

PROVIDENCE CITY

GENERAL PLAN
2020



ACKNOWLEDGMENTS

PROVIDENCE CITY

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An aerial photograph of a mountainous region. In the foreground, a town with a grid-like street pattern is visible, surrounded by green fields and some industrial areas. In the background, a range of mountains with patches of snow or light-colored rock rises against a clear sky. The text 'Providence City' is faintly visible in the top left corner.

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INTRODUCTION

From a stopping point for Shoshoni tribes, to early settlers of The Church of Jesus Christ of Latter-Day Saints (Mormons), 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. Forty 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 that is used to help guide the City in its future growth and change. In broad terms, the General Plan aims to map and communicate Providence 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). Secondly, the Plan is an advisory document that provides a basis for informed future decision making. The General Plan encourages consistency by establishing a framework for decision-making both in the short term and long-term. 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 with confidence in understanding the parameters of planning policies and why they are in place. City leaders and citizens have stated that they wish to preserve the character of Providence. This Plan ensures that this can be achieved while still ensuring that landowners are able to exercise their development rights.



WHAT IS THE GENERAL PLAN ABOUT?

The plan covers the topics of land use, neighborhoods, transportation, economics, moderate income housing, environmental stewardship, and public services. Collectively these elements correlate in order to produce a collective vision for the future of Providence. Key Initiatives and a Design Framework Map are utilized to summarize the interconnected nature of the Plan's components, providing a succinct and easy to use 'quick-reference' for the overall goals and vision of the City.

THE GENERAL PLAN PROCESS

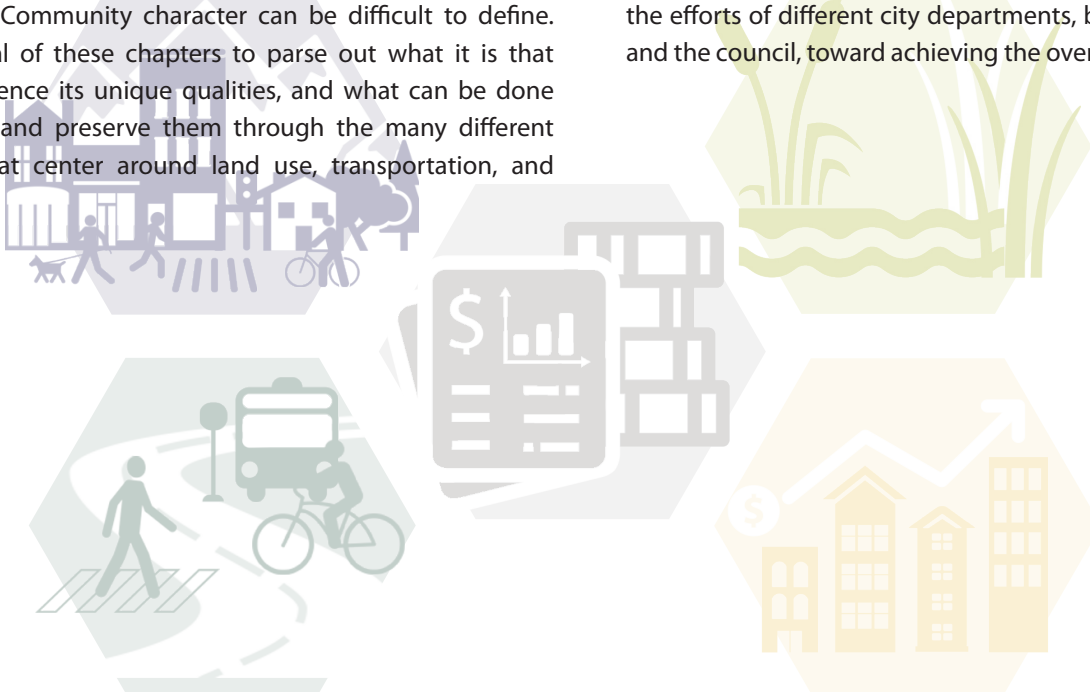
The previous General Plan was adopted by the City in the year 2000. There has been significant change and growth since that time, including the addition of Macey's grocery store and several new single-family and multi-family housing developments. The significance of the past 15+ years of progress, along with the expectation of future change, demands a General Plan update that analyzes these changes in the community. From there, the plan takes into account these changes to update goals, policies, and implementation measures to guide future development in the City. To guide the update process the City established a Steering Committee in 2017 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 BIG PICTURE?

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 provides the overall "Big Idea" for the direction of the City. The remaining chapters are the individual parts that allows the vision to be carried out. Community character can be difficult to define. It is the goal of these chapters to parse out what it is that 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 understand 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 all of the various communities that make up 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 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, waste 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 settlers of The Church of Jesus Christ of Latter-Day Saints (Mormons) 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 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 steady over the next three decades to reach an estimated population of 7,595 in 2018, according to the 2018 United States Census estimate.

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, implementation of impact fees for the continued development of community parks, open space, and activity centers, improvisation of transportation routes, and examination of 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 time line highlights some of the key events in City history, with a emphasis of those moments related to planning, growth, and change.

PROVIDENCE CITY TIMELINE

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

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

Construction of "Old Rock Church" is completed — **1871**



Old Rock Church

Providence gains effective electricity — **1909**

The Logan Rapid Transit comes to Providence — **1912**

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

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

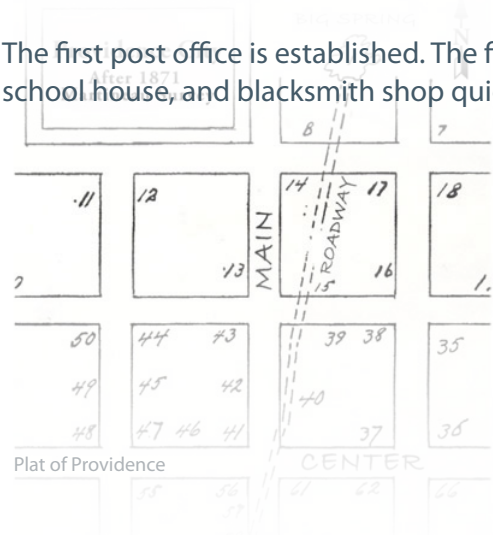
The first zoning ordinance is approved by the city council — **1991**

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

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

2011 — According to the 2010 US Census the population reaches 7,075

2017 — Begin General Plan update preparation



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



Hopkin John Mathews



Providence circa 1970's



Population Growth



Maceys grocery store

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 residents in 2000 to an estimated 7,595 residents in 2018. 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.

Principles

Principles Governing Master Plan 2000

- 1) Maintain the character of Providence as a residential community.
 - Characterize the community by family dwellings.
 - Develop Providence as a livable community.
 - Develop planning flexibility and quality control.
 - Confine the community's rural character.
 - Preserve valued historic community assets.
 - Create open spaces and safe, pedestrian-friendly streets.
 - Develop schools, city center, parks, as centers of community activity.
 - Encourage preservation and management of open spaces.
 - Confine domestic animal privileges under appropriate controls.
 - Develop mixed-use neighborhoods (retail, commercial, and a full range of housing opportunities).
 - Promote commercial development compatible with Providence's residential character.
- 2) Provide planned, orderly growth.
 - Extend city boundaries by contiguous annexations according to Providence City Boundary Declaration.
 - Organize annexations to avoid creation of islands or peninsulas.
- 3) Maintain a rate of growth consistent with the City's ability to provide public services without hardship on the citizens.
 - Develop sensible growth policies and sustainable community design.
 - Manage all public services within the City, including water - both culinary and irrigation, sewer, roads, parks, police protection, fire protection, animal control, waste disposal, and utilities, including staffing.
 - Develop flexible and accessible transportation systems.
 - Organize development and financial stability according to the Master Plan.
 - Secure grants and tax credits to fund community planning.
 - Require new development to bear the cost of capital improvements.

Principles conf'd

- 4) Maintain and develop the Master Plan for the growth and evolution of the City.
 - Assess existing concerns within the City.
 - Assess municipal resources and other options available for solving the concerns.
 - Utilize neighborhood meetings to obtain a better perspective regarding public perception of planning issues.
 - Update the Master Plan every five years under Planning Commission direction.
 - Work with the Cache County Planner and other municipalities to verify compatibility of the Master Plan with surrounding communities.
- 5) Ensure that significant, quality, sustainable commercial development becomes a reality.
 - Strengthen the economic base of the community by encouraging the growth of a quality commercial area.
 - Focus prime development opportunities on strong retail facilities that generate sales taxes. (Rus 69-035, 12/08/2009)
 - Use sales tax revenue to offer incentives to attract quality development.
 - Encourage annexation of parcels for commercial development.
 - Extend city boundaries by contiguous annexations critical to city tax base according to Providence City Boundary Declaration.
 - Establish a new high standard for quality commercial development in Cache Valley.

