



# Syracuse City General Plan

## MISSION STATEMENT:

*"To provide quality, affordable services for it's citizens, while promoting community pride, fostering economic development and managing growth."*

Updated 05/26/09

## **ORDINANCE 09-08**

AN ORDINANCE AMENDING THE SYRACUSE CITY GENERAL PLAN ADOPTED IN 1976, AS AMENDED.

**WHEREAS**, in 1967 a Syracuse Preliminary Master Plan was prepared for the Syracuse Planning Commission as a part of the Davis County Master Plan Program, said preliminary plan being prepared by R. Clay Allred and Associates, Planning Consultants; and

**WHEREAS**, in 1976 a Comprehensive Plan for Syracuse was prepared by the Davis County Planning Commission with assistance of Architects/Planners Alliance Planning Consultants and Wayne T. Van Wagoner and Associates, Traffic and Transportation Consultants which plan was financially aided by a grant from the Department of Housing and Urban Development through the Utah State Department of Community Affairs; and

**WHEREAS**, the 1976 Comprehensive Plan was amended in 1988 and the title changed to the Syracuse City Master Plan; and

**WHEREAS**, The Syracuse City Master Plan was again amended in February 1996 to incorporate transportation guidelines recommended by a Master Transportation Plan prepared in September 1996; and

**WHEREAS**, Utah State Code requirements for moderate income housing were incorporated in the General Plan in 1999, along with other minor amendments; and

**WHEREAS**, The General Plan was amended in February 2003 to incorporate changes needed in response to explosive residential growth and to adopt a Town Center Master Plan; and

**WHEREAS**, The last update to the General Plan was made on August 22<sup>nd</sup> 2006; and

**WHEREAS**, the City has chosen to undertake a comprehensive review and update of the City's General Plan understanding that the nature of residential and commercial growth in the City requires such changes from time to time; and

**WHEREAS**, public hearings have been held by the Planning Commission to receive public input regarding proposed changes and the Planning Commission held discussions of the Plan in joint work meetings with the City Council; and

**WHEREAS**, the Planning Commission has proposed amendments to the General Plan that provide development objectives with respect to the most desirable use of land within the City for residential, recreational, agricultural, commercial, industrial, and other purposes, and which residential areas shall have the most desirable population density in the planning districts of the City to benefit the physical, social, economic, and governmental development of the City and to promote the general welfare and prosperity of its residents;

**NOW, THEREFORE**, be it enacted and ordained by the City Council of Syracuse Davis County, State of Utah, as follows:

SECTION 1: That the Syracuse City General Plan, 2009 revision, attached hereto as Exhibit A, is hereby adopted and any ordinances or resolutions in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 2: There being no newspaper published in the City of Syracuse, Utah, the City Recorder is hereby authorized and directed to post a copy of this ordinance in three public places within the City.

SECTION 3: In the opinion of the City Council it is necessary to the peace, health, and safety of the inhabitants of the City that this ordinance take affect immediately upon its adoption and posting, and that no further notice need be given.

ADOPTED unanimously by the City Council and approve by the Mayor this 26<sup>th</sup> day of May, 2009.

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..Mayor

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..Recorder

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# SYRACUSE CITY GENERAL PLAN

Amended by Syracuse City Council Ordinance 09-08  
May 26<sup>th</sup>, 2009

## GENERAL PLAN HISTORY AND PROCESS

In 1976 the first Syracuse City Master plan was developed by the Syracuse Planning Commission using professional consultants for data gathering, analysis, conducting citizen participation sessions, and preparing maps and the text. This Master Plan was updated in 1989 after many changes had been experienced in Syracuse and it became clear that the old plan was obsolete. Upon reviewing the 1988 Plan and conditions in the City, the Planning Commission and City Council felt it had become necessary to update the plan again, and this was done in 1996.

Taking recommendations from the Planning commission, in late 1993, the City Council formed a citizens committee to review the Master Plan and make recommended changes. This new committee known as the Syracuse General Plan Committee met over a period of more than a year discussing and making recommendations, which at the time reflected the goals and ideals of the community. In April 1995, the Committee finalized their recommendations and forwarded them to the Planning Commission in the form of a draft General Plan. The Planning Commission and City Council adopted revisions at the recommendation of the committee. Since that time there have been minor revisions to the General Plan with the most recent revision in early 2004. Two years later the Syracuse Planning Commission initiated an update of the plan to better address current conditions in the City. The 2006 general plan update represented nearly two years of work by many dedicated individuals who selflessly volunteered their time to this planning process. During the numerous meetings and hearings pertaining to the general plan, it became evident that there were several general principles that were part of that General Plan that crossed the boundaries of individual chapters in the document. These general principles of identity, beauty, livability, balance, economic prosperity, and sustainability all became universal values of the City and helped to establish a foundation for future iterations of the Syracuse City General plan.

Because of the rapid growth the City has experienced during the past six to eight years, together with expanding commercial development, the Planning Department, together with the Planning Commission and City Council, have made recommendations to revise portions of the General Plan. Updating the General Plan enables the City to modify existing policies, establish new policies, react to recent growth and transportation planning efforts and trends all while upholding the universal values mentioned above. Updates were needed in many areas of the General Plan including the transportation master plan land use designations and various zoning requirements. These areas represent the main catalysts for amendments to the General Plan in 2009.

The General Plan as presently constituted in this document reflects the general growth and development goals and policies for Syracuse City at this time and for at least 5 years from the date of adoption of this document. It is recommended that this plan be reviewed by the City Planning staff as necessary from time to time, and changes recommended as deemed necessary with a full review of the General Plan at an interval of no greater than five (5) years.

Currently, for the purpose of creating a manageable plan, the City's General Plan is subdivided into ten (10) planning districts. Each of these planning districts is approximately six-hundred and forty (640) acres in size and each is uniquely addressed in this document. These districts are identified on the map associated with this plan.

It should be noted that 1700 South in Syracuse City is referred to by many names depending on the context of the reference. Some citizens know this road as 'Syracuse Road', while others refer to it '1700 South'. As it is also a state highway, the highway designation is State Road 108. For the purposes of this document,

this road is referred to simply as 1700 South in order to place it in context to other Syracuse City streets that are identified on an ordinal grid.

## **MASTER GOAL**

To begin any task or any process it is important to first establish the final goal. Once this goal is identified it is possible to map a route, which will eventually take you to that goal. The goal gives you direction. It is the same with the production of a general plan for a community. A master goal has been established for Syracuse City so that various aspects of the General Plan could be evaluated with respect to it. The General plan can be used to ask the question ‘Does it or doesn't it take the City closer to its goal?’ This goal is a reflection of the values of the residents of Syracuse City. The master goal that has been created for Syracuse City has evolved through much discussion and is based on many years of experience in observing the City and its development. The Master Goal for Syracuse City is as follows:

*The City of Syracuse is a community of many special qualities, which make it a unique and pleasant place to live. Low population density, various housing types, enjoyable and tranquil neighborhoods, expanding and attractive commercial services and agriculture surroundings are the driving qualities for people to locate in Syracuse. These qualities create a distinctive feel of accepting neighborhoods, friendly people and spaciousness and openness that is desired by the residents of Syracuse. A strong sense of community identity and community pride is necessary in developing a place where residents feel safe and welcome. The geographical location of Syracuse City and the open space near the shoreline provides for magnificent views of the Great Salt Lake and Antelope Island to the west, and the Wasatch Mountains to the east. There are few unsightly places in the community and no environmentally hazardous sites.*

These qualities meld together to form a pleasant, harmonious community atmosphere and tend to produce and attract friendly people to that community. It is the goal of Syracuse City to preserve and perpetuate these qualities and this way of life. The residents of the community would prefer Syracuse City remain the way it is and wish to preserve these stated qualities, especially in the face of tremendous growth. However, as Syracuse City continues to develop and grow as part of a larger region, there is a balance that needs to be maintained in order for residents both new and old to remain satisfied that the City is upholding these qualities and values. In this ongoing effort to maintain the highest quality community atmosphere, values and standards for every member of the community, it is necessary that the contents of this document be revisited from time to time and any necessary changes made accordingly.. The City should also be mindful of relationships that inherently affect the quality of the growth that occurs, namely:

- Relationships to the region
- Relationship to the city as a whole
- Relationship to local neighborhoods and communities

## **POPULATION PROJECTIONS**

The Syracuse City General Plan is not based on an anticipated City population but rather on the goals and desires of City residents and local decision-makers. However, through the General Plan amendment process the City will regularly monitor and evaluate population changes and modify and redirect actions, priorities, and implementation policies to achieve the goals of the City's General Plan. Until the late 1990's, Syracuse's history was still rooted in a small active farming community. Currently, the population is increasing at a fairly rapid pace. The time has now come when the population growth is having a dramatic affect on the City. City services, transportation, schools and quality of life will be impacted by the strain of this rapid growth. The following table shows the growth of Syracuse over the past 45 years:

Year	Population	% Change
1960	1,061	-

1970	1,843	42.43%
1980	3,702	50.22%
1990	4,781	22.57%
1994	5,456	12.37%
1998	8,219	33.62%
2000	9,398	12.55%
2001	11,007	14.62%
2002	12,639	12.91%
2003	14,377	12.09%
2004	16,368	12.16%
2005	17,916	8.64%
2006	19,562	8.41%
2007	21,198	7.72%

From 1990 through 1992 the City grew at a rate of 2.06% annually. From 1992 through 1994 the annual growth rate was 6.25%. From 1995 to 2005 the yearly growth rate has averaged nearly 12% annually. As the city has grown, the rate of growth annually has slowed as well, but at more than has still remained well above the average for the State of Utah (2.2%) and the nation (1.2%). While it is projected that Syracuse City will continue to grow at a relatively higher rate until projected build-out of 36,000 in 2030, year-over-year projections may not ever get back to double-digit growth. At one time it was projected that Syracuse City would not experience significant growth rates until such time as larger surrounding communities reached a build-out status. However, in light of the past five years of growth, it is felt that Syracuse will continue to see higher rates of development, and this despite a recent downturn in economic conditions. In 2007 Syracuse experienced a growth rate of nearly 8% while in the same year building permits declined more than 22% over the previous year. This indicates that the Syracuse City population is structured such that it will most likely continue to grown despite regional or national economic conditions.

Given the estimated population projections Syracuse City will still need to strive to provide varied, high quality housing options in order to continue to meet the goals and desires of City residents as outlined above. The City will need to continue to work with property owners to project availability and potential uses of remaining developable land in Syracuse City.

