Providence City

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PROVIDENCE CITY PLANNING COMMISSION
NOTICE OF PUBLIC HEARINGS

Project Type:	General Plan Comprehensive Revision
Applicant:	Providence City
Project Description:	Proposed General Plan Comprehensive Revision, including the following maps: Future Zoning, Parks and Open Space, and Transportation Classification.
Hearing Dates:	08/14/2019 and 08/28/2019
Hearing Time:	6:30 p.m. on both dates
Hearing Location:	Providence City Office Building, 164 North Gateway Drive, Providence UT

Prior to making a recommendation on the proposed General Plan Comprehensive Revision and the Future Zoning Map, Parks and Open Space Map, and Transportation Classification Map, the Planning Commission is holding a public hearing. The purpose of the public hearing is to provide an opportunity for anyone interested to comment on the proposal before action is taken. The Planning Commission invites you to attend the hearing in order to offer your comments. You may also email comments to the City Recorder, sbankhead@providence.utah.gov by 2:00 PM the day of the meeting. Email comments are public record and will be given to the Planning Commission and Applicant.

If you are disabled and/or need assistance to attend the public hearing, please call 752-9441 before 5:00 p.m. on the day of the meeting.

Thank you,

Skarlet Bankhead
City Recorder

Newspaper Publication Date(s): 08/03/2019

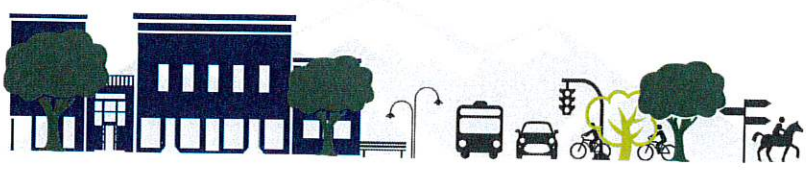
Posting Date: 08/2/2019
Posting Locations:

1. Providence City Office Building, 164 North Gateway Drive, Providence UT
2. Providence City website www.providencecity.com
3. Utah Public Notice Website

PROVIDENCE CITY

GENERAL PLAN

2017





ACKNOWLEDGMENTS



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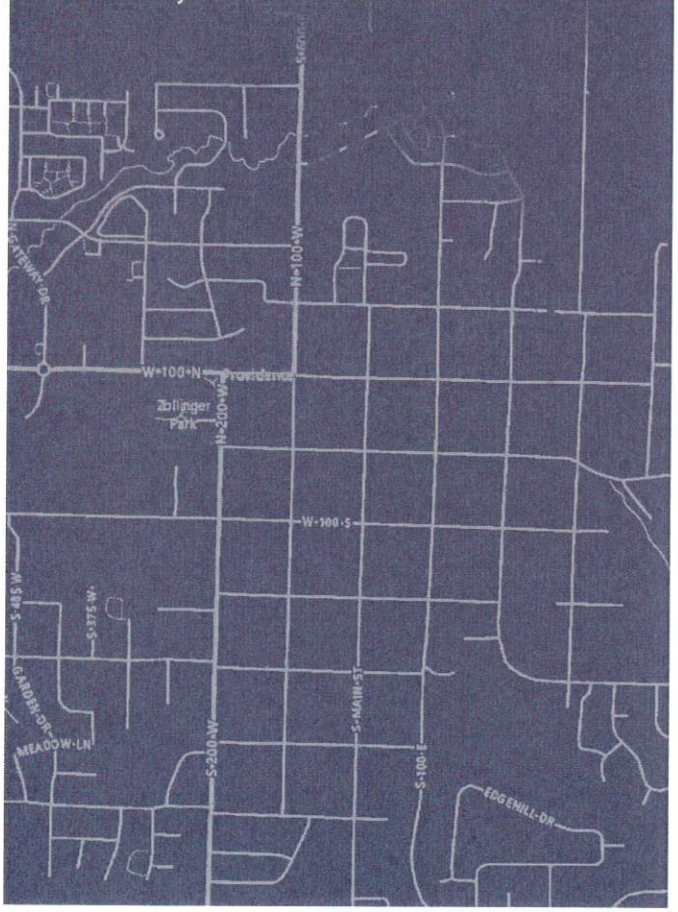
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INTRODUCTION

From a stopping point for Shoshoni tribes, to an early Mormon settlement, to a farming community, Providence has had a long and rich history in Cache Valley. Since its establishment as a City in 1859, Providence has maintained its identity as an agrarian community. 40 years of rapid growth has brought with it the benefits and challenges of change for a small community. Providence recognizes the value and need for growth, while still seeking to provide the agrarian quality of life, character, and uniqueness long associated with the community. Having a vision for the City, coupled with the appropriate goals and strategies will provide Providence with the tools necessary to ensure future growth and the character of Providence are united, that both may occur without compromise of the other. This plan seeks to provide these guiding principles and to best manage the look, feel, and function of the City. These are designed to proactively anticipate and guide future changes and achieve the community's shared vision.



Preface

WHAT IS THE GENERAL PLAN?

The general plan is a comprehensive policy document used to guide the City's future. In broad terms, the General Plan aims to map out and communicate a City's future based on a shared vision of the community.

The ideas in this General Plan provide a means to improve the community character and quality of life for residents, increase prosperity and business development opportunities, and address city goals within the context of the growing region and regional impacts outlined in the plan document.

WHY DO WE HAVE A GENERAL PLAN?

This General Plan functions in two roles for the City. First, this document updates and replaces the 2000 General Plan and ensures Providence meets the State requirements set by The State of Utah's Land Use Development and Management Act (LUDMA).

Second, the Plan provides a basis for informed decision making. The General Plan provides consistency by establishing a framework for both short-term and long-term decision-making. The plan provides guidance to land owners, current and future business owners, and residents. An understanding of the long-term vision for the City is needed so people can make decisions regarding their land and business with an understanding of the parameters of planning policies and why they are in place. City leaders and citizens stated that they wish to preserve the agrarian character of Providence. This Plan provides a way this can be achieved while ensuring that landowners are able to exercise their development rights.

WHAT DOES THE GENERAL PLAN TALK ABOUT?

The plan covers the topics of land use, neighborhoods, design review, transportation, economics, moderate income housing, environmental stewardship, public services, public safety and emergency management, and an annexation plan. Togeher, these elements produce a vision for the future of Providence. Key Initiatives and a Design Framework Map summarize the interconnected nature of the Plan's components, providing a succinct and easy to use 'quick-reference' for the vision of the City.

THE GENERAL PLAN PROCESS

It has been 17 years since the City adopted the previous General Plan. Significant change and growth occurred in that time, including the addition of Maceys grocery store and several new single and multi-family housing developments. The importance of the past 15+ years of progress, along with the expectation of future change, demands a General Plan update that analyzes these changes in the community. This plan takes into account these changes and provides updated goals, policies, and implementation measures to guide future development in the City. To oversee the update process, the City established a Steering Committee consisting of representatives from City Staff, City Administration, City Council, and the public. The consultant team worked under the guidance of the Steering Committee and City staff.

THE PLAN FORMAT

This document contains two sections that function together to create a comprehensive General Plan. The first section of this Plan consists of the vision and key initiatives that provide overall guidance for the City. The second section contains the individual parts that direct implementation of the vision. The goal of these chapters is to parse out gives Providence its unique qualities and what can be done to enhance and preserve them through the many different elements that center around land use, transportation, and economics.

WHO WILL USE THE PLAN AND HOW?

It is the goal of the General Plan to provide an effective and easily understood document that may be utilized by anyone in the City, ranging from City staff appointed to make administrative and planning decisions, to concerned citizens, to land owners and developers. The general plan provides a means for aligning the efforts of different city departments, boards, commissions, and the council, toward achieving the overall vision for the City.

Community Context

REGIONAL CONTEXT

Providence is a small community that is part of the larger metropolitan area of Logan in Cache Valley. The valley is bound by the Wellsville Mountains to the west and the Bear River Mountains to the east. Smaller towns and communities dot the valley, with the greater, more urban population found along the east. Because of the interconnected nature of the various communities comprising Cache Valley, the Cache Valley Regional Council adopted a 2040 vision plan to help guide future growth. The document process included extensive public engagement, scenario planning, and exploring growth issues and choices. The following Growth Principles embody many of the values held by people of the region. Because Cache Valley is currently experiencing rapid growth and is expected to do so in the future, it is imperative that this growth be well planned and responsive to the preservation of the agricultural character and beauty of the region.

ENVISION CACHE VALLEY GUIDING PRINCIPLES

1. Enhance existing towns and cities and maintain individual community identity by encouraging inward growth and more compact development and buffering community boundaries with agrarian and natural lands
2. Encourage mixed-use neighborhoods and town centers that include a variety of housing options and that allow individuals and families to live close to where they shop, obtain services, go to school, work, and play
3. Develop clean and sustainable industry and good-paying jobs close to home
4. Provide a balanced transportation network with improved roadway connections, enhanced public transportation options, and streets that encourage bicyclist and pedestrian mobility
5. Invest in efficient infrastructure systems to serve existing communities and future growth. These systems manage such services as water, sewer, waster disposal, and energy
6. Protect, preserve, and improve air quality, water quality, wildlife habitat, agricultural land and scenic beauty of Cache Valley
7. Maintain and improve access to recreation by connecting local recreational amenities to a regional network
8. Expand local recreational systems, providing small parks located near where people live and linked by trails for walking and biking

COMMUNITY + PLANNING HISTORY

In the 1850's, early Mormon settlers began to erect cabins, layout a narrow roadway from the "Big Spring" and give the little community the name "Spring Creek Settlement". In time, the small group grew from a few families to sixteen families, and by 1859 and the settlement was renamed "Providence". By the 1870's the town had been developed into a grid pattern consisting of 8-acre blocks, each divided into six lots. Agriculture was the dominant industry in the community. There were small commercial activities that included mercantile shops, mills, brickyards, blacksmith shops, and a sugar beet factory. Over the next 40 years the population more than doubled, and by 1910 there were approximately 1,020 residents. Growth in the community remained relatively minimal, until the 1980's, when the population grew steadily over the next three decades to reach its current estimated number of 7,270.

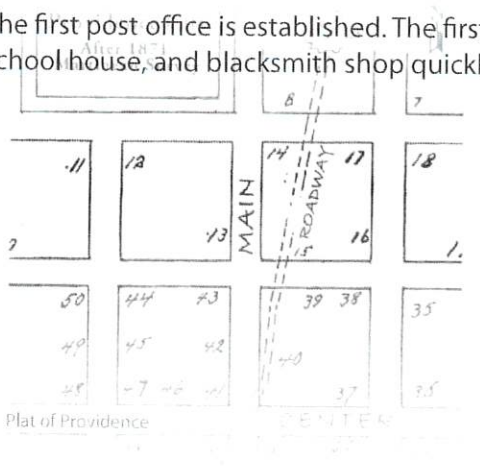
In December of 2000, the City's first General Plan was completed. This document provided the City with the base information to help guide and direct the vision and goals of the community. Progress towards implementation of the first General Plan goals include designation of zones hazardous for residential development, creation of two new parks, impact fees for the continued development of community parks, open space, and activity centers, improved transportation routes, and addressing vehicular routing problems with roundabouts. A status assessment of Master Plan 2000 goals is provided in Appendix X. Many of those goals remain relevant and are carried forward into this plan. Ideas and goals carried forward include design review guidelines, where and how residential development should occur, continued development of parks, open spaces, and trails, and continued provisions for safe, flexible, efficient and aesthetic transportation.

The following timeline highlights some of the key events in City history, with a emphasis of those moments related to planning, growth, and change.

PROVIDENCE CITY TIMELINE

1859 — Providence becomes one of the six original settlements of Cache Valley

1861 — The first post office is established. The first sawmill, school house, and blacksmith shop quickly follow



Plat of Providence

1871 — Construction of "Old Rock Church" is completed


Old Rock Church

1898 — The Town Incorporation of Providence is approved. Soon after, Hopkin John Mathews is elected as the first President of the Board


Hopkin John Mathews

1909 — Providence gains effective electricity

1912 — The Logan Rapid Transit comes to Providence

1929 — "Theurer's Store" opens as a Grocery and Meat Market

1970 — After a 50 year lull the population doubles, suddenly reaching 2200


Providence circa 1970's

1991 — The first zoning ordinance is approved by the city council

2000 — Providence continues to grow, reaching 4,000 residents. The City's first General Plan is adopted

2007 — Maceys, the first major consumer development, opens in Providence



Maceys grocery store

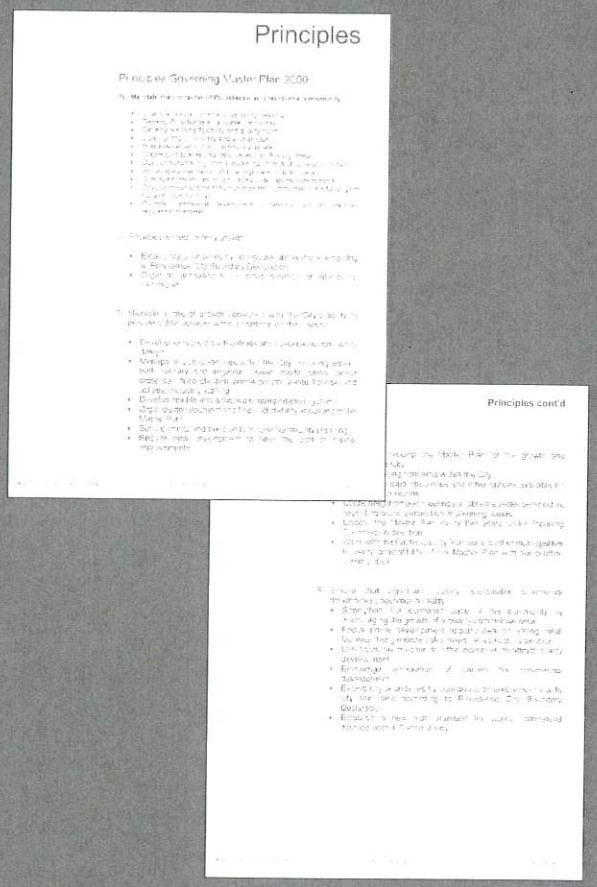
2011 — According to the U.S. census, the population reaches 7,075


Population Growth

2017 — Begin General Plan update preparation

WHAT HAS CHANGED SINCE THE 2000 GENERAL PLAN?

Since the General Plan was completed in December of 2000, there have been many changes to the community. The population grew from 4,377 to an estimated 7,494 residents. The City's largest retail development, Maceys, was completed, along with a bank, fast food establishments, offices, and medical service clinics. Many new single-family homes have been built along with townhome and apartment developments in the northern sections of the City. Construction continues on new roadways, streetscape improvements, and improved/ additional connections to Logan.



PROVIDENCE TODAY

Providence, while still very much a farming community, has also over time become a desirable residential suburb of the neighboring City of Logan. Providence is a city where generations have grown, and where new families have come to raise their children. For a time, much of the commercial activities disappeared from the City, but over the last decade there has been new retail, office, and commercial growth. This signifies a shift for the City as the continuation of this type of development will provide not only an improved tax base but closer or walkable access to these uses for residents.

Parks and recreation opportunities continue to improve, including the addition of amenities such as a splash pad, pickleball court, and new playground equipment. The City has taken valuable steps in improving irrigation in the City and has saved thousands of dollars through better water sourcing and practices.

Rezoning requests and building applications are brought to the planning commission at a steady pace as new development of single and multi-family housing and some retail and dining establishments are built in the City.

The recent relocation of the City offices to a larger building, purchasing of equipment for Public Works, and sound fiscal practices maintained by the City show a stable and capable local government with intentions to maintain its fiduciary responsibilities to its citizens.

PROVIDENCE TOMORROW

As Providence enters into the next chapter of its City's history, the question is: What do we hope to become? Preservation of the qualities that makes Providence a community and place where people wish to live and raise their families can only be achieved through careful planning; ensuring that clear guidelines and policies are in place that guide growth in a positive and sustainable direction.

POPULATION



65+ years

Percent
Total

11.32%
801



18-64 years

53.20%
3,764



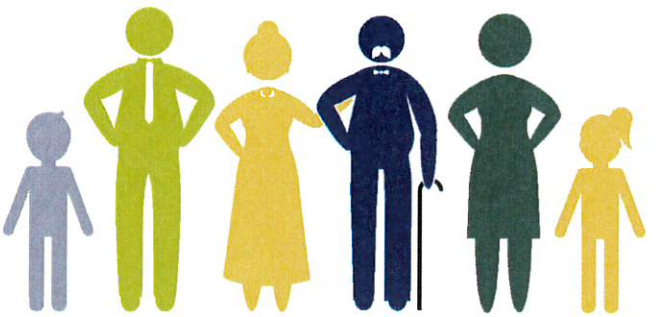
5-17 years

25.12%
1,777



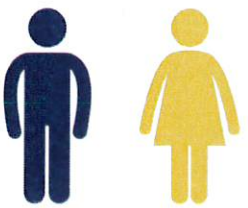
0-4 years

10.36%
733



7,494
2016 Population Estimate

31.0
Median Age



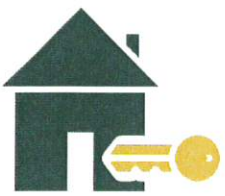
Male 51.3%

Female 48.7%



Married
79.0%

HOUSING

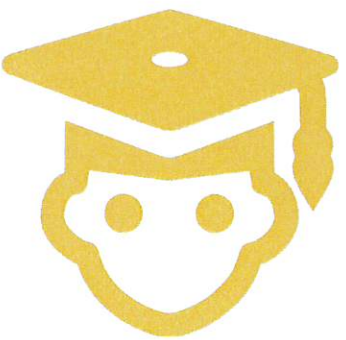


Owner Occupied Household
83.5%



Housing Units
2,282

EDUCATION



High School or Higher
97.1%

Bachelor's Degree or Higher
47.2%

ECONOMY + INCOME



Median Value of Owner Occupied Housing Units
$232,2000



Median Income
$62,335

TRANSPORTATION + GEOGRAPHY



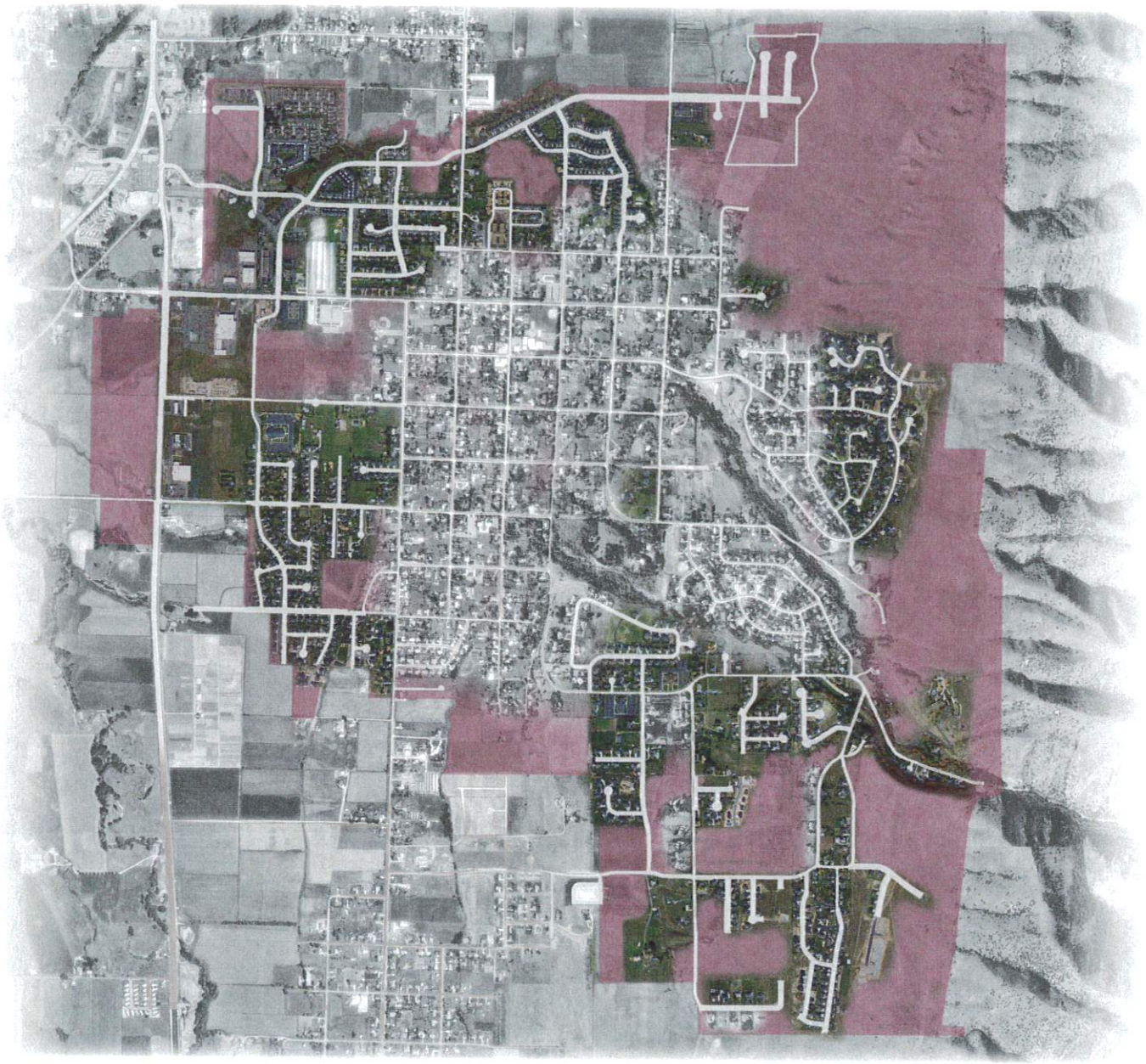
Mean Travel Time to Work
16.7 Minutes



Land Area
3.79 square miles

WHAT DOES THE FUTURE LOOK LIKE?