PROVIDENCE CITY MASTER PLAN1 DECEMBER 2000PRINCIPLES

PROVIDENCE CITY MASTER PLAN1 DECEMBER 2000PRINCIPLES

PROVIDENCE TODAY

Providence, while once a farming community, has now 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.

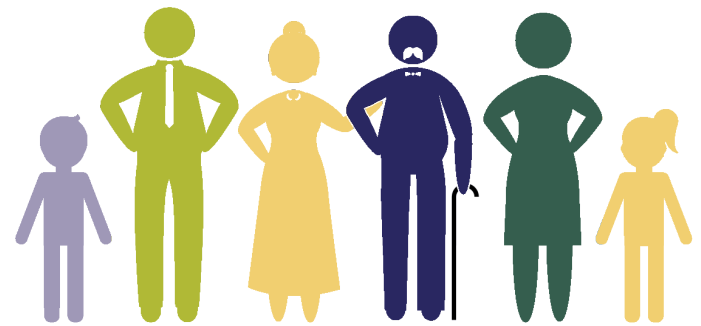
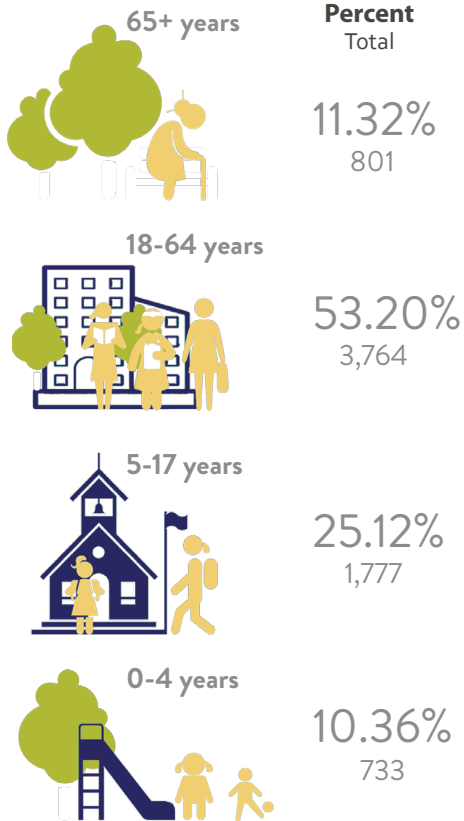
Rezoning requests and building applications are brought to the City at a steady pace as new development of single and multi-family housing and some retail and dining establishments are built in Providence.

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

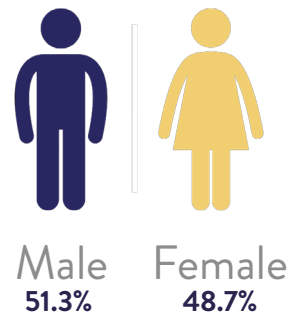
As Providence enters into the next chapter of its City's history, the question is: What do we hope to become? Preservation of the qualities that makes Providence a community and place where people wish to live and raise their families can only be achieved through careful planning; ensuring that clear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

POPULATION



7,494
2016 Population Estimate

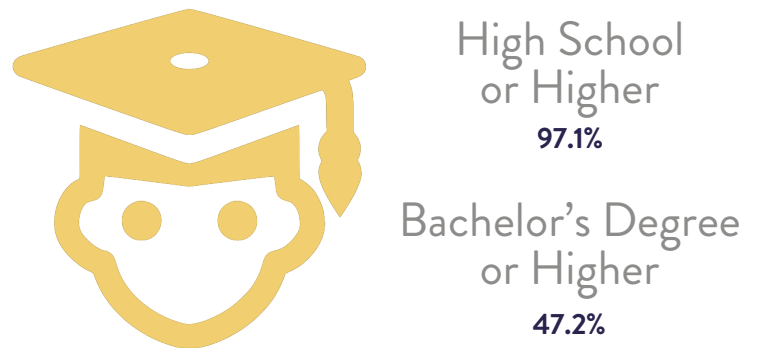
31.0
Median Age



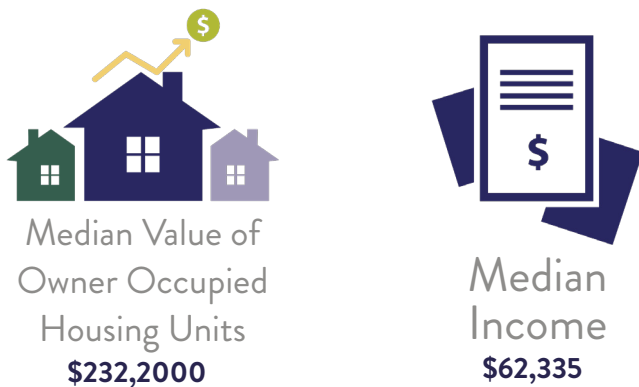
HOUSING



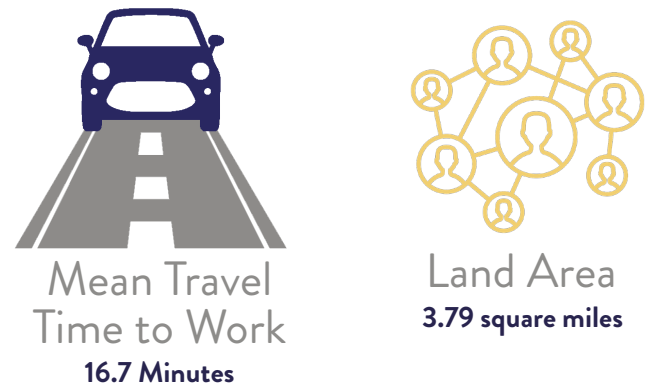
EDUCATION



ECONOMY + INCOME



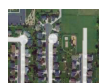
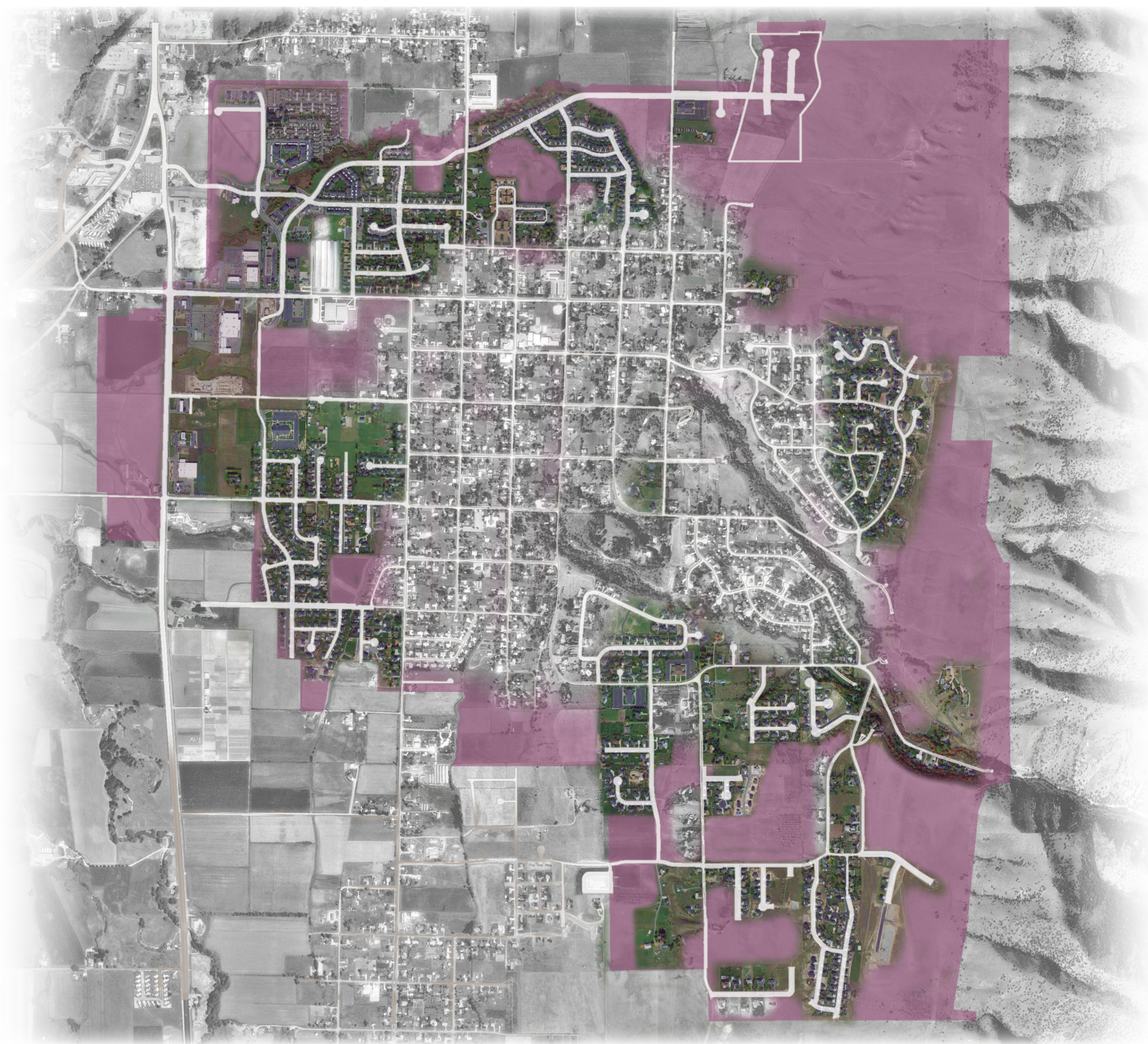
TRANSPORTATION + GEOGRAPHY