The Davis County Vacant Land and Population Study done by the Davis County Planning Department in 1990 indicated at that time there were still 4,236 acres projected for residential development within Syracuse and its expected growth area. The study projected that when all of that acreage is developed the City would have a population of 35, 100. If the City continues to grow at the conservative rate of 6.25% annually, the population would expand as shown in the following table:

Year	Population
2010	22,522
2015	30,636
2020	34,776
2025	36,526
2030	37,941

At 6.25% annual growth rate, Syracuse will reach a population of 35,000, sometime near the year 2020. If the growth rate continues at the current pace, build out will likely occur earlier than projected. This accelerated growth rate presents some difficult challenges for infrastructure and City services. A means of managing growth with its associated impacts upon City services is to quantify the impacts of annexing additional land into the existing boundaries of Syracuse. The City shall follow its adopted annexation policy plan with prudence to avoid untimely annexations through evaluation of the City's ability to provide services to new residents without burdening existing residents and City resources.

## POPULATION DENSITY

Low population density has traditionally been identified as one of the most attractive aspects of Syracuse. It is the reason many residents cite for having moved to this community. While this remains one of the most important community attributes to Syracuse and every effort has been made to preserve it, the community still continues to grow at a rapid pace. This situation represents a common paradox of growth in small attractive suburban communities. The paradox being that the first residents in the community enjoy the benefits of a low population and open, small-town, rural atmosphere. Then those first residents are joined by more and more people seeking the same low population and rural atmosphere. As the population begins to increase, land values begin to rise and pressure builds on the owners of any remaining open land to sell to builders and developers and eventually the population grows to a point that begins to diminish the original features that attracted the first residents. A goal of this plan is to minimize the diminishment of these original qualities while still recognizing and planning for the growth that will inevitably continue to occur.

Many communities regulate development based on lot sizes in the various zones. This allows a developer to configure development for the maximum yield of building lots within the zone. Syracuse, however, has adopted zoning ordinances that regulate density rather than strictly lot size. Density is calculated on the allowable number of homes per net acre. This approach to zoning addresses the number of homes that can be built within the City while meeting the goals of residential density for the City..

### Dwelling Unit Net Density\* Definitions

R-4 Residential	Not to exceed 14.52 Dwelling Units/Net Acre**
R-3 Residential	Not to exceed 5.44 Dwelling Units/Net Acre
R-2 Residential	Not to exceed 3.79 Dwelling Units/Net Acre
R-1 Residential	Not to exceed 2.90 Dwelling Units/Net Acre
PRD Residential	Not to exceed 8.0 Dwelling Units/Net Acre
Agricultural	Not to exceed .5 Dwelling Units/Net Acre A cluster subdivision as a conditioned use in this zone allows up to 2.5 dwelling units per net acre.

\* Density is defined as the number of single-family residential building lots or dwelling units per net acre

\*\* Net Acre is defined as the total land area for residential development after 20% is excluded for roads, other public rights-of-way or easements

It is clear that in order to achieve an overall moderate to low population density within the City it will be necessary to have some significant amounts of low and very low density residential development as well as significant open spaces. Following are some recommendations designed to encourage the maintenance of the recommended density:

1. The City should adopt zoning regulations that will encourage planning districts to develop with the land uses and residential densities described for each planning district in this document and on the Syracuse General Plan Map.
2. Development regulations should be amended or adopted that will make it economically feasible to develop at low and very low residential densities while still meeting any federally or state mandated affordable housing criteria.

3. Dedicated public open spaces should be encouraged within developed and developing areas. (See Recreation Section)
4. Incentive overlay zoning ordinances should be considered that utilize more flexible development policies in order to increase housing opportunities for buyers and renters. For example, the Plan specifies minimum lot densities but also allows "clustering" or "planned residential developments."

## **COMMUNITY PRIDE/IDENTITY**

The residents of Syracuse have established that they highly value the sense of community pride, which is present within the City. They strongly identify with Syracuse as their home. Syracuse City is a community that highly values the preservation of quality of life. This goal is of utmost importance to residents and business owners. Residents of Syracuse City have chosen to live here because they enjoy the current quality of life, aesthetics, trails and recreational opportunities, mix of land uses, and patterns of development that the City provides. These community values should be nurtured. It is an essential element to the unity of the residents of the City. Following are some objectives to meet this goal of preserving and strengthening community pride/identity:

1. The appearance of the City is important to community pride. In order to help keep a good appearance, the City's weed and nuisance ordinances should be vigorously enforced. The City should employ a Code Enforcement Officer to provide essential and beneficial code compliance ensuring the quality of neighborhoods, maintaining property values, and eliminating negative land use activities by residents. As population density, economic constraints and technology place ever greater pressures on the community, the need and demand for updated Code Enforcement Policies and Code Enforcement Officers continue to rise.
2. Ordinances should disallow unsightly or hazardous land use elements in any prominent locations and should ensure visual and physical buffers when such land uses are necessary.
3. Attractive entryway signs with landscaped plots should be located at main entrances to the City. Moreover, efforts to landscape and otherwise improve the appearance of main city streets should also be pursued. Uniform identification signs located at various points throughout the City should be considered.
4. The City has been able to improve its image by the construction of city hall, public safety building, library, community center, fire station, post office, development of the town center plan, and the Syracuse Museum. The City has also improved open space amenities with the creation of the Jensen Nature Park and associated trail systems. The City has developed a master plan for the Town Center area. This plan identifies design principles and standards for this area and incorporates commercial, residential, and community service developments in a harmonious manner. Efforts to continue with the development of the Town Center Master Plan should be pursued and continued attention given to the way this area is developed.. The City should continue work with UDOT to ensure the development of a harmonious streetscape design for all state roads within the city and especially the intersection design at 1700 south and 2000 west. Other municipal services and cultural facilities should also become part of a New City Hall campus area south of the Library.

5. Commercial development of the intersection of 3700 south and Bluff Road and land along the 200 South corridor should be master planned using overlay zones with a vision toward the character of the development as well as creating themes that will provide a pleasing sense of place to strengthen and beautify the southeast and northeast quadrant entryways into the community. Each of these areas should have a clearly identified and definitive development standards, formal landscape use, exceptional design criteria and careful integration of land uses while buffering existing single family residential areas.

## **AGRICULTURAL CHARACTER**

Agriculture and the agricultural way of life are the foundation upon which Syracuse was built. This foundation is still important to the community but now must be addressed in a different way from traditional uses. Agricultural activity, while still present in the community has been reduced in scale from the once dominant industry of the community. It has become more important to the community as a whole for the character it represents, the life style it promotes, and the future opportunities for open space that it offers. It is this agricultural setting which has attracted many people to Syracuse even though they do not wish to farm themselves. As mentioned earlier in this document, this attraction to agricultural and open space and attendant in-migration represent a common paradox of growth in small suburban communities. As this growth in population has reduced the remaining open land, this attraction has worked against the persistence of agriculture. Syracuse City will always honor and welcome the traditional agricultural activities and heritage in the community, but the City must face the reality of the population growth. The City must strive to do it's best to preserve the historical nature and character of the community while at the same time respecting the property rights of those agricultural landowners who no longer wish to use their land for agricultural purposes. One option the City may consider would be a program that would transfer development rights to the City, allowing a farmer to receive a financial benefit, as if he were to sell his property for development while allowing the City to place the agricultural property in a perpetual open space status. This approach may be limited in scope, inasmuch as the City has finite resources for the purchase and preservation of any land and there have already been considerable amounts of agricultural property sold for residential and commercial development.

There are still many agricultural and open spaces remaining in the City that have continued to provide Syracuse with its agricultural atmosphere. These areas are gradually being filled in with residential and commercial development. While the City would prefer to preserve as many of these remnants of the agricultural property remaining in the City, the City also recognizes that agricultural property owners may choose to not continue to use the land for agricultural purposes. Accordingly, the remaining agricultural land in these districts has been planned for the highest and best use of any agricultural property that is converted for residential land use. If the City wishes to preserve any agricultural land for the continuity of a "rural atmosphere". The City must anticipate the purchase, either publicly or privately, of such targeted agricultural land directly in order to ensure the preservation of large open space and any agricultural character. At this time the City has no plans for the purchase of agricultural property for the sole purpose of preserving the "agricultural character" of the community; however the City will continue to work with property owners, builders and developers to encourage and sustain the Master Goals for Syracuse as outlined in this document.

As agriculture as an industry in Syracuse diminishes, other types of uses should be considered to replace it. Industries such as an environmental research park or a water treatment research center or similar uses would be appropriate industries to consider. Hobby farms and horse enthusiasts

provide other options; but 1/2 to 1 acre “ranchette” type lots will not provide a reasonable nor sustainable solution to preserving agricultural character. Other open space preservation programs must be explored, such as Cluster sub development, transfer of development rights programs, or private land preservation groups, such as the Nature Conservancy, that has purchased large tracts of land south of 3700 South Street.

## **LAND USE ELEMENTS & MAP**

### **Purpose**

The text and policies of the Land Use Element, and the General Plan Map provide the physical framework for future development of the City. The map designates the proposed general location, distribution and extent of future land uses. Land use classifications, shown on the Land Use Map, specify a range for population densities and commercial building intensity for each type of designated land use. The Land Use Element provides a basis for determining future impacts of growth conditions and the need for capital facilities, such as street improvements, parks and utilities.

### **LAND USE - RESIDENTIAL**

The majority of the existing land use and development in Syracuse City is single-family residential use. Other recommendations for the General Plan regarding residential uses are as follows:

1. Any efforts to expand the corporate limits of the City should coincide with the currently adopted annexation policy plan. However, the City should follow its adopted annexation policy plan with prudence to avoid untimely annexations and thereby hinder the City's ability to provide services to new residents without burdening existing residents and existing City resources.
2. Single family residential should remain the predominant residential land use in the city. As the United States prepares for the largest generation of retirees in U.S. history, the Baby Boom generation, the PRD zone should be used to provide areas for the types of homes many retirees may desire.., Many will desire a smaller, low-maintenance home on a single level. Clustered developments of this type of housing will be in high demand.
3. Multi-family residential development should be planned and approved in accordance with provisions identified on the General Plan Map and as outlined in the Zoning Ordinance and applicable overlay zones.
4. The current practice of density driven development limits the number of dwelling units that could be built on any given parcel, based on the net acreage. The City should continue to limit the number of units within a multifamily complex structure to four.
5. Syracuse City shall strive to achieve a balanced, well-planned community that offers proportioned housing throughout the economic spectrum. Design standards have been developed and incorporated by the City to insure quality growth; however, other design standards should be explored to encourage sustainable quality housing options.
6. Syracuse City should consider adopting a Rental Licensing Discount Program, also known as a "Good Landlord" program that would include requirements for multi-family housing owners in order to promote safe, crime free dwellings for residents. Such voluntary programs for property owners facilitate and improve the reliability and responsibility of tenants for the participating landlords and increased the value of rental

properties. These types of programs represent the foundation of a good partnership between the city, landlords and neighborhoods.

