

The Hyde Park City General Plan

PURPOSE

The purpose of the General Plan is to guide Hyde Park City's government in assessing future development proposals and decisions concerning the physical development of the City while preserving its character and traditions.

The Planning Commission is the official government entity responsible for creating the General Plan. It should be updated as needed by reviewing, modifying and/or building on the existing General Plan document and by receiving input from the citizenry and officials of the City.

The General Plan applies to all lands, public and private, within the urban service boundary plan and the areas included in the annexation policy declaration. It establishes general development policies, which are specifically upheld, implemented, and regulated by City ordinances. The Plan looks to the future, well beyond any current proposal before the City. The General Plan helps Hyde Park City manage its growth--residential, commercial, industrial and recreational by providing the basis for zoning and development decisions. The General Plan defines the goals of the City.

SURROUNDING INFLUENCES

Through its Annexation Policy Declaration and Urban Service Boundary Plan, Hyde Park City has established a common boundary to the south with North Logan City; to the north with Smithfield City; and a small common boundary with Logan City by the airport. On the east is US Forest Service land. To the west is unincorporated Cache County land, west of the airport and this land to 2400 West is included in Hyde Park's annexation policy declaration. The City may, as requested by property owners, annex lands within its Annexation Policy Declaration area provided there is the ability to provide adequate public services and it is deemed beneficial to the City to incorporate that land.

PUBLIC OPINION SURVEY

The results of public opinion surveys should be considered when revising the General Plan.

SENSITIVE COMMUNITY RESOURCES

Certain natural and built resources within the City should be protected. They contribute to the physical appearance of the community and many are mandated by the federal government to be protected. Others are deemed desirable by the City. They are deemed to be sensitive open space in all future development and include community visual amenity, wetlands, flood hazards, natural drainage corridors, natural resource amenities, geologic hazards, utility limitations, steep slopes, unstable soils and water recharge and culinary water source zones.

COMMUNITY VISION

City officials and staff are committed to decision making that is citizen based and in accordance with State and Federal guidelines. The process of updating the General Plan will involve citizen input from past and current surveys, polling the citizen base of Hyde Park City. A major portion of the planning effort involves citizens of the community to give guidance to the plan. Growth continues to be a major concern in the City and focus on related problems and solutions are critical to planning issues

Vision Statements

The City of Hyde Park should promote efforts to build commerce, adequate services, a safe environment, and a community where life, for all, can be enjoyed. Growth and development within the City will be directed by its government to ensure that valuable resources are sustained for the benefit of the residents of the City. The following statements will be the basis for planning and zoning decisions and they are the foundation for the General Plan:

- ***Community Development*** - The City of Hyde Park should be growing and seeking continual improvement in all aspects of community development including residential, commercial, industrial, recreational, and social. All existing and new developments must work to preserve the qualities of the community that are vital to its citizens. Developers will be required to preserve the valuable resources of the City. At a minimum, new development will be required to provide significant amounts of usable open space including landscaping and street trees. Areas inappropriate for development will be set aside for undevelopable open space. The three major components of community development are:
 1. Residential Development. Residential growth will, and should, occur in Hyde Park. Growth must be managed by ensuring that developers install the infrastructure that is required to meet the needs of the community and not encumber the current infrastructure.
 2. Commercial and Industrial Development. The City of Hyde Park should foster revenue and employment-producing commercial and industrial projects. New businesses will create opportunities for citizens to maintain or enhance community services. The following statements will guide this effort:
 - Increased tax-generating commercial/industrial development will strengthen the economic base of the community and assist to stem the rise of residential property taxes. Without tax producing land development, the cost of operating the City will continue to increase and will be paid primarily by residential property owners.
 - All new developments shall be required to provide complete infrastructure and quality improvements that will enhance the project and the City for many years.
 3. Park, Recreation, and Usable Open Space Development. The City will continue to develop recreational projects in accordance with current needs and anticipated future recreational demands of the citizenry. Parklands and /or usable open space will be established as a part of all new planned residential subdivisions developed in the city. A recreational plan should be developed by the City to assist in recreational decision-making.
- ***Infrastructure and City Services*** - Growth of City utility services (i.e., water, sewer, roads, emergency services, etc.) will be planned, constructed, and maintained to keep pace with the needs of the community. New services will be financed principally by those benefiting from the services. The City should continue to follow utility development plans that are updated periodically.
- ***Community Character*** - There are many natural and built resources of the City that are of great worth to its citizens. They must be sustained for the long-term benefit and safety of residents and property owners. The attractive character of Hyde Park is composed of the following physical elements:
 1. Sensitive Lands. Certain areas within the City and within the future