*Data taken from 2017 US Census estimate

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 up to 2017, 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 while also providing more opportunities to live, work, shop, and recreate in Providence.”

PROVIDENCE CITY VISION

SIX 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.

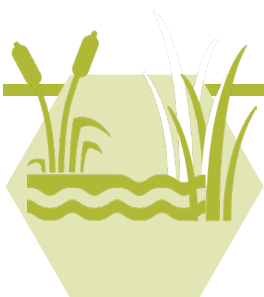
INITIATIVE #1: SENSE OF PLACE

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 in mind 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) 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: VARIOUS HOUSING OPPORTUNITIES

Encourage housing options to meet the needs of residents of all ages, income level and family size, regardless of their stage of life.



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 are 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

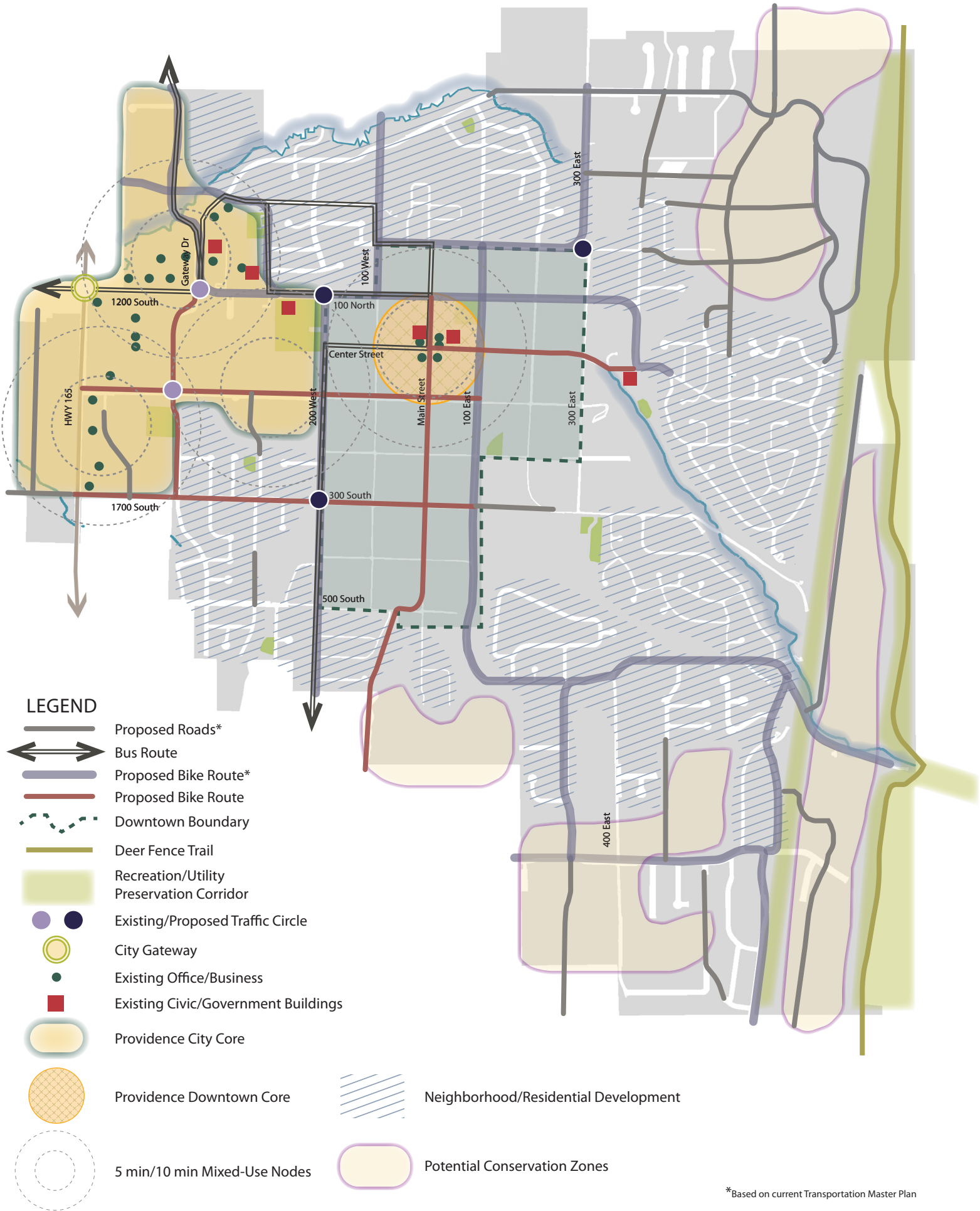
Locations of existing and potential new residential development. Neighborhoods and residential development may consist of one housing type or a mix of housing types.



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.

3-FRAMEWORK for the Future



*Based on current Transportation Master Plan

HOW THE KEY INITIATIVES ARE SUPPORTED

Part 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.

KEY INITIATIVE #1: SENSE OF PLACE

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

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

Objective: Improve “walkability” and “bikeability” of City.

KEY INITIATIVE #2: GREEN INFRASTRUCTURE

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

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

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

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: Secondary water system developed to reduce demands on the City culinary system.

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

Objective: Floodplain and storm water management and mitigation.

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



KEY INITIATIVE #3: FISCAL RESPONSIBILITY

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

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

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 up-front costs and on-going maintenance costs.

Objective: Coordinate planning of emergency resources with residents, the county, non-profit, and religious entities.

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 up-front costs and on-going maintenance costs.

Objective: Manage financial resources wisely, and maintain adequate fund reserves.

KEY INITIATIVE #4: A MULTI-MODAL CITY

Objective: Promote development patterns that provide connectivity.

Objective: Improve pedestrian safety, walkability and accessibility on Providence 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 county and regional road systems.

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

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



KEY INITIATIVE #5: ECONOMIC DEVELOPMENT

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

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

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

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

Objective: Identify the interests of all affected entities.



KEY INITIATIVE #6: VARIOUS HOUSING OPPORTUNITIES

Objective: Support and utilize existing affordable housing resources.

Objective: Support fair housing practices through education and awareness.



CHAPTER 4 – LAND USE, NEIGHBORHOODS, & DESIGN

Providence City is a small community impacted by the growth in Cache Valley during the many years since the previous general plan was completed. In that time, the population grew from 4,377 residents in 2000 to an estimated 7,595 residents in 2018. Providence is a young community, with nearly 90% of the population under 65 years of age.