### **Residential Moderate Income Housing**

Between 1992 and 1997, Utah led the nation in house price appreciation, increasing by a rate of approximately 70%. In response, the State Legislature passed H.B. 295 in 1996, which required municipalities to adopt affordable housing plans by December 31, 1998. These plans were to “afford a reasonable opportunity for a variety of housing, including moderate income housing, to meet the needs of people desiring to live there” (HB 295, 1996 General Session). In accordance with Section 10-9-307, Utah Code Annotated, Syracuse City is providing reasonable opportunities for a variety of housing, including housing, which would be considered moderate-income housing. Moderate-income 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 of the metropolitan statistical area for households of the same size. According to this definition, any dwelling occupied by an individual or family with income equal to or less than 80% of the median income of the area would qualify as moderate income housing, regardless of the circumstances under which the dwelling is occupied. For instance, it could be that the house was inherited and though valued at something far more than a family of moderate income could afford to purchase; it is nevertheless, occupied by a family whose income is below 80% of the regional median. That house, therefore, is a moderate-income house by definition. The same could be said for homes that have been in the same ownership for a long time and for which the mortgage was established prior to many years of inflation and rising housing costs. These occupants might be able to afford what, if mortgaged today, would be far out of their financial reach.

These being the case, it would be necessary to determine the actual gross income of every household in Syracuse City to determine how many of them fall within the moderate income category. In addition, if such a survey were done, it would not be of great significance in providing moderate income housing, for it is housing which can be purchased or rented today that is most significant in providing for moderate income housing.

In Syracuse City the median annual income, according to updates of the 2000 U.S. Census in 2007 was \$75,165. Eighty percent of the median income is then \$60,132. Information extrapolated from the Utah Affordable Housing Manual indicates that a household with this income level could afford to purchase a dwelling that has a maximum purchase price of 3.1 times the annual income. In the case of Syracuse City that translates to a maximum purchase price of \$186,409. The same manual indicates that 27% of the monthly income could be spent on rent, which would mean a maximum monthly rent of \$1,353.

There are primarily three areas in which Syracuse City can significantly affect the cost of housing and subsequently meet the mandated requirements of providing moderate income housing opportunities while preserving the character and values of the community as outlined in this document.

### **Lot Size Requirements**

The cost of land is one of the major factors affecting the cost of housing. Land prices along the Wasatch Front have increased dramatically in recent years with the resultant increase in housing

costs. The cost to construct large lot, single family developments are high due to the extensive infrastructure that must be installed to serve them. The size of lots required by the City has a direct affect on the average cost of housing. Requiring large lots in all development would decrease the opportunities to provide moderate income housing as required by the State within the City. However, a proliferation of small lots and high-density residential development is contrary to other stated goals of this plan. Moderate lot density is the one stated goal of this plan that the City should strive to reach at build out status.

**Zoning**

Syracuse City's residential zoning ordinance is density driven and offers developers clear direction concerning all potential housing options. For instance, agriculture areas may receive bonus densities with a Cluster Subdivision. This clustering tool is designed to help preserve agriculture open areas. The City has also identified within the General Plan areas in the City where R-4 residential would be best situated in order to meet the needs of the community and the goals of the General Plan., R-4 zoning offers a density of 14.52 dwelling units per net acre. Other examples of constructive zoning practices include the identification of areas adjacent to commercial developments that have been planned for R-3 residential dwelling units (5.44 units/net acre),or Planned Residential Developments (PRD) which allows for up to 8.00 dwelling units per net acre.

**Impact Fees**

Impact fees on residential developments is a tool that City uses to cover the anticipated cost of impacts each new residential development has on the City's infrastructure. The City administers these fees and adjusts them periodically according to the projected future costs of impacts. These fees, however, are there as a direct result of the impacts that development has on certain vital systems that the City is responsible to maintain in a state of efficiency. These systems, such as the water system, storm drains, sewer system, roads, and parks, are just as necessary for residents living in moderate income housing as for those in more expensive housing. Furthermore, the impacts of a moderate-income house on these systems are comparable to those impacts of more expensive housing.

**January 2009 Zoning Inventory**

	Undeveloped	Total Acres
R-1	947 Acres	2,022 Acres
R-2	226Acres	2,039 Acres
R-3	9 Acres	355 Acres
R-4	0 Acres	31 Acres
PRD	47 Acres	65 Acres
A-1	N/A	1,099 Acres
GC & C-II	585 Acres	819 Acres
PO	41Acres	54 Acres

\* NOTE: These figures include area yet to be annexed

The exact number of moderate income housing units recommended for any community by the Utah Affordable Housing Manual depends on a number of variables, including household income levels, which are not available for Syracuse City. It might, therefore, be of value to analyze the existing housing and income situation using available information and come to some reasonable conclusions as to need.

Number of Dwelling Units, 2007	5,339
2007 Population Estimate	19,315
Persons Per Household	3.85
Median Annual Household Income, 2007	\$75,165
Moderate Annual Household Income, 2007	\$60,132

Once again, by extrapolating from information contained in the Utah Affordable Housing Manual, we find that a household with this income level could afford a mortgage of approximately 3.1 times the annual income or could afford to spend 27% of monthly income on rent.

Maximum Purchase Price	$\$60,132 \times 3.1 = \$186,409$
Maximum Monthly Rent	$\$60,132 / 12 = \$5,011 \times .27 = \$1,353$

Many of the older residences within the City would fall under the maximum purchase price of a moderate-income family. Based on a recent review of the assessed value report provided by the Davis County Assessor, more than 1,650 of the homes currently within the City meet the moderate-income housing needs. This currently represents 44 percent of the homes within the City. Recommendations: It is apparent that the City currently exceeds the demands for moderate income housing and with the availability of existing homes already exceeds the requirement for moderate income housing at build out.

## **LAND USE – COMMERCIAL**

As the population of Syracuse City continues to grow, the residents will need more access to a variety of services within their community.. Such services may include grocery, medical, banking, automotive as well as a host of other needs must be serviced by local commercial developments. Growing communities also need a variety of municipal and government services including but not limited to elementary, junior high and high schools, water and sewer infrastructure, parks and recreation facilities, road construction and maintenance, and police and fire protection. The provision of these services are generally paid for through local taxes such as property and sales taxes. Many studies have shown that residential properties alone generally do not generate the amount of property tax revenue needed to sustain the most basic and necessary municipal services. Much of the needed revenue to provide the highest quality service to the community comes from commercial property assessments as well as sales taxes generated from local commercial retail establishments. To assist in the provision of revenues for the highest quality of local services, and to provide commercial and professional business services, Syracuse City should provide for the establishment and viability of robust commercial and professional services in well planned commercial districts as determined by traffic and density studies.

Over the last few years as the city has grown, it has focused on increasing its commercial and retail base in an effort to maintain low property tax rates. This focus has been primarily along 1700 South (1700 South) from 500 West to 2500 West. Additional commercial zones should be considered based on road expansions, traffic studies and ease of access for maximum exposure to these other potential areas.

Syracuse established the 1700 South Street Redevelopment district in April of 1993; however, the actual legal recordation of this district did not occur until 2004. The District covers an area around the intersection of 1700 South St. and 2000 West St. (See General Plan Land Use Map). This district was created to take advantage of certain tax incentives as identified in the Utah State Code. The district boundaries were outlined in order to encourage and enhance business opportunities in what the elected officials identified as the center, or down town of Syracuse City. The District will be in effect for a 15-year period from date of recordation. This redevelopment district is just one of the steps the City can employ in order to promote commercial development. The City, in cooperation with the District, has worked to take full advantage of the District's legal benefits and has since attracted many quality commercial businesses. In looking for similar successes, the City continually works to expand and diversify its tax base in other parts of the community as well. The City should continue to work toward establishing major general commercial areas with some smaller more specialized commercial areas that would take advantage of future opportunities related to planned land uses. Based on this continuing effort toward promoting and sustaining successful commercial growth in targeted areas of the City, the City hereby recommends the following planning areas for focused commercial growth.

### **The Town Center**

The City should continue to support and sustain the development of the Town Center Master Plan. The physical location of the Town Center has been identified as the general area surrounding the intersection of 1700 South 2000 West. This Master Plan should be used not only to continue attracting commercial development but also to continue to create an identifiable downtown area for the City. As the City continues to grow and more commercial districts are

developed, the need for a unique and distinct downtown district will become more critical. If the design standards and development criteria that have been established in the Town Center Master Plan are not strictly adhered to, the potential exists that the unique character of the Town Center could be eroded and leave the City with just another commercial shopping area. All commercial development in the Town Center should continue to be subject to review by the Architectural Review Committee and all developments should be checked against the Town Center Master Plan document for strict compliance.

### **1700 South**

1700 South , between 1000 West and 2000 West is currently planned for improvements that will dramatically increase traffic movement through the city. Land areas on both the north and south side along this section of 1700 South should be viewed and utilized as “prime” commercial real estate areas. These areas will allow commercial establishments to take advantage of the future high traffic volumes while providing necessary services and commercial opportunities for residents as well as those who may be traveling through the City to visit Antelope Island. As 1700 South is improved and widened to the west of 2000 West, this corridor will evolve as a major commercial corridor in the City, eventually connecting the Town Center with the future North Legacy Parkway. Particular attention should be given to the quality and type of commercial development that occurs along this section of 1700 South as it will become a new gateway to the City and Antelope Island via Legacy Parkway at Bluff and 1700 South.

### **Intersection of the Future North Legacy Parkway & 1700 South**

Syracuse City identifies itself as the gateway to Antelope Island and the Great Salt Lake. That gateway is now represented by 1700 South as it leads west from Interstate-15. The City should plan to take advantage of any current tourist-related commercial opportunities that may arise along this corridor but should also be planning for the eventual connection of 1700 South to the future North Legacy Parkway (near Bluff Road). Once this connection is completed, these tourist-related opportunities may expand to include a hotel or other specific auto-traveler related amenities. These types of commercial and tourist services should be specifically concentrated near that intersection. In addition to the tourist and traveler amenities, this intersection will create excellent opportunities for high profile commercial and Class ‘A’ office developers seeking high visibility and a high volume of vehicular traffic. The City should work to ensure that this intersection is well planned and that any commercial developments meet the highest quality commercial design standards.