annexation areas of the City have characteristics which present special problems for development and which are valuable resources of open space to the community. The loss of these areas will adversely affect the visual quality of the City and efforts should be made to preserve these resources. It is necessary to minimize: vegetation removal, soil and slope instability, erosion, and water runoff. There is also a need to maintain recreational access corridors within lineal natural drainage systems.

2. Animal Management. The presence of animals in Hyde Park was a basic element of life in the early community. The rural character of the City is enhanced by the appearance of animals throughout the community.
3. Community History. The City should team with historical organizations to preserve historical documents and sites.

Growth Rate

Hyde Park is currently growing at a rate exceeding 2.7% (27 homes per year). State Demographic Models suggest that the population growth rate will stabilize at 2% annually by the year 2017. The growth rate should continue provided that the City's capacity to grow keeps pace with the capacity to maintain acceptable levels of service. Residential growth will be gauged by funds derived from impact fees and the growth of commercial revenue to support the maintaining and extension of residential infrastructure and services, recognizing that City infrastructure and services are, for the most part, installed by developers and then maintained by the City. If available services lag behind residential growth demands, permits would be limited until needed resources are developed and increased to support additional development. A well-planned Capital Improvement Program (CIP) that supports the use of impact fees is an essential component of a plan to manage growth. The CIP should be a prioritized schedule of capital improvements over a definite period of time which supports the growth demands of the City. The CIP should identify the following:

- Location and cost of proposed facilities
- Expansion of facility capacity
- The need for service facilities
- Sources of available financing of each improvement
- Level of acceptable service standards
- Statement of planned capacity for each service or facility

An Urban Service Boundary (USB) is established by the existing services in the City as shown on the water, sewer and road master plans. Organized development in perimeter areas and where City services do not exist will continue to expand the Urban Service Boundary. This will require that new projects build and expand new infrastructure in the City where services are not adequate. Urban Services should be designed to follow the Master Road Plan establishing standards for roads, sewer, and water services and other critical City services. The USB must be integrated with the CIP.

As a part of establishing an USB, the City has coordinated with Logan, Smithfield and North Logan to develop similar USB plans. Future annexation areas for Hyde Park will follow accepted boundary agreements between the communities.

Growth Capacity

Past and recent public input has required that all residential neighborhoods should be uniform and consistent throughout the City. Residential zoning will be applied in all areas. Based on this approach it was determined that all undeveloped areas should have a uniform density of no greater than 2 dwellings for one acre of land. The future land area available for new growth amounts to about 1,763 acres. This acreage includes undeveloped areas within current City boundaries and anticipated annexation areas to the south, north, and west. This would allow 3,526 new homes over a 75-year period. Based on a growth rate of 2.7% per year, the expected population of Hyde Park could be 13,400 in the year 2075.

Economic Base

Community viability and well-being is directly associated with the economic condition within the City. Commercial development provides areas, in which to shop or work, which increases the sales tax and provides job opportunities for residents and their children who may wish to reside in the community. Convenience is increased because residents do not have to travel long distances to the work place or to purchase household needs. The Mayor and the City Council should work to encourage well-established businesses to come to Hyde Park. A proven strong business district will assist the citizens in maintaining their quality of life.

GENERAL DEVELOPMENT

The General Development in the City is regulated in the residential, commercial and industrial zones covering the future land uses of Hyde Park. The annexation of property will occur as property owners request annexation and as the City reviews its options to serve the future growth in the proposed annexation.