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

SHEET 5-B OF THE
PROVIDENCE CITY MASTER PLAN
REVISED: JAN. 23, 2020
PROJ. NO. 1504-1

LEGEND

EXISTING DISTRICTS

- AGRI AGRICULTURAL DISTRICT
- SFE SINGLE FAMILY EXCLUSIVE DISTRICT
- SFL SINGLE FAMILY LOW-DENSITY DISTRICT
- SFT SINGLE FAMILY TYPICAL DISTRICT
- SPR SINGLE FAMILY RESIDENTIAL SPRING DISTRICT
- SPW SINGLE FAMILY WITHIN CITY DISTRICT
- SF4 SINGLE FAMILY HIGH-DENSITY DISTRICT
- SMH SINGLE FAMILY HIGH-DENSITY DISTRICT
- MPR MULTIFAMILY RESIDENTIAL DISTRICT
- MPM MULTIFAMILY MEDIAN-DENSITY DISTRICT
- MTI MULTIFAMILY LOW-DENSITY DISTRICT
- MSD MEDIUM-DENSITY DISTRICT
- LCR LIGHT COMMERCIAL DISTRICT
- CHD COMMERCIAL DISTRICT
- COO COMMERCIAL OFFICE DISTRICT
- COB COMMERCIAL BUSINESS DISTRICT
- IND INDUSTRIAL DISTRICT

PROPOSED CHANGES

- CHD COMMERCIAL DISTRICT
- COO COMMERCIAL OFFICE DISTRICT
- COB COMMERCIAL BUSINESS DISTRICT
- IND INDUSTRIAL DISTRICT

ANNEXED AREAS

- AGRI AGRICULTURAL DISTRICT
- SFE SINGLE FAMILY EXCLUSIVE DISTRICT
- SFL SINGLE FAMILY LOW-DENSITY DISTRICT
- SFT SINGLE FAMILY TYPICAL DISTRICT
- SPR SINGLE FAMILY RESIDENTIAL SPRING DISTRICT
- SPW SINGLE FAMILY WITHIN CITY DISTRICT
- SF4 SINGLE FAMILY HIGH-DENSITY DISTRICT
- SMH SINGLE FAMILY HIGH-DENSITY DISTRICT
- MPR MULTIFAMILY RESIDENTIAL DISTRICT
- MPM MULTIFAMILY MEDIAN-DENSITY DISTRICT
- MTI MULTIFAMILY LOW-DENSITY DISTRICT
- MSD MEDIUM-DENSITY DISTRICT
- LCR LIGHT COMMERCIAL DISTRICT
- CHD COMMERCIAL DISTRICT
- COO COMMERCIAL OFFICE DISTRICT
- COB COMMERCIAL BUSINESS DISTRICT
- IND INDUSTRIAL DISTRICT

NOTES

1. THIS MAP IS A SUMMARY OF THE PROPOSED RE-ZONING OF THE CITY OF PROVIDENCE, UTAH, AND IS NOT A SUBSTITUTE FOR THE CITY OF PROVIDENCE, UTAH, ZONING ORDINANCE.
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4-LAND USE, NEIGHBORHOODS, & DESIGN

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?	1-5 Years	5-15 Years
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. Strategies are categorized as short-term (1-5 years) or long-term (5 – 15 years).		
1. Integrate existing and future development through zoning and infrastructure standards that will offer requirements, solutions, and compatible support options.	a. Review and update development, design and construction standards. Maintain future zoning map and review changes on an annual basis. Maintain current zoning map and update changes within 60 days.	X	
	b. Review, update, and maintain existing zones for applicability to new standards as needed, or every 7 years.		X
	c. A thorough review of existing zones and policy options to be completed every 7 years.		X

4-LAND USE, NEIGHBORHOODS, & DESIGN

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.	X	
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.	X	
	b. Review impact fee structure informed by actual costs of city-provided infrastructure.	X	
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 and commercial subdivision process.	a. Identify open space, environmentally sensitive land, and utility easements where development is not appropriate.	X	
	b. Identify areas within and bordering the City, such as the foothills, waterways, migration routes, prominent vistas, green-belts, and other natural features.	X	
	c. Develop a plan to preserve these features and incorporate them into the City's land uses.	X	
5. Promote development patterns for inner connectivity.	a. Limit the use of cul-de-sacs.	X	
	b. When cul-de-sacs are deemed necessary, require paths for connectivity.	X	
6. Use zoning and design standards to provide compatible transitions and/or integration between residential areas and commercial development.	a. Integrate design standards as part of the zoning ordinance and subdivision standards.	X	
	b. Evaluate buffers between zones and setbacks between land uses.	X	
	c. Review existing areas to improve connectivity with new areas.	X	
7. Facilitate consistent quality development that is long-lasting and sustainable, while allowing for design flexibility.	a. Review design standards applicable to each zone.	X	
	b. Indicate areas where there is an option between multiple future zones.	X	
8. Preserve the character-defining historic assets of Providence, including built and natural features.	a. Identify the historic assets of Providence.	X	
	b. Encourage methods to protect historic assets of Providence.	X	
9. Maintain and update land use maps.	a. Maintain future zoning map and review on an annual basis.	X	
	b. Create and update a map that shows the major centers and nodes of the City.	X	

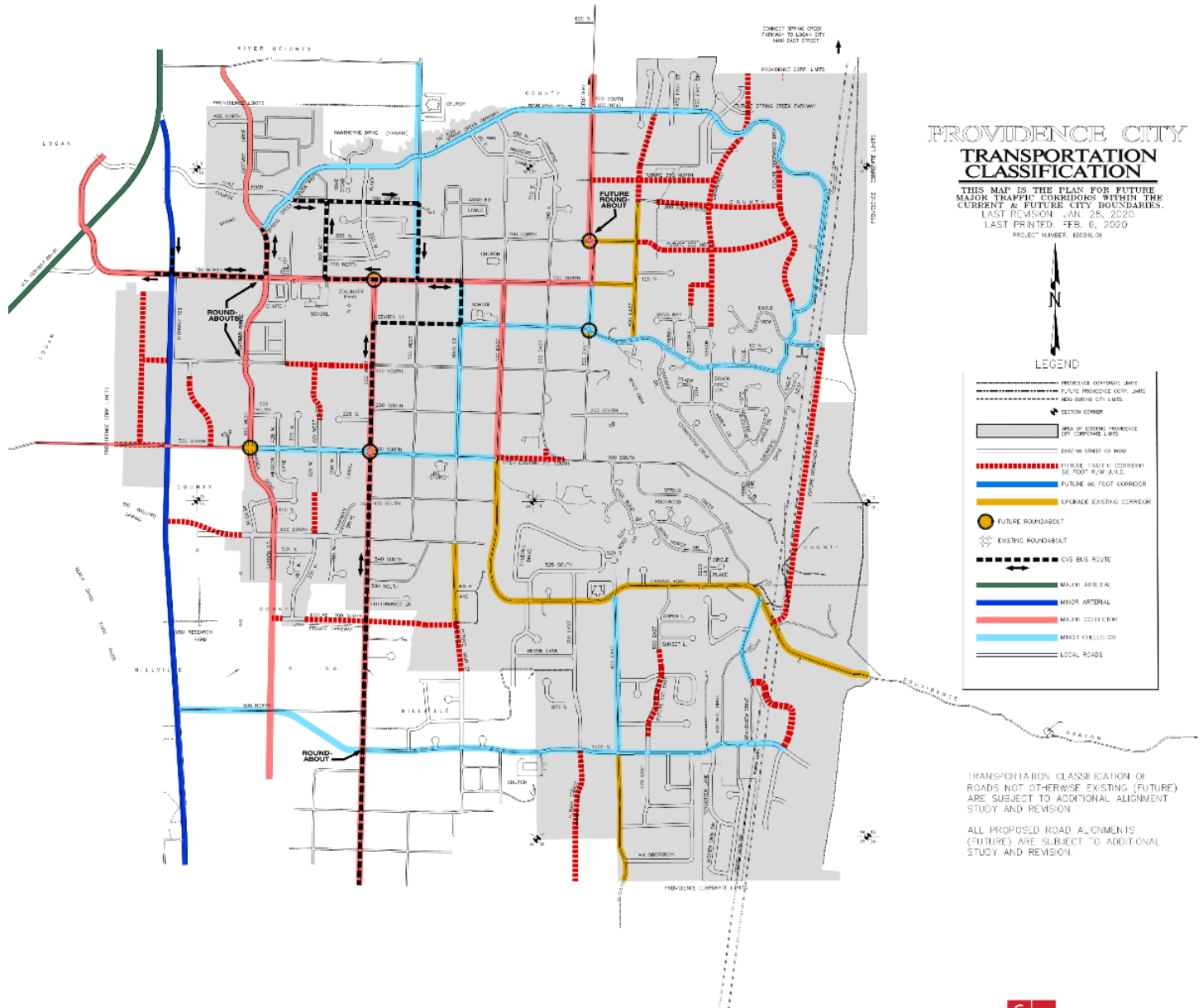
5-TRANSPORTATION SYSTEMS

CHAPTER 5 – TRANSPORTATION SYSTEMS

5.1 – WHAT WE KNOW

Providence City has a Transportation Classification Plan. This plan is a map showing major traffic corridors within the current and future planned 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



5-TRANSPORTATION SYSTEMS

The goals, objectives, and strategies to implement the 2020 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. These gaps need to be filled in order to plan for future needs. A successful multi-modal system will allow Providence residents comfortable, convenient, and varied connections to logical destinations such as from residential neighborhoods to schools, parks, and commercial districts.