The image below represents the changes experienced in Providence over the last 25 years. The green/color image is the new growth that has occurred, the black and white image was what existed 25 years ago, and the pink is the property within the City boundary that remains primarily undeveloped or minimally developed. What will this image 25 years from now look like? The goal of this document is to help answer that question.



Providence Today

Providence 25 Years Ago

Providence Owned But Undeveloped

"Guide and manage growth in a way that preserves natural scenery and the agrarian essence of the City, while also providing more opportunities to live, work, shop, and recreate in Providence."

PROVIDENCE CITY VISION

Framework for the Future

KEY INITIATIVES

Providence City, through the process of developing this general plan, established five key initiatives to act as the planning and development focus for the City. These initiatives will guide decisions regarding City land use, transportation, housing, and economic development and will also provide direction on overall policy and budget decisions. These major strategies build from the vision and will direct the projects and programs the city will prioritize for implementing the ideas of the general plan.

INITIATIVE #1: SENSE OF PLACE



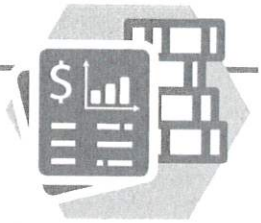
Preserve the 'sense of place' by identifying characteristics that define Providence as a unique place.



INITIATIVE #2: GREEN INFRASTRUCTURE

Make decisions regarding storm water and exterior water use guided by green infrastructure and low impact development best management practices.

INITIATIVE #3: FISCAL RESPONSIBILITY



Consider life-cycle costs when making decisions for design standards (such as road widths) and new capital improvement projects.



INITIATIVE #4: A MULTI-MODAL CITY

Ensure that transportation and recreation facilities accommodate a variety of transportation modes (biking, walking, driving, tranist) to provide people multi-modal transportation options as a lifestyle and recreation choice.

INITIATIVE #5: ECONOMIC DEVELOPMENT



Consider long-term economic development impacts when making land use, transportation, and other planning decisions.



INITIATIVE #6: LIFECYCLE HOUSING AND HOUSING CHOICES

Ensure that transportation and recreation facilities accommodate a variety of transportation modes (biking, walking, driving) to provide people multi-modal transportation options as a lifestyle and recreation choice.

GROWTH STRATEGY FRAMEWORK MAP & KEY INITIATIVES

The Framework Map on the following page represents the preferred scenario for planning and managing future growth in Providence. This map reflects the overall characterization and general location of future nodes and regional centers of employment and shopping. The Framework Map reflects an integrated approach to the areas identified as priorities for future planning within Providence City. The Key Initiatives support the overall Growth Strategy and the ideas captured in Framework Map.

A description of the elements included on the Framework Map is provided below.



Providence City Core

A community business district style of commercial and office uses serving multiple surrounding neighborhoods. The City Core is an area for mixed use and higher density/ attached housing. The mixture of uses can be in a horizontal or vertical format (e.g. residential or office above retail; residential above office). Regional examples include the Sugar House Business District, SoDa Row in Daybreak, and Lehi Main Street.



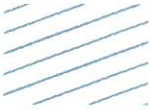
Providence Downtown Core

A "Downtown" Main Street style of commercial and office uses. The downtown designation recognizes the historical role of this area. The mixture of uses can be in a horizontal or vertical format (e.g. residential or office above retail; residential above office). Regional examples include Downtown Provo, Ogden 25th Street, and Downtown Murray.



5 min./10 min. Mixed-Use Nodes

A small collection of retail and service uses focused on a corner or single block, serving the immediate surrounding neighborhood. Mixture of uses in a horizontal format (e.g. different uses adjacent to each other). Regional examples include 9th & 9th in Salt Lake City and 15th & 15th in Salt Lake City.



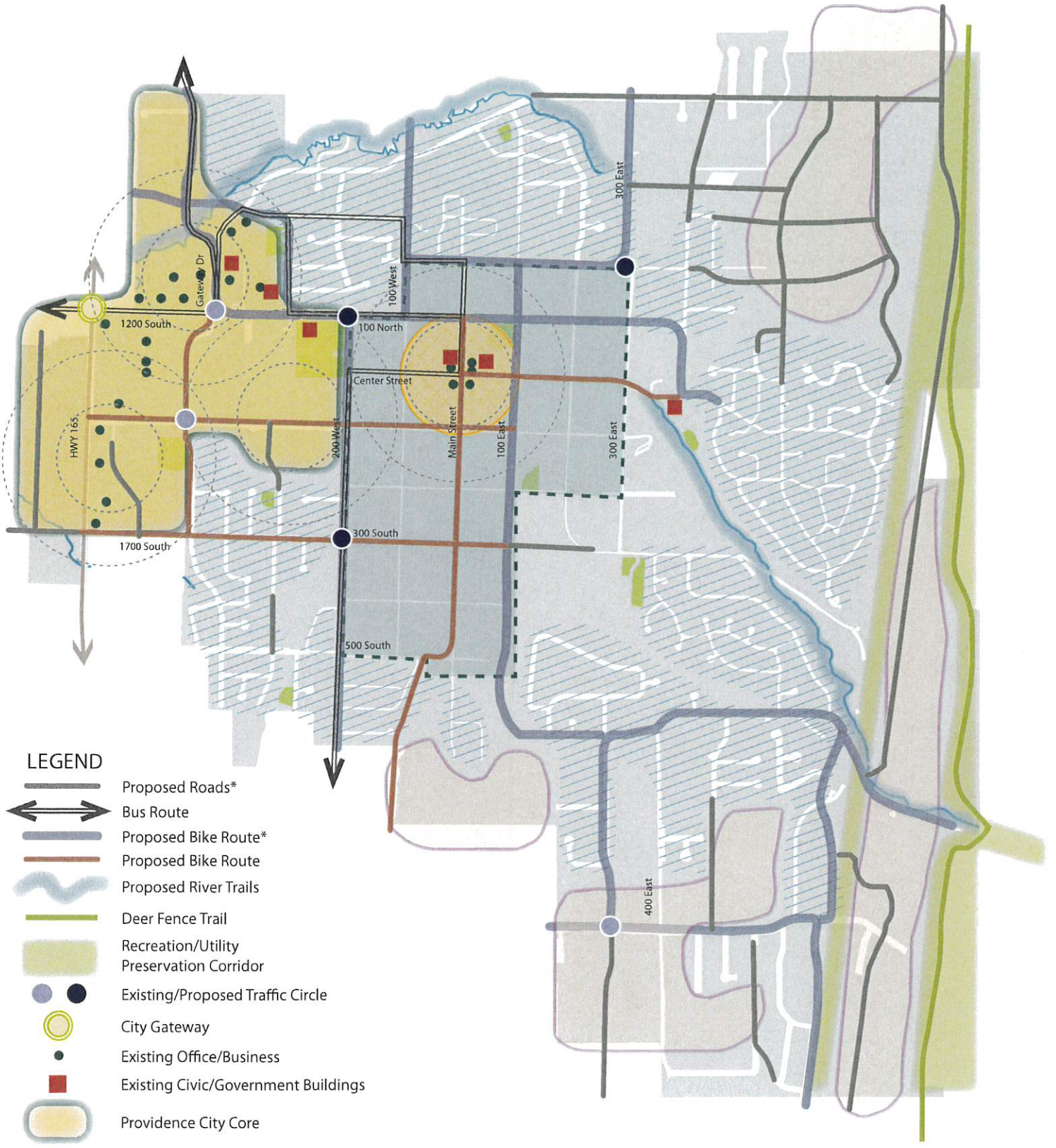
Neighborhood/Residential Development

Locations of existing and potential new residential development. Neighborhoods and residential development may consist of one housing type or a mix of housing types.



Potential Conservation Zones

Areas of ecological sensitivity such as wildlife habitat, productive farmland, scenic value, steep slopes and other environmental qualities in need of protection. Sensitive lands are protected with an easement while development is constructed around the sensitive land. Density, housing types, and lot sizes vary by conservation zone type.



*Based on current Transportation Master Plan

HOW THE KEY INITIATIVES ARE SUPPORTED

The Key Initiatives are supported by objectives zzPart Two of this document contains chapters on individual areas of the general plan. Each chapter has an overarching goal and objectives with strategies to implement to achieve the goal and objectives. While the chapter goals address the topic for that chapter, collectively the goals are intended as a mechanism for achieving completion of the key initiatives. Below each objective is listed under the key initiative it supports.

	CHAPTER OBJECTIVES & KEY INITIATIVES	Initative #1: SENSE OF PLACE	Initiative #2: GREEN INFRASTRUCTURE	Initiative #3: FISCAL RESPONSIBILITY	Initiative #4: A MULTI-MODAL CITY	Initiative #5: ECONOMIC DEVELOPMENT	Initiative #6: LIFE CYCLE HOUSING AND HOUSING CHOICES
LAND USE/NEIGHBORHOODS/DESIGN REVIEW	Objective: Integrate existing and future development through zoning and infrastructure standards that will offer requirements, solutions, and compatible support options.		●	●			
	Objective: Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.	●		●	●	●	●
	Objective: Accommodate growth and accompanying infrastructure expansion without negative financial impacts to the city.		●	●		●	
	Objective: Promote development patterns and conservation development design, that protects Providence's natural environmental and scenic resources and create a network of preserved natural spaces as part of the residential subdivision process.	●	●				
	Objective: Promote development patterns that provide connectivity.	●		●	●		
	Objective: Use zoning and design standards to provide compatible transitions and/or integration between residential areas and commercial development.	●				●	
	Objective: Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility	●		●	●	●	●
	Objective: Preserve the character-defining historic assets of Providence, including built and natural features.	●					
	Objective: Maintain and update land use maps.					●	
TRANSPORTATION SYSTEMS	Objective: Improve pedestrian safety, walkability and accessibility on City streets, rights of ways and easements.			●	●		●
	Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.	●	●	●	●	●	●
	Objective: Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.	●	●	●		●	
	Objective: Providence City transportation system shall have a workable plan coordinating with the FHWA, UDOT, APWA, MUTCD and other agencies to include interconnecting with county and regional road systems			●	●	●	
	Objective: Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.	●	●	●	●	●	●
	Objective: Identify existing and future Right of Way Corridors within the city and interconnections with neighboring communities and agencies.			●	●	●	

	CHAPTER OBJECTIVES & KEY INITIATIVES	Initiative #1: SENSE OF PLACE	Initiative #2: GREEN INFRASTRUCTURE	Initiative #3: FISCAL RESPONSIBILITY	Initiative #4: A MULTI-MODAL CITY	Initiative #5: ECONOMIC DEVELOPMENT	Initiative #6: LIFE CYCLE HOUSING AND HOUSING CHOICES
MOD. INCOME HOUSING	Objective: Support and utilize existing affordable housing resources.			●		●	●
	Objective: Support fair housing practices through education and awareness.			●		●	●
	Objective: Modify existing regulatory measures to encourage the development of affordable housing and reduce production cost.			●		●	●
	Objective: Provide financial incentives for affordable housing.			●		●	●
	Objective: Encourage the provision of adaptive re-use and mixed-use.	●		●	●	●	●
	Objective: Adopt new regulatory measures to encourage the development of affordable housing.				●	●	●
ENVIRON. STEWARDSHIP	Objective: Minimize negative impacts to watershed, ground water, canals, springs, streams, rivers and other aquatic systems.		●	●		●	●
	Objective: Protect surface and ground water resources from pollution and depletion.		●	●		●	
	Objective: Retain open spaces and scenic views that contribute to the character of Providence.	●			●	●	●
	Objective: Protect and/or maintain existing wildlife habitat, such as wildlife corridors, in a manner that minimizes conflicts and allows human and animal habitation to coexist.	●		●			●
	Objective: Respect and tolerate deer and small animal populations within the city in an ethically responsible manner.	●					
	Objective: Acknowledge Sensitive Areas discussed in Providence City Code Title 10 Chapter 5.	●		●			●
	Objective: Protect areas throughout Providence City from the spread of invasive plants.			●			
PUBLIC SERVICES	Objective: Reduce current and future load demands on Providence's storm water, sewer, and water systems.	●	●	●			
	Objective: Maintain an adequate supply of clean culinary water to meet present and future needs and demands.		●			●	
	Objective: Maintain a sewer collection system that is efficient, economical, and sanitary, meeting local, state and federal requirements.			●		●	
	Objective: Provide public services and facilities with consideration of life-cycle costs, including upfront costs and on-going operation and maintenance costs.		●	●	●		
	Objective: Create parks as places of civic open space and centers of community activity.	●			●		●
PUBLIC SAFETY AND EMERGENCY MANAGEMENT	Objective: Provide law enforcement services that protect individuals and businesses in Providence City.					●	
	Objective: Provide animal control services and shelter that meet the needs of Providence City.			●			
	Objective: Provide fire protection services with a reasonable response time for all areas within Providence City boundaries.					●	
	Objective: Provide emergency medical services and transportation with a reasonable response time for all areas within Providence City boundaries.			●			
	Objective: Cooperate with the Utah Division of Forestry, Fire, and State Lands (FFSL) to protect non-federal land from wildland fire.			●			
	Objective: Provide for inspection services to ensure the construction of safe structures in Providence City.			●			●
	Objective: Floodplain and storm water management and mitigation.	●		●		●	●
	Objective: Create an evacuation plan and route.			●			
ANNEXATION POLICY PLAN	Objective: Provide a map of the expansion area.					●	●
	Objective: Identify the need for municipal services in developed and undeveloped unincorporated areas.		●	●			
	Objective: Identify the municipalities plans for extension of municipal services.			●		●	●
	Objective: Identify how the services will be financed.			●		●	
	Objective: Provide an estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area.			●		●	●
	Objective: Identify the interests of all affected entities.			●		●	
	Objective: Identify certain areas that the City does not want to consider for annexation.			●			



KEY INITIATIVE #1: SENSE OF PLACE

Land Use, Neighborhoods, & Design Review

Objective: Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.

Objective: Promote development patterns and conservation development design, that protects Providence's natural environmental and scenic resources and create a network of preserved natural spaces as part of the residential subdivision process.

Objective: Promote development patterns that provide connectivity.

Objective: Use zoning and design standards to provide compatible transitions and/or integration between residential areas and commercial development.

Objective: Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.

Objective: Preserve the character-defining historic assets of Providence, including built and natural features.

Transportation Systems

Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.

Objective: Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.

Objective: Improve "walkability" and "bikeability" of City

Objective: Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.

Moderate Income Housing

Objective: Encourage the provision of adaptive re-use and mixed-use.

Environmental Stewardship

Objective: Retain open spaces and scenic views that contribute to the character of Providence.

Objective: Protect and/or maintain existing wildlife habitat, such as wildlife corridors, in a manner that minimizes conflicts and allows human and animal habitation to coexist.

Objective: Acknowledge Sensitive Areas discussed in Providence City Code Title 10 Chapter 5.

Public Services

Objective: Reduce current and future load demands on Providence's storm water, sewer and water systems.

Objective: Create parks as places of open space and centers of community activity.

Public Safety and Emergency Management

Objective: Floodplain and storm water management and mitigation.



KEY INITIATIVE #2: GREEN INFRASTRUCTURE

Land Use, Neighborhoods, & Design Review

Objective: Integrate existing and future development through zoning and infrastructure standards that will offer requirements, solutions, and compatible support options.

Objective: Accommodate growth and accompanying infrastructure expansion without negative financial impacts to the city.

Objective: Promote development patterns and conservation development design, that protects Providence's natural environmental and scenic resources and create a network of preserved natural spaces as part of the residential subdivision process.

Transportation Systems

Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.

Objective: Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.

Objective: Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.

Objective: Identify existing and future Right of Way Corridors within the city and interconnections with neighboring communities and agencies.

Environmental Stewardship

Objective: Minimize negative impacts to watershed, ground water, canals, springs, streams, rivers and other aquatic systems.

Objective: Protect surface and ground water resources from pollution and depletion.

Public Services

Objective: Reduce current and future load demands on Providence's storm water, sewer and water systems.

Objective: Maintain an adequate supply of clean water to meet present and future needs and demands.

Objective: Provide public services of water, sewer and parks and recreation facilities with consideration of life-cycle costs, including upfront costs and on-going maintenance costs.

Annexation Policy Plan

Objective: Identify the need for municipal services in developed and undeveloped unincorporated areas.



KEY INITIATIVE #3: FISCAL RESPONSIBILITY

Land Use, Neighborhoods, & Design Review

Objective: Integrate existing and future development through zoning and infrastructure standards that will offer requirements, solutions, and compatible support options.

Objective: Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.

Objective: Accommodate growth and accompanying infrastructure expansion without negative financial impacts to the city.

Objective: Promote development patterns that provide connectivity.

Objective: Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.

Transportation Systems

Objective: Improve pedestrian safety, walkability and accessibility on City streets, rights of ways and easements.

Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.

Objective: Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.

Objective: Providence City transportation system shall have a workable plan coordinating with the FHWA, UDOT, APWA, MUTCD and other agencies to include interconnecting with county and regional road systems

Objective: Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.

Objective: Identify existing and future Right of Way Corridors within the city and interconnections with neighboring communities and agencies.

Moderate Income Housing

Objective: Support and utilize existing affordable housing resources.

Objective: Support fair housing practices through education and awareness.

Objective: Modify existing regulatory measures to encourage the development of affordable housing and reduce production cost.

Objective: Provide financial incentives for affordable housing.

Objective: Encourage the provision of adaptive re-use and mixed-use.

Environmental Stewardship

Objective: Minimize negative impacts to watershed, ground water, canals, springs, streams, rivers and other aquatic systems.

Objective: Protect surface and ground water resources from pollution and depletion.

Objective: Protect and/or maintain existing wildlife habitat, such as wildlife corridors, in a manner that minimizes conflicts and allows human and animal habitation to coexist.

Objective: Acknowledge Sensitive Areas discussed in Providence City Code Title 10 Chapter 5.

Objective: Protect areas throughout Providence City from the spread of invasive plants.

Public Services

Objective: Reduce current and future load demands on Providence's storm water, sewer and water systems.

Objective: Maintain a sewer collection system that is efficient, economical, and sanitary, meeting local, state and federal requirements.

Objective: Provide public services of water, sewer and parks and recreation facilities with consideration of life-cycle costs, including upfront costs and on-going maintenance costs.

Public Safety and Emergency Management

Objective: Provide animal control services and shelter that meet the needs of Providence City.

Objective: Provide emergency medical services with a reasonable response time for all areas within Providence City boundaries.

Objective: Cooperate with the Utah Division of Forestry, Fire, and State Lands (FFSL) to protect non-federal land from wildland fire.

Objective: Provide for inspection services to ensure the construction of safe structures in Providence City.

Objective: Floodplain and storm water management and mitigation.

Objective: Create an evacutation plan and route.

Annexation Policy Plan

Objective: Identify the need for municipal services in developed and undeveloped unincorporated areas.

Objective: Identify the municipalities plans for extension of municipal services.

Objective: Identify how the services will be financed.

Objective: Provide an estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area.

Objective: Identify the interests of all affected entities.

Objective: Identify certain areas that the City does not want to consider for annexation.



KEY INITIATIVE #4: A MULTI-MODAL CITY

Land Use, Neighborhoods, & Design Review

Objective: Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.

Objective: Promote development patterns that provide connectivity.

Objective: Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.

Transportation Systems

Objective: Improve pedestrian safety, walkability and accessibility on City streets, rights of ways and easements.

Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.

Objective: Providence City transportation system shall have a workable plan coordinating with the FHWA, UDOT, APWA, MUTCD and other agencies to include interconnecting with county and regional road systems.

Objective: Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.

Objective: Identify existing and future Right of Way Corridors within the city and interconnections with neighboring communities and agencies.

Moderate Income Housing

Objective: Encourage the provision of adaptive re-use and mixed-use.

Objective: Adopt new regulatory measures to encourage the development of affordable housing.

Environmental Stewardship

Objective: Retain open spaces and scenic views that contribute to the character of Providence.

Public Services

Objective: Provide public services and facilities with consideration of life-cycle costs, including upfront costs and on-going operation and maintenance costs.

Objective: Create parks as places of civic open space and centers of community activity.