### **200 South Corridor**

The corridor along 200 South in Syracuse between 1000 West and the future North Legacy Parkway (approximately Bluff Road) represents an area with the highest future potential for commercial development within the City. In a first phase, UDOT plans to widen (to 100’) 200 South between I-15 and 2000 West sometime around 2011. As the time of completion of this roadway project draws near, the land along the south side of 200 South between 1000 West and 2000 West will become increasingly attractive to commercial developers. The City should maintain its current plan for a C-2 Commercial land use along most of this corridor. This land use will allow the greatest flexibility of development. A key focal point for retail locations along this corridor should be the corner of 2000 West and 200 south. UDOT is also planning for the widening of 2000 West from 1700 South all the way to Weber County, thus making this intersection a highly attractive location for future commercial activity.

Commercial development is also proposed along the city's shared boundary with Clearfield City along 1000 West between 200 South and 700 South. This location represents yet another commercial opportunity to Syracuse as this area is located adjacent to the Freeport Center. The opportunities in this area are commercial developments that are compatible or would support the large industrial enterprises that are typical of the Freeport Center.

Syracuse City is also aware of the planned commercial development in neighboring communities along this corridor. Syracuse City should make every effort to coordinate planning along this corridor with neighboring cities in order to ensure that the basic infrastructure needs are not in conflict. Syracuse City should make every effort to position itself to take advantage of the commercial opportunities that will arise from potential projects in neighboring cities.

As the entire 200 South corridor is improved between I-15 and the future Legacy Highway, all of the attending commercial development pressures will eventually follow. The City should anticipate these eventual pressures and work with property owners and developers to ensure that the development of this corridor evolves in an orderly and sustainable manner. The City should also ensure that this corridor is developed in accordance with the standards and values established in this document.

#### **Intersection of 700 South & 2000 West**

As mentioned above, UDOT is planning for the eventual widening (to 110') of 2000 West all the way from 1700 South in Syracuse through to Weber County in the north. The section of 2000 West between 1700 South and 200 South represents a major arterial connection between 1700 South and 200 South. This connection will provide for a high volume of vehicular traffic and high visibility for commercial establishments along this corridor. While Syracuse High School currently occupies the north east corner of the intersection of 700 South and 2000 West, the remaining three corners of this particular intersection have been identified by the City as areas for future commercial development, both General Commercial and C-2 Commercial. This area should be planned for commercial developments that are congruent with the local residential communities as well as the high school.

The City should anticipate the eventual widening of 2000 West and also plan for any potential traffic related issues that may present themselves if this corner is developed as a commercial hub in the city.

#### **Intersection of Future North Legacy Parkway & Gentile Street**

A commercial area has been identified on the General Plan map at the intersection of Bluff Road and Gentile Street. While the future North Legacy Parkway will pass through this area, there is no planned intersection or off-ramp for this intersection. However, due to the proximity of the intersection to the future North Legacy Parkway and the associated visibility, the City has identified this particular intersection as a future commercial hub. New Roads or extensions of existing roads such as Bluff Road and Hill Field Road will eventually provide robust connections between Syracuse City and Layton City creating volumes of traffic that will potentially pass through this intersection. This traffic will create unique opportunities for Syracuse commercial development.

Due to the anticipated volume of ancillary traffic that will be generated by the confluence of these roads, any new commercial development should be carefully planned in order to maintain a sustainable level of vehicular movement through the area.

## **LAND USE – INDUSTRIAL**

Syracuse City recognizes that industrial land uses are needed and desirable to have within the City. A variety of industries in a community not only provides necessary economic support and jobs for residents, but also while these industries contribute the tax base generally they require a fewer public services than residential land uses.. Industrial uses also further the concepts of sustainable communities and smart growth. It is important, however, that these uses are carefully planned for and that the City work to identify businesses and industries that will fit within the community without unduly burdening the infrastructure (i.e. roads, traffic, utilities etc.) while contributing the highest and best value to the community as a whole and to conserve the quality and charter outlined in this document.

There are several areas within the City limits that have been identified for the location of such light industrial land uses.

### **Legacy & Gentile Street**

On the General Plan map, the southeast corner of Planning District 10 has been identified as a future industrial zone. This location has been identified because of its proximity to the future North Legacy Parkway. This is considered to become a prime candidate for light industrial use should Legacy Highway be constructed and should be protected for such a use.

Any efforts to annex the business in the eastern portion of District 1, which currently is within Clearfield City, should be supported.

The western portion of Planning District 5 near the North Davis Sewer District is considered to become a joint use development of research facilities and dual use with academia for water research facilities, environmental research, and green waste recycling facilities. The City should seek outside sources of funding, joint development cooperation or agreements and State and regional assistance to develop research facilities in this new zone. Close planning coordination with North Davis Sewer District would obviously benefit the district and the City for this endeavor.

## **LAND USE – PROFESSIONAL OFFICE**

The purpose of this zone is to provide appropriate locations for the development, maintenance, and protection of professional and administrative establishments. The regulations of this zone have been developed in order to promote a quiet environment for business administration, professional/medical, and government activities, free from the congestion and traffic of the usual commercial business district. The zone is intended to provide a buffer or transition along minor or major collector streets adjoining residential neighborhoods.

In addition to well paying jobs, Professional Office land uses provide a solid base for the provision of basic services (i.e. medical, legal, dental, real estate etc.) that are all necessary as part of a growing community. It is important that these varied but related professional services are located strategically in areas of the City that do not consume valuable commercial areas from which the City gains needed sales tax revenue. Professional Office land uses should be considered, where appropriate, in conjunction with the location of research parks and other similar professional employment centers. Some professional office uses that operate at a low intensity are suitable for locating in residential structures that border commercial areas. For instance four corners of the intersection of 1000 West and 2700 South has been identified as such a location. While the area is predominantly shown on the General Plan map as R-2 residential land use, the corners of this intersection present an excellent opportunity to provide lower density professional office uses while still maintaining the character and quality of the surrounding residential neighborhoods.

Professional offices are also a permitted use in the C-2 Commercial zone and should be considered when plans are developed for C-2 zones in the city. The purpose of C-2 zones is to provide for a wide range of development opportunities that introduce a mixed-use concept.

Appropriate attention should be paid to the proposed development details of all professional offices in all areas of city. Care should be taken to ensure that the goals of the City as outlined in this document are met while providing the best opportunities for professional office developments of the highest quality and design standards.

## **TRANSPORTATION**

In 1996 the City employed Horrocks Engineers to develop a Transportation Master Plan. Based on Horrocks recommendations and input from the citizens of Syracuse City, a final copy of the City's Master Transportation Plan was presented. At that time it was determined that the plan should be updated when the General Plan is reviewed to account for changes in the City's growth, land use, and transportation demands.

In 2005, the Romney Institute of Public Management at Brigham Young University conducted a study and published a report on the need for future services and facilities based on the City's ultimate build out population in 2030 (approximately 45,000). It was determined in that report that traffic congestion from the population growth would be a major quality of life concern to residents.

The most critical component of the development of the master transportation plan is to analyze the anticipated traffic generated within Syracuse City and surrounding area. The City should model the overall traffic patterns as well as traffic that will pass through the community. This analysis should be done for all streets within the City including local, minor-major collectors and major arterial streets.

The City should continue to work closely with the Wasatch Front Regional Council (WFRC) which is the local Metropolitan Planning Organization (MPO), in order to plan for anticipated growth in and around Syracuse and provide input into the regional transportation plan (RTP). The RTP serves as the template for transportation development for both highways and public transit in the Wasatch Front Region through the year 2030. The City should actively participate in all planning efforts with the MPO organization in order to promote the development of improved transportation facilities in the City and surrounding region.

**The following are recommendations that are intended to improve the safety and convenience of City streets and to plan for anticipated future traffic demands.**  
**Design Criteria**

### **Setbacks**

Enforcement of the clear view ordinance as well as the enforcement of setback distances from all major collector and arterial roads should be provide for in all planned future widening when necessary.

### **Curb & Gutter**

It is becoming increasingly more important, for reasons of safety and storm drainage control, that the City continue to install curb, gutter, and sidewalk along existing streets. There are many children walking to school along roads without these facilities. The City has installed curb and gutter along all major collector roads in an area bounded by 1000 West Street on the east, Bluff Road and 3000 West Street on the west, 700 South Street on the north and 2700 South Street on the south. In the case of sidewalks, those districts include as many benefactors of the sidewalk as possible, not just the adjacent property owners. Funding for transportation improvements outlined in the Transportation Master Plan should be funded

through impact fees collected from new development. The city should also seek support from Utah Department of Transportation to require curb, gutter, and sidewalk for new homes being built along the State highways.

### **North Legacy Parkway**

The construction of the 14-mi. Parkway connecting Salt Lake City on the south with Farmington City on the northern end was completed in 2008. The next phase of this project, North Legacy Parkway, is a proposed to extend from Farmington through the north-western side of Weber and Davis counties. At this time, the plans for this project are on UDOT's long-range plan with construction at least 10 to 20 years away. In 2001 WFRC and UDOT conducted a study on the North Legacy Parkway project in Davis and Weber Counties in order to identify alternative planning corridors, recommend a preferred corridor to assess and preserve environmental concerns and other issues. Currently, a more detailed environmental study of the area is planned to begin sometime in 2009. This study will include a public hearing process, to help finalize project details such as a final alignment, interchange locations and impacts to the surrounding environment and communities.

While no final alignment or interchange location decisions have been made, Syracuse City did participate in the 2001 study with UDOT and WFRC and did preliminarily determined a preferred alignment for the future roadway as well as preferred interchange locations. These interchange locations were identified at Gentile Street in Layton, 1700 South in Syracuse and approximately 700 South in West Point. Syracuse has participated and will continue to participate with UDOT in all of the planning, design and construction phases of this project. This corridor represents the largest impact to land use in the City in the next 30 years. Planning must be done now and land uses identified that will maintain all of the principles, values and goals for Syracuse City as established in this document.

### **Arterial Improvements**

#### **1700 South**

Congestion problems currently exist along 1700 South and future population increases as well as increasing tourist traffic to the Great Salt Lake will only increase this congestion as time passes. While improvements are planned in 2009-10 for the section of 1700 South between 1000 West and 2000 West, the City should work with UDOT to study and evaluate the widening of 1700 South from 2000 West to the Bluff Road, The City should plan to protect a minimum 100-foot wide right-of-way from 2000 west to the Davis County Causeway for future road expansion. In order to be recognized as the route to Antelope Island, 1700 South should also be known as Antelope Drive, to be consistent with the eastern portion of the road.