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?	1-5 Years	5-15 Years
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 way 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.	X	
	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.	X	
	c. Identify compliance with ADA standards and conflicts with vehicular traffic and hazards.	X	

5-TRANSPORTATION SYSTEMS

	d. Determine what improvements are needed, prepare estimates, complete design and secure a budget.		X
2. Create a network of bicycle and pedestrian sidewalks and pathways throughout Providence with interconnecting points to adjacent communities.	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 input from residential, commercial, educational and seniors.	X	
	b. Mitigate pedestrian movement limitations throughout the city (e.g. cul-de-sac, dead-end streets, water channel crossings, etc.).		X
	c. Include a section on bicycle infrastructure as part of the transportation master plan.	X	
3. Provide value to the community's character and identity by maintaining and improving the aesthetics of streets and public rights of way.	a. Establish standards for landscaping to minimize damage to infrastructure in streets and public right of way.	X	
	b. Evaluate streets lights for energy efficiency, MUTCD compliance and dark-sky compatibility.	X	
4. Providence City transportation system shall have a workable plan coordinating with the FHWA, UDOT, APWA, MUTCD, CVTD and other agencies to include interconnecting with county and regional road systems with a focus on connectivity. "A high level of street connectivity creates several benefits. In addition to creating a more efficient transportation system, street connectivity can improve a wide range of community aspects reaching into safety, health, economic vitality, the environment, and quality of life." -WFRC	a. Inventory city streets and identify the Functional Classification of each street with respect to location, use, route and priority. Update plans as needed or every 5 years.	X	
	b. Prepare maps showing all City streets, county roads, state highways, private roads, alleys and adjacent neighboring interconnections. Update maps as needed or every year.	X	
	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.		X
	d. Develop maps showing traffic control, traffic signals, street signs, street paint markings. Assure improvements are in compliance with City standards and the MUTCD. Update maps as needed or every year.	X	
	e. Identify maps mass transit and school district routing and stops. Update maps as needed or every year.	X	
	f. Develop vehicular and pedestrian 'Public Right of Way Access Plan'.	X	

5-TRANSPORTATION SYSTEMS

	g. Determine appropriate 'restrictive' conditions for approval for Cul-de-Sac improvements.	X	
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.		X
	b. Include a section on interconnection between cities within the transportation master plan. Plan to match right-of-way widths at connection points.		X
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.).	X	
	b. Develop design standard cross sections for said corridors that will systematically accommodate necessary uses and mitigate interference and problematic cross connections.	X	
	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.	X	
	d. Prepare maps, dimensions and standard details, directions and diagrams for said corridors. Include Right of Way Corridor maps in the Transportation Master Plan.	X	
	e. Establish standard dimensions and details for Easements with respect to utilities (e.g. Public Utility Easement, PUE and pathways, etc).	X	
7. Identify peak capacity loads, time frames and traffic patterns for roadways.	a. Perform traffic studies and/or measurements as needed.		X
	b. Use traffic studies to develop plans for road capacity improvements.		X
	c. Create traffic density maps of the city including, but not limited to: daily traffic densities, weekly traffic density, special event traffic densities.	X	

6-MODERATE INCOME HOUSING

CHAPTER 6 – MODERATE INCOME HOUSING

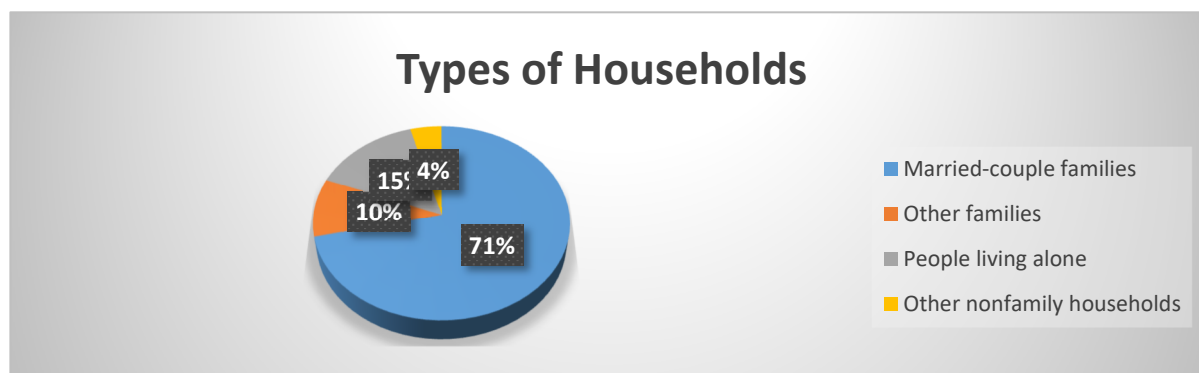
6.1 – WHAT WE KNOW

PROVIDENCE CITY AFFORDABLE HOUSING NEEDS ASSESSMENT

The following information in *italics* is taken from the US Census American Community Survey 2013 – 2017 5-Year Narrative Profile.

Households and Families

In 2013-2017, there were 2,355 households in the City. The average household size was 3.17 people. Families made up 80.9 percent of the households. This figure includes both married-couple families (71.3 percent) and other families (9.6 percent). Female householder families with no husband present and own children under 18 years are 3.5 percent of all households. Nonfamily households made up 19.1 percent [people living alone – 14.8%, other nonfamily households – 4.3%] of all households.



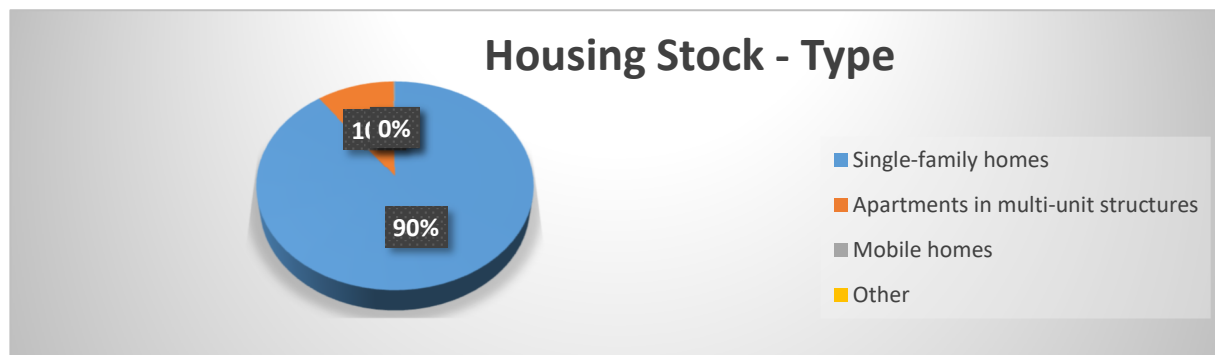
In the City, 41.0 percent of all households have one or more people under the age of 18; 30.0 percent of all households have one or more people 65 years and over.

Among persons 15 and older, 66.5 percent of males and 63.8 percent of females are currently married. 159 grandparents lived with their grandchildren under 18 years old. Of those grandparents, 0.0 percent were responsible for the basic needs of their grandchildren.

Housing Stock

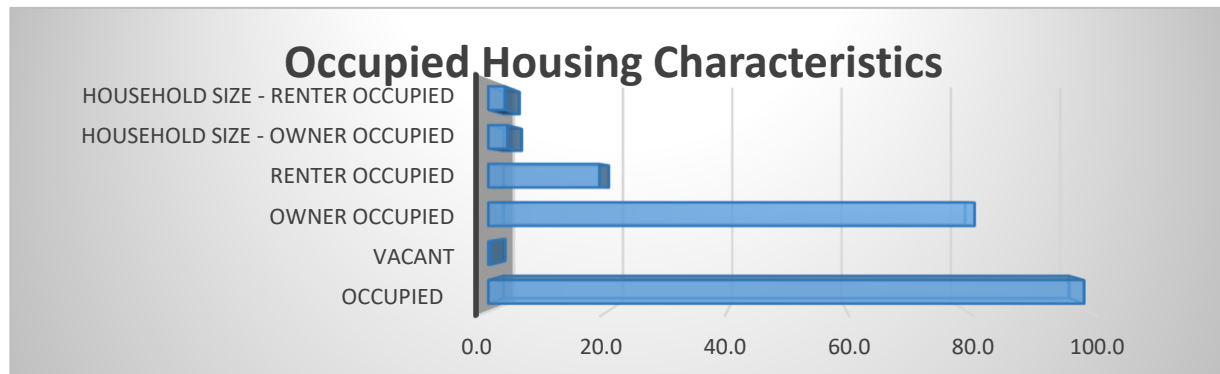
In 2013-2017, the City had a total of 2,362 housing units. Of these housing units, 90 percent were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as “townhomes” or “row houses”). 9.9 percent of the housing units were located in multi-unit structures, or those buildings that contained two or more apartments. 0.2 percent were mobile homes, while any remaining housing units were classified at “other”, which included boats, recreation vehicles, vans, etc.