KEY INITIATIVE #5: ECONOMIC DEVELOPMENT

Land Use, Neighborhoods, & Design Review

Objective: Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.

Objective: Use zoning and design standards to provide compatible transitions and/or integration between residential areas and commercial development.

Objective: Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.

Transportation Systems

Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.

Objective: Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.

Objective: Providence City transportation system shall have a workable plan coordinating with the FHWA, UDOT, APWA, MUTCD and other agencies to include interconnecting with county and regional road systems.

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Objective: Provide financial incentives for affordable housing.

Objective: Encourage the provision of adaptive re-use and mixed-use.

Objective: Adopt new regulatory measures to encourage the development of affordable housing.

Environmental Stewardship

Objective: Minimize negative impacts to watershed, ground water, canals, springs, streams, rivers and other aquatic systems.

Objective: Protect surface and ground water resources from pollution and depletion.

Objective: Retain open spaces and scenic views that contribute to the character of Providence.

Public Services

Objective: Maintain an adequate supply of clean water to meet present and future needs and demands.

Objective: Maintain a sewer collection system that is efficient, economical, and sanitary, meeting local, state and federal requirements.

Public Safety and Emergency Management

Objective: Provide law enforcement services that protect individuals and businesses in Providence City.

Objective: Provide fire protection services with a reasonalbe response time for all areas within Providence City boundaries.

Objective: Floodplain and storm water management and mitigation.

Annexation Policy Plan

Objective: Provide a map of the expansion area.

Objective: Identify the municipalities plans for extension of municipal services.

Objective: Identify how the services will be financed.

Objective: Provide an estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area.

Objective: Identify the interests of all affected entities.



KEY INITIATIVE #6: LIFE CYCLE HOUSING AND HOUSING CHOICES

Land Use, Neighborhoods, & Design Review

Objective: Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.

Objective: Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.

Transportation Systems

Objective: Improve pedestrian safety, walkability and accessibility on City streets, rights of ways and easements.

Objective: Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.

Objective: Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.

Moderate Income Housing

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Objective: Modify existing regulatory measures to encourage the development of affordable housing and reduce production cost.

Objective: Provide financial incentives for affordable housing.

Objective: Encourage the provision of adaptive re-use and mixed-use.

Objective: Adopt new regulatory measures to encourage the development of affordable housing.

Environmental Stewardship

Objective: Minimize negative impacts to watershed, ground water, canals, springs, streams, rivers and other aquatic systems.

Objective: Retain open spaces and scenic views that contribute to the character of Providence.

Objective: Protect and/or maintain existing wildlife habitat, such as wildlife corridors, in a manner that minimizes conflicts and allows human and animal habitation to coexist.

Objective: Acknowledge Sensitive Areas discussed in Providence City Code Title 10 Chapter 5.

Public Services

Objective: Create parks as places of civic open space and centers of community activity.

Public Safety and Emergency Management

Objective: Provide for inspection services to ensure the construction of safe structures in Providence City.

Objective: Floodplain and storm water management and mitigation.

Annexation Policy Plan

Objective: Provide a map of the expansion area.

Objective: Identify the municipalities plans for extension of municipal services.

Objective: Provide an estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area.

CHAPTER 4 – LAND USE, NEIGHBORHOODS, & DESIGN

4.1 WHAT WE KNOW

Providence City is a small community impacted by the growth in Cache Valley during the 17 years since the previous general plan was completed. In that time, the population grew from 4,000 residents in 2000 to 7,075 residents in 2015. Providence is a young community, with nearly 90% of the population under 65 years of age.

Neighborhoods primarily consist of single-family detached dwellings. Design review is felt to be needed for consistency and to maintain the character of these neighborhoods. Providence still has undeveloped open land that is currently zoned for residential development, so more residential growth is expected.

Providence residents desire to retain their existing small town community character. Residents expressed a desire to "stay Providence" with a desire and recognition that they do not want to be like Logan, their larger neighbor to the north. They also do not want to be "just a suburb", but want to retain their own identifiable character, shopping, and business areas.

4.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE

As the expected growth in population and residential units occurs, how land use, neighborhoods and design review are managed will determine the future look and feel of Providence.

Knowing how development patterns in the past 20 years have impacted the neighborhoods of Providence provides perspective on how decisions and strategies can be made for future development. Minimizing negative impacts on traffic flow and pedestrian and bicycle safety are priority issues that can be addressed through attention to the planning and implementation of future development.

4.3 OVERALL GOAL & OBJECTIVES

The following overall goal, objectives, and strategies provide a framework for addressing the concerns and opportunities for land use, neighborhoods, and design. The overall goal provides the vision and the objectives represent what Providence would like to achieve. The strategies are action items that direct how the overall goal and objectives will be achieved. Many strategies will work to achieve more than one objective.

OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Providence will oversee existing land use and future growth while fostering a balance of uses and compatibility between uses with respect for the community environment.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?
The following objectives represent what Providence would like to achieve over the next 15 to 20 years for Land Use, Neighborhoods, and Design. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	The following action-based strategies will help Providence achieve the overall goal and objectives for land use, neighborhoods, and design.

1. Integrate existing and future development through zoning and infrastructure standards that will offer requirements, solutions, and compatible support options.	a. Consider adopting form based code either city-wide or for designated areas that may see a mix of uses in the future to facilitate consistency in development patterns
	b. Review and update development, design and construction standards.
	c. Review and update as needed existing zones for applicability to new standards.
	d. Review existing zones and policy options.
2. Guide future development to support a city-wide network of activity centers/nodes, public spaces, and destinations including a commercial core, neighborhood parks, historic areas, and civic places all inked by streets, sidewalks, pathways, trails, and mass transit routes.	a. Create design guidelines for areas of the city, which would benefit from an area-specific design review process.
3. Accommodate growth and accompanying infrastructure expansion without negative financial impacts to the city.	a. Create and develop operation and maintenance fee structure informed by actual costs of city-provided infrastructure.
	b. Create and develop impact fee structure informed by actual costs of city-provided infrastructure
4. Promote development patterns and conservation development design, that protects Providence's natural environmental and scenic resources and create a network of preserved natural spaces as part of the residential subdivision process.	a. Identify open space, environmentally sensitive land, and utility easements where development is not appropriate.
	b. Identity areas within and bordering the City, such as the foothills, waterways, migration routes, prominent vistas, green-belts, and other natural features.
	c. Develop a plan to preserve these features and incorporate them into the City's land uses.
5. Promote development patterns that provide connectivity.	a. Limit the use of cul-de-sacs.
	b. When cul-de-sacs are deemed necessary, require paths for connectivity.
6. Use zoning and design standards to provide compatible transitions and/or integration between residential areas and commercial development.	a. Integrate design standards and conservation subdivision standards as part of the zoning ordinance and subdivision standards.
	b. Evaluate buffers between zones and setbacks between land uses.
7. Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.	a. Review existing areas to improve connectivity with new areas.
	b. Review design standards applicable to each zone

	c. Consider adopting form-based code with city-wide that may see a mix of uses in the future to facilitate consistency in development patterns.
	d. Indicate areas where there is an option between multiple future zones.
8. Preserve the character-defining historic assets of Providence, including built and natural features.	a. Identify the historic assets of Providence.
	b. Consider a regulatory historic district.
	c. Consider methods to protect historic assets of Providence.
9. Maintain and update land use maps	a. Maintain future zoning map and review on an annual basis.
	b. Maintain current zoning map and update changes within 60 days.
	c. Create and update a map that shows the major centers and nodes of the City.

DRAFT

CHAPTER 5 – TRANSPORTATION SYSTEMS

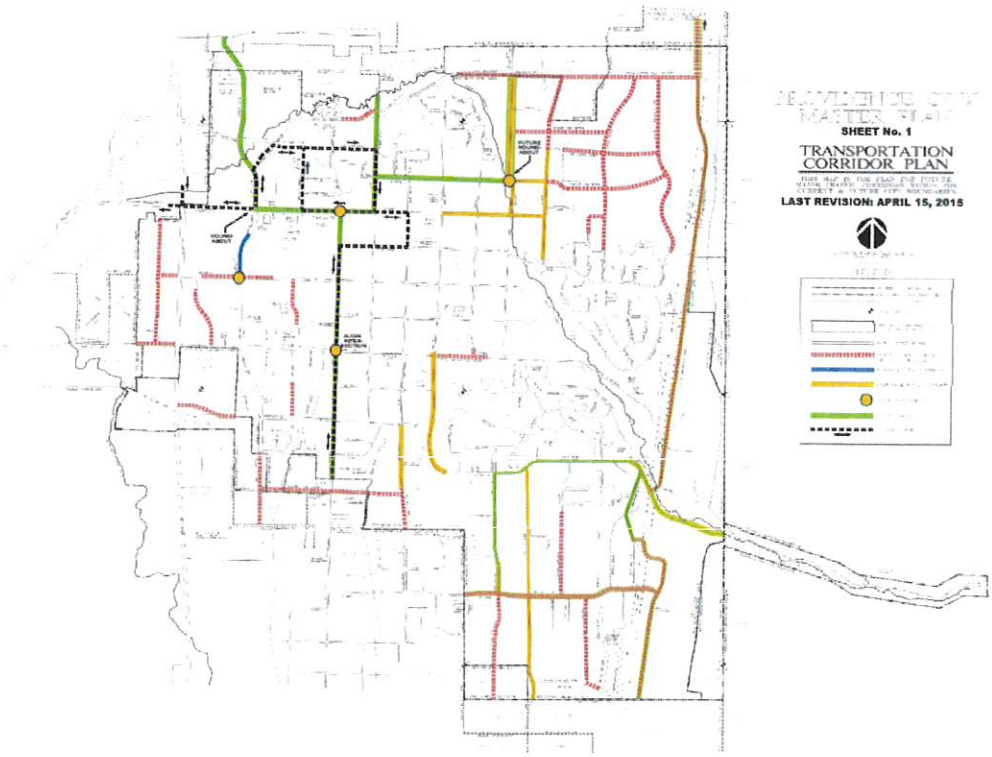
5.1 – WHAT WE KNOW

In April 2015, Providence City finalized an updated Transportation Corridor Plan. This plan is a map showing future major traffic corridors within the current and future planned annexed areas of the City. The map shows the locations of the following:

- Existing roads
- Existing bus routes
- Future roads
- Roads to upgrade in the future
- Future roundabouts
- Future bicycle route

The goals, objectives, and strategies to implement the 2015 Transportation Plan Directive and Map are included as a part of this general plan in recognition of the importance of transportation systems to a city.

During the outreach process, the community expressed a desire for increased walking and biking for leisure and for trip-based transportation (e.g. commuting to work or school, and for daily errands).
Existing mode share
Existing conditions for pedestrians and cyclists
Existing conditions for transit users
Existing conditions for drivers



5.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

Knowing the desire for increased pedestrian and bicycle facilities helps the City to focus on identifying gaps in the existing transportation infrastructure that need filled in order to plan for future needs. A successful multi-modal system, particularly the trail system Providence residents express a desire for, must be comfortable, convenient, and connect logical destinations such as residential neighborhoods to schools, parks, and commercial districts. As such, transportation planning must be coordinated with land use planning.

5.3 – OVERALL GOAL & OBJECTIVES

The following overall goal, objectives, and action strategies provide a map for addressing the concerns and opportunities for transportation systems. The overall goal provides the vision and the objectives represent what Providence would like to achieve. The strategies area action items that direct how the overall goal and objectives will be achieved. Many strategies will work to achieve more than one objective.

OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Providence will provide a safe and effective transportation system used by vehicles, pedestrians, bicycles and mass transit affording access within the City and connecting to regional transportation systems.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?
The following objectives represent what Providence would like to achieve over the next 15 to 20 years for Land Use, Neighborhoods, and Design. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	The following action-based strategies will help Providence achieve the overall goal and objectives for their transportation systems. Strategies are categorized as short-term (1-5 years) or long-term (5 – 15 years).
1. Improve pedestrian safety, walkability and accessibility on City streets, rights of ways and easements.	a. Develop a city-wide inventory and mapping of existing sidewalks, crosswalks, pathways and trails and their location, condition, gaps, access and inter-connecting points.
	b. Implement traffic calming measures where the potential for frequent pedestrian and vehicle conflicts has been identified based on citizen input and available crash data.
	c. Identify compliance with ADA standards, conflicts with vehicular traffic and hazards. d. Determine what improvements are needed, prepare estimates, complete design and secure a budget.
2. Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with	a. Utilize the Cache Countywide Trail Master Plan and work with the Cache Trails Coordinator to survey and identify bicycle and pedestrian pathways. Involve citizen

interconnecting points to adjacent communities.	input from residential, commercial, educational and seniors. b. Mitigate pedestrian movement limitations throughout the city (e.g. cul-de-sac, dead-end streets, water channel crossings, etc.).
	c. Determine project improvements, estimate, complete design and secure budget.
3. Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.	a. Develop and adopt a streetscape design and framework for the City to guide future development patterns and to make functional and aesthetic improvements to existing public rights of way.
	b. Establish standards for landscaping to minimize damage to infrastructure in streets and public right of way.
	c. Evaluate streets lights for energy efficiency, MUTCD compliance and dark-sky compatibility.
4. Providence City transportation system shall have a workable plan coordinating with the FHWA, UDOT, APWA, MUTCD and other agencies to include interconnecting with county and regional road systems.	a. Inventory city streets and identify the Functional Classification of each street with respect to location, use, route and priority. b. Prepare maps showing all City streets, county roads, state highways, private roads, alleys and adjacent neighboring interconnections. c. Coordinate transportation efforts with adjacent cities, Cache County road department, Cache Transit District, Cache County Council of Governments, Cache Metropolitan Planning Organization, Cache County School District Transportation and the Utah Department of Transportation. d. Develop maps showing traffic control, traffic signals, street signs, street paint markings. Assure improvements are in compliance with City standards and the MUTCD. e. Identify maps mass transit and school district routing and stops. f. Develop vehicular and pedestrian 'Public Right of Way Access Plan'. g. Determine appropriate 'restrictive' conditions for approval for Cul-de-Sac improvements.

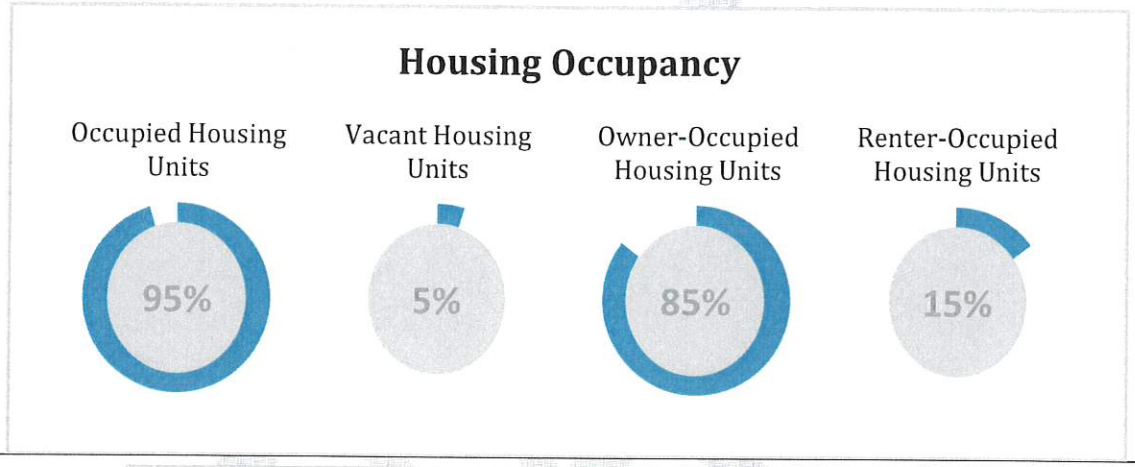
5. Plan and construct transportation improvements within the City of Providence and interconnections to surrounding region.	a. Coordinate with and make application to the Cache Metropolitan Planning Organization (CMPO) for transportation improvements that include streets, sidewalks, pathway and trails. b. Determine what improvements are needed, prepare estimates, complete design and secure budget.
6. Identify existing and future Right of Way Corridors within the city and interconnections with neighboring communities and agencies.	a. Determine right of way corridors, that impact transportation right of ways, necessary for the access, setbacks, buffers and the movement of vehicles, pedestrians, utilities and services (above and below ground, pipelines and electronics, etc.) and naturally occurring processes (streams, watershed, wildlife migration, etc.). b. Develop design standard cross sections for said corridors that will systematically accommodate necessary uses and mitigate interference and problematic cross connections. c. Allowable use may include vehicular traffic, pedestrian movement, sidewalks, curb and gutter, ditches, bicycles, crosswalks, vehicle parking, street lighting, traffic lighting, traffic control, curb and gutter, irrigation sidewalks, landscaping, public utility alignments, street intersections, emergency and evacuation routes, etc. d. Prepare maps, dimensions and standard details, directions and diagrams for said corridors. e. Establish standard dimensions and details for 'Easements' with respect to utilities (e.g. Public Utility Easement, PUE) and pathways, etc.

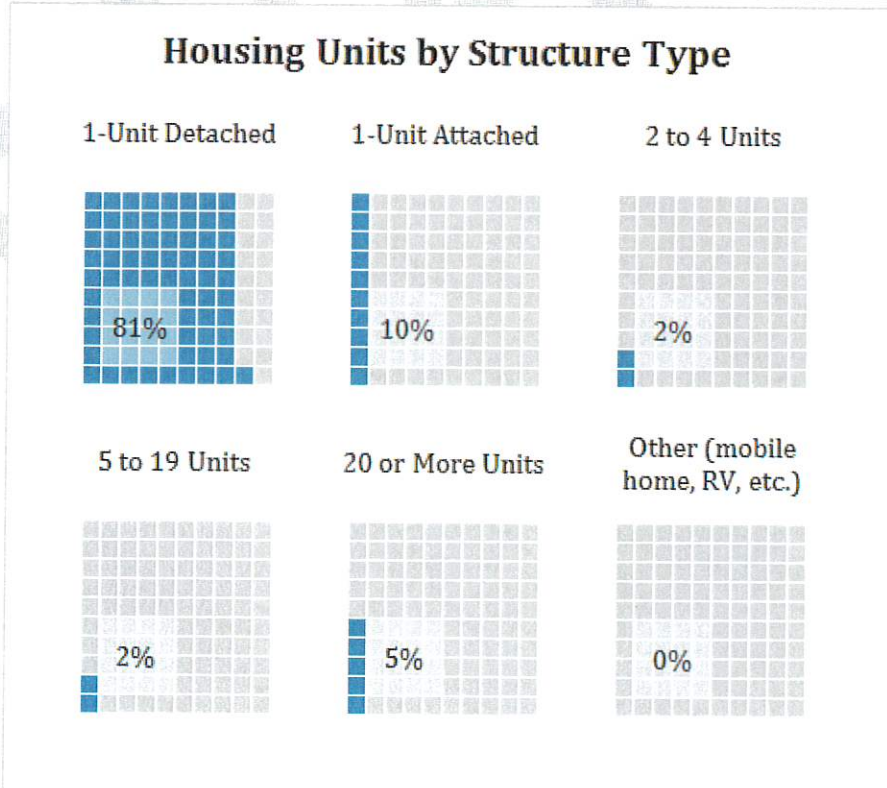
6.1 – WHAT WE KNOW

A. PROVIDENCE CITY AFFORDABLE HOUSING NEEDS ASSESSMENT

Housing Stock

As of the 2010 U.S. Census, there were 2282 housing units in Providence. Of those units, 2174 (95.3 percent) are occupied and 108 (4.7 percent) are vacant. Owner-occupied units make up the majority (85.3 percent) of the city's housing stock, while renter-occupied units account for 14.7 percent of the city's housing stock.

