towns*, Chapter 9a - *Municipal Land Use Development and Management*.

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:



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 goals of the Vision 2020 Plan.

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 (7.5 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:

Land Use Type	Total Acres by Type	Percent of Total
Manufacturing	1,063	22%
Residential	1,490	31%
Public (parks, schools, government)	142	3%
Hill Air Force Base	425	9%
Commercial	256	6%
Vacant, Agriculture, Undeveloped	592	12%
Road, Rail & HWY	832	17%
Total Land Use	4,800	100%

Figure 2.1 Current Land Use by Type

Current Land Use by Type

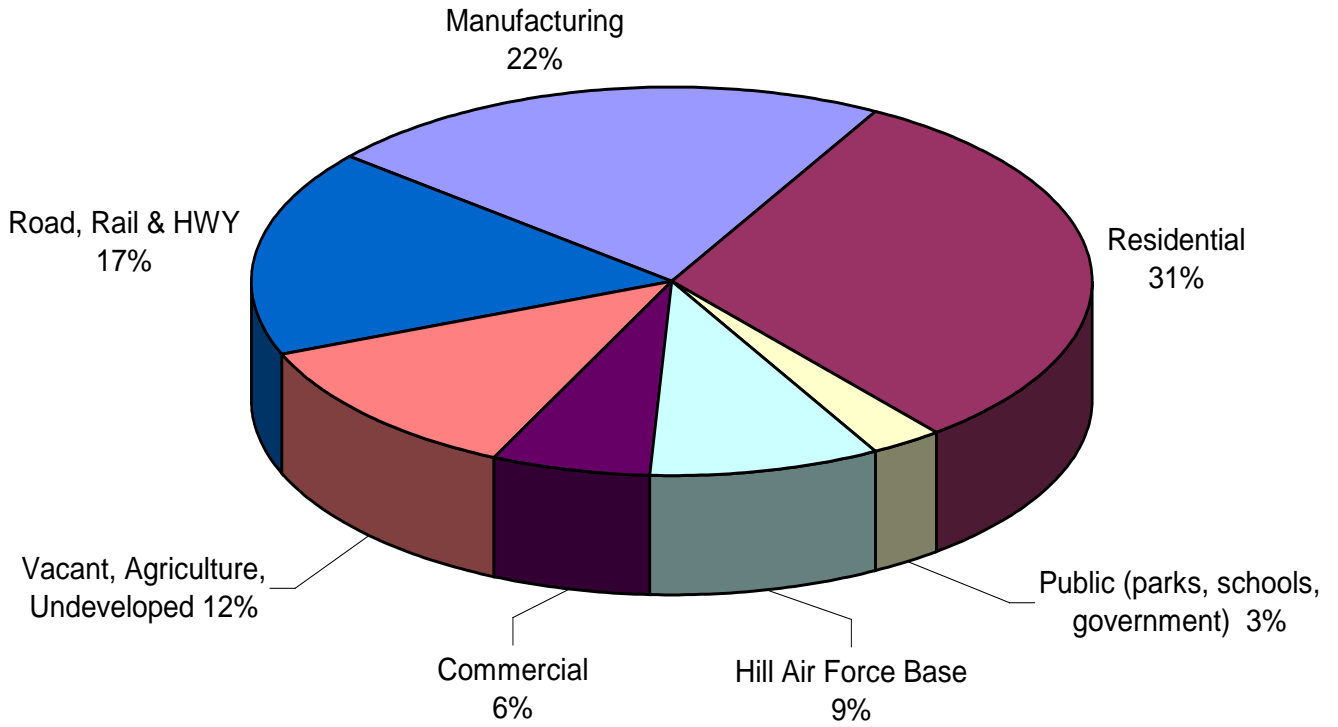


Figure 2.2 Current Land Use by Type

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.