In 2013-2017, the median property value for owner-occupied houses was \$253,000.



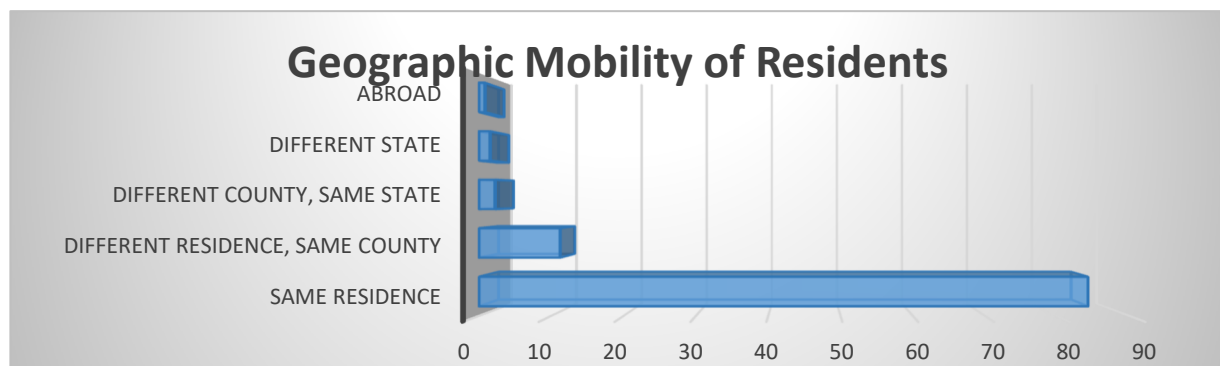
6-MODERATE INCOME HOUSING

In 2017, the City had 2,260 housing units that were occupied, while the remaining 7 were vacant. Of the occupied housing units, the percentage of these houses occupied by owners (also known as the homeownership rate) was 80.7 percent, while renters occupied 19.3 percent. The average household size of owner-occupied houses was 3.25 and in renter-occupied houses it was 2.84.



11 percent of housholders of these occupied houses had moved into their house since 2015, while 7.7 percent moved into their house in 1979 or earlier.

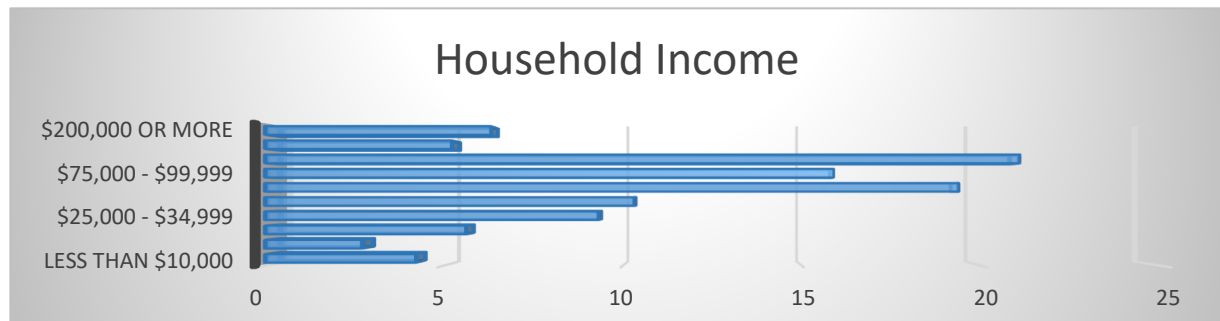
84.3 percent of the people at least one year old were living in the same residence one year earlier; 11.2 percent – different residence, same county; 2.2 percent – different county, same state; 1.5 percent – different state; 0.8 percent – abroad



Households without a vehicle available for personal use comprised 2.5 percent and another 36.3 percent had three or more vehicles for use.

Household Income & Needs

The median household income in Providence is \$73,056, which is \$19,244 above the area median income (AMI) for Cache County (\$53,812). An estimated 4.2 percent of households had income below \$10,000 a year and 6.3 percent had income over \$200,000 or more.



6-MODERATE INCOME HOUSING

Using the area median income (AMI) for Cache County (\$53,812), 5.0 percent of the households in Providence earn less than or equal to 30 percent of AMI, 10.1 percent earn between 30 and 50 percent of AMI, 14.4 percent earn between 51 and 80 percent of AMI, 8.3 percent earn between 81 and 100 percent of AMI, and 62.2 percent earn more than 100 percent of AMI. Households that earn a moderate income (80 percent of AMI) or less make up 29.6 percent of Providence's population. (Information taken from the US Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy)

Summary of Affordability

Household Income	Maximum Monthly Income for Housing Expenses	Maximum Mortgage Loan Amount
<i>≤30% AMI</i>	\$379	\$42,700
<i>>30% to ≤50% AMI</i>	\$631	\$66,876
<i>>50% to ≤80% AMI</i>	\$1,010	\$167,830
<i>>80% to ≤100% AMI</i>	\$1,262	\$235,133

Housing Affordability and Cost Burden

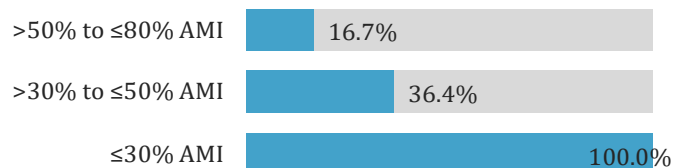
Housing is considered affordable when households—regardless of their income—spend no more than 30 percent of their monthly income on housing expenses. Therefore, cost-burdened households are those households whose housing expenses exceed 30 percent of their monthly income. Based on this definition, 82.2 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 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-MODERATE INCOME HOUSING

Moderate Income Housing Gap

Utah Code Annotated (UCA) 10-9a-408(2)(c)(i) requires:

- the municipality calculate the housing gap for the current biennium;

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)

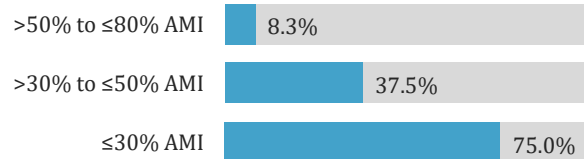


TABLE 1

2018 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units Renter Households	Available Units Renter Households
≤ 80% HAMFI*	245	350	239	105	-6
≤ 50% HAMFI	100	85	29	-15	-71
≤ 30% HAMFI	35	30	10	-5	-25

- the municipality calculate the housing gap for the previous biennium;

TABLE 2

2016 Shortage	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units Renter Households	Available Units Renter Households
≤ 80% HAMFI	225	395	220	170	-5
≤ 50% HAMFI	75	160	35	85	-40
≤ 30% HAMFI	20	45	0	25	-20

- estimate the progress in providing moderate income housing by subtracting the information in Table 2 from Table 1

Progress	Renter Households	Affordable Rental Units	Available Rental Units	Affordable Units Renter Households	Available Units Renter Households
≤ 80% HAMFI	20	-45	19	-65	-1
≤ 50% HAMFI	25	-75	-6	-100	-31
≤ 30% HAMFI	15	-15	10	-30	-5

*HAMFI – Housing Urban Development Area Median Family Income

UCA 10-9a-408(2)(c)(ii) Report the number of all housing units in the municipality that are currently subsidized by each level of government.

Municipal Government	0	Subsidized by municipal housing programs
State Government	22	Subsidized by Utah's Olene Walker Housing Loan Fund (OWHLF) multi-family program
Federal Government	2	Subsidized by the federal Low-Income Housing Tax Credit (LIHTC) program

6-MODERATE INCOME HOUSING

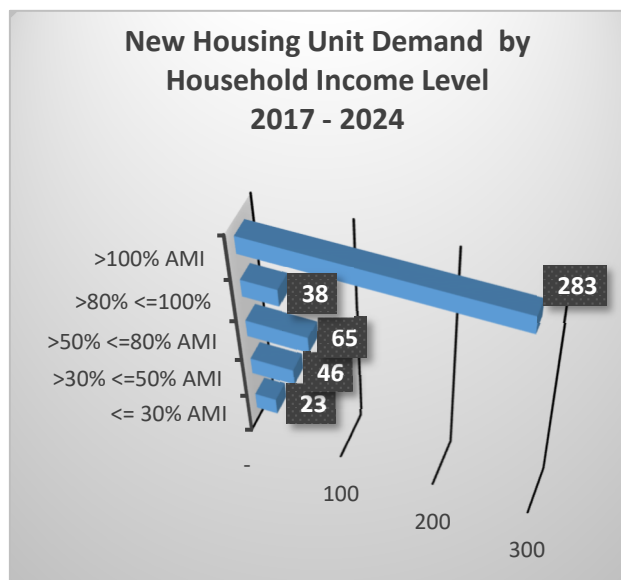
UCA 10-9a-408(2)(c)(ii) Report the number of all housing units in the city that are currently deed restricted for moderate-income households. The City currently has 22 units.