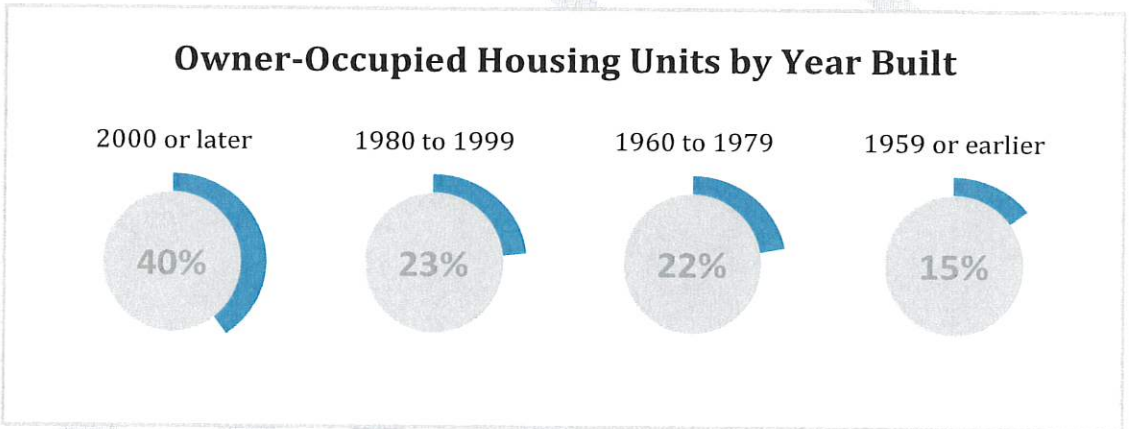


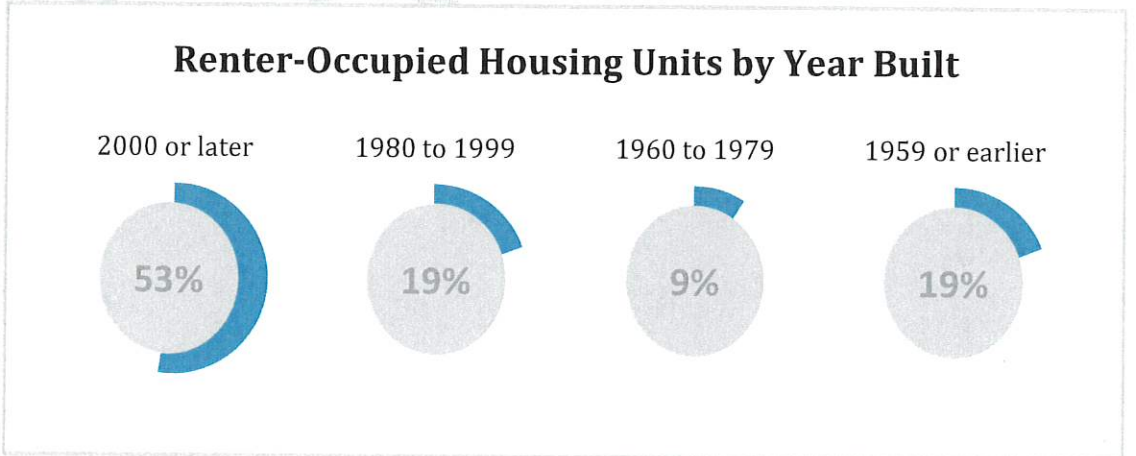


Providence's housing stock consists of 1774 (81.4 percent) single-unit detached homes, 211 (9.7 percent) single-unit attached homes, 42 (1.9 percent) two- to four-unit structures, 35 (1.6 percent) five- to nineteen-unit structures, 113 (5.2 percent) structures with twenty or more units, and 4 (0.2 percent) other structure types, such as RVs and mobile homes. Given that 81.4 percent of the city's housing stock is made up of single-unit detached homes, Providence may want to consider whether a more diversified housing stock would benefit current and future residents.

In terms of unit size, Providence's housing stock consists of 0 units with no bedrooms, 50 units with one bedroom, 754 units with two or three bedrooms, and 1375 units with four or more bedrooms.

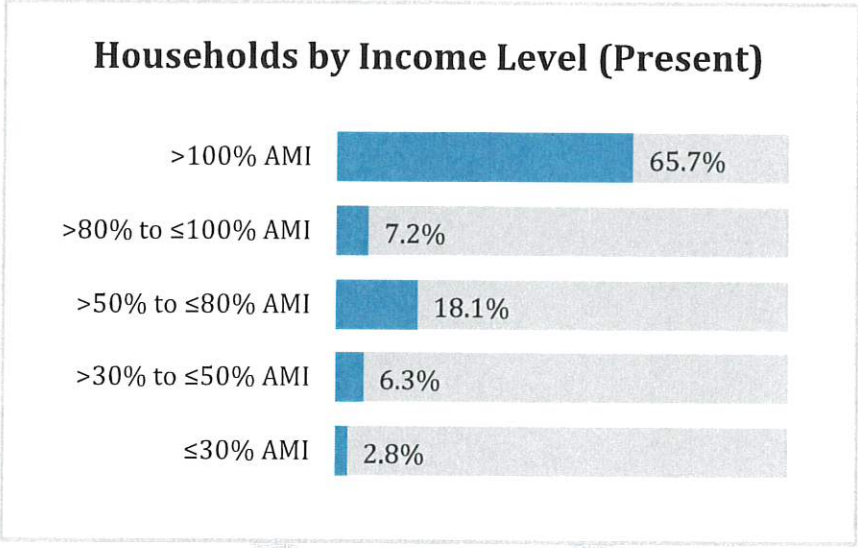
An assessment of structure age can, in some cases, reveal whether there is a need for housing rehabilitation. In Providence, 15.4 percent of residential structures were built in 1959 or earlier, 19.8 percent were built between 1960 and 1979, 22.5 percent were built between 1980 and 1999, and 42.4 percent were built in the year 2000 or later. With 35.1 percent of the city's housing stock constructed before 1979, the city may want to determine its role in rehabilitation efforts and consider performing a windshield survey to evaluate housing conditions.





Household Income & Needs

The median household income in Providence is $62,335, which is $11,838 above the area median income (AMI) for Cache County County ($50,497). Given these figures, 2.8 percent of the households in Providence earn less than or equal to 30 percent of AMI, 6.3 percent earn between 30 and 50 percent of AMI, 18.1 percent earn between 51 and 80 percent of AMI, 7.2 percent earn between 81 and 100 percent of AMI, and 65.7 percent earn more than 100 percent of AMI. Households that earn a moderate income (80 percent of AMI) or less make up 27.1 percent of Providence's population.



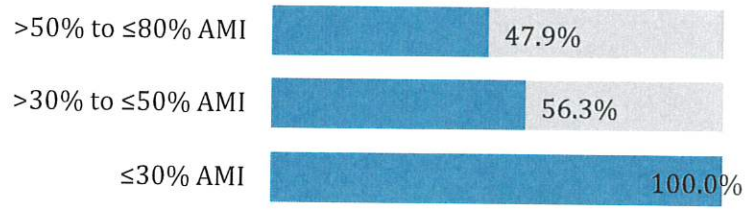
Summary of Affordability

Household Income	Maximum Monthly Income for Housing Expenses	Maximum Mortgage Loan Amount
≤30% AMI	$379	-$427
>30% to ≤50% AMI	$631	$66,876
>50% to ≤80% AMI	$1,010	$167,830
>80% to ≤100% AMI	$1,262	$235,133

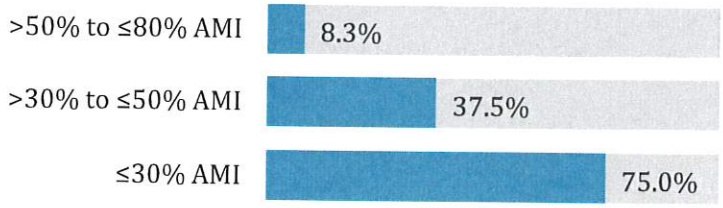
Housing is considered affordable when households—regardless of their income—spend no more than 30 percent of their monthly income on housing expenses. Therefore, cost-burdened households are those households whose housing expenses exceed 30 percent of their monthly income. Based on this definition, 82.2 percent of Providence's renter households that earn a moderate income or less and 55.6 percent of the city's owner households that earn a moderate income or less are cost burdened, which indicates that Providence's residents would benefit from additional affordable rental and ownership options.

Cost Burdened Owner Households

Households Spending 30% or More of Monthly Income on Housing (by Income Level)

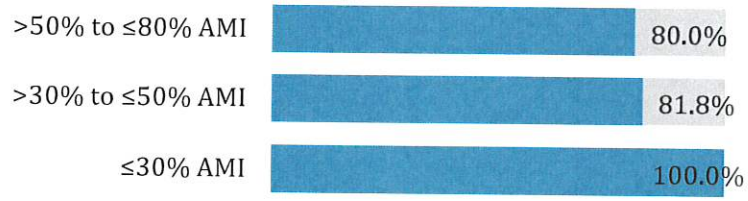


Households Spending 50% or More of Monthly Income on Housing (by Income Level)

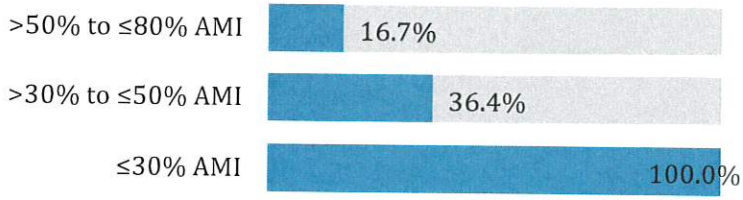


Cost Burdened Renter Households

Households Spending 30% or More of Monthly Income on Housing (by Income Level)



Households Spending 50% or More of Monthly Income on Housing (by Income Level)



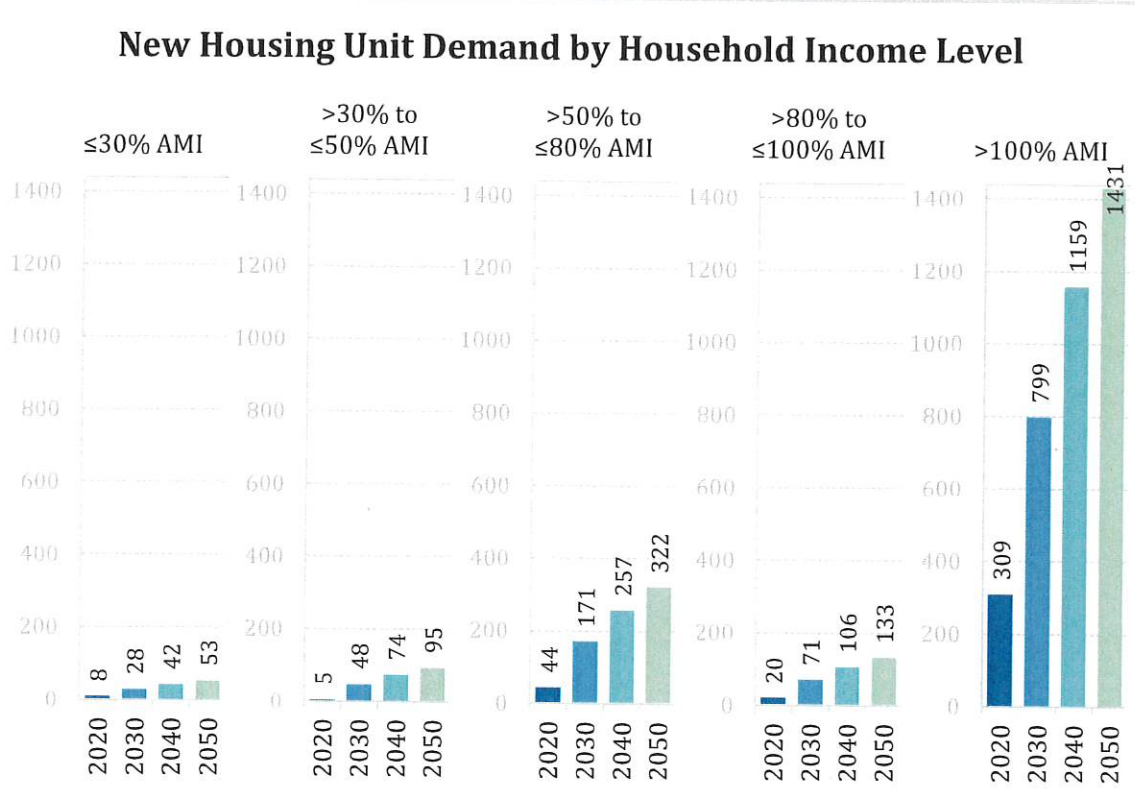
6.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

Population Change and Affordable Housing Demand

The population of Providence is expected to increase from 7,075 in 2010 to 8,684 by 2020 and 11,117 by 2030. These additional residents amount to an additional 495.1 households by 2020 and an additional 1243.7 households by 2030, based on the city's current average household size (3.25).

Based on population change, observed income levels, and existing vacancies, it is projected that Providence will need an additional 387 housing units by 2020. Of those 387 units, 8 will need to be affordable to extremely low-income (≤30% AMI) households, 5 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 44 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.

By 2030, Providence will need an additional 1117.7 housing units. Of those 1117.7 units, 28 will need to be affordable to extremely low-income (≤30% AMI) households, 48 will need to be affordable to low-income (>30% to ≤50% AMI) households, and 171 will need to be affordable to moderate-income (>50% to ≤80% AMI) households.



Special Needs Groups

Data from the 2012 American Community Survey indicates that 8.3 percent of all Americans under the age of 65 and 36.8 percent of all Americans 65 and older have some form of disability. Assuming that the percentage of Providence residents with disabilities is comparable to national figures, approximately 521 Providence residents under the age of 65 and 295 Providence residents 65 and older suffer from a disability. Individuals with disabilities may require special housing accommodations.

About 11.3 percent of Providence's population was 65 and older as of the 2010 U.S. Census. The share of the city's population that is 65 and older is expected to decrease to 9.8 percent by the year 2020 and 9.5 percent by the year 2030. Some elderly individuals may not be able to remain in their homes or may choose to relocate to a unit that better suits their preferences and needs. The legislative body of Providence may wish to evaluate the housing options available to seniors wishing to remain in or move to the community.

According to the 2013 annualized point-in-time count, roughly 0.55 percent of Utah's population is homeless. Although regional differences may impact the rate of homelessness, this percentage can be used to estimate the number of homeless individuals in Providence, which is approximately 39. Given this estimate, Providence should consider developing or promoting programs designed to help these individuals become stably housed.

6.3 – OVERALL GOALS & OBJECTIVES

The following goal, objectives, and action strategies provide a framework for addressing the concerns and opportunities for Moderate Income Housing. The overall goal provides the vision, and the objectives represent what Providence City would like to achieve. The strategies are action items that direct how the overall goal and objectives will be achieved.

OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Planning housing opportunities for all people, regardless of income level, while maintain the aesthetic qualities and public service levels Providence residents currently enjoy. Improve access to housing opportunities for low and moderate income residents. Improve fair housing practices. Encourage and support the provision of affordable housing units.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?
The following objectives represent what Providence would like to achieve over the next 15 to 20 years for Moderate Income Housing. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	The following action-based strategies will help Providence achieve the overall goal and objectives for Moderate Income Housing. Strategies are categorized as short-term (1-5 years) or long-term (5 – 15 years).
1. Support and utilize existing affordable housing resources.	a. Continued support of Bear River Regional Housing Authority, which is administered by Bear River Association of Governments (BRAG) and offers the HUD Section 8 Rental Assistance Programs to eligible renters who reside in Providence.
	b. Support and promote First-Time Homebuyer Program administered by BRAG.
	c. Support and promote housing repair and rehabilitation program administered by BRAG and USDAs Rural Development Agency
	d. Investigate the merits of creating a Local Development Corporation either individually or in partnership with other communities and development agencies, to undertake affordable housing

	development on land acquired for such purposes.
	e. Work with Logan City and other neighboring communities to regularly assess affordable housing needs and the impact of new development on existing demand for such housing.
2. Support fair housing practices through education and awareness.	a. Promote a variety of affordable housing options in the City that are compatible with neighborhood character, including rental and ownership opportunities, and a variety of housing types such as multi-family, duplex, and single-family detached units.
	b. Sponsor and support presentations and information dissemination by non-profit and government agencies.
	c. Commit to combat any negative perception of affordable housing (NIMBY: Not in My Back Yard) by helping residents become educated about and understand the economic value of having diversified housing choices in our community.
	d. Permit affordable housing in each neighborhood so long as the specific unit type and design is consistent with the character of the neighborhood.
	e. Acknowledge the economic and social consequences that large-scale or concentrated low-income housing developments place on neighboring households.
3. Modify existing regulatory measures to encourage the development of affordable housing and reduce production cost.	a. Support non-profit and private affordable housing with affordable project with in the City limits.
	b. Encourage flexibility and innovation in the interpretation of local building codes to allow for the use of different building materials and new technologies.
	c. Increase flexibility in development standards allowing for reduction of site development costs, including allowances for zero lot line and clustering.
	d. Streamline the local administrative development review and permitting process to allow for cost reductions.
	e. Encourage and incentivize the development of affordable housing in small complexes and low concentrations of buildings, appropriately distributed and integrated into the whole community.

4. Provide financial incentives for affordable housing.	a. Provide for fee waivers and impact fee exemptions for projects, or portions of projects that provide new affordable housing units.
	b. Take advantage of Urban Development Area (UDA) tax incentive increment financing specifically for affordable housing.
	c. Support Local Community Housing Trusts that support new or existing financial assistance programs.
	d. Provide new density bonuses or other benefits to developer willing to incorporate a portion of affordable housing in a project.
5. Encourage the provision of adaptive re-use and mixed-use.	a. Encourage adaptive re-use and missed-use project to stimulate affordable housing and economic development.
6. Adopt new regulatory measures to encourage the development of affordable housing.	a. Allow for the development of accessory dwelling units in single-family zones – not just caretaker accommodations.
	b. Have no more restrictions for manufactured housing than for regular housing.
	c. Consider adopting local rehabilitation codes to maintain existing housing stock to encourage neighborhood revitalization.
	d. Adopt quality standards to help erase negative attitudes and increase acceptance of affordable housing.
	e. Utilize selective re-zoning of residential land to allow greater density for both single-family and multi-family housing.
	f. Consider adopting an inclusionary zoning ordinance requiring that a certain portion of new housing units be affordable.
	g. Promote continued use of the City's subdivision and zoning ordinances that could include density bonuses for certain types of affordable housing units.
	h. Consider amending residential zoning ordinance to include single-family lots under ¼ acre, second and third floor housing options, and other similar techniques.
	i. Consider procedures that require certain affordable housing projects be held in perpetuity and monitoring all such deed restrictions.

	j. Consider adopting ordinances that discourage and disincentives large-scale or concentrated low-income housing.

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Chapter 7 – Environmental Stewardship

7.1 – WHAT WE KNOW

The agricultural heritage of Providence provides residents and City leaders with firsthand experience and knowledge of the vital role water plays in the economics and environment of the Valley. Providing the City with the tools needed to better manage and conserve its water resources will be vital to the future of the City.

The presence of deer within the City has been, and will continue to be a long topic of discussion. While many enjoy the deer, the animals do have implications on residential gardens, agriculture, and safety. Beyond the aging deer fence erected some 50 years ago, there is not a current solution or set management strategy in place.

The City uses mapping information from Cache County's website and has a current Sensitive Areas ordinance in place regarding development in relation to hazard zones of flood, slope, water table, earthquake primary fault, and wildlife. The City will continue to monitor these areas as development continues and must work to protect these areas not only for the purposes of health and safety, but for conservation and ecological sustainability.

The 2009 *Envision Cache Valley Report and Toolkit*, prepared by the Cache Valley Regional Council, identifies through public workshops and surveys, the desire of residents to preserve and protect the water quality, mountain recreation, and the many ecological resources of the area. Residents pointed to cities providing better codes and ordinances for development as the best means to achieve conservation goals. The Toolkit provides Providence with the implementation strategies necessary to achieve these goals.

7.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

Logan City's public works department has prepared a Water Conservation that identifies strategies and actions the City can take to further reduce waste and overuse of water. Providence will need to consider developing a similar Water Conservation Plan which will identify current water rights, sources, and statistical water demand in the City to better meet future water demands and prepare regulating ordinances to enforce these conservation strategies.

Continued collaboration with the Division of Wildlife Resources will provide the City with potential solutions and management strategies for the deer population.

Knowing where the areas are that would benefit from environmental stewardship will help the City in making decisions on how far up the hillside to allow development.

7.3 – OVERALL GOAL & OBJECTIVE

The following overall goal, objectives, and action strategies provide a map for addressing the concerns and opportunities for Environmental Stewardship. The overall goal provides the vision and the objectives represent what Providence would like to achieve. The strategies area action items that direct how the overall goal and objectives will be achieved. Many strategies will work to achieve more than one objective.

OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Providence City will have a plan that proactively mitigates negative impact on natural and environmental resources such as open space, clean air, water quality, and wildlife habitat.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?

The following objectives represent what Providence would like to achieve over the next 15 to 20 years in regard to Environmental Stewardship. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	The following action-based strategies will help Providence achieve the overall goal and objectives for Environmental Stewardship.
1. Minimize negative impacts to watershed, ground water, canals, springs, streams, rivers and other aquatic systems.	a. Prepare and update a watershed protection plan above and within the City
	b. Prepare and update a water source protection plans for all culinary water sources.
	c. Require and enforce storm water pollution prevention plans for all new construction.
	d. Implement plan and enforcement code preventing the inappropriate and illegal discharge of solid or fluids onto the land, into waterways or into the sewer system or ground water aquafers
2. Protect surface and ground water resources from pollution and depletion.	a. Develop a water conservation plan that includes public education for using water wisely preventing runoff and contamination.
3. Retain open spaces and scenic views that contribute to the character of Providence.	a. Select and plan for areas ~~for~~ to preserve open space, parks, trails, scenic views, etc.
	b. Identify naturally occurring areas on hillsides (steep), unbuildable sites (wetlands, under power lines, rocky outcrop), protected water sheds, waterways, canals, pathways.
	c. Utilize development to incorporate open space such as athletic fields, churches, cemeteries, schools, river walkways, setbacks, buffers, civic gathering places.
	d. Develop an education program that helps the public understand the costs of development and maintenance for open space, bicycle pedestrian trail, parks, river walkways., etc.
	e. Specify a north/south "power line trail" and select scenic views native to our area and create a plan to provide for their enjoyment.
	f. Create a plan and guidelines for placing benches or seating structures to support a multi-modal network and allow for enjoyment of scenic views.