Current Land Use by Zoning Category

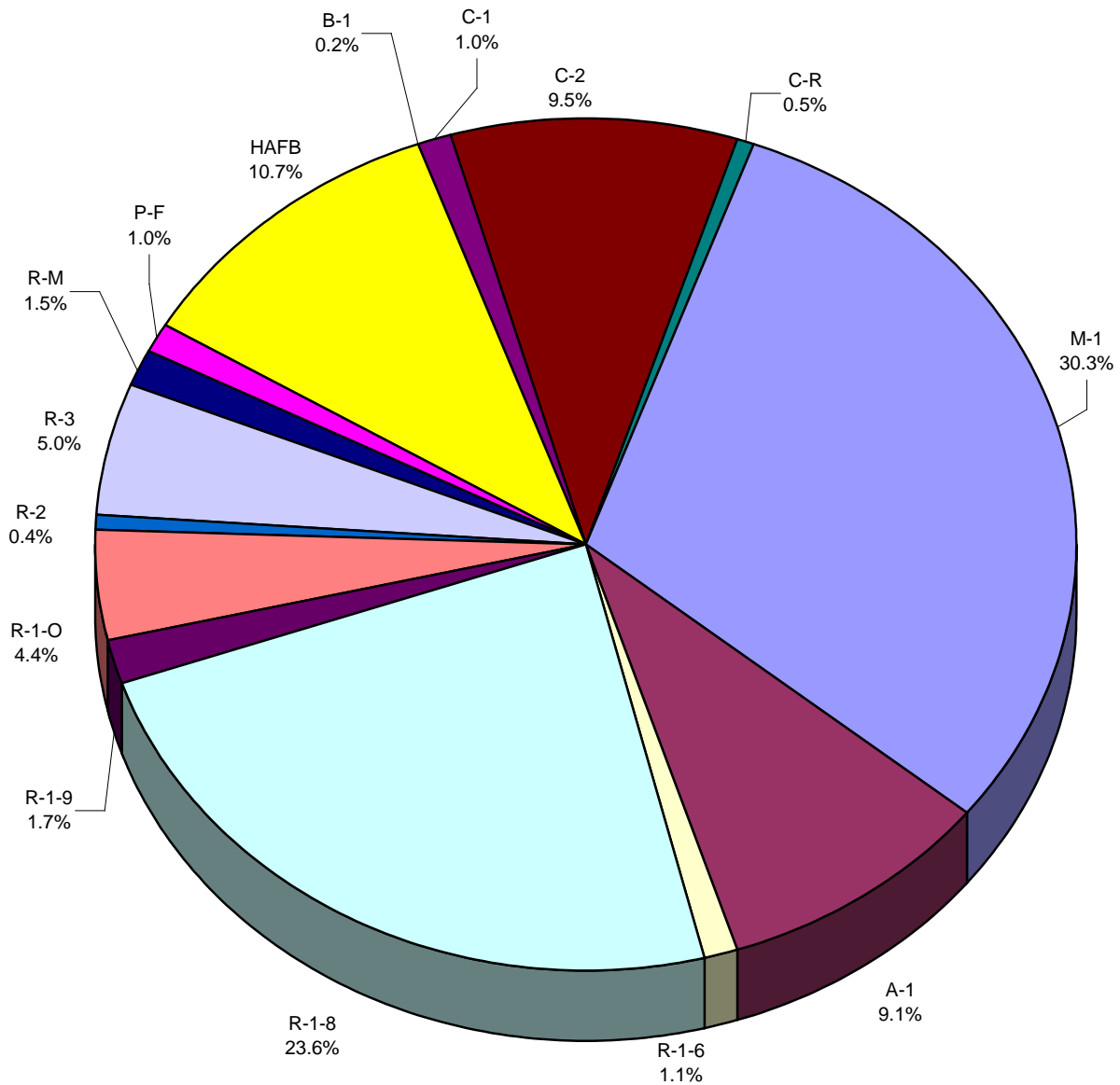


Figure 2.3 Current Land Use by Zoning

Overlay 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 (10,000) 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.

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 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.

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 Freepoint 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 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.

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 and 2010. 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.

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	Appropriate Zoning Classification(s)
Commercial	C-1 C-2 B-1**
Business Park	C-1 C-2 M-1
Falcon Hill	Falcon Hill*
HAFB	HAFB
Manufacturing	M-1
Mixed-Use	C-R C-1 C-2 D-R MU
Residential	A-1 A-2 R-1-9** R-1-8 R-1-6** R-1-Open** R-2 R-3 R-3R R-M**
Public Use	Public Facilities

*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 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.
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, 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. 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.

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

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.

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.

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.

Implementation Measure #2: Create land use ordinances that allow and encourage infill and redevelopment.

Implementation Measure #3: Continue to prioritize code enforcement and property maintenance throughout the City.

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.

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, *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.

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.

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, 300 North and 800 North. 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 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.

TRANSPORTATION GUIDELINES

The following transportation guidelines should be followed throughout the City:

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 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.
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.

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.

GOALS AND POLICIES OF THE TRANSPORTATION ELEMENT:

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.

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.

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.

Goal 3: 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 between Clearfield and 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.

Goal 4: Improve the City's existing transportation infrastructure.

Policy: Improve, maintain, and repair 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.

Goal 5: Make Clearfield 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 developed areas.

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

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

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%.

There are still approximately five acres of undeveloped high-density residential property in the City; therefore, current policy is that no additional property will be rezoned for the development of two-family or multi-family dwellings, except as part of an approved R-3R, MU, C-R, or D-R Zone project.