#### **Hill Field Road**

A new arterial street, Hill Field Road, providing access from Syracuse City to Interstate 15 is planned as part of the RTP and has been partially constructed into west Layton. Syracuse should continue to work with UDOT and WFRC to plan ultimate extension of this street, which will terminate in the vicinity east of 500 West. Syracuse City should coordinate with Layton City on this planning and development including the continuation and widening of 500 West.

## **Bluff Road**

The extension of Bluff Road in a southeasterly direction in order to connect to 700 South Street in Layton should be considered. This improvement would provide an alternate route to a newly planned I-15 interchange as well as the commuter rail station in Layton. Syracuse City has already established an inter-local agreement with Layton City regarding both the Bluff Road and 500 West connections to Layton City and completion of these improvements in conjunction with this agreement should continue.

## **200 South**

With all of the growth that has occurred in north west Davis County over the last ten years, UDOT has identified the 200 South corridor between I-15 (700 South interchange in Clearfield) and the future Legacy Highway as a key component of traffic management in the region. UDOT is currently conducting the environmental study and evaluation of this corridor. This corridor would benefit all adjoining communities and Syracuse City should continue to support the study and eventual construction of this roadway.

Two north/south minor collector roads designed at a 72-foot width right-of-way should be constructed to connect the future 200 south corridor to 700 South Street at approximately 2500 west and 1500 west. These improvements would provide access to the major east/west route of 200 South Street for Syracuse residents and supply access to new commercial areas on the City's north boundary line with West Point.

## **700 South**

Since the construction of Syracuse High School, traffic along 2000 West and 700 South has increased dramatically. The City should continue to work closely with UDOT to look at improved traffic control options, including improvements to the signalization of 2000 West and 700 South. As UDOT moves forward with plans to widen 2000 West to the proposed 110-foot right-of-way the City should continue to participate with UDOT to ensure the widening of 2000 West proceeds in a timely, coordinated and safe manner.

## **1000 West**

Once development of the adjacent land along 1000 West occurs, this street should be connected southward to 3700 South Street. Traffic control improvements at the south end of 1000 West, near the intersection of Bluff road and 1000 West should also be considered

## **Collector Streets**

### **1700 South Marilyn Drive**

Once the improvements to 1700 South between 1000 West and 2000 West are completed, Syracuse in coordination with UDOT has identified the intersection of Marilyn Drive (1475 West Street) with 1700 South as the site of a signalized intersection. Once the intersection meets warrant criteria established by UDOT, this signal should be constructed immediately.. This new traffic signal will benefit the planned commercial land use proposed for the area and provide a safer means of pedestrian and vehicle access into the Marilyn Acres subdivision. As part of these improvements, the City has also planned for the truncation and

construction of a cul-de-sac at the northern end of Allison Way 1700 South immediately adjacent to 1700 South. The City should also consider ways to connect the Banbury Subdivision to Marilyn Drive (1475 West Street) to promote greater traffic safety for vehicle turning movements onto 1700 South.

## **Trails**

The City supports the Davis County cross-country bicycle route by designating the portion of the route within its influence as such. This runs along Gentile Street and Bluff Road from Gentile to 2700 South; it then runs west along 2700 South to 4000 West, then north along 4000 West to 1700 South, then west along 1700 South. The path extends to the Great Salt Lake on 1700 South and on to Antelope Island along the causeway. It also continues north on 4500 West from 1700 South into West Point city. Bike lanes should be clearly identified by pavement markings.

The City has developed a trail system parallel to Bluff Road linking several of the City's parks. The City should work to connect nearby commercial and residential neighborhoods to these parks and the trail system. The City Recreation Department and Planning Department should identify and implement innovative funding mechanisms for property acquisition, development and maintenance of trails, facility construction and program development.

It is recommended that the City employ the services of a professional traffic engineer to further study the existing and projected traffic routes and volumes and make recommendations for refining the Master Transportation Plan as necessary.

In general, whenever possible the Master Transportation Plan Map portion of the Syracuse General Plan should be adhered to as closely as possible.

## **PUBLIC SERVICES AND CAPITAL FACILITIES**

The City should continue to refine its Capital Improvement Plan in order to prioritize development of infrastructure and other capital improvement projects. The City should continue to use the Capital Improvement Plan to make annual expenditures to implement the City's General Plan. In practice, preparing or updating a Capital Improvement Plan may expose inadequacies in the City's planning efforts and should be reconciled accordingly. The linkage between capital improvement projects and land-use planning is very important in a fast growing community such as Syracuse. The high percentage of growth in the City should promote an aggressive CIP implementation. The plan should include projection for five years for each major service function of the City and should be reviewed annually with the City Council during budgetary planning. The City Council should budget accordingly for consulting and engineering services to review the Capital Improvement Plan with City staff and implement changes according to provided recommendations.

### **Recreation**

With the continued growth within the community, recreational needs continue to impact revenue sources of the City. As Syracuse grows recreational needs along with funding for those needs will grow proportionately. As the annual City budget allows, the City should plan to:

1. Maintain area in major city parks at a minimum rate of 7.2 acres per 1000 population. These parks should be spread throughout the community and should be located in accordance with the City's Parks Master Plan and in conjunction with the development of schools in the city where possible to mutually benefit the City and the School District.
2. Present satisfying and challenging leisure-time opportunities and programs for people of all ages, interests and abilities by organizing and implementing recreation programs designed to meet the recreation needs of the community.
3. Continuously seek to improve the efficiency and quality of park operations to provide for expanded and developed recreation programs, open space and trail areas.
4. Pursue an aggressive land acquisition program to secure properties for future open space development. As the City continues to look for park property, efforts should be made to purchase available property in locations that would provide recreation accessibility for residents throughout the City.
5. Continue to support the existing Equestrian Park and related equestrian use facilities in Syracuse.
6. The City should continue to pursue the development of Jensen Nature Park as a major regional and local recreational and sports activity facility.
7. The City should continue to look for opportunities to develop regional and local scaled recreational complexes appropriate for the City. They should also work with the school district on the possibility of joint use of recreational facilities.

8. One locally significant phenomenon is the exponential growth of soccer programs in the Syracuse area over the past several years. The City should continue to pursue the development of a regional soccer complex. This facility would be used by residents of the community but also promote Syracuse City as a regional soccer focal point.

### **Recreational Trails**

Maintain the trail system in order to be well designed and constructed and where possible link the major parks throughout the city together. This trail system should be correlated with Davis County and surrounding municipalities to provide for connections to their trail systems. Trail use by pedestrian, rollerblading and bicycles will continue to grow with the development of trails and pathways. The City should continue to secure outside sources of funding to expand trail development.

The City should follow the adopted Trails Master Plan map. The Trails Master Plan map outlines inter-linking development of recreation trails and pathways within community and future development. The City should make access connection points constructed of asphalt to the Old Emigration Trail based upon the adopted trails master plan map and cooperation with local residential and commercial sub-development.

Syracuse City should work to provide and maintain an inter-linking network of recreational asphalt trails for walking and bicycling; minimizing the cost of the trail system by encouraging the use of drainage channels, irrigation pipeline easements, existing trails, public lands, excess street rights-of-way, and major utility rights-of-way. The Recreational Trails Master Plan identifies the location of existing and proposed recreational trails throughout the City and establishes trail improvement, maintenance and management standards. The master plan calls for the development of additional new trails that, together with the existing trails, will provide an extensive citywide trail system. The proposed trail system, when complete, should provide non-motorized routes to connect parks, open space, schools and major community facilities for a variety of recreational and healthy exercise users.

### **Culinary Water**

The City has followed closely recommendations of culinary water master plan. This plan identifies deficiencies in the system and recommendations for upgrading to meet demands at build out. The majority of these recommendations have been met; however, several miles of water lines are still in need of upgrade. It is recommended that the City engineer review and update the culinary water master plan to insure that it meets changes in the development of the City. Storage capacity and delivery pipelines will be needed with increased demand caused by residential growth. To this end it is recommended that the City evaluate the culinary water impact fee from time to time to insure that it covers the cost of future expansion and storage capacity of the system. The City should continue to protect and acquire water rights that could be used to meet culinary water needs at build out. In addition, the City has a few culinary water wells that may be extended deeper into the earth to supplement existing water resources. Extending the existing culinary water wells will also provide legal shelter for existing water use rights controlled by Syracuse City.

### **Secondary Water**

The City's pressurized secondary water system has recently been upgraded with a major expansion of storage capacity with the construction of Jensen Nature Park storage pond. However, in order to meet future irrigation water needs in the City, a new transmission pipeline originating from the Jensen Pond along Bluff Road should be designed and capitalized. The City has a secondary water master plan that sets forth planned improvements that would meet the City's needs at build out. It is expected that the best funding alternative would be through the collection of impact fees. Current policy allows a maximum of one and a half acres in any lot with a home to be watered with secondary water. The current practice of requiring developers to contribute water shares for development should be continued. Moreover, the City should explore alternative sources of secondary water, as well as the use of water collected through the City's land drain system.

## **Storm Water**

Storm water continues to be a challenge for the City to manage. However, the storm drain master plan has provided a valuable resource for storm drain planning as development has occurred. Due to rapid development over the past few years, as well as General Plan updates the City must update the storm water master plan to be sure the overall system will be sufficient for future storm flows. Davis County requires the City to provide storm water detention for development of the land. In order to control drainage of large storm events, the City is interested in regionalizing detention facilities wherever possible, rather than creating numerous small detention basins spread throughout the City. Regional detention creates a more efficient system for storm flows, as well as, to maintain and operate. Part of the Storm Water Plan should create regional detention sending areas with associated cost/benefit impact fees. Recent changes imposed on storm water discharge by the Environmental Protection Agency will substantially increase the cost of storm water pollution prevention. Implementation of discharge requirements should be accomplished so as to comply with the requirements outlined by the Federal government. The City imposed a storm drain utility fee to assist in funding a storm water management program and the implementation of "Best Management Practices" to properly maintain a functioning and clean storm water collection system.

## **Sanitary Water**

Sanitary sewer lines are currently adequate for the population of the City, but there will be a need to upsize City lines as population increases and to provide for full time maintenance and cleaning activities performed by the City. The cost of this ongoing need can best be borne by development and associated impact fees.