Residential Development. Residential land dominates the urbanized use of land in Hyde Park. The preferred life-style of the City’s residents has been, and shall be focused on single-family detached houses. A structuring of this pattern of development shall be done in correlation to the Master Road Plan.

Residential Areas. A maximum density is established for each residential zone at two dwelling units per acre.

Elderly Housing. The City has made and will continue to make an effort to enable the private sector to accommodate Senior citizen housing by creating an ordinance allowing higher density planned unit developments.

Affordable Housing. The Utah Code requires that communities prepare a plan to provide moderate-income housing. Moderate income housing is defined in the Utah Code section 11-38-102 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 of the metropolitan statistical area for households of the same size”.

Commercial and Industrial Development. A well-developed community provides areas for business as well as residential use. This offers citizens the opportunity to carry on commerce near their homes. This is convenient and cost effective. Simultaneously, commercial areas provide revenue for City operations that residential areas may not fully provide. General land use policy allows for all general uses, residential and business, while acknowledging that many residential and business uses require separation.

Hyde Park has an excellent business area with access to the primary highway (US 91) and the airport. Rail is also present but there are no spurs on the current rail line. This access to key transportation facilities, particularly the airport, makes the area attractive to potential businesses.

Current zoning allows for commercial and industrial areas. The commercial zone encompasses the area two blocks east and west of the highway. The industrial zone lies to the west of the commercial zone and will extend for at least one half mile west of the airport due to airport restrictions on residential development.

Commercial Area

This area is targeted to retail and service oriented businesses. As such, the area should be designed and maintained to follow the commercial zoning ordinance.

Industrial Area

This area is targeted at businesses producing, storing and transporting goods and services. The area should be attractive but with a high focus on functionality. Special attention should be paid to transportation assets such as the airport and rail line.

TRANSPORTATION

The City's transportation and circulation system consists of vehicular streets, public transit, limited bicycle paths and some pedestrian sidewalks and trails. Within the Commercial and Industrial Zones, streets should accommodate trucks, with an emphasis on continuous traffic at moderate speed.

The road network of the City serves the internal needs of the community and it must also facilitate the movement of people, goods, and services in, out, and through the community. The roadway system of this General Plan is supportive with the Cache Metropolitan Planning Organization (CMPO) Long Range Transportation Plan. Federal funds administered by the CMPO will help the City to develop parts of the Master Road Plan.

Master Road Plan. The purpose of the Master Road Plan is to show the proposed location of future streets within the City. This map is the guide for decisions when developments are proposed in the vicinity of a planned major street. It also becomes a record of the recommendations and rationale of previous City administrations. The recommended locations and alignment of the Master Roads Map are general in nature, which does not identify specific locations for these streets. The final alignment can vary from the street plan general location but should meet the intent of the plan.

East / West Collectors. East-West collectors will function to move traffic between residential and manufacturing/commercial zones within the City. They are also intended to relieve congestion on some existing north /south streets. East-west traffic will become a more significant problem as residential, manufacturing, and commercial zones expand throughout the City. Three improved roadways are planned to facilitate east-west movement:

600 South (3100 North / 1200 East to 600 West-County). This corridor should be developed as an east-west collector road. This roadway should serve the industrial / manufacturing developments west of the highway and the commercial areas near the highway. Eastward, it should connect the residential bench of North Logan and Hyde Park to the highway and employment areas west of the highway.

Hyde Park Lane/ Center Street (3700 North / 1200 East to 600 West-County). Hyde Park Lane is the historic east-west roadway of the City. The road is classified as a collector. On the west this road extends all the way to the airport and west of the airport the road continues on and aligns with 3400 North. It is anticipated that this will become a major east-west road corridor in Hyde Park. This roadway is the primary access point to U.S. 91 and will be the means by which traffic in the commercial and industrial sections of the City will enter the highway.

450 North (4200 North / 1600 East to 2400 West-County, Eastern annexation boundary to western annexation boundary). Currently this roadway is a small rural lane west of U.S. 91 going all the way to 2400 West, and some newly developed sections through new residential developments to the east. It will intersect at Highway 91 and serve the industrial/manufacturing developments west of the highway and the commercial areas near the highway. East of Highway 91 the road should be aligned to the south to join 450 North.