4. Protect and/or maintain existing wildlife habitat, such as wildlife corridors, in a manner that minimizes conflicts and allows human and animal habitation to coexist.	a. Protect the mountainside area for winter-feeding range.
	b. Develop a public education program that addresses coexistence with both domestic and non-domestic animals
	c. Develop a plan to preserve green space along Spring Creek
5. Respect and tolerate deer and small animal populations within the city in an ethically responsible manner.	a. Work with the Utah Department of Wildlife to evaluate deer management strategies.
	b. Develop a public education program for deer management strategies.
6. Acknowledge Sensitive Areas discussed in Providence City Code Title 10 Chapter 5.	a. Utilize the BRAG Pre-Disaster Mitigation Plan 2015 to identify sensitive areas.
	b. Work with Utah State Engineer and FEMA to mitigate flood hazard areas.
7. Protect areas throughout Providence City from the spread of invasive plants.	a. Work with Cache County Weed Division in their goal to "*Uphold the State Noxious Weed Law, and assist citizens in their noxious weed control efforts*".
	b. Develop a public education program to assist the public in identifying and eradicating Noxious Weeds.

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CHAPTER 8 – PUBLIC SERVICES

8.1 – WHAT WE KNOW

Providence City provides a number of public services that provides a higher quality of life for residents. Several of those services – water, sewer, annexation, parks and recreation facilities – are included in the general plan in order to guide the future of these services.

Water System: Providence City provides staffing and equipment for the operation and maintenance of the Providence City Culinary Water System. As of March 31, 2018, the City had 2,127 connections to the system; 63 commercial, 4 agricultural, 2,012 residential, 19 apartment/PUD, 15 church/school, 13 city owned and 1 miscellaneous. During calendar year ending December 31, 2017, the City delivered 673,621,000 gallons of water. The system is divided into three water pressure zones; and includes a natural spring (Broad Hollow), four reservoirs, and three wells. The City intends to build a fifth reservoir within the next two years to serve Water Pressure Zone 2. The City also has an Exchange Agreement with Spring Creek Water Company (SCWC) and Providence Blacksmith Fork Irrigation Company (BFIC). SCWC also takes water from Broad Hollow Spring. BFIC takes its water from the Blacksmith Fork River. The Exchange Agreement allows the City to pump 1.5 cfs from the BFIC canal system into the SCWC lateral system. The City can then take an additional 1.5 cfs from Broad Hollow Spring from May 1 through September 30 to use in the culinary system.

Sewer System: Providence City provides staffing and equipment for the operation and maintenance of the transmission lines for the Providence City Sewer System. As of March 31, 2018, the City had 2,046 connections to the system and approximately 35 miles of transmission lines. The City contracts with Logan City for wastewater treatment. During calendar year ending December 31, 2017, Logan City treated 282,165,000 gallons of wastewater for the City.

Logan City is constructing a new wastewater treatment facility, which will increase the cost for wastewater treatment. Beginning in 2017, Logan City will increase the rate 10% annually for five years. Treatment costs per connection in the City average $25.05 per month. In anticipation of the Logan City 10% increase, staff recommends increasing the monthly rate per sewer connection from $33.15 to $35.65, a $2.50 increase.

In 2015, in preparation for commercial development, the City extended a sewer mainline west under SR-165 in the area of 49 North. Developers have approached the City regarding commercial development in the area of 300 South SR-165. The budget for fiscal year ending June 30, 2019 includes extending a sewer mainline west under SR-165 in the area of 300 South, estimating the cost for design and installation at $150,000.

Annexation: As the population and demographics grow and change, it is the intent of Providence City to maintain the aesthetics of a "home town" character while expanding the tax base and providing for population growth. The farming life style is diminishing; business, employment, and leisure interests and opportunities are changing. Agricultural land is converting to commercial and residential uses; zoning is changing to meet the new demands.

It is not the intent of Providence City to acquire more land than the City can reasonably service. Providence City has considered the surrounding unincorporated areas and has planned to annex those areas where the City can provide municipal services as demand occurs.

Parks and Recreation Facilities: Providence City provides staffing and equipment for repair and maintenance of 11 parks consisting of approximately 45 acres (Alma H Leonhardt – 310 West 250 North, Braegger – 300 South 300 East, Brookside – 38 East Spring Creek Parkway, Cattle Corral – 150 East 200 South, Hampshire – 650 South 300 West, Hillcrest – 800 South 400 East (being developed), Jay's Well – 400 South Main (being developed), Meadowridge – 251 South 325 West, Uptown – 100 East 100 North, Von Baer – 350 East Center, and Zollinger – 61 North 200 West).

The parks include a variety of features, informal landscapes (natural trees, shrubs, grassed areas), formal landscapes (hardscapes/paved areas, trees, and large turf areas), buildings, and play structures.

The City seeks to continue the development of parks, open spaces, and other recreational opportunities. The City's park and recreation core values and principles include but are not limited to the following:

- Preserve open space and natural visual corridors.
- Beautify and enhance the appearance and environment in Providence City.
- Create an identity for the City through parks and open space.
- Provide adequate facilities for needed recreation programs and activities.
- Encourage and provide increased public access to county, state, and federal lands, parks, and open space.
- Support property values and community growth by providing recreational amenities.
- Design and construct park and recreations facilities that conserve natural resources such as water, and set an example for the community.
- Provide an integrated, connected, and diverse system of parks, and recreation programs, that are economical and accessible to community members.
- Maintain communications between administration, public officials, and residents to ensure that recreation facilities and programs continue to meet the needs of the community.

8.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

Understanding the existing conditions of public services identifies the gaps between where the level of service is and where it is desired to be. From here, projects and funds can be prioritized to meet identified goals.

The following overall goal, objectives, and strategies provide a framework for addressing the concerns and opportunities for Public Services. The overall goal provides the vision and the objectives represent what Providence would like to achieve. The strategies are action items that direct how the overall goal and objectives will be achieved. Many strategies will work to achieve more than one objective.

OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Providence will manage public services in a manner that meets the needs of the city residents, businesses and public infrastructure without compromising the City's ability to meet future needs.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?
The following objectives represent what Providence would like to achieve over the next 15 to 20 years for their Public Services. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	The following action-based strategies will help Providence achieve the overall goal and objectives for Public Services. Strategies are categorized as short-term (1-5 years) or long-term (5 – 15 years).
1. Reduce current and future load demands on Providence's storm water, sewer and water systems.	a. Maintain an annexation development policy plan consistent with the city's ability to stay within the capacity of water, sewer and storm drainage systems.
	b. Develop solutions for promoting ground absorption landscaping and on-site storm water retention.

	c. Procedure for the prevention and correction of sewer infiltration of ground water and storm water and unauthorized discharge into the sewer system.
	d. Promote the use of and replacement with low flow water appliances. Peak water use load strategy. Low demand landscaping.
	e. Develop public education program for the instruction of wise water use and water conservation.
	f. Evaluate the feasibility of a secondary pressurized irrigation system
2. Maintain an adequate supply of clean culinary water to meet present and future needs and demands.	a. Increase storage capacity to meet growing culinary water demands, peak flow and fire flow protection supplies.
	b. Review and update the water master plan as needed.
	c. Develop a plan and budget for maintenance, repair, upgrade, and replacement of existing facilities.
	d. Evaluate and protect water shed and point source protections areas.
	e. Maintain water quality through qualified testing and analysis.
	f. Evaluate, develop, inspect and enforce procedures to prevent cross-contamination.
	g. Encourage decreased water demand and use through a public education campaign on wise water use and water conservation.
3. Maintain a sewer collection system that is efficient, economical, and sanitary, meeting local, state and federal requirements.	a. Review and update the current sewer masterplan.
	b. Evaluate the feasibility of options for a wastewater treatment plant.
	c. Continue cleaning and inspection filming of sewer collection system.
	d. Develop plan to monitor the sewerage flows and capacity of sewer pipeline system
	e. Develop a public education program explaining what are unacceptable discharges into the sewer system to include the problems with home sump pumps.

4. Provide public services and facilities with consideration of life-cycle costs, including upfront costs and on-going operation and maintenance costs.	a. Create a maintenance plan including standards and the identification of a maintenance funding stream.
	b. Create a development impact fee schedule that will adequately cover new infrastructure development costs.
5. Create parks as places of civic open space and centers of community activity.	a. Promote open space as a part of new developments. Ensure the locations contributes to a city-wide network of parks and open spaces.
	b. Maintain a current parks master plan identifying locations for new parks and expansion of existing parks or sports facilities to meet current and future demand.
	c. Evaluate current impact fees for property acquisition and construction of new parks and the expansion of existing parks, and sports facilities to meet future demands.
6. Maintain a cemetery that will meet the needs of current and future residents.	a. Develop a masterplan for cemetery improvement and expansion.
7. Maintain a storm water system utility that is efficient and compliant with the local, state and federal requirements	a. Prepare and maintain a Storm Water Master Plan.
	b. Coordinate and work with the Cache County Storm Water Coalition to meet the requirements of the current NPDES and MS4 Permits.
	c. Create an education program for maintenance of private storm water facilities.
	d. Evaluate current user fees to ensure monies for maintenance, repair and replacement of current storm water facilities, and the construction of future storm water facilities.
	e. Evaluate the feasibility of a storm water impact fees.
8. Investigate secondary pressurized irrigation system.	a. Prepare a feasibility study.
	b. Consider source of water supply that might include, stream flow, storm water, snowmelt, connection to neighboring entity or irrigation company.
9. Maintain and promote recreation, cultural, and civic programs and events.	a. Coordinate with the County and surrounding communities to share facilities.
	b. Continue support of the Cache County Library Providence/River Heights Branch.
	c. Continue and improve public information distribution via City Hall, the newsletter, website, Mayor's Town Hall meeting, Providence Pipeline (mass

	communication system), social media, etc.
	d. Sponsor, support and make city facilities available for events, sports and civic engagements.
	e. Expand and promote recreational and cultural activities and opportunities for city residents and visitors.
	f. Expand and promote events that focus on the heritage and diversity of Providence City.
10. Justice Court	a. Maintain adequate space in City Hall for the Justice Court.

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CHAPTER 9 – PUBLIC SAFETY AND EMERGENCY MANAGEMENT

9.1 – WHAT WE KNOW

Providence City's intent is to provide for the health, safety, and welfare of its present and future inhabitants. Public safety and emergency management services are important elements of fulfilling that intent. The City currently contracts with outside agencies for the following services:

- Law Enforcement – Cache County Sheriff's Office
- Animal Control – Cache County Sheriff's Office
- Animal Control Shelter – Cache Humane Society
- Building permit review, plan check, and associated inspections – Cache County
- Fire Services, including but not limited to: suppression, prevention, and public education – Logan City
- Emergency Medical Service and Transportation – Logan City

The City has a Cooperative Agreement with the Utah Division of Forestry, Fire, and State Lands to cooperatively discharge our joint responsibilities for protecting non-federal land from wildland fire.

The Administrative Land Use Authority is the designated Floodplain Manager. It is the responsibility of the Floodplain Manager to administer and implement the provisions of Providence City Code Title 10 Chapter 16, and ensure that the City Records Officer maintains and holds open for public inspection a record of all records pertaining to the provisions of Title 10 Chapter 16; review permit applications to determine whether proposed building sites, including the placement of manufactured homes, will be reasonably safe from flooding; and review, approve or deny all applications for development permits required by Title 10 Chapter 16.

9.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

As Providence City continues to grow and evolve, rules and regulations must change to account for anticipated needs. The demands on public safety and emergency management must also be evaluated and adapted to meet the anticipated needs of the City as it grows and evolves.

Working with outside agencies has allowed the City to control costs by utilizing economies of scale, while also providing a quality level of service. Knowing past and projected call volume and incident locations, and understanding educational and certification requirements provides insight for planning for future demand.

9.3 – OVERALL GOAL AND OBJECTIVES

The following goal, objectives, and action strategies provide a framework for addressing the concerns and opportunities for public safety and emergency management. The overall goal provides the vision, and the objectives represent what Providence City would like to achieve. The strategies are action items that direct how the overall goal and objectives will be achieved.

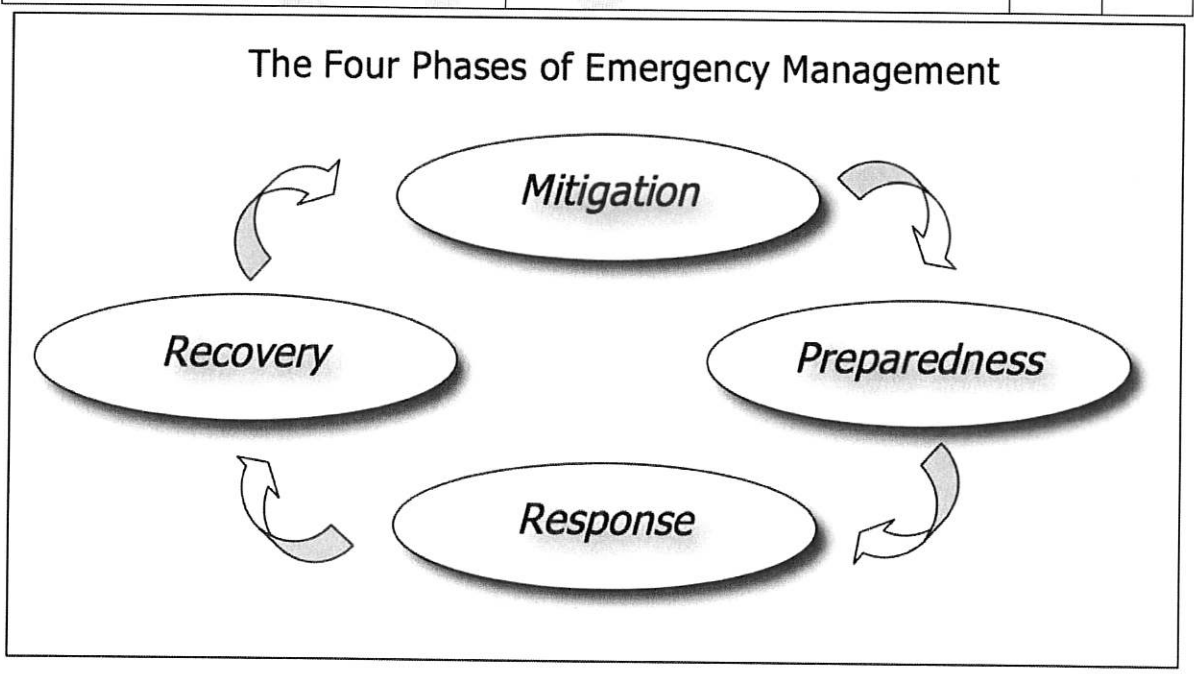
OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Providence will provide for the health, safety, and welfare of its present and future inhabitants.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?	1-5 Years	5-15 Years
The following objectives represent what Providence City would like to achieve over the next 15 to 20 years for its Public Safety	The following action-based strategies will help Providence achieve the overall goal and objectives for Public Safety and Emergency		

and Emergency Management Services. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	Management Services. Strategies are categorized as short-term (1-5 years) or long-term (5 – 15 years).		
1. Provide law enforcement services that protect individuals and businesses in Providence City.	a. Evaluate outsourcing vs. in-house revenue/expenses and efficiency for law enforcement services.		
2. Provide animal control services and shelter that meet the needs of Providence City.	a. Evaluate outsourcing vs. in-house revenue/expenses and efficiency for animal control and animal shelter services.		
3. Provide fire protection services with a reasonable response time for all areas within Providence City boundaries.	a. Evaluate the feasibility of options for fire protection services including but not limited to: volunteers, contracting with Logan City, contracting with Cache County, and participating in the creation of a special service district.		
	b. Prepare a master plan for capital facilities needed		
	c. Evaluate the possibility of a public safety impact fee.		
	d. Feasibility of building a fire station with either a full time fire chief over volunteers or a full time fire department staff		
4. Provide emergency medical services and transportation with a reasonable response time for all areas within Providence City boundaries.	a. Evaluate emergency medical services and transportation every 5 years to see if options have changed.		
5. Cooperate with the Utah Division of Forestry, Fire, and State Lands (FFSL) to protect non-federal land from wildland fire.	a. Adopt and update a Community Wildfire Preparedness Plan (CWPP).		
	b. Ensure that the City's fire service provider meets minimum standards for wildland fire training, certification, and equipment based on nationally accepted standards as specified by FFSL in Utah Admin. Code R652-122-1400 (2017).		
	c. Annually review and approve the Annual Participation Commitment Statement before the start of each fiscal year.		
	d. Implement prevention, preparedness, and mitigation actions which are identified in the CWPP and lead to the reduction of wildfire risk, in accordance with the Annual Participation Commitment Statement.		
	e. Publish fire risk map		
	f. Annually review the fireworks policy and restrictions.		
	a. Evaluate outsourcing vs. in-house revenue/expenses and efficiency for		

6. Provide for inspection services to ensure the construction of safe structures in Providence City.	building permit and associated inspection management.		
	b. Evaluate and work with contracting agency or with authorized city staff to provide for annual fire inspections.		
	c. Work with Cache County Emergency Management to enhance emergency response and preparedness capabilities.		
	d. Develop an education program discussing what to do in an emergency		
	e. Develop and encourage resident participation in a city-wide notification system.		
	f. Investigate and evaluation options for resilient structures.		
	g. Evaluate city staff positions and necessary training for emergency management.		
7. Floodplain and storm water management and mitigation.	a. Maintain flood plain maps		
	b. Master plan of waterways: Logan River, Spring Creek, irrigation canal and ditches, storm drain pipes, catch basins, detention basins and private systems.		
8. Create an evacuation plan and route.	a. Vehicle route, foot path, traffic control, Refuge centers/Incident Operations Center		



CHAPTER 10 – Annexation Policy Plan

10.1 – WHAT WE KNOW

Annexation Policy Plan Requirements:

Utah Code Ann. § 10-2-401.5(1): After December 31, 2002, no municipality may annex an unincorporated area located within a specified county unless the municipality has adopted an annexation policy plan as provided in this section.

Utah Code Ann. § 10-2-401.5(3): Each annexation policy plan shall include:

(a) a map of the expansion area

(b) a statement of the specific criteria that will guide the municipality's decision whether or not to grant future annexation petitions, addressing matters relevant to those criteria

(c) justification for excluding from the expansion area any area containing urban development within ½ mile of the municipality's boundary; and

(d) a statement addressing any comments made by affected entities at or within 10 days after the public meeting to allow affected entities to examine the proposed annexation policy plan and provide input on it.

Utah Code Ann. § 10-2-401.5(4): In developing, considering, and adopting an annexation policy plan, the planning commission and municipal legislative body shall:

(a) attempt to avoid gaps between or overlaps with the expansion areas of other municipalities;

(b) consider population growth projections for the municipality and adjoining areas for the next 20 years;

(c) consider current and projected costs of infrastructure, urban services, and public facilities necessary:

(i) to facilitate full development of the area within the municipality; and

(ii) to expand the infrastructure, services, and facilities into the area being considered for inclusion in the expansion area;

(d) consider, in conjunction with the municipality's general plan, the need over the next 20 years for additional land suitable for residential, commercial, and industrial development;

(e) consider the reasons for including agricultural lands, forests, recreational areas, and wildlife management areas in the municipality; and

(f) be guided by the principles set forth in Subsection 10-2-403(5)

Background.

- Providence City is a municipality located in Cache County in Northern Utah. The City is bounded on the north by Logan City and River Heights City, on the south by the City of Millville, on the west by Nibley City and on the east by the Wasatch Cache Uintah National Forest. The city is a growing residential community, with a growing commercial area, and thriving cottage industry, within the greater small metropolitan area that is rapidly transitioning from historically agricultural roots.
- Providence City is a 5th Class city (a municipality with a population of 1,000 or more but less than 10,000) located in the regional Logan Metropolitan Statistical Area. The estimated population is 7,270.
- Providence City operates under the 6-member council (one of which is the mayor) form of government.

Expansion Area.

- As Providence City considers areas of expansion, it is the intent to avoid gaps between or overlaps with the expansion or areas of other municipalities. However, in discussions with neighboring cities, it may be in the best interest of both entities to have some overlap areas.

Demographics and Population

- The following 2016 demographic information was taken from Data USA (datausa.io/profile/geo/providence-ut/) and US Census Bureau American FactFinder.
    - The population of Providence City is 94.3% White, 3.73% Hispanic, and 0.84% other. 98.2% percent are US citizens, and 6.09% speak a non-English language.

- The median age is 31.6. The median household income is $70,645. The median property value is $244,400 and the homeownership rate is 82.2%. 6.9% of individuals are below poverty level. Providence City has an estimated 2,209 housing units.
- Most people in Providence City commute by driving alone, and the average commute time is 16.2 minutes. The average car ownership is 2 cars per household.