## **Public Safety**

The City has full-time and reserve police officers, as well as a limited number of full-time fire fighters. The City should continue to hire police officers and fire fighters to meet the needs of the city as population increases. The City has adopted a public safety impact fee that will benefit the community by funding the construction of public safety facilities due to growth of the resident population.

The City Fire and Planning Departments should begin to investigate a possible location for a third fire sub-station to accommodate the new commercial and residential growth. Land

purchase for the site now could save the citizens of Syracuse significant money to purchase the land sooner than later.

### **Street Lights**

It shall be the policy of Syracuse City to establish and maintain a system of streetlights, which are adequate for the safety, and security of the residents of the City. To meet that end, it shall be the policy of the City to locate street lights at all street intersections or every 800 feet if intersections are more than 800 feet apart. Locations of streetlights every 800 feet may not be necessary where development along the street is sparse. It shall also be the policy to locate streetlights at the end of the cul-de-sac streets where they are 400 feet or more from a street intersection. Development should be required to cover the cost of installing street lamps within new subdivisions. Streetlights should be of a design to reduce light pollution.

### **Tail/Waste Water**

Though not a service of the City, the handling of tail water or agriculture wastewater is an important issue related to irrigation of land which lie next to developed properties. To help reduce the potential for flooding and other problems associated with development at the low end of irrigated properties, the City should make every effort to see that developers of properties with the potential for such problems take appropriate measures to convey tail water to a reasonable place and facility that will avoid such problems.

### **Land Drains**

A land drainage master plan should be created and adopted by the City to address current and future sub surface land drainage needs of the City. The boundary of this plan should follow the City's future annexation areas and include existing land drain facilities currently being maintained by the City. The proposed land drain pipelines and collection systems within such master plan should include the construction and maintenance of land drain systems and the creation of major collection pipelines that may route collected water to storage facilities for use within the City's pressurized irrigation system or for recreational use within City parks. The existing land drain system maintained by the City is designed to relieve residential sub-surface flooding problems. A master plan should be developed to include estimates of facility capacity, use of collected water, pipe sizes, facility locations, and cost of improvements.

The land drain master plan should contain several functional objectives. First, the plan should provide a guide for the development of future land drain systems. Second, provide an estimate of costs to develop and maintain land drain collection systems. This plan should be used by the City to determine yearly Capital Improvement Project expenditures for the land drain system. Third, guide the City in utilizing existing water rights for the collection of sub-surface land drain water. Finally, the plan should be used to establish impact fees for new residential growth within the community, which would prevent existing City residents from having to shoulder the burden of land drain development impacts.

### **Cemetery**

The City currently has enough capacity with the land owned and operated as the City Cemetery. The City also purchased 20 additional acres for future expansion of the cemetery

(see Planning District 1 below). While the City is not in immediate need of the land for expansion of the cemetery at this time, the City should continue to pursue negotiations with Clearfield City for the eventual annexation of this land into Syracuse City.

## **PLANNING DISTRICTS**

In order to permit a more detailed description of the plans for various geographic areas of Syracuse, the City has been divided into ten (10) planning districts. The following section includes a description of each district, which, together with the accompanying Syracuse General Plan Land Use Map, provides a comprehensive set of recommendations for future land use within the City. These plans and recommendations provide the specific details of the plan as identified in the broader goals and objectives stated in this document.

### **District 1**

This district is located in the far northeast corner of the City. The northern boundary of this district is 200 South and on the south by 1700 South. To the east, the district boundary is the same as the municipal boundary between Clearfield and Syracuse. The western boundary of the district is 2000 West. As shown on the accompanying map, this district has deliberately included a portion of Clearfield City. As Syracuse was evaluating the available land for its existing cemetery located at 1030 W 1290 South it was determined that based on the projected population growth, the City would eventually require additional land for its cemetery. The City has purchased the additional land adjacent to the existing cemetery for a planned future expansion, but the land that was purchased is part of Clearfield City. While the City is not in immediate need of the land for expansion of the cemetery at this time, Syracuse should continue to pursue negotiations with Clearfield City for the eventual annexation of this land into Syracuse City.

There are several general planning areas that are part of this district and each is described briefly below.

#### **Residential Areas**

More than two-thirds of the land in District 1 is currently identified for residential development, primarily R-2 and R-3 single-family residential uses and most of the residential land identified in this area has been developed in accordance with this plan. The City should continue to follow the current development patterns as outlined in this document and according to the General Plan Land Use map.

#### **2000 West & 700 South Commercial Area**

The location of Syracuse High School on the northeast corner of the intersection of 2000 West and 700 South has created specialized commercial opportunities such as restaurants and other retail and commercial activities. The City has anticipated these opportunities and has identified the majority of the land on all four corners of this intersection as either General Commercial or C-2 (Mixed-Use) Commercial.

#### **200 South Corridor Commercial Area**

The area of land between 200 South and 700 South and from 2000 West east to 1000 West has been identified as a future C-2 (Mixed Use) Commercial zone. There are more than 200 acres of land currently in use as agricultural property but it is anticipated that as the 200 South corridor is widened by UDOT (see 'Land Use – Commercial') this area has been identified for future mixed-use development including, housing, retail, commercial and professional office uses. Planning

tools such as commercial or mixed-use design guidelines should be developed and the area should be treated as a district similar to that created for the City's Town Center. Such a small area plan would allow the City to guide and implement distinctive and enhanced development options for commercial development in the northeast corner of the City.

### **1700 South Commercial Corridor**

Part of another large commercial zone has been identified in this district; it is located along 1700 South. The land along the north side of 1700 South from 1000 West to the corner of 1700 South and 2000 West is planned for future General Commercial and Professional Office development. This particular corridor represents the gateway to Syracuse City and ultimately leads to the Syracuse Town Center.

The northwest corner of 1700 South and 1000 West represents part of what can be considered the “gateway” to Syracuse City. Three of the corners at this intersection are located within the City boundaries. Two of these corners have been developed with General Commercial businesses in accordance with this plan. In order to put the best commercial image forward to the public, the development of this corner should replicate the type and quality of development that has occurred on the southwest and southeast corners of this intersection. Professional office zoning has also been identified as a future land use along 1700 south from approximately 1100 West to Marilyn Drive.

UDOT is moving forward with improvements and widening of this particular stretch of 1700 South. As 1700 South is a high traffic arterial class road, commercial enterprises that serve both local and region wide needs should be encouraged to develop here. This type of development will provide the necessary services and commodities for the City while enhancing the sales tax base.

Founders Park, a City owned and operated park, is located in this district immediately east of the Syracuse Elementary school. The plan identifies all of the land in the park to remain as ‘Open Space/Recreational’ but an eastern portion of the park may also be considered in future for retail and commercial development. Any proceeds from the sale of this land for such commercial development would be used for the purchase and development of other park lands elsewhere in the City. Also located just south of this park is a small general commercial area that has been identified as part of the Town Center. The northeast corner of 1700 South and 2000 West should be considered as part of the Town Center and the standards established in the Town Center Master Plan should apply in this area.

The widening of 1700 South along this corridor will provide much needed relief to traffic congestion that has existed for many years. Care should continue to in order to prevent unnecessary traffic conflicts as this commercial district area develops further. In addition, sidewalks should be required and provided along 1700 South as shown on the Master Transportation Plan.

### **District 2**

This district is located in the far northwest corner of the city (east of Bluff Road) and is bounded on the north by the 200 South and on the south by 1700 South. Its eastern boundary is 2000 West Street and its western border is the Bluff Road.

## **Residential Areas**

This district is comprised of a number different zone types, but the majority of land area is identified as R-1 and R-2 residential use.. Generally, the portion of the district west of 2500 West should continue to develop as planned with R-1 residential. The eastern half of the district, east of 2500 West should continue to develop primarily as R-2 residential use with other uses as shown on the Syracuse future Land Use Map.

### **200 South Corridor Commercial Area**

Commercial activities should be oriented and planned along this corridor in a similar way that the 200 South Corridor is planned for development in District 1 above. This commercial corridor will be critical to providing an auxiliary commercial district to supplement the 1700 South corridor. While the 200 South corridor east of 2000 West is planned for primarily mixed-use, commercial development should also be planned to serve both local retail and service needs as well as similar needs of tourist traffic passing through the City headed toward Antelope Island. The City should also be aware of the future land uses that are planned on the north side of 200 South in the City of West Point. In all cases any planned commercial developments should be scrutinized using the principles outlined in this document to ensure the highest quality of commercial, retail development and minimization of associated traffic congestion/safety problems to the surrounding residential communities.

### **2000 West Commercial Corridor**

UDOT is currently planning for the widening of 2000 West through Syracuse City from 1700 South north to 200 South. This will be a 110' wide, arterial class road, similar in size and character to 1700 South. The west side of 2000 West between 700 South and 200 South has been identified as an extension of the C-2 mixed-use commercial zone that is planned across the street. This corridor should be planned and developed in the same fashion as the land across the street to the east, and where possible, any mixed-use developments should complement each other and appear as part of an overall well-planned mixed-use development.

Coordination and anticipation of traffic conditions related to planned developments and any road widening projects should be a priority. Specifically traffic volumes and potential conflicts with Syracuse Junior High and Syracuse Elementary School should be anticipated and prevented where possible.

### **1700 South & Town Center Commercial Area**

A large portion of the Syracuse Town Center Plan is within this district fronting 1700 South between 2500 West and 2000 West. Enforcement of the Town Center Master Plan guidelines and recommended design standards should continue to be upheld by the City in order to ensure that a unique, attractive Town Center identity continues to evolve.

Both sides of the road along the 1700 South corridor between 2000 West and Bluff Road represents a future commercial district that will become more prominent once the extension of the North Legacy Parkway is completed through Syracuse City. The corridor will have a similar “gateway” character to the Town Center as travelers will now be able to enter the City via an interchange at North Legacy Parkway and 1700 South. The City should pursue development of commercial and professional office land uses in this corner of District 2, paying particular

attention to the land on the northeast corner of Bluff Road and 1700 South. When the North Legacy Parkway interchange is completed at this location, the four corners of this interchange will become highly attractive properties to commercial developers and the City should work to ensure that any development that occurs presents the City in the best way to travelers on the Parkway that may or may not exit to enter the City..

### **District 3**

This district is located in the northwest corner of the City (west of Bluff Road) extends from the current West Point City south boundary line at 700 South Street to 1700 south to the south, and from the Bluff Road on the east to 4000 West on the west.