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 7,341 in 2017 to 8,736 by 2024 and 10,916 by 2030. These additional residents amount to an additional 440 households by 2024 and an additional 860 households by 2030, based on the city's estimated 2024 average household size (3.07).

Wasatch Front Regional Council General Plan Resources – SB 34 (2019)										
Population Projections – Providence City										
Year	2017	2018	2019	2024	2025	2030	2035	2040	2045	2050
Pop.	7,341	7,506	7,671	8,736	8,956	10,066	10,916	11,726	12,420	12,991



Based on population change from 2017 to 2024, observed income levels, and existing vacancies, it is projected that Providence will need an additional 455 housing units by 2024. Of those 455 units, 23 will need to be affordable to extremely low-income ($\leq 30\%$ AMI) households, 46 will need to be affordable to low-income ($>30\%$ to $\leq 50\%$ AMI) households, and 65 will need to be affordable to moderate-income ($>50\%$ to $\leq 80\%$ AMI) households.



By 2030, Providence will need an additional 888 housing units. Of those 888 units, 44 will need to be affordable to extremely low-income ($\leq 30\%$ AMI) households, 90 will need to be affordable to low-income ($>30\%$ to $\leq 50\%$ AMI) households, and 128 will need to be affordable to moderate-income ($>50\%$ to $\leq 80\%$ AMI) households.

Special Needs Groups

In the City, among the civilian noninstitutionalized population in 2013-2017, 7.7 percent reported a disability the likelihood of having a disability varied by age – from 4.5 percent of people under 18 years old, to 6.0 percent of people 10 to 64 years old, and to 21.4 percent of those 65 and over.

Individuals with disabilities may require special housing accommodations.

6-MODERATE INCOME HOUSING

According to the US Census American Community Survey 2013 – 2017 5-Year Narrative Profile 14.2 percent of the population was 65 years and older. 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 2018 annualized point-in-time count, roughly 0.52 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. In 2018 the state legislature passed SB 235 which withholds 18% of the 50% population component of the local option sales tax for homeless shelter funding. In October 2019, \$1,105.06 was deducted from Providence City local sales and use tax for Homeless Shelter Funding.

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?	1-5 Years	5-15 Years
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.		X
	b. Support and promote housing repair and rehabilitation program administered by BRAG and USDAs Rural Development Agency.		X
	c. Work with Logan City and other neighboring communities to regularly assess affordable housing needs and the		X

6-MODERATE INCOME HOUSING

	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.	X	
	b. Sponsor and support presentations and information dissemination by non-profit and government agencies.		X
	c. Permit affordable housing in each neighborhood so long as the specific unit type and design is consistent with the character of the neighborhood.	X	
	d. Acknowledge the economic and social consequences that large-scale or concentrated low-income housing developments place on neighboring households.		X
3. Modify existing regulatory measures to encourage the development of affordable housing.	a. Support non-profit and private affordable housing with affordable project with in the City limits.		X
	b. Increase flexibility in development standards allowing for reduction of site development costs.	X	
	c. Streamline the local administrative development review and permitting process to allow for cost reductions.	X	
	d. Encourage and incentivize the development of affordable housing in small complexes and low concentrations of buildings, appropriately distributed and integrated into the whole community.		X
4. Consider the provision of adaptive re-use and mixed-use.	a. Consider adaptive re-use and mixed-use project to stimulate affordable housing and economic development.		X
5. 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.	X	
	b. Have no more restrictions for manufactured housing than for regular housing.	X	
	c. Utilize selective re-zoning of residential land to allow greater density for both single-family and multi-family housing.		X
	d. Promote continued use of the City's subdivision and zoning ordinances that could include density bonuses for certain types of affordable housing units.	X	

7-ENVIRONMENTAL STEWARDSHIP

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 GIS website <https://www.cachecounty.org/gis/> 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 plan that identifies strategies and actions the City can take to further reduce waste and overuse of water. See https://www.loganutah.org/government/departments/public_works/water_and_waste_water/conservation_plan.php. Providence will need to consider developing a similar Water Conservation Plan which will identify current water rights, sources, and water demand in the City to better meet future demands and prepare regulating ordinances to enforce these conservation strategies.

Providence developed a 40-Year Water Rights Plan in 2019 that outlines current and projected water use. According to projections, Providence will need to procure additional water shares to meet the needs of the community by 2043, and may need additional water sources as soon as 2035. Adjustments and conservation strategies may extend the deadline for acquiring additional shares.

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 are action items that direct how the overall goal and objectives will be achieved. Many strategies will work to achieve more than one objective.

7-ENVIRONMENTAL STEWARDSHIP

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?	1-5 Years	5-15 Years
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 a watershed protection plan for areas within the city. Update this plan as needed.		X
	b. Prepare and update water source protection plans for all culinary water sources.		X
	c. Require and enforce storm water pollution prevention plans for all new construction.	X	
	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 aquifers.	X	
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 while also preventing stream and groundwater contamination. Update this plan as needed.		X
3. Retain open spaces and scenic views that contribute to the character of Providence.	a. Select and plan for areas to preserve open space, parks, trails, scenic views, etc.	X	
	b. Identify naturally occurring areas on hillsides (steep), unbuildable sites (wetlands, under power lines, rocky outcrop), protected water sheds, waterways, canals, pathways.	X	
	c. Utilize development to incorporate open space such as athletic fields, churches, cemeteries, schools, river walkways, setbacks, buffers, civic gathering places.		X
	d. Specify a north/south “power line trail” and create a plan to allow for enjoyment of scenic views along it.	X	
	e. Create a plan and guidelines for placing benches or seating structures to support a multi-modal network and allow for enjoyment of scenic views throughout the city.	X	
4. Protect and/or maintain existing wildlife habitat, such as wildlife corridors, in a manner that minimizes conflicts and	a. Protect the mountainside area for winter-feeding range.		X
	b. Develop a plan to preserve green space along Spring Creek.		X

7-ENVIRONMENTAL STEWARDSHIP

allows human and animal habitation to coexist.			
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.	X	
6. Acknowledge Sensitive Areas discussed in Providence City Code Title 10 Chapter 5.	a. Utilize the BRAG Pre-Disaster Mitigation Plan to identify sensitive areas.	X	
	b. Work with Utah State Engineer and FEMA to mitigate flood hazard areas.	X	
7. Protect areas throughout Providence City from the spread of invasive plants.	a. Work with Cache County Weed Division in their goal to <i>"Uphold the State Noxious Weed Law and assist citizens in their noxious weed control efforts."</i>		X

8-PUBLIC SERVICES

CHAPTER 8 – PUBLIC SERVICES

8.1 – WHAT WE KNOW

Providence City provides a number of public services that provide 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 November 30, 2019, the City had 2,200 connections to the system; 69 commercial, 3 agricultural, 2,084 residential, 20 apartment/PUD, 15 church/school, and 9 City owned. During calendar year ending December 31, 2018, the City delivered 729,311,000 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 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 from the BFIC canal system into the SCWC lateral system. The City can then take an equal amount of water 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.

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.