- The following population projections, taken from the Governor's Office of Management and Budget, use the 2012 Baseline.
  As of June 2018 Utah State Tax Commission estimates the City's population at 7,411.
  *This population amount was calculated using an annual growth percentage of 1.0058 per year.
  **These estimates used the adjusted 2020 estimate multiplied by the percentages from the 2012 Baseline.

	Census	Projections			
Entity	2010	2020	2030	2040	2050
Cache County	112,656	139,228	168,136	196,559	232,468
Providence City*	7,075	7,564*	9,837**	11,499**	13,600**
River Heights City	1,734	2,088	2,152	2,258	2,557
Logan City	48,174	57,057	63,943	76,685	92,987
Millville City	1,829	2,196	2,593	2,951	3,834
Nibley City	5,438	8,796	14,136	15,725	18,597

Public Services and Infrastructure:

- Providence City has developed and maintained the following public services associated with infrastructure throughout the community.
  - Providence City provides repair and maintenance of approximately 36 miles of city streets and sidewalks. Operations include pavement surface maintenance, pedestrian facility (sidewalks, crosswalks, etc.) maintenance, street sweeping, and snow removal.
  - Providence City maintains 11 parks consisting of approximately 45 acres (Alma H Leonhardt – 310 West 250 North, Braegger – 300 South 300 East, Brookside – 38 East Spring Creek Parkway, Cattle Corral – 150 East 200 South, Hampshire – 650 South 300 West, Hillcrest – 800 South 400 East (being developed), Jay's Well – 400 South Main (being developed), Meadowridge – 251 South 325 West, Uptown – 100 East 100 North, Von Baer – 350 East Center, and Zollinger – 61 North 200 West). The parks include a variety of features, informal landscapes (natural trees, shrubs, grassed areas), formal landscapes (hardscapes/paved areas, trees, and large turf areas), buildings, and play structures.
  - Providence City operates and maintains the Providence City Culinary Water System. As of March 31, 2018, the City had 2,127 connections to the system; 63 commercial, 4 agricultural, 2,012 residential, 19 apartment/PUD, 15 church/school, 13 City owned and 1 miscellaneous. During calendar year ending December 31, 2017, the City delivered 673,621,000 gallons of water. The system is divided into three water pressure zones; and includes a natural spring (Broad Hollow), four reservoirs, and three wells.
  - Providence City operates and maintains the collection lines for the Providence City Sewer System. As of March 31, 2018, the City had 2,046 connections to the system and approximately 35 miles of collection lines. The City contracts with Logan City for wastewater treatment. During calendar year ending December 31, 2017, Logan City treated 282,165,000 gallons of wastewater for the City.
  - Providence City operates and maintains the storm water drainage system. As of March 31, 2018 there were 2,439 units in the service area.
  - Providence City operates and maintains the Providence City Cemetery. The Cemetery is located at 925 River Heights Blvd, River Heights UT and consist of 14.71-acres (+/-).
  - Providence City owns stock in several irrigation companies. It is the largest shareholder in both Spring Creek Water Company and Blacksmith Fork Irrigation Company. An Exchange Agreement with both irrigation companies allows Providence City to use additional water from Broad Hollow Spring for culinary use. Providence City also uses its shares to water Braegger Park and Hampshire

Park. Providence City also sells excess water from its irrigation shares to area residents, reducing the summer demand on the culinary system.

- Providence City also contracts for municipal services such as fire protection, emergency medical service and transportation, garbage/recycling/green waste collection, wastewater treatment, law enforcement, animal control, animal shelter, and building permit review and associated inspections. Providence City works with the Utah Division of Wildlife Resources for problems involving wildlife.
- Providence City has a Justice Court that also serves the cities of Millville and River Heights. Justice Courts are certified in four-year terms. On January 5, 2016, the Judicial Council re-certified the Providence Justice Court for a four-year term effective February 8, 2016. The State of Utah requires that certain standards be met in the operation of a Justice Court. In establishing minimum requirements, the Judicial Council has determined that Justice Courts with higher case filings require greater support services. Justice Courts within the state are divided into four classes based upon the average monthly cases filed in that court. A Class IV Court has the lowest case volume. Courts which have an average of more than 60 but less than 201 cases filed each month are classified as Class III Courts. During Fiscal Year ending June 30, 2017, the Providence Justice Court had 84 Criminal cases filed, 50 General Civil cases filed, and 611 Traffic/Parking cases filed for a total of 745 cases filed; an average of 62 cases per month. The Providence Justice Court meets the required standards for a Class III Court.
- Providence City works with volunteers and other entities to operate successful recreational opportunities and programs such as organized sports, playground program, and the non-motorized trail in Providence Canyon. Other recreation programs and activities include Oktoberkraut (City Celebration and Car Show), Miss Providence Pageant, tennis and pickleball clinics, and kickball. Providence City also has a disk golf course and a splash pad.
- Providence City is home to the Cache County Library – Providence/River Heights Branch. Providence City currently contracts with Cache County and River Heights City for library services.
- Providence City is in the Cache County School District. Providence City is home to Providence Elementary (grades K – 6) and Spring Creek Middle School (grades 7 – 8). Students in grades 9 – 12 attend Ridgeline High School in Millville. Providence City is also home to the Center for Creativity, Innovation & Discovery, a charter school that opened its doors for the 2017/2018 school year (grades K – 8).
- Providence City is fortunate in that its east boundary is adjacent to Providence Canyon and property owned by the State of Utah Department of Natural Resources, and used as a wildlife management area. Natural springs in Providence Canyon are the headwaters for Spring Creek, a natural waterway that runs northwest throughout Providence City adding to the charm and character of Providence City. Also approximately one mile east of the east boundary is the Wasatch-Cache National Forest, a 533,840-acre area of National Forest System land in Utah and Idaho that the U.S. Forest Service established on July 1, 1908.

10.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

As the population and demographics grow and change, it is the intent of Providence City to maintain the aesthetics of a "home town" character while expanding the tax base and providing for population growth. The farming life style is diminishing; business, employment, and leisure interests and opportunities are changing. Agricultural land is converting to commercial and residential uses; zoning is changing to meet the new demands.

Providence City has developed commercial business areas including designated zoning districts with the intent of providing place for businesses that provide sales tax revenue for Providence City, and place for a mix of commercial and residential uses. Providence City also has a strong cottage industry and continues to evaluate uses that promote cottage industry while maintaining compatibility with residential neighborhoods.

Along with traditional single-family neighborhoods. Providence City is also developing neighborhoods with a mix of residential housing types in efforts to provide housing for a variety of income levels, life styles, and densities.

The infrastructure and public services that Providence City operates and maintains have been designed to expand and/or extend into neighboring areas that are currently in the adjacent unincorporated areas of the County and areas currently within Millville City boundaries. Providence City and Millville City have discussed the possibility of boundary line adjustments between the two cities. Chapter 9 of the General Plan Update May 2018 lists the goals, objectives, and strategies for future operations, maintenance, and expansion of each service.

It is not the intent of Providence City to acquire more land than the City can reasonably service. Providence City has considered the surrounding unincorporated areas and has planned to annex those areas where the City can provide municipal services as demand occurs.

In determining whether or not to grant the annexation petition, the City will use the following specific criteria and matters relevant to these criteria to guide the decision.

1. Public Services (Utility). Existing public utility services such as culinary water, sewer, and storm water facilities have the capacity to service the proposed annexation area; or the applicant agrees to construct the necessary facilities, as approved by the City, at the applicant's expense.
2. Public Services (Emergency, Law Enforcement, Fire, Environmental, Etc.). The City and/or agencies have the ability to maintain the current level of service provided to the City for the proposed annexation area with existing personnel and facilities.
3. Transportation Services. Streets connect to and have the capacity to service the proposed annexation area; or the applicant agrees to construct the necessary facilities, as approved by the City, at the applicant's expense. This includes the incorporation of multi-modal transportation: pedestrians, bicycles, mass transit, etc. where appropriate.
4. Tax Base and/or Economic Benefit. The City will consider the impacts of the proposed annexation area on the existing tax base and/or economic base.
5. Control of Development in the Area. The City will consider the importance of controlling the development of the proposed annexation area.
6. Sensitive Areas, Natural Hazards, and Geotechnical Information. Consider site conditions, mitigation strategies, and design and construction recommendations for the proposed annexation area.
7. Recreation, Parks, Trails. Existing parks, trails, and recreation areas currently have the capacity and/or are designed to extend into the proposed annexation area; or the applicant agrees to construct the necessary facilities, as approved by the City, at the applicant's expense.
8. Education System. The City is located in the Cache County School District (CCSD). CCSD establishes individual school boundaries and student population. Providence City provides information to CCSD as requested.

In determining not to include property in the annexation policy plan, the City considered the following criteria and matters relevant to these criteria to guide the decision.

1. Non-developable sensitive areas. The following non-developable sensitive areas are further defined in Providence City Code Title 10 Chapter 5 Section 2: Jurisdictional Wetlands, Steep Slopes, Natural Waterways or Open Water. In as much as none of the acreage encumbered by non-developable sensitive areas can be considered for development density and none of the areas may be built upon or within except for required public utility and facilities, the City chose to exclude properties containing a significant amount of non-developable sensitive areas.
2. Utility Services. The City chose to exclude properties that would require the extension of services underneath Blacksmith Fork River. The City also chose to exclude higher elevation properties that would require an additional water pressure zone. The City also chose to exclude properties that could not install gravity flow sewer, if the potential for commercial use was low.

10.3 – OVERALL GOAL AND OBJECTIVES

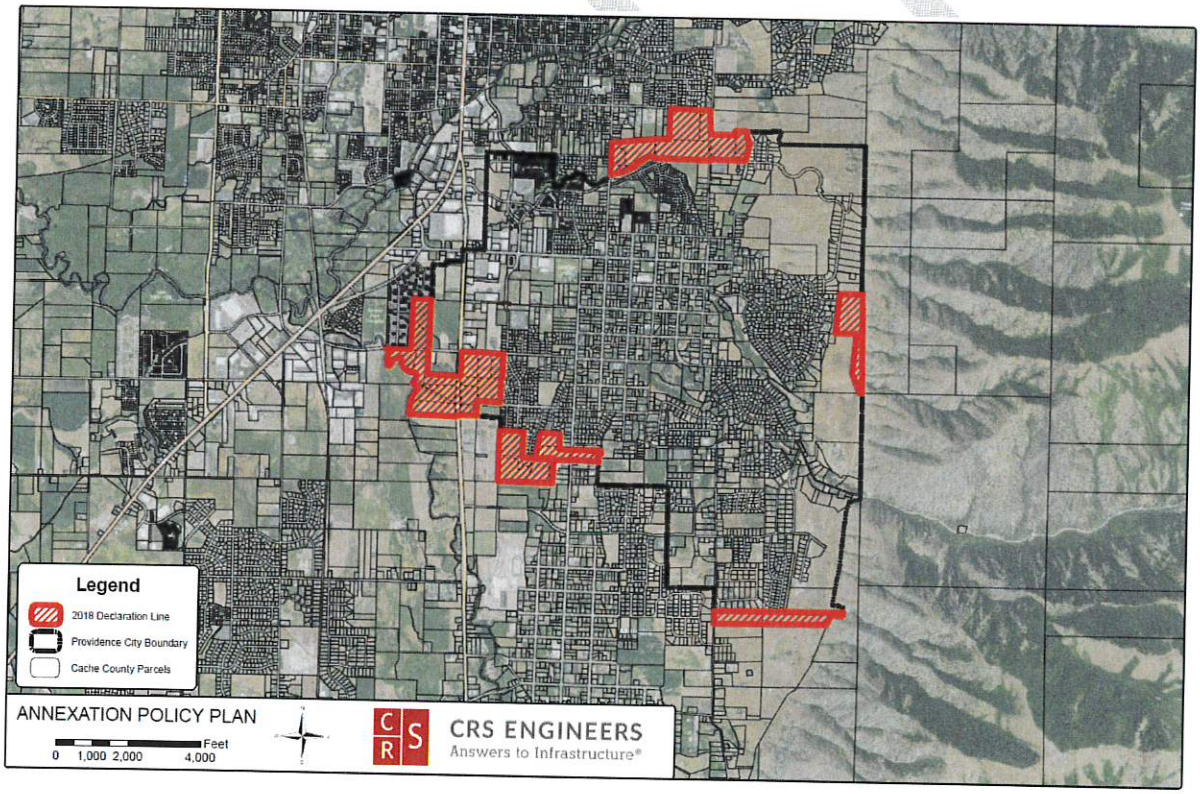
The following goal, objectives, and action strategies provide a framework for addressing the concerns and opportunities for annexing areas into Providence City. The overall goal provides the vision and the objectives represent what the City would like to achieve. The strategies are action items that direct how the overall goal and objectives will be achieved.

OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

Providence will plan for and provide services to areas proposed for future annexations.

OBJECTIVES – WHAT DO WE WANT TO ACHIEVE?	STRATEGIES – HOW DO WE MAKE IT HAPPEN?	1-5 Years	5-15 Years
The following objectives represent what Providence would like to achieve over the next 15 to 20 years for their Annexation Policy Plan. The means for how Providence will work toward these objectives is captured in the Action Plan Strategies.	The following action-based strategies will help Providence achieve the overall goal and objectives for Annexation Policy Plan. Strategies are categorized as short-term (1-5 years) or long-term (5 – 15 years).		
1. Provide a map of the expansion area.	a. The map of the expansion area is included in the General Plan Update May 2018 Appendix		
2. Identify the need for municipal services in developed and undeveloped unincorporated areas.	a. Consider the capacity and location of existing services in the unincorporated areas. Document the factor(s) considered by the planning commission.		
3. Identify the municipalities plans for extension of municipal services.	a. Consider the feasibility of options for fire protection services including but not limited to: contracting with Logan City, contracting with Cache County, and participating in the creation of a special service district.		
	b. Prepare a master plan for capital facilities.		
	c. Continue to evaluate and update the capital facilities plan as needed.		
4. Identify how the services will be financed.	a. Review and update as needed current service fees, connection fees, impact fees, and tax rates.		
	b. Review development requirements for infrastructure expansion and installation and servicing.		
5. Provide an estimate of the tax consequences to residents both currently within the municipal boundaries and in the expansion area.	a. Require applicants to prepare an analysis of tax consequences within the city boundary and the expansion area.		
6. Identify the interests of all affected entities.	a. Consider and continue work with affected entities, including Cache County, the school district, neighboring communities, utility providers and contract service providers to have		

	services available as property owners in the proposed annexation areas petition the City for annexation.		
	b. Review and update the City's master plans as growth and life styles change to include redevelopment of facilities and services as they begin to deteriorate.		
	c. Continue to place a high priority on keeping good working relationships with all neighboring entities.		
7. Identify certain areas that the City does not want to consider for annexation.	a. Document the factor(s) considered for each area and the justification for not including the area.		
	b. If developer(s) request the area to be included in the annexation policy plan, the City has the expectation the developer(s) will provide solutions and compensation for mitigation strategies.		

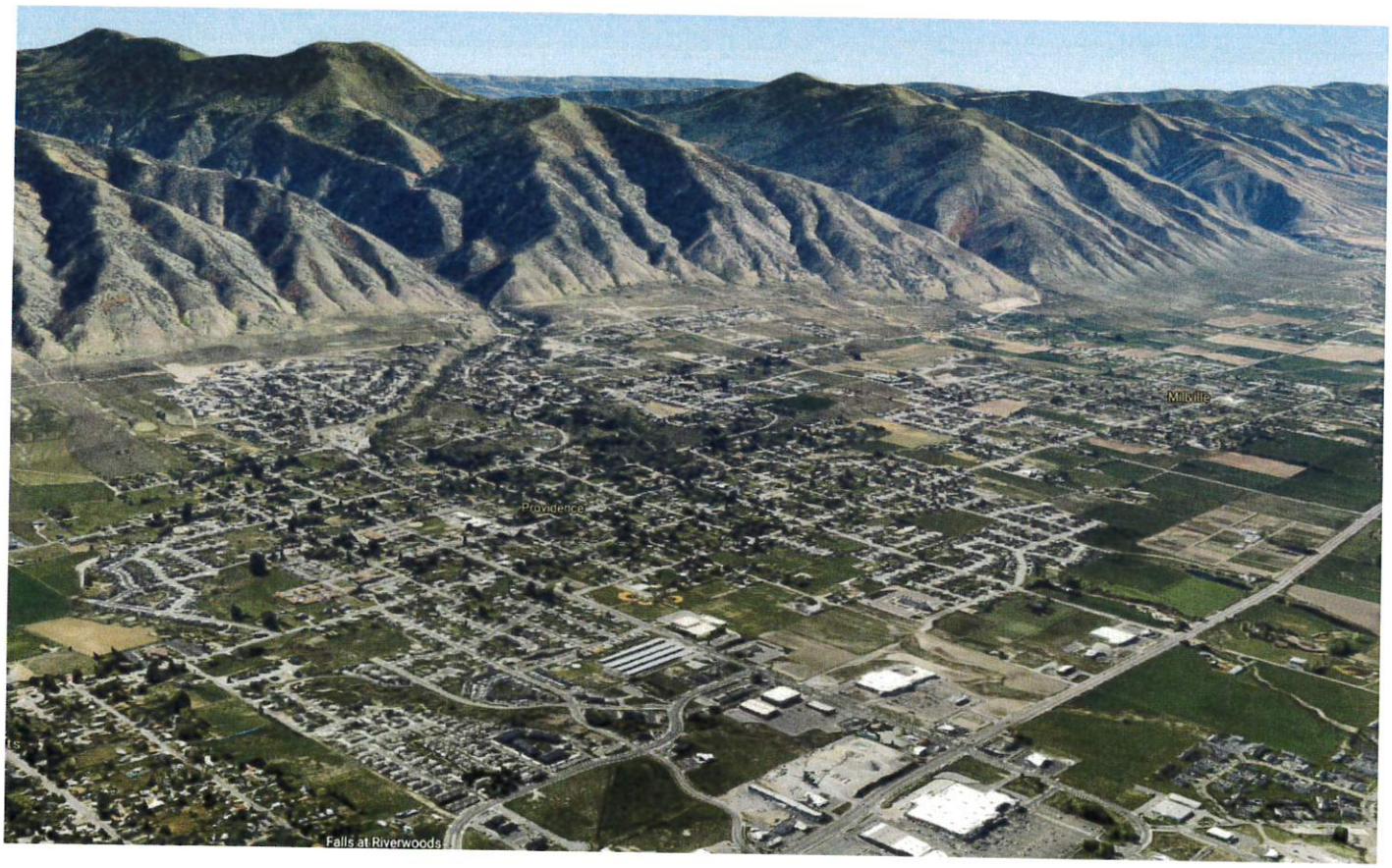


Resources & References

BEST PRACTICES

This chapter provides best practice references that are intended to be used as resources for the implementation. They support both the big picture ideas of the Framework for the Future and Key Initiatives in Chapter 3, as well as the more specific goals, objectives, and action strategies in the plan elements address in Part Two of the General Plan document.

In general, the Best Practices included are a specific representative reference intended to be just one of several resources for a more comprehensive topic. While many of the Best Practices are applicable to many different contexts, others have been included for the specific context and associated opportunities, as well as potential challenges, of Providence City.



SUSTAINABLE URBAN DEVELOPMENT TOOLKIT



Urban Development: Sustainable, livable communities are built on the principles of interconnected green space, multi-modal transportation, and mixed-use development. Connections are made through an integrated network of sidewalks, trails, bike lanes, transit stops, and streets. A variety building uses including, commercial, institutional, educational, and housing are readily accessible. Following these practices creates not only an environmentally sustainable city, but a healthier population, both physically and socially.

More information found at: ***www.asla.org/sustainableurbandevelopment.aspx***

HEALTHY + LIVABLE COMMUNITIES TOOLKITS

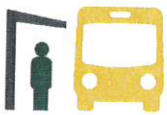


The American Society of Landscape Architects (ASLA) offers several toolkits on how to create a better built environment. Toolkits are how theories are put into practice. Each "tool" in a toolkit is a best practice. Three of their toolkits—Sustainable Transportation, Healthy and Livable Communities, and Sustainable Urban Development—are applicable for Providence. Each toolkit is divided into the following sections:

- Organizations
- Resources
- Research
- Projects

More information found at: ***www.asla.org/livable.aspx***

SUSTAINABLE TRANSPORTATION TOOLKIT



Transportation: The character of transportation corridors determines the form, pattern and sense of place in communities. Transportation infrastructure, such as roads, intersections, alleys, and parking lots, together account for 20-40% of urban land. Sustainable transportation follows best practices for transportation that integrates driving, biking, and walking with the natural environment to create multi-modal systems that are safe, beautiful, and comfortable.