#### **Residential Golf Course Community**

Approximately half of this district has been developed as a residential golf course community (PRD and R-2 land uses surrounding a golf course). The development of this type of golf course community is consistent with the recommendations of this Plan. There are a few parcels of undeveloped land remaining in the northwestern corner of this district that have been identified for development as R-1 residential housing. This also is consistent with the overall planning goals as set forth in this document.

#### **1700 South & Bluff Road**

As mentioned in the description of District 2 above, the future interchange of North Legacy Parkway and 1700 South will create a new commercial dynamic in this area. The potential for high visibility and high drive-by tourist traffic volumes will make the corridor between North Legacy Parkway and Antelope Island an attractive location for commercial developers. The intersection just west of this future interchange (1700 South and 3000 West) therefore has been identified as future General Commercial zone.

The proposed alignment of the future Legacy Parkway extends immediately along the west of Bluff Road.. It is critical that the City continue with the current efforts to protect and preserve a minimum 320-foot wide corridor of land in this area, including part of the Layton Canal right-of-way, the future Parkway. Bluff Road will eventually become a frontage road to the east of the future Parkway highway and provide vehicular access to the properties and developments along the east of the bluff. There is currently a pedestrian trail that has been developed just west of Bluff Road and connects Syracuse City to West Point in the north. The future Legacy Parkway is anticipated to include a trail as part of its design and this future trail shall replace the existing Bluff Road trail. However, the City should work to ensure that the quality of any new trail in this area meets the objectives and goals as outlined in the Trails section of this document. The City should continue to support the improvement and development of trails and connection points into the trail system and in the event that any existing or new trail system is in conflict with future development, it must be reconstructed in an agreeable location and fashion.

#### **Sensitive Overlay Zone**

This whole district is identified on the Future Land Use Map as being contained in what is referred to as a “Sensitive Overlay Zone”. It is an area that requires sensitivity with respect to new development due to unique natural terrain, drainage, slopes, or other conditions not conducive or compatible for development. The City should continue to support the criteria for

development in this zone by requiring that developers adhere to more detailed and specific information and construction standards to adequately address soil and water conditions prior to approval and construction of a development within the area.. More detailed and specific information and construction standards are identified in zone types found in Title X of the Syracuse City Code.

#### **District 4**

District four is located on the far western boundary of the City bounded on the north by the West Point City boundary, on the south by 2700 South, on the east by 4000 West Street, and on the west by the Great Salt Lake. The majority of the district is identified on the Future Land Use Map as being located in a “Sensitive Overlay Zone” due to unique natural terrain, drainage, slopes, or other conditions not conducive or compatible for development. More detailed and specific information and construction standards should be required to insure that soil and water conditions can be adequately addressed prior to approval and construction of any development.

#### **Agriculture & Open Space**

The lands adjacent to the shore of the Great Salt Lake in this district have been identified as “Open Space/Recreation” on the Land Use Map. This land should continue to be preserved as open space, and the City should try to closely follow the Davis County Shorelands Plan in this area. Nearly all of the area south of 1700 South has been purchased by the North Davis Sewer district as a buffer for the sewer plant and to have space where sludge from the plant can be disposed of as agricultural fertilizer. The City should pursue an the opportunity of a dual partnership with North Davis Sewer District on discharge water re-use and joint composting efforts with the district utilizing yard waste material (green waste) with sewage byproducts.

#### **R-1 Residential**

District four is primarily comprised of agricultural land uses with some R-1 and future Planned Residential Development uses in the northeast corner of the district. The area of this district that has been identified for residential development is planned for R-1 residential land use. Approximately half of the R-1 land in this district has been developed. The remaining R-1 land in this district should continue to be developed primarily as R-1 residential land use.

#### **District 5**

This district is located in the western-central portion of the city. It consists of an area between 1700 South on the north, 2700 South Street on the south, 3000 West Street on the east, and 4000 West Street on the west. Currently more than fifty percent of the land use in this district is agriculture. The balance of the land is currently developed with R-1 residential dwelling units..

#### **R-1 Residential**

The General Plan identifies approximately three-quarters of this district to develop in the future as R-1 residential land use. The development of R-1 land uses is consistent with the stated goals of this plan.

### **Sewer District Research Park**

Syracuse City and the North Davis Sewer District have partnered in planning a joint land use in this district. The land use is a planned academic Research Park zone on the far western boundary of this district east of 4000 west between 1700 south and 2700 south. This site would be the location of future research park facility constructed to support higher education in waste management technologies in and formulating job creation. The project would be developed through a cooperative effort between the North Davis Sewer District, Syracuse, and state agencies.

### **Commercial**

There is a small area planned for General Commercial on the south side of 1700 South 1700 South near the intersection of 3000 West 1700 South. See “1700 South & Bluff Road” description in District 4 above for more details on this zone.

### **Sensitive Overlay Zone**

The entire district is identified on the Future Land Use Map as being contained in what is referred to as a “Sensitive Overlay Zone”. It is an area that requires sensitivity with respect to new development due to unique natural terrain, drainage, slopes, or other conditions not conducive or compatible for development. The City should continue to support the criteria for development in this zone by requiring that developers adhere to more detailed and specific information and construction standards to adequately address soil and water conditions prior to approval and construction of a development within the area.. More detailed and specific information and construction standards are identified in zone types found in Title X of the Syracuse City Code.

### **District 6**

District 6 is a small district located in the geographic center of the city, just west of Bluff Road. The boundaries are 1700 South on the north, 2700 South Street on the south, Bluff Road on the east, and 3000 West Street on the west.

### **R-1 Residential**

More than three-quarters of the land in this district has been identified on the General Plan Map as R-1 residential land use. Of the land identified for R-1 residential land use, half of that land has already been developed. While the development of R-1 land uses in this district is consistent with the stated goals of this plan, , there are issues related to utility infrastructure, specifically the management of sewer and water, which have been presented in the development of the current and proposed residential communities. The City should ensure that a high level of engineering scrutiny be employed in any future residential development in this area so that there is no unforeseen burden placed on the City’s ability to provide these basic utility services.

### **Future Legacy Parkway**

On the north end of this district there is the same commercial opportunity adjoining districts 2, 3 and 7. As mentioned in the description of District 2 above, the future interchange of North Legacy Parkway and 1700 South will create a new commercial dynamic in this area. The potential for high visibility and high drive-by tourist traffic volumes will make the corridor

between North Legacy Parkway and Antelope Island an attractive location for commercial developers.. As stated earlier, it is critical that the City continue with the current efforts to protect and preserve a minimum 320-foot wide corridor of land in this area,

### **Parks & Trail**

Fremont Park is located just south of 1700 South and east of 3000 West. The City has planned for the development of Fremont Park as a regional park that will be used to serve the community as a recreational park and tournament caliber soccer complex. This park will be connected to other parks in the City through the planned trail network. The future Legacy Parkway is anticipated to include a trail as part of its design and this future trail may replace the existing Bluff Road trail. However, the City should work to ensure that the quality of any new trail in this area meets the objectives and goals as outlined in the Trails section of this document. The City should continue to support the improvement and development of trails and connection points into the trail system and in the event that any existing or new trail system is in conflict with future development, it must be reconstructed in an agreeable location and fashion.

### **1700 South Commercial Corridor**

There is a small area planned for General Commercial on the south side of 1700 South near the intersection of 3000 West 1700 South. See “1700 South & Bluff Road” description in District 4 above for more details on this zone.

### **Sensitive Overlay Zone**

The entire district is identified on the Future Land Use Map as being contained in what is referred to as a “Sensitive Overlay Zone”. It is an area that requires sensitivity with respect to new development due to unique natural terrain, drainage, slopes, or other conditions not conducive or compatible for development. The City should continue to support the criteria for development in this zone by requiring that developers adhere to more detailed and specific information and construction standards to adequately address soil and water conditions prior to approval and construction of a development within the area.. More detailed and specific information and construction standards are identified in zone types found in Title X of the Syracuse City Code.

### **District 7**

District 7 is a small district located in the geographic center of the city, just east of Bluff Road and the boundaries are 1700 South on the north, 2000 West Street on the east, and Bluff Road on the west.

### **R-2 Residential**

More than ninety percent of this district is planned for R-2 residential land use. All of the R-2 residential land in the district is now developed and the City should plan to provide the necessary improvements to public infrastructure in order to ensure that these residential communities remain an asset and contribute to the stated goals and objectives of this plan.

### **1700 South Commercial Corridor**

The northern boundary of this district includes the 1700 South commercial corridor as well as part of the Town Center. See “1700 South & Town Center Commercial Area” as described in District 2 above for more details.

## **District 8**

District 8 is located in the eastern and central part of the city and consists of all the area from 1700 South on the north to Bluff Road on the south, and from 1000 West Street on the east to 2000 West Street on the west.

### **R-2 Residential**

More than ninety-percent of the land in this district has been identified on the General Plan Map as R-2 residential land use. Of the land identified for R-1 residential land use, nearly all of that land has already been developed with R-2 residential communities. The development of R-2 land uses in this district is consistent with the stated goals of this plan. The City should plan to provide the necessary improvements to public infrastructure in this district in order to ensure that these existing residential communities remain an asset and contribute to the stated goals and objectives of this plan.

### **R-3 Residential**

Located between the existing R-2 residential land uses and the commercial corridor along 1700 south are some parcels identified as R-3 residential land uses. Most of the R-3 land use parcels have already been developed.

### **1700 South Commercial Corridor**

The northern boundary of this district includes the 1700 South commercial corridor as well as part of the Town Center. See “1700 South & Town Center Commercial Area” as described in District 2 and “1700 South Commercial Corridor” as described in District 1 above for more details

### **Public & Municipal Uses**

This district is also the location of the municipal functions of the City. City Hall, Public Safety, the City museum, Community Center, Post Office and the Davis County library are all located within the Town Center in the northwest corner of this district. The City has also identified this area as the location for other potential public improvements on adjacent City owned land. These other improvements could include an amphitheater, recreation facility, parks etc. and should be pursued in order to continue to develop the area as outlined in the Town Center Plan.

### **Other Commercial Zones**

There are two other small yet viable commercial zones located in this district. This zone is home to a number of small, well established retail and service oriented businesses that each contributes to the small-town feel of the community as a whole. One zone is located just east of 2000 West on 2250 South. The other commercial zone is the location of one of Syracuse City’s oldest retail establishments, R. C. Willey. While situated in the midst of a largely residential area, the City feels that it is vital that this business be protected, supported and sustained. When the North

Legacy Parkway is completed near Bluff Road, the increased vehicular traffic to this area will ensure the continued success of this well established Utah business. The extension of Bluff Road to the proposed North Legacy Parkway interchange near the southeast corner of the City must be preserved as a simple and conspicuous access.