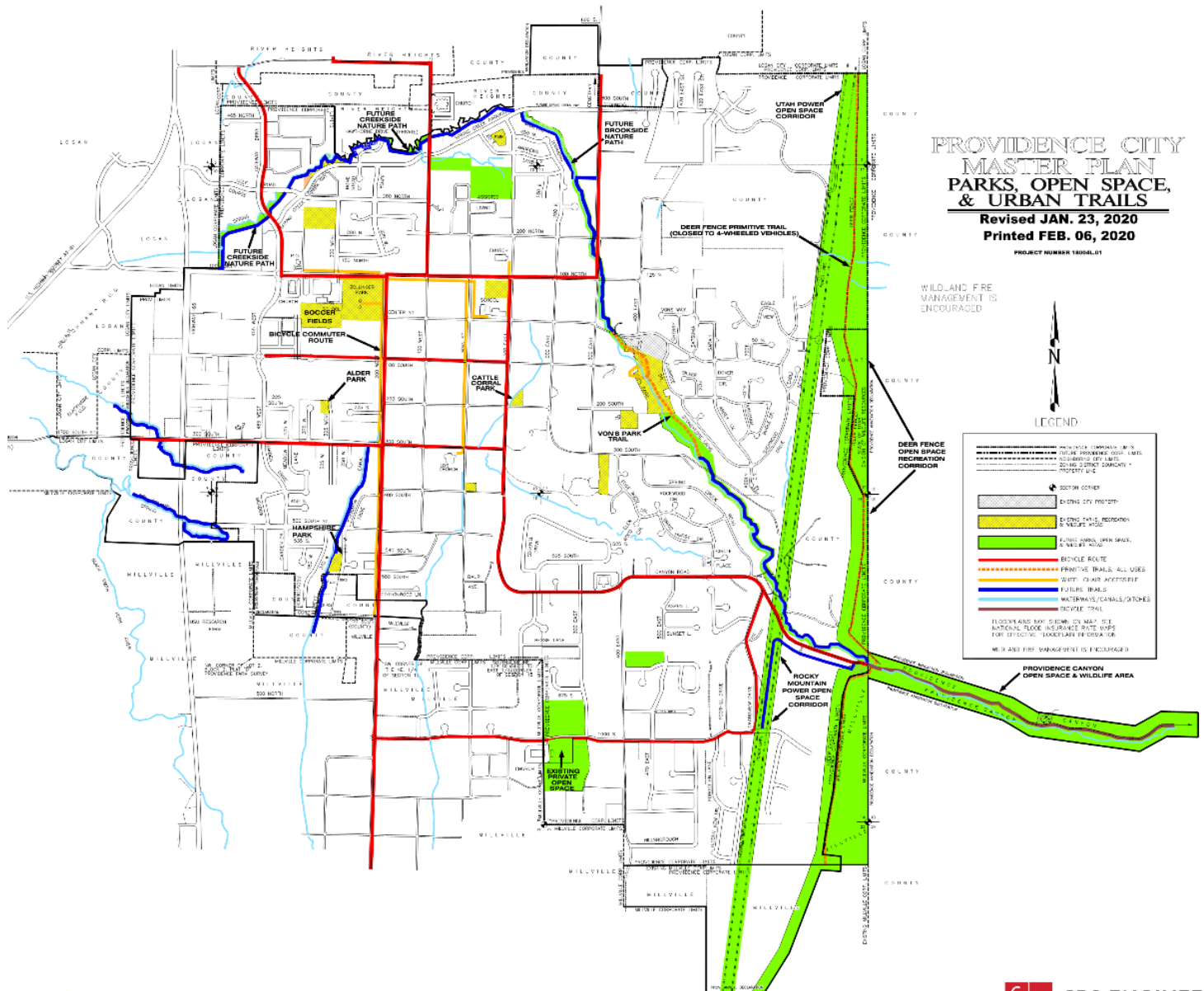
Parks and Recreation Facilities as of 2020: Providence City provides staffing and equipment for repair and maintenance of 11 parks consisting of approximately 45 acres (Alma H Leonhardt – 310 West 250 North, Braegger – 300 South 300 East, Brookside – 38 East Spring Creek Parkway, Cattle Corral – 150 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:

8-PUBLIC SERVICES

- 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-PUBLIC SERVICES

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?	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 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.		X
	b. Develop solutions for promoting ground absorption landscaping and on-site storm water retention.		X
	c. Develop procedure for the detection, prevention and mitigation of sewer infiltration of ground water and storm water and unauthorized discharge into the sewer system.		X
	d. Promote the use of and replacement with low flow water appliances. Peak water use load strategy. Low demand landscaping. Find approach guidelines at https://localscapes.com/ .		X
	e. Promote public education program for the instruction of wise water use and water conservation.		X
	f. Promote land uses that reduce demands on Providence stormwater, sewer and water system.		X
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.		X
	b. Review and update the water master plan as needed, or every 5 years.	X	

8-PUBLIC SERVICES

	c. Develop a plan and budget for maintenance, repair, upgrade, and replacement of existing facilities, as well as providing adequate reserves to cover replacement costs.	X	
	d. Review, update or maintain the 40 Year Water Rights Plan as needed.		X
	e. Evaluate and protect water shed and point source protections areas.		X
	f. Maintain water quality through qualified testing and analysis.	X	
	g. Evaluate, develop, inspect and enforce procedures to prevent cross-contamination.	X	
	h. Encourage decreased water demand and use through a public education campaign on wise water use and water conservation.		X
3. Maintain a sewer collection system that is efficient and economical, meeting local, state and federal requirements.	a. Review, update, and maintain the current sewer master plan as needed.	X	
	b. Continue cleaning and inspection filming of sewer collection system.	X	
	c. Develop plan to monitor the sewerage flows and capacity of sewer pipeline system.		X
	d. Educate public to unacceptable discharges into the sewer system to include the problems with home sump pumps.		X
4. Provide public services and facilities, 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.		X
	b. Create a development impact fee schedule that will adequately cover new infrastructure development costs.		X
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.	X	
	b. Review, update, and maintain a parks master plan as needed.		X
	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.	X	
6. Maintain a cemetery that will meet the needs of current and future residents.	a. Develop, review, update, and maintain a cemetery master plan as needed.		X
7. Maintain a storm water system utility that is efficient and compliant with the local, state and federal requirements.	a. Review, update, and maintain a storm water master plan as needed, or every 5 years.	X	

8-PUBLIC SERVICES

	b. Coordinate and work with the Cache County Storm Water Coalition to meet the requirements of the current NPDES and MS4 Permits.		X
	c. Educate public for maintenance of private storm water facilities.		X
	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.	X	
	e. Evaluate the feasibility of a storm water impact fees.	X	
8. Maintain and promote recreation, cultural, and civic programs and events.	a. Coordinate with the County and surrounding communities to share recreational facilities.	X	
	b. Continue support of the Cache County Library Providence/River Heights Branch.	X	
	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.	X	
	d. Sponsor, support and make city facilities available for events, sports and civic engagements.	X	
	e. Expand and promote recreational and cultural activities and opportunities for city residents and visitors.	X	
	f. Expand and promote events that focus on the heritage and diversity of Providence City.	X	
9. GIS map of City infrastructure.	a. Develop a GIS map of the City's infrastructure. Update and maintain as needed.		X

9-PUBLIC SAFETY AND EMERGENCY MANAGEMENT

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 and Impound – Cache County Sheriff's Office
- Animal 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 and Emergency Management Services. The means for how Providence will work toward	The following action-based strategies will help Providence achieve the overall goal and objectives for Public Safety and Emergency Management Services. Strategies are		

9-PUBLIC SAFETY AND EMERGENCY MANAGEMENT

these objectives is captured in the Action Plan Strategies.	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. This evaluation shall be completed no later than 1 year prior to the end of the existing contract.	X	
2. 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.	X	
3. 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).	X	
	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).		X
	c. Annually review and approve the Annual Participation Commitment Statement before the start of each fiscal year.	X	
	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.		X
	e. Annually review the fireworks policy and restrictions.	X	
4. Plan for emergency management.	a. Adopt county plan informing citizens how they should respond in the event of an emergency.	X	
	b. Develop and encourage resident participation in a city-wide notification system.		X
	c. Investigate and evaluation options for resilient structures.	X	
	d. Evaluate city staff positions and necessary training for emergency management.	X	
5. Floodplain and storm water management and mitigation.	a. Maintain flood plain maps.		X
	b. Master plan of waterways: Logan River, Spring Creek, irrigation canal and ditches, storm drain pipes, catch basins, detention basins and private systems.		X
6. Create an evacuation plan and route.	a. Vehicle route, foot path, traffic control, Refuge centers/Incident Operations Center.		X

10-ANNEXATION POLICY PLAN

pCHAPTER 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 7,595 (2018 US census estimate).
- 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 2017/2018 demographic information was taken from Data USA (datausa.io/profile/geo/providence-ut/) and US Census Bureau American FactFinder in 2019.
 - The population of Providence City is 92.4% White, 4.73% Hispanic, and 0.86% other. 98.4% percent are US citizens, and 6.09% speak a non-English language.

10-ANNEXATION POLICY PLAN

- The median age is 30.7. The median household income is \$73,056. The median property value is \$251,700 and the homeownership rate is 80.7%. 8.1% of individuals are below poverty level. Providence City has an estimated 2,267 housing units.
- Most people in Providence City commute by driving alone, and the average commute time is 15.7 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), Meadow Ridge – 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

10-ANNEXATION POLICY PLAN

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 Oktoberbraut (City Celebration and Car Show), 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.

10-ANNEXATION POLICY PLAN

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-ANNEXATION POLICY PLAN

11.3 – 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.