More information found at: ***www.asla.org/sustainabletransportation.aspx***

CONSERVATION SUBDIVISION



Conservation subdivisions are a method of managing development in such a way to preserve open space within and around a residential subdivision. Sometimes equated as "golf course communities without the golf course", conservation subdivisions cluster home developments in a more compact arrangement. The developer is able to maintain the same number of parcels, but at a smaller scale, thus allowing communal open space for the residents. Ideally conservation subdivisions should be designed to complement a larger network of green infrastructure. A well-designed conservation subdivision will maintain contiguous blocks of open space that connect to open space on adjacent parcels. There are a number of short term and long term benefits to this method of development. These include:

- Shorter runs of utilities
- Less roads to construct and maintain
- Reduce pavement area/reduce stormwater runoff
- Improved marketability/more desirable for future homeowners with guarantee that open space will remain undeveloped
- Homes appreciate faster and sell for higher prices than traditional subdivisions
- Environmental benefits: reduces runoff and pollution, habitat protection, preservation of wildlife corridors, biodiversity

More information found at:
http://conservationtools.org/library_items/349-Conservation-Subdivision-Design-Handbook
www.landchoices.org/conservationsubs/consubs_pdfs/ggbrochure2009.pdf

WALKABLE AND LIVABLE COMMUNITIES



The success of creating a walkable, pedestrian focused community is significantly affected by building placement. Failure to do so often results in the post 1950s standard of suburban sprawl, where the automobile is given precedent, creating vast landscapes of parking lots dotted by disconnected box store development. By identifying five crucial areas of the urban form, proper treatment to these components can result in an attractive, accessible, and desirable city environment. Best practices for building placement identify the following components for consideration:

Edges: Well-designed edges, such as buildings that line the sidewalk, provide a sense of enclosure and define the space for the pedestrian. Street trees along edges are an important component in created a satisfying experience for pedestrians.

- Sidewalks: Sidewalk width should accommodate a variety of uses, including strolling, standing, sitting, as well as quick moving pedestrians.
- Parking: Place parking on the street, or in lots that are discreetly screened through careful building placement.
- Buildings: Quality building design, including not only form, but material selection and visibility from within and outside the building enliven the street edge and create an attractive urban environment.
- Character: Buildings should create an identity and sense of place for the location it is found in.

More information found at: ***www.walklive.org/walkability/***

SMART GROWTH IN SMALL TOWNS & COMMUNITIES



Not every small town is alike; some are small communities struggling to maintain a healthy population or economy, while other small towns experience the opposite problem of too much growth too quickly, therefore losing the "small town" qualities that were the initial appeal for many of the community. The Environmental Protection Agency has created a library of resources and strategies for small down development that will help regulate growth and maintain character. Included in these guidelines are:

- Land use planning to focus growth in town centers and achieve a walkable community
- Natural landscape protection, enhancements for recreation, and environmental protection
- Walking, biking, and public transit alternatives appropriate to a small community

More information found at: ***www.epa.gov/smartgrowth/smart-growth-self-assessment-rural-communities***

GREEN INFRASTRUCTURE



In response to the unique climate conditions of the semi-arid west, the Environmental Protection Agency has created a series of guidelines for low-impact development and green infrastructure that responds to Utah's water needs. The principles of Low Impact Development (LID) include methods of building design and community development in a way of keeping storm water runnoff as uncontaminated as possible. This is done to slow storm water to mitigate erosion and flooding, while also allowing the stormwater to soak in and require aquifers. Additionally these practices treat polluted stormwater and prevent contamination in nearby aquifers, streams, and waterways. This is achieved through the development of green infrastructure in the community. The methods and implementation guidelines for the various green infrastructure alternatives include:

- Green Roofs (more appropriately known as living roofs or eco-roofs)
- Rain Gardens
- Bioswales/Bioretention Cells
- Detention/Retention Ponds
- Porous Pavements
- Rainwater Harvesting

More information found at: ***www.epa.gov/region8/green-infrastructure***

FORM-BASED CODE



Form-Based Code provides an alternative solution to the standard, yet not necessarily effective model of zoning, by integrating uses, allowing for more efficient and vibrant community design. Manuals have been created for the use of city leaders as a means of implementing a Form-Based Code, appropriate to their municipality. Some elements of a Form-Based Code include:

- Regulating Plan: A plan that defines the locations for which different building standards apply
- Public Standards: Defines the standards of design for components found in the public realm such as, sidewalks, street trees, furniture, etc.
- Building Standards: Sets out the expectations as related to configurations, building function, and features.

Additional parameters that would be incorporated in the document include architectural, landscape, environmental resource, and signage standards.

More information found at: ***www.formbasedcodes.org/***

NEIGHBORHOOD DEVELOPMENT CERTIFICATION



Leadership in Energy and Environmental Design (LEED) Certification has extended beyond sustainable building design to now include standards for better neighborhood development (LEED-ND). These standards award sustainable practices that promote better overall health, quality of life, and enhance the natural environment. LEED standards can be utilized when revising new codes and regulations for cities. Some categories eligible for credit include:

- Smart Location and Linkage: Diminish the impact of sprawl on the natural environment by consideration of location of development and available access to alternative transportation
- Neighborhood Pattern and Design: Creating more efficient, vibrant, and healthy communities by creating walkable, mixed-use neighborhoods
- Green Infrastructure and Buildings: Creating buildings and infrastructure in such a way that reduces energy and water use, reuses existing structures, and utilizes more sustainable materials in the construction of new or repurposed buildings

More information found at: ***www.usgbc.org/guide/nd***

LIFECYCLE HOUSING



The practice of Lifecycle Housing involves reintroducing the model of providing a mix of housing types in a more centralized location. Typical suburban development tends to segregate people based on their stages in life. By creating a variety of choice for living, ranging from the retired empty nesters, to the fixed-income student, to the aging grandmother, a wide variety of individuals and families live in close proximity to each other, creating a more dynamic social environment.

- Accessory Dwelling Units: are units that are either attached to or exist of the same property as the single family home. These homes provide alternative housing options for those wishing to live in a neighborhood with homes that may be otherwise too large or expensive.
- "Missing Middle" Housing Types: a term created to identify the housing types that are frequently left out of new development. These housing types include duplexes, courtyard apartments, townhouses, and live/work housing. These models are necessary in providing homes that are compatible in scale with single family homes, but still allow for walkable communities.
- Mixed housing types in one 'neighborhood' provide the opportunity for people to remain in the same area, where they are familiar with the people and services nearby.

More information found at: ***www.missingmiddlehousing.com/***

MODEL SMART GROWTH CODES



The American Planning Association (APA) report provides planners and policy makers with a tool to make better land development decisions that ultimately result in more compact, walkable, mixed-use cities. The report enables policy makers with a means of updating and creating new regulations for smarter community growth. Multiple models of smart growth ordinances are explored in the document, providing users with several options for framing desired growth. Some of these ordinances include: Mixed-Use Zoning, Town Center Zoning, Affordable Housing Density, Transfer Development Rights, Transit Oriented Development, and Form Based Code Overview.

More information found at: ***www.planning.org/research/smartgrowth/***

BIKEWAY DESIGN GUIDE



Similar to the Urban Street Design Guidelines, the Bikeway Design Guide provides municipalities a clear and efficient manual for creating safe and enjoyable streets for bicyclists. Given the recognized value of building accessible roads for cyclists, this manual provides an effective strategy for such implementation. The manual seeks to overcome the deficiencies of standard practices set out by American Society of State Highway and Transportation Officials and invite cities to create context appropriate solutions for their city. The guide sets out design guidelines based on three levels: Required, Recommended, and Optional. Understanding the complex nature of individual locations, these guides provided planners, engineers, and designers with a malleable framework, allowing them to create a bicycle friendly environment that is appropriate to their residents' needs.

More information found at: ***www.sustainablesites.org/***

SUSTAINABLE SITES INITIATIVE



The Sustainable Sites Initiative (SITES) is a is an interdisciplinary effort by the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center at The University of Texas at Austin and the United States Botanic Garden to create voluntary national guidelines and performance benchmarks for sustainable land design, construction and maintenance practices.

Similar to LEED, SITES is a rating system for sustainable landscapes. As urbanization and development continue, that growth "profoundly impacts ecological systems as well as the health, safety, and welfare of our communities." Buildings, infrastructure and other components of a city should not be built without regard to their impacts on ecologically resources and the quality of life of a community. The SITES rating system consists of 10 areas. Pre-requites are required in 9 of the 10 areas before a project is eligible for certification. Certification levels vary depending on how many points a project achieves. Like LEED, SITES is administered by Green Business Certification Inc. (GBCI).

More information found at: ***www.sustainablesites.org/***

STREET DESIGN GUIDELINES



The Urban Street Design Guide is a manual created for municipalities to utilize as a blueprint for higher quality and efficient street design. Given the prolific number of streets in most American cities, the guide seeks to outline a clear vision for street development and how to best implement quality design practices. Given the principle that each city is different and presented with its own unique challenges and opportunities related to their streets, the manual provides three levels of guidance: Critical Features, Recommended Features, and Optional Features. Critical Features consist of design elements that are mutually agreed upon as unquestionably necessary for success. Recommended Features suggest implementation of elements that provide added value and are seen a certainly beneficial, though not absolutely necessary. The final level of guidance, Optional Features, set out situational dependent suggestions that could enhance the street network, provided they are utilized in the appropriate scenario.

More information found at: ***www.nacto.org/publication/urban-street-design-guide/***

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PROVIDENCE GENERAL PLAN UPDATE - 2017

KEY GOALS – MASTER PLAN 2000

In the Master Plan 2000, the following were identified as key goals for each of the categories.

Which goals have been achieved or had progress made towards achievement? Which goals are still relevant today?

Read through each section and then mark the boxes that apply to each of the key goals:

- Goal Achieved
- Progress Made
- Still Relevant

Design Review	Goal Achieved	Progress Made	Still Relevant
• **Commercial development consistent with residential character**			X
• **Design standards that are flexible, yet consistent**			X current standards are too flexible
• **Preserve historical assets**			X

Residential Development	Goal Achieved	Progress Made	Still Relevant
• **Develop based on density and include mixed residential uses. Open space shall be included as part of overall density.**			X
• **Residential development should be limited in sensitive areas**		X Hazardous zones designated	
• **New residential development should increase mobility and connectivity of the City's transportation system and provide design for pedestrian friendly development.**			X Need to coordinate with other jurisdictions where sidewalks connect
• **Residential development should not be encouraged within the major utilities easement on the east bench of the City.**			X
• **Safety and aesthetics are important objectives in any new**			X

residential development.

Open Spaces	Goal Achieved	Progress Made	Still Relevant
• Flexible planning concepts and adherence to the stated principles. Encourage planning and management.			X Consistency is important
• Retain the feel of open space continuing the community's rural character.			X Note: rural is not the same as ag
• Create civic open spaces and safe, pedestrian friendly streets. Develop schools, city center, and parks as centers of open space.		X Two new parks	

Urban Trails	Goal Achieved	Progress Made	Still Relevant
• Preserve rural character by providing trails for walking and biking			X
• Assist the needs of transportation systems by enhancing the use of urban trails. Integrate trails into natural settings.			X

Parks and Recreation	Goal Achieved	Progress Made	Still Relevant
• The city should actively pursue continued development of parks as places of open space and centers of community activity.		X Make sure impact fees are refunded	X

Transportation Corridors	Goal Achieved	Progress Made	Still Relevant
• Provide safe, flexible, efficient, accessible, and aesthetically valuable transportation corridors throughout the City.		X	X
• Integrate alternative means of transportation.			X
• Current vehicular routing problems must be resolved.		X Roundabouts Road plan	

ANNUAL REVIEW TEMPLATE		
Check when complete	Strategies: One Time Tasks	Accomplishments
	Chapter 5	
	5.1a Consider adopting form based code either city-wide or for designated areas that may see a mix of uses in the future to facilitate consistency in development patterns	
	5.1b Review and update development, design and construction standards.	
	5.1d Review existing zones and policy options.	
	5.2a Create design guidelines for areas of the city, which would benefit from an area-specific design review process.	
	5.3a Create and develop operation and maintenance fee structure informed by actual costs of city-provided infrastructure.	
	5.3b Create and develop impact fee structure informed by actual costs of city-provided infrastructure	
	5.4a Identify open space, environmentally sensitive land, and utility easements where development is not appropriate.	
	5.4b Identity areas within and bordering the City, such as the foothills, waterways, migration routes, prominent vistas, green-belts, and other natural features.	
	5.4c Develop a plan to preserve these features and incorporate them into the City's land uses.	
	5.6a Integrate design standards and conservation subdivision standards as part of the zoning ordinance and subdivision standards.	
	5.6b Evaluate buffers between zones and setbacks between land uses.	
	5.7a Review existing areas to improve connectivity with new areas.	
	5.7b Review design standards applicable to each zone	
	5.7c Consider adopting form-based code with city-wide that may see a mix of uses in the future to facilitate consistency in development patterns.	
	5.7d Indicate areas where there is an option between multiple future zones.	
	5.8a Identify the historic assets of Providence.	
	5.8b Consider a regulatory historic district.	
	5.8c Consider methods to protect historic assets of Providence.	
	5.9a Maintain future zoning map and review on an annual basis.	

	5.9c Create and update a map that shows the major centers and nodes of the City.	
	Chapter 6	
	6.1a Develop a city-wide inventory and mapping of existing sidewalks, crosswalks, pathways and trails and their location, condition, gaps, access and inter-connecting points.	
	6.1c Identify compliance with ADA standards, conflicts with vehicular traffic and hazards.	
	6.1d Determine what improvements are needed, prepare estimates, complete design and secure a budget.	
	6.2a Utilize the Cache Countywide Trail Master Plan and work with the Cache Trails Coordinator to survey and identify bicycle and pedestrian pathways. Involve citizen input from residential, commercial, educational and seniors.	
	6.3a Develop and adopt a streetscape design and framework for the City to guide future development patterns and to make functional and aesthetic improvements to existing public rights of way.	
	6.3b Establish standards for landscaping to minimize damage to infrastructure in streets and public right of way.	
	6.3c Evaluate streets lights for energy efficiency, MUTCD compliance and dark-sky compatibility.	
	6.4a Inventory city streets and identify the Functional Classification of each street with respect to location, use, route and priority.	
	6.4b Prepare maps showing all City streets, county roads, state highways, private roads, alleys and adjacent neighboring interconnections.	
	6.4d Develop maps showing traffic control, traffic signals, street signs, street paint markings. Assure improvements are in compliance with City standards and the MUTCD.	
	6.4e Identify maps mass transit and school district routing and stops.	
	6.4f Develop vehicular and pedestrian 'Public Right of Way Access Plan'	
	6.4g Determine appropriate 'restrictive' conditions for approval for Cul-de-Sac improvements.	
	6.6a Determine right of way corridors, that impact transportation right of ways, necessary for the access, setbacks, buffers and the movement of vehicles, pedestrians, utilities and services (above and below ground, pipelines and electronics, etc.) and naturally occurring	

	processes (streams, watershed, wildlife migration, etc.).	
	6.6b Develop design standard cross sections for said corridors that will systematically accommodate necessary uses and mitigate interference and problematic cross connections.	
	6.6d Prepare maps, dimensions and standard details, directions and diagrams for said corridors.	
	6.6e Establish standard dimensions and details for 'Easements' with respect to utilities (e.g. Public Utility Easement, PUE) and pathways, etc.	
	6.5a Coordinate with and make application to the Cache Metropolitan Planning Organization (CMPO) for transportation improvements that include streets, sidewalks, pathway and trails.	
	6.5b Determine what improvements are needed, prepare estimates, complete design and secure budget.	
	6.2b Mitigate pedestrian movement limitations throughout the city (e.g. cul-de-sac, dead-end streets, water channel crossings, etc.).	
	6.2c Determine project improvements, estimate, complete design, and secure budget. (bicycle and pedestrian network)	
	6.1b Implement traffic calming measures where the potential for frequent pedestrian and vehicle conflicts has been identified based on citizen input and available crash data.	
	Chapter 7	
	7.1d Investigate the merits of creating a Local Development Corporation either individually or in partnership with other communities and development agencies, to undertake affordable housing development on land acquired for such purposes.	
	7.3c Increase flexibility in development standards allowing for reduction of site development costs, including allowances for zero lot line and clustering.	
	7.3d Streamline the local administrative development review and permitting process to allow for cost reductions.	
	7.6c Consider adopting local rehabilitation codes to maintain existing housing stock to encourage neighborhood revitalization.	
	7.6d Adopt quality standards to help erase negative attitudes and increase acceptance of affordable housing.	
	7.6e Utilize selective re-zoning of residential land to allow greater density for both single-family and multi-family housing.	

	7.6f Consider adopting an inclusionary zoning ordinance requiring that a certain portion of new housing units be affordable.	
	7.6h Consider amending residential zoning ordinance to include single-family lots under ¼ acre, second and third floor housing options, and other similar techniques.	
	7.6i Consider procedures that require certain affordable housing projects be held in perpetuity and monitoring all such deed restrictions.	
	7.6j Consider adopting ordinances that discourage and disincentives large-scale or concentrated low-income housing.	
	Chapter 8	
	8.1a Prepare and update a watershed protection plan above and within the City	
	8.1b Prepare and update a water source protection plans for all culinary water sources	
	8.1d Implement plan and enforcement code preventing the inappropriate and illegal discharge of solid or fluids onto the land, into waterways or into the sewer system or ground water aquafers	
	8.2a Develop a water conservation plan that includes public education for using water wisely preventing runoff and contamination.	
	8.3a Select and plan for areas for to preserve open space, parks, trails, scenic views, etc.	
	8.3b Identify naturally occurring areas on hillsides (steep), unbuildable sites (wetlands, under power lines, rocky outcrop), protected water sheds, waterways, canals, pathways.	
	8.3c Utilize development to incorporate open space such as athletic fields, churches, cemeteries, schools, river walkways, setbacks, buffers, civic gathering places	
	8.3d Develop an education program that helps the public understand the costs of development and maintenance for open space, bicycle pedestrian trail, parks, river walkways., etc.	
	8.3e Specify a north/south "power line trail" and select scenic views native to our area and create a plan to provide for their enjoyment.	
	8.3f Create a plan and guidelines for placing benches or seating structures to support a multi-modal network and allow for enjoyment of scenic views.	
	8.4a Protect the mountainside area for winter-feeding range.	
	8.4b Develop a public education program that addresses coexistence with both domestic and non-domestic animals	

	8.4c Develop a plan to preserve green space along Spring Creek	
	8.5b Develop a public education program for deer management strategies.	
	8.6a Utilize the BRAG Pre-Disaster Mitigation Plan 2015 to identify sensitive areas.	
	8.7b Develop a public education program to assist the public in identifying and eradicating Noxious Weeds	
	Chapter 9	
	9.1b Develop solutions for promoting ground absorption landscaping and on-site storm water retention	
	9.1e Develop public education program for the instruction of wise water use and water conservation.	
	9.1f Evaluate the feasibility of a secondary pressurized irrigation system	
	9.2a Increase storage capacity to meet growing culinary water demands, peak flow and fire flow protection supplies.	
	9.2c Develop a plan and budget for maintenance, repair, upgrade, and replacement of existing facilities.	
	9.2d Evaluate and protect water shed and point source protections areas.	
	9.3a Review and update the current sewer masterplan	
	9.3b Evaluate the feasibility of options for a wastewater treatment plant.	
	9.3d Develop plan to monitor the sewerage flows and capacity of sewer pipeline system	
	9.3e Develop a public education program explaining what are unacceptable discharges into the sewer system to include the problems with home sump pumps.	
	9.4a Create a maintenance plan including standards and the identification of a maintenance funding stream.	
	9.4b Create a development impact fee schedule that will adequately cover new infrastructure development costs.	
	9.5b Maintain a current parks master plan identifying locations for new parks and expansion of existing parks or sports facilities to meet current and future demand.	
	9.5c Evaluate current impact fees for property acquisition and construction of new parks and the expansion of existing parks, and sports facilities to meet future demands.	
	9.6a Develop a masterplan for cemetery improvement and expansion.	

	9.7a Prepare and maintain a Storm Water Master Plan	
	9.7c Create an education program for maintenance of private storm water facilities.	
	9.7d Evaluate current user fees to ensure monies for maintenance, repair and replacement of current storm water facilities, and the construction of future storm water facilities.	
	9.7e Evaluate the feasibility of a storm water impact fees.	
	9.8a Prepare a feasibility study for a secondary pressurized irrigation system	
	9.8b Consider source of water supply that might include, stream flow, storm water, snowmelt, connection to neighboring entity or irrigation company.	
	10.1a Evaluate outsourcing vs. in-house revenue/expenses and efficiency for law enforcement services.	
	10.2a Evaluate outsourcing vs. in-house revenue/expenses and efficiency for animal control and animal shelter services.	
	10.3a Evaluate the feasibility of options for fire protection services including but not limited to: volunteers, contracting with Logan City, contracting with Cache County, and participating in the creation of a special service district.	
	10.3b Prepare a master plan for capital facilities needed	
	10.3c Evaluate the possibility of a public safety impact fee.	
	10.3d Feasibility of building a fire station with either a full time fire chief over volunteers or a full time fire department staff	
	10.5a Adopt and update a Community Wildfire Preparedness Plan (CWPP)	
	10.5d Implement prevention, preparedness, and mitigation actions which are identified in the CWPP and lead to the reduction of wildfire risk, in accordance with the Annual Participation Commitment Statement	
	10.5e Publish fire risk map	
	10.6a Evaluate outsourcing vs. in-house revenue/expenses and efficiency for building permit and associated inspection management	
	10.6b Develop an education program discussing what to do in an emergency	
	10.6c Develop and encourage resident participation in a city-wide notification system.	
	10.6d Investigate and evaluation options for resilient structures.	