200 South. Currently this road extends from 1600 East in North Logan to 200 West in Hyde Park. The master road plan suggests that this road should continue to Highway 91.

North/South Arterials. U.S. Highway 91 functions as a funnel for north-south traffic. This busy highway has forced increased traffic onto 100 West and 250 East. The goal is to development several new north/south roads that will allow better flow of traffic. New corridors are required to accommodate growth in the area and they are described as follows:

800 West-County. This road west of the airport does not currently exist in Hyde Park but would be an important road for accessing the land west of the runway. It would run from 3700 North to 4200 North and should continue North to align with 800 West in Smithfield.

US. 91 This roadway is the regions only north / south major arterial. It is the only high volume/high speed roadway. It needs to be preserved as such a roadway and City planning efforts are focused on limiting and controlling access to the corridor.

200 West-County (900 West / 600 South to 500 North-City). This new roadway is a key element to commercial and industrial development in the area west of Highway 91. It should connect to similar future roads in Smithfield and North Logan. Currently a section of this road is built between Hyde Park Lane to 500 North.

CMPO / 400 West (200 East / 3100 North to 4400 North-County). This corridor will become an arterial roadway that will be critical to preserving the function of U.S. 91 as a regional major arterial roadway. It is planned as a road that will permit efficient movement of traffic through the commercial districts planned for the western parts of Hyde Park east of Highway 91.

250 East (800 East-County). This roadway is another heavy use corridor connecting Hyde Park with Logan, North Logan, and the University. The USU Campus is a special trip generator which attracts significant traffic to 250 East (800 East). The roadway, however, disappears in Hyde Park when it meets 200 South and it terminates to the south at the University. For this reason it cannot become a arterial connecting Smithfield and Logan through Hyde Park. The relative narrowness of the road through North Logan and the existence of an elementary school on the road limit consideration of the road for improvements or widening.

700 East (1200 East-County). This road must become a road connecting Smithfield and Logan through Hyde Park. North Logan plans to improve the alignment for more efficiency as a north/south arterial. It is imperative that this road is developed to accommodate traffic flow to the south from the eastern bench. The road through North Logan will require widening. Eventually, this road will continue north around the western

base of Round Hill and connect to a similar road in Smithfield. The development of 1200 East as an arterial will help to accommodate additional traffic to south destinations.

1000 East (1600 East-county). This roadway is only a small local street at this time. In Logan and North Logan 1600 East functions as a collector road for the east bench, but it is currently substandard. It ends at the Hyde Park City boundary (200 South). It has been proposed by the CMPO that this road be extended to connect with the Greystone subdivision and then curve northwest to merge with 700 East (at approximately 1200 East and 4300 North-County) and continue to Smithfield.

Future Roadways and Rights-of-way. New development should be required to provide new roads as defined in the Master Road Plan. The design of new development areas should include future roads as shown on the Master Road Plan. Rights-of-way should be dedicated and improvements made to all properties at the time plats are approved and as development occurs.

Other Transportation Issues. Intersections should be designed to accommodate safe pedestrian crossing. All intersections should be lighted for pedestrians at night to allow safe crossing and vehicle maneuvering. All intersections should have well marked street identification signs. School crossings and trail or pathway crossings should be considered and planned as new growth develops.

Traffic control devices should be used to regulate traffic in a safe and efficient manner. Stop signs and speed limit signs should be placed when sound transportation engineering principles justify such action. Traffic control should only be used to legitimately increase safety and/or efficiency of streets. If the control of vehicular speed is a concern on a particular street other “traffic calming” techniques should be explored as part of a long term, complete solution to the problem.

Roads designed to move traffic for the benefit of the City should not be arbitrarily controlled to render roads ineffective as a transportation facility. Land use decisions along any City street should consider the long-term effects on the efficiency of the road to move traffic.

Public Transportation. As public transportation needs increase, the City officials should promote mass transit use by cooperating with the Cache Valley Transit District. The Railroad ROW at 600 West-County should be preserved to accommodate possible light-rail transportation.