### **Professional Office**

The intersection of 1000 West and 2700 South has potential to sustain and support a small pocket of professional offices and services (i.e. dental, legal, medical, therapy etc.). Based on existing and project traffic volumes and other existing non-residential land uses, this area has been identified on the General Plan Map as Professional Office land use.

### **District 9**

District 9 is located in the central part of the city along the eastern City boundary. It is a long and narrow geographic area that is bordered on the north by 1700 South, on the south by Bluff Road, on the east by the City boundary at 500 West and on the west by 1000 West Street.

### **1700 South Commercial Corridor**

The northern boundary of this district is 1700 South. See “1700 South Commercial Corridor” as described in District 1 above for more details.

### **Gentle Street & Bluff Road Commercial District**

Along the north side of 3700 South near Bluff Road the General Plan Map has identified C-2 mixed-use commercial.

### **Planned Residential Development**

This District contains two areas that have been identified as Planned Residential Developments (PRD). One is located just south of 1700 South and east of 1000 West. This parcel will become an “Independent Senior Living” development. This type of development is consistent with the stated goals of this plan. The other PRD zone is located near the intersection of 1000 West and Bluff Road. Recognizing that the pending baby-boom generation is nearing retirement and will have a need for low-maintenance, independent living lifestyle dwellings, this area should be considered for more development similar in purpose to the Senior Living development located at the north end of this district.

### **R-2 & R-3 Residential**

More than eighty-percent of the land in this district has been identified on the General Plan Map as R-2 residential land use. There is a small portion of the land in the district that has also been identified as R-3 residential land use. Of the land identified for R-2 residential land use, nearly all of that land has already been developed. The development of R-2 land uses in this district is consistent with the stated goals of this plan. The City should plan to provide the necessary improvements to public infrastructure in this district in order to ensure that these existing residential communities remain an asset and contribute to the stated goals and objectives of this plan.

### **Professional Office**

A small professional office zone is planned south of and along 3700 south. Coordination will be needed with Layton on transportation infrastructure as development occurs along the city's border.

### **Arterial Roadway Development**

Three of four future main East/West arterial roadway corridors are located inside the southern portion of this district. It is recommended that the City plan accordingly to create attractive entryways with City identification signage and landscaped plots as indicated in the community pride section of this document. While the convergence of these roads into this area will promote future commercial growth potential for the City, the City should manage the projected traffic impacts accordingly so that the residential areas located adjacent to these corridors are not negatively impacted.

### **District 10**

Located in the far southwestern corner of the City, this district is the largest of the planning districts, containing about 5.75 square miles. It extends from 2700 South Street on the north to the Great Salt Lake on the south and from Bluff Road on the east to the shore of the Great Salt Lake on the west.

### **Agriculture & Open Space**

This district is predominately agricultural land uses, most of which lie outside the incorporated boundaries of Syracuse City. The nearby shore of the Great Salt Lake provides not only scenic value but wildlife habitat for waterfowl and shore birds; development in this area carries adverse environmental impacts from encroachment and the potential for the required use of septic tank systems. The area along the shores of the Great Salt Lake should be preserved as open space that is buffered by adjoining agriculture uses as identified in the Davis County Shorelands Master Plan. This land is largely in an active wetland status with very little topographical relief. The area is not serviceable by gravity type sewer or land drain systems and has soils which are not suitable for development or use of septic tank sewage systems.

Lack of underground utilities and narrow transportation roadways adversely affect the development potential of the southwestern portion of the district. However, over time utilities and transportation provisions may occur that may improve development potential. The majority of the land in the district is located on the far western boundaries of the City and therefore any development will impose very costly infrastructure improvements. The City should be aware of these costs as agricultural land is made available for development and take them into consideration in any approval process.

### **Equestrian Park & Syracuse City Public Works**

This district contains the City's Equestrian Park located at 2400 West and approximately 3000 South, which provides much needed equestrian training and stabling facilities in the area. It is recommended that the City continue to support further expansion and improvement of public equestrian facilities with the goal of developing a rodeo grounds and associated amenities. Linking this facility into the city's master trails plan should also be pursued. In addition to

equestrian facilities this district is also home to Jensen Nature Park and its future expansion will serve as a regional park to the community as well as helping to preserve open space.

This area is also home to the City's Public Works facilities, just south of the Equestrian Park. The Public Works facilities should be planned accordingly for future expansion as residential and commercial growth demand necessitates additional services from the department.

### **Sensitive Overlay Zone**

The entire district is identified on the Future Land Use Map as being contained in what is referred to as a “Sensitive Overlay Zone”. It is an area that requires sensitivity with respect to new development due to unique natural terrain, drainage, slopes, or other conditions not conducive or compatible for development. The City should continue to support the criteria for development in this zone by requiring that developers adhere to more detailed and specific information and construction standards to adequately address soil and water conditions prior to approval and construction of a development within the area.. More detailed and specific information and construction standards are identified in zone types found in Title X of the Syracuse City Code.

### **Gentle Street & Bluff Road Commercial District**

Along the south side of 3700 South and west of Bluff Road the General Plan Map has identified a general commercial zone.

### **North Legacy Parkway**

The proposed alignment of the future Legacy Parkway is located adjacent to the west side of Bluff Road. It is critical that the City continue with the current efforts to protect and preserve a minimum 320-foot wide corridor of land in this area, including part of the Layton Canal right-of-way, for the future Parkway. Bluff Road will eventually become a frontage road to the east of the future Parkway and provide vehicular access to the properties and developments along the east of the bluff. There is currently a pedestrian trail that has been developed just west of Bluff Road and connects Syracuse City to West Point in the north. The future Legacy Parkway is anticipated to include a trail as part of its design and this future trail shall replace the existing Bluff Road trail. However, the City should work to ensure that the quality of any new trail in this area meets the objectives and goals as outlined in the Trails section of this document.

## **GENERAL PLAN IMPLEMENTATION**

As the General Plan is written, care is taken to ensure it is in harmony with the values, goals, and objectives of the residents of Syracuse City. The General Plan is most influential when specific implementation policies are written and when land use decisions abide by those policies. Implementation policies can involve changes or additions to ordinances, zoning, and City policy.

## **POLICY TOOLS FOR PLAN IMPLEMENTATION**

The General Plan details developmental goals and policies which promote land use patterns adopted by the City Council. General guidelines necessary to accomplish the objectives of the plan are given. However, in the end, the impacts of this plan are dependent upon its usage in day-to-day planning decisions relating to development and land use. The General Plan is carried out by tools designed to help the City Council, Planning Commission, and the Community Development staff. These tools include land use ordinances, subdivision regulations, capital improvements program, and periodic comprehensive review and updates (as necessary) of the General Plan.

## **LAND USE ORDINANCES**

Land Use ordinances are adopted and enacted for the purpose of promoting the health, safety, morals, prosperity, convenience, and general welfare of the present and future inhabitants of Syracuse City. Furthermore, the purpose of the Land Use ordinance is to:

1. Encourage and facilitate the orderly growth and development of the city;
2. Provide adequate open space for light and air, air quality, to prevent overcrowding of the land, and to lessen congestion on the streets;
3. Secure economy in municipal expenditures, to facilitate adequate provision for public services such as culinary water, sewage, schools, parks, secondary water, transportation, and other public facilities and services;
4. Preserve and create a more desirable environment for the citizens of Syracuse City;
5. Secure safety from fire, crime, and other dangers;
6. Stabilize and improve property values resulting from the orderly growth of the City;
7. Enhance the economic and cultural well being of the inhabitants of Syracuse City;

These objectives are achieved through regulation and control of types and patterns of land uses, building densities in residential areas, regulation of commercial and industrial areas, and the arrangement and size of buildings through setback and height regulations. In addition to periodic reviews and updates to the General Plan, the Land Use ordinances should also be periodically reviewed and, when necessary, revised in order to assure agreement and compatibility with the General Plan. Neither the General Plan nor its implementation tools should be considered static. Ideally, the Land Use ordinance is used in conjunction with the General Plan and is used as a tool for implementation of the plan and its objectives.

## **SUBDIVISION REGULATIONS**

Subdivision regulations provide the basic, minimum design standards for new streets, utilities, land divisions and other public infrastructure in the City. They also enable the community to require developers to construct utility lines, roads, curbs, and other necessary infrastructure according to the impacts of their developments and in compliance with adopted City standards. Subdivision regulations are important to the General Plan because of the orderly regulation of development they provide and should be crafted in a way that is complimentary to the General Plan. All new subdivisions of land must meet the subdivision regulations or they cannot be approved for development. To ignore or abandon the rules outlined in the subdivision ordinances undermines the city's ability to grow and mature according to the values, goals and objectives outlined in the General Plan.

## **CAPITAL IMPROVEMENTS PROGRAM**

The Capital Improvements Program (CIP) should be the single most important tool in executing the development guidelines of the General Plan. The CIP should be used to plan and schedule financing for the construction of all major non-recurring community facilities and infrastructure such as streets, utilities, public buildings, acquisition of land, etc. The capital improvements plan should be based on an analysis of the community's financial capability in order to reconcile proposed expenditures with fiscal reality. This presents the opportunity for planning finances for the developments proposed in the General Plan. The capital improvements program enables the City to:

1. Relate physical planning to financial planning;
2. Obtain maximum value from the expenditure of public funds;
3. Ensure the City's financial ability to meet future demands for public service;
4. Devote adequate time to the study and development of capital improvement projects.

## **MINOR GENERAL PLAN REVISIONS**

Minor revisions to the General Plan may be made without formally opening the General Plan provided that all of the following conditions exist:

1. The property to be changed must be a designated parcel of land that is five (5) acres or smaller.
2. A neighboring property must be currently zoned the same zone as the property to be changed.
3. The indicated neighboring property must have a shared property line of 100 feet or greater.

## **PERIODIC REVIEW OF THE GENERAL PLAN**

The City Planning Commission should evaluate the General Plan periodically as mentioned in the introduction of this plan and Title II Chapter 1 of the Syracuse City ordinance. Comprehensive updates to the General Plan should be considered at least every three (3) years and not more than every (5) years. Updates to the General Plan should take into consideration the time elapsed since

the previous update, the growth that the City has experienced since the last update as well as the involvement for accomplishing the update as required for the City staff, elected officials, and citizens involvement. The primary objective in consideration of updates to the General Plan should be the ability for the City to function and have a stable plan for a sufficient period of time to allow the adopted policies to effectively work in the community.