	10.6e Evaluate city staff positions and necessary training for emergency management.	
	10.7b Master plan of waterways: Logan River, Spring Creek, irrigation canal and ditches, storm drain pipes, catch basins, detention basins and private systems.	
	10.8a Vehicle route, foot path, traffic control, Refuge centers/Incident Operations Center	
	11.1a The map of the expansion area is included in the General Plan Update May 2018 Appendix	
	11.2a Consider the capacity and location of existing services in the unincorporated areas. Document the factor(s) considered by the planning commission.	
	11.3a Consider the feasibility of options for fire protection services including but not limited to: contracting with Logan City, contracting with Cache County, and participating in the creation of a special service district.	
	11.3b Prepare a master plan for capital facilities.	
	11.4b Review development requirements for infrastructure expansion and installation and servicing.	
	11.7a Document the factor(s) considered for each area and the justification for not including the area for annexation	

ANNUAL REVIEW TEMPLATE		
	Strategies: Reoccurring	Accomplishments
	Chapter 5	
	5.9a Maintain future zoning map and review changes on an annual basis.	
	5.9b Maintain current zoning map and update changes within 60 days.	
	5.1c Review and update as needed existing zones for applicability to new standards.	
	5.5a Limit the use of cul-de-sacs.	
	5.5b When cul-de-sacs are deemed necessary, require paths for connectivity.	
	Chapter 6	
	6.4c Coordinate transportation efforts with adjacent cities, Cache County road department, Cache Transit District, Cache County Council of Governments, Cache Metropolitan Planning Organization, Cache County School District Transportation and the Utah Department of Transportation.	
	Chapter 7	
	7.1a Continued support of Bear River Regional Housing Authority, which is administered by Bear River Association of Governments (BRAG) and offers the HUD Section 8 Rental Assistance Programs to eligible renters who reside in Providence.	
	7.1b Support and promote First-Time Homebuyer Program administered by BRAG	
	7.1c Support and promote housing repair and rehabilitation program administered by BRAG and USDAs Rural Development Agency	
	7.1e Work with Logan City and other neighboring communities to regularly assess affordable housing needs and the impact of new development on existing demand for such housing.	
	7.2a Promote a variety of affordable housing options in the City that are compatible with neighborhood character, including rental and ownership opportunities, and a variety of housing types such as multi-family, duplex, and single-family detached units.	
	7.2b Sponsor and support presentations and information dissemination by non-profit and government agencies	
	7.2c Commit to combat any negative perception of affordable housing (NIMBY: Not in My Back Yard) by helping residents become educated about and understand the economic value of	

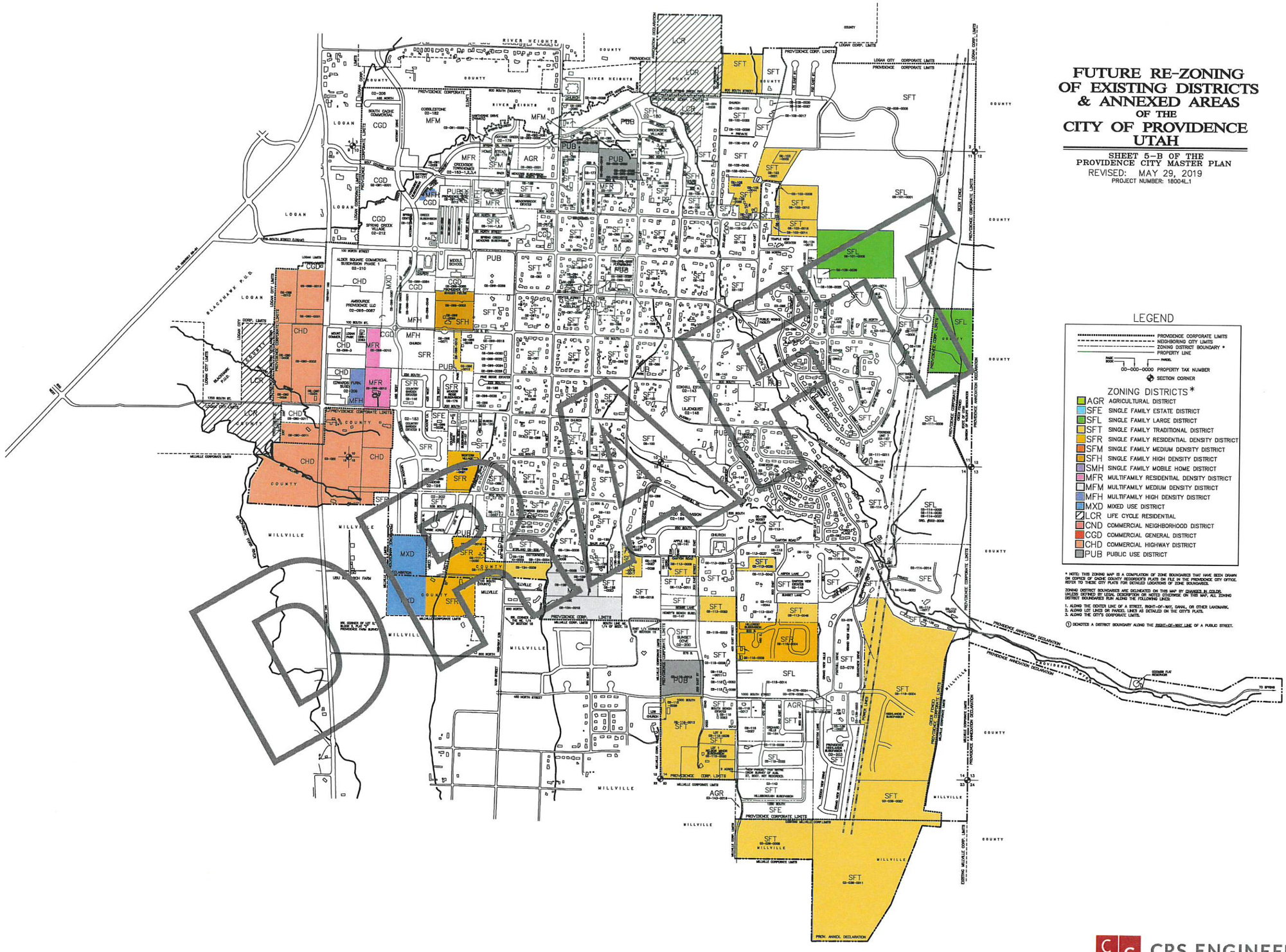
	having diversified housing choices in our community.	
	7.2d Permit affordable housing in each neighborhood so long as the specific unit type and design is consistent with the character of the neighborhood.	
	7.2e Acknowledge the economic and social consequences that large-scale or concentrated low-income housing developments place on neighboring households.	
	7.3a Support non-profit and private affordable housing with affordable project with in the City limits.	
	7.3b Encourage flexibility and innovation in the interpretation of local building codes to allow for the use of different building materials and new technologies.	
	7.3d Streamline the local administrative development review and permitting process to allow for cost reductions.	
	7.3e Encourage and incentivize the development of affordable housing in small complexes and low concentrations of buildings, appropriately distributed and integrated into the whole community.	
	7.4a Provide for fee waivers and impact fee exemptions for projects, or portions of projects that provide new affordable housing units.	
	7.4b Take advantage of Urban Development Area (UDA) tax incentive increment financing specifically for affordable housing.	
	7.4c Support Local Community Housing Trusts that support new or existing financial assistance programs	
	7.4d Provide new density bonuses or other benefits to developer willing to incorporate a portion of affordable housing in a project.	
	7.5a Encourage adaptive re-use and missed-use project to stimulate affordable housing and economic development	
	7.6a Allow for the development of accessory dwelling units in single-family zones – not just caretaker accommodations	
	7.6c Have no more restrictions for manufactured housing than for regular housing.	
	7.6c Promote continued use of the City's subdivision and zoning ordinances that could include density bonuses for certain types of affordable housing units.	
	Chapter 8	
	8.1c Require and enforce storm water pollution prevention plans for all new construction.	

	8.5a Work with the Utah Department of Wildlife to evaluate deer management strategies.	
	8.6b Work with Utah State Engineer and FEMA to mitigate flood hazard areas.	
	8.7a Work with Cache County Weed Division in their goal to "*Uphold the State Noxious Weed Law, and assist citizens in their noxious weed control efforts*".	
	Chapter 9	
	9.1a Maintain an annexation development policy plan consistent with the city's ability to stay within the capacity of water, sewer and storm drainage systems.	
	9.1c Promote the use of and replacement with low flow water appliances. Peak water use load strategy. Low demand landscaping.	
	9.2b Review and update the water master plan as needed.	
	9.2e Maintain water quality through qualified testing and analysis.	
	9.2f Evaluate, develop, inspect and enforce procedures to prevent cross-contamination.	
	9.2g Encourage decreased water demand and use through a public education campaign on wise water use and water conservation.	
	9.3c Continue cleaning and inspection filming of sewer collection system.	
	9.5a Promote open space as a part of new developments. Ensure the locations contributes to a city-wide network of parks and open spaces.	
	9.7a Prepare and maintain a Storm Water Master Plan	
	9.7b Coordinate and work with the Cache County Storm Water Coalition to meet the requirements of the current NPDES and MS4 Permits.	
	9.9a Coordinate with the County and surrounding communities to share facilities.	
	9.9b Continue support of the Cache County Library Providence/River Heights Branch	
	9.9c Continue and improve public information distribution via City Hall, the newsletter, website, Mayor's Town Hall meeting, Providence Pipeline (mass communication system), social media, etc.	
	9.9d Sponsor, support and make city facilities available for events, sports and civic engagements.	
	9.9e Expand and promote recreational and cultural activities and opportunities for city residents and visitors.	
	9.9f Expand and promote events that focus on the heritage and diversity of Providence City.	

	9.10a Maintain adequate space in City Hall for the Justice Court.	
	Chapter 10	
	10.4a Evaluate emergency medical services and transportation every 5 years (2020, 2025, 2030) to see if options have changed.	
	10.5b Ensure that the City's fire service provider meets minimum standards for wildland fire training, certification, and equipment based on nationally accepted standards as specified by FFSL in Utah Admin. Code R652-122-1400 (2017).	
	10.5c Annually review and approve the Annual Participation Commitment Statement before the start of each fiscal year.	
	10.5f Annually review the fireworks policy and restrictions.	
	10.6b Evaluate and work with contracting agency or with authorized city staff to provide for annual fire inspections.	
	10.6c Work with Cache County Emergency Management to enhance emergency response and preparedness capabilities	
	10.7a Maintain flood plain maps	
	Chapter 11	
	11.3c Continue to evaluate and update the capital facilities plan as needed.	
	11.4a Review and update as needed current service fees, connection fees, impact fees, and tax rates.	
	11.5a Require applicants to prepare an analysis of tax consequences within the city boundary and the expansion area.	
	11.6a Consider and continue work with affected entities, including Cache County, the school district, neighboring communities, utility providers and contract service providers to have services available as property owners in the proposed annexation areas petition the City for annexation.	
	11.6b Review and update the City's master plans as growth and life styles change to include redevelopment of facilities and services as they begin to deteriorate.	
	11.6c Continue to place a high priority on keeping good working relationships with all neighboring entities.	
	11.7b If developer(s) request the area to be included in the annexation policy plan, the City has the expectation the developer(s) will provide solutions and compensation for mitigation strategies	

FUTURE RE-ZONING OF EXISTING DISTRICTS & ANNEXED AREAS OF THE CITY OF PROVIDENCE UTAH

SHEET 5-B OF THE
PROVIDENCE CITY MASTER PLAN
REVISED: MAY 29, 2019
PROJECT NUMBER: 18004L1



LEGEND

- PROVIDENCE CORPORATE LIMITS
- NEIGHBORING CITY LIMITS
- ZONING DISTRICT BOUNDARY *
- PROPERTY LINE
- PAGE BOOK — PARCEL 00-000-0000 PROPERTY TAX NUMBER
- SECTION CORNER

ZONING DISTRICTS*

- AGR AGRICULTURAL DISTRICT
- SFE SINGLE FAMILY ESTATE DISTRICT
- SFL SINGLE FAMILY LARGE DISTRICT
- SFT SINGLE FAMILY TRADITIONAL DISTRICT
- SFR SINGLE FAMILY RESIDENTIAL DENSITY DISTRICT
- SFM SINGLE FAMILY MEDIUM DENSITY DISTRICT
- SFH SINGLE FAMILY HIGH DENSITY DISTRICT
- SMH SINGLE FAMILY MOBILE HOME DISTRICT
- MFR MULTIFAMILY RESIDENTIAL DENSITY DISTRICT
- MFM MULTIFAMILY MEDIUM DENSITY DISTRICT
- MFH MULTIFAMILY HIGH DENSITY DISTRICT
- MXD MIXED USE DISTRICT
- LCR LIFE CYCLE RESIDENTIAL
- CND COMMERCIAL NEIGHBORHOOD DISTRICT
- CGD COMMERCIAL GENERAL DISTRICT
- CHD COMMERCIAL HIGHWAY DISTRICT
- PUB PUBLIC USE DISTRICT

* NOTE: THIS ZONING MAP IS A COMPILATION OF ZONE BOUNDARIES THAT HAVE BEEN DRAWN ON COPIES OF ENCHE COUNTY RECORDER'S PLATS ON FILE IN THE PROVIDENCE CITY OFFICE. REFER TO THESE CITY PLATS FOR DETAILED LOCATIONS OF ZONE BOUNDARIES.

ZONING DISTRICT BOUNDARIES ARE DELINEATED ON THIS MAP BY CHANGES IN COLOR. UNLESS DEFINED BY LEGAL DESCRIPTION OR NOTED OTHERWISE ON THIS MAP, ALL ZONING DISTRICT BOUNDARIES RUN ALONG THE FOLLOWING LINES:

1. ALONG THE CENTER LINE OF A STREET, RIGHT-OF-WAY, CANAL, OR OTHER LANDMARK.
2. ALONG LOT LINES OR PARCEL LINES AS DETAILED ON THE CITY'S PLATS.
3. ALONG THE CITY'S CORPORATE LIMITS.

① DENOTES A DISTRICT BOUNDARY ALONG THE RIGHT-OF-WAY LINE OF A PUBLIC STREET.

DRAFT

P:\18004L_01 Providence City-Gen City Engineer Services\Providence City Maps\Submittals\Future Re-Zoning of Existing Districts\2019-06-03.dwg

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PROVIDENCE CITY
TRANSPORTATION CLASSIFICATION

THIS MAP IS THE PLAN FOR FUTURE MAJOR TRAFFIC CORRIDORS WITHIN THE CURRENT & FUTURE CITY BOUNDARIES.

LAST REVISION: MAY 29, 2019

PROJECT NUMBER: 18004L.01

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LEGEND

- PROVIDENCE CORPORATE LIMITS
- FUTURE PROVIDENCE CORP. LIMITS
- NEIGHBORING CITY LIMITS
- SECTION CORNER
- AREA OF EXISTING PROVIDENCE CITY CORPORATE LIMITS
- EXISTING STREET OR ROAD
- FUTURE TRAFFIC CORRIDOR 66 FOOT R/W U.N.O.
- FUTURE 80 FOOT CORRIDOR
- UPGRADE EXISTING CORRIDOR
- FUTURE ROUNDABOUT
- EXISTING ROUNDABOUT
- BICYCLE ROUTE
- CVS BUS ROUTE
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- LOCAL ROADS

CONNECT SPRING CREEK PARKWAY TO LOGAN CITY 1400 EAST STREET

FUTURE ROUND-ABOUT

ROUND-ABOUTS

ALIGN INTER-SECTION

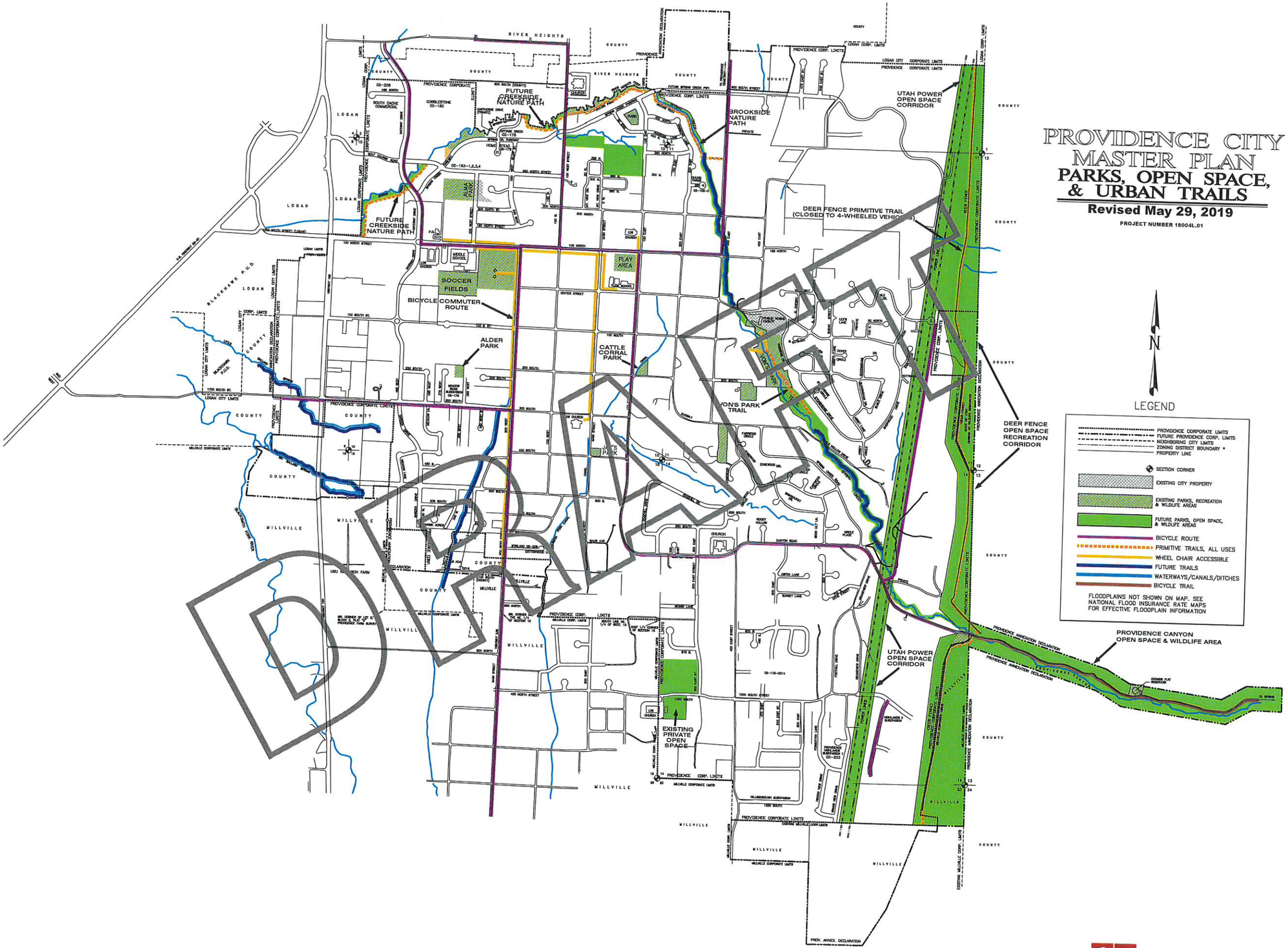
ROUND-ABOUT

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PROVIDENCE CITY MASTER PLAN
PARKS, OPEN SPACE, & URBAN TRAILS

Revised May 29, 2019

PROJECT NUMBER 18004L.01



N

LEGEND

- PROVIDENCE CORPORATE LIMITS
- FUTURE PROVIDENCE CORP. LIMITS
- NEIGHBORING CITY LIMITS
- ZONING DISTRICT BOUNDARY * PROPERTY LINE
- SECTION CORNER
- EXISTING CITY PROPERTY
- EXISTING PARKS, RECREATION & WILDLIFE AREAS
- FUTURE PARKS, OPEN SPACE, & WILDLIFE AREAS
- BICYCLE ROUTE
- PRIMITIVE TRAILS, ALL USES
- WHEEL CHAIR ACCESSIBLE
- FUTURE TRAILS
- WATERWAYS/CANALS/DITCHES
- BICYCLE TRAIL

FLOODPLAINS NOT SHOWN ON MAP. SEE NATIONAL FLOOD INSURANCE RATE MAPS FOR EFFECTIVE FLOODPLAIN INFORMATION

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