Recreational Trails. City officials should actively promote walking and bicycling for its residents. A bicycle path system should be developed as part of a community-wide trail system. This system should serve the recreational cyclist as well as those who use the bike for transportation. Such a system will require public financing and commitment. A trail system is proposed to connect parks, recreation, shopping areas, and employment.

The recreational paths should involve the public walkways and canal maintenance easements, where possible. A priority for recreational trails and walks is to retain and develop areas for non-motorized traffic. The banks of the canals should continue to be used as a trail/walkway. Additional canal maintenance easements should be planned and set aside for trails/walkways where existing residential areas do not abut the canal. Other trails/walkways should be established north and south on the undeveloped portions of the canals. East and west

trails/walkways should connect residential areas to schools, parks and commercial/industrial area. All parks and open space should include trails and walkways.

The High Power Transmission Line corridor is an excellent location to create trails connecting to north and south destinations. The Lake Bonneville Trail system should be supported and this area would be an excellent extension of this system. These proposals are consistent and supportive of the CMPO Long Range Pedestrian/Bicycle Plan. The General Plan and the CMPO Plans should be continually coordinated and mutually supportive. The City should investigate the need to provide for equestrian trails as rural areas are urbanized.

OPEN SPACE, PARKS, AND RECREATION

A major priority for City residents is to have more usable open space, protect undevelopable open space and increase recreational opportunities. Access to surrounding public lands in adjacent mountain areas should also be provided as private land develops. Usable open space as set-aside or by other means of creating usable open space should be required within each planned residential subdivision development to insure that everyone has access to open space.

Drainage channels, streams and canals offer unique opportunities for recreation and can link neighborhoods to open spaces and parks. The importance of natural drainage channels cannot be over emphasized. They have been created, over time, by local flooding. They should be preserved and maintained as natural floodways to contain future floodwaters. Storm water runoff from development should not empty into these channels unless sound storm water management practices can justify such action. These channels should remain open and they should be enhanced to accommodate additional storm water.

The City should continue to acquire parks and usable open space in expanding areas of development. Areas should be established where usable open space and sensitive lands can be harmoniously preserved adjacent to residential developments. Such land areas will be used for recreation where possible and/or to provide for public safety. Development of a network of permanent, multifunctional, publicly and privately owned open spaces should be a consistent goal of City government.

Existing Parks and Recreation. The following are specific improvements for park and recreation facilities:

Lee Park. Lee Park continues to serve the needs of residents. Improvements need to be made for parking, lighting, and maintenance for future growth.

Civic Center Park. The Civic Center and the Pioneer Heritage Monument complement the park atmosphere of this site. It is recommended that the existing park atmosphere be both maintained and expanded around the Civic Center. Consideration should be given to adding picnic areas and a small pavilion in the park area. Improvements need to be made for parking, lighting, and maintenance for future growth.

Lions Park. The Lions Park should continue to be developed according to the existing plan.

Future Open Space, Parks, And Recreation. Additional parks should be created at other locations throughout the City. Property should be obtained to create multiple parks of varied sizes, similar to Lee Park and Lions Park, to permit the common use by all citizens throughout the City.

Usable and undevelopable Open Space Corridors. Natural and built recreation corridors should be established to link all parks within the system. Where connections are

impossible, streets and adjacent walks may be used to link various park and recreation facilities.

ANNEXATION

Annexation should be consistent with the Urban Services Boundary and in accordance with State Law.

PLANNING COMMISSION OPERATIONAL POLICY

Implementation of the general plan comes through working documents, such as the zoning and subdivision ordinances and other ordinances, resolutions and studies deemed appropriate by the City Council.

The general plan is to guide Hyde Park City's government in assessing future development proposals and decisions concerning the physical development of the City. If a conflict exists between the general plan and the ordinances, it should be a priority of the Planning Commission to reconcile them.

Hyde Park City has adopted an ordinance creating a Land Use Authority (2007 – 05) to aid in ensuring ordinance compliance of all development proposals.

Process to make Changes-Changes to the General Plan must follow Utah State Code, dealing with Municipal Land Use and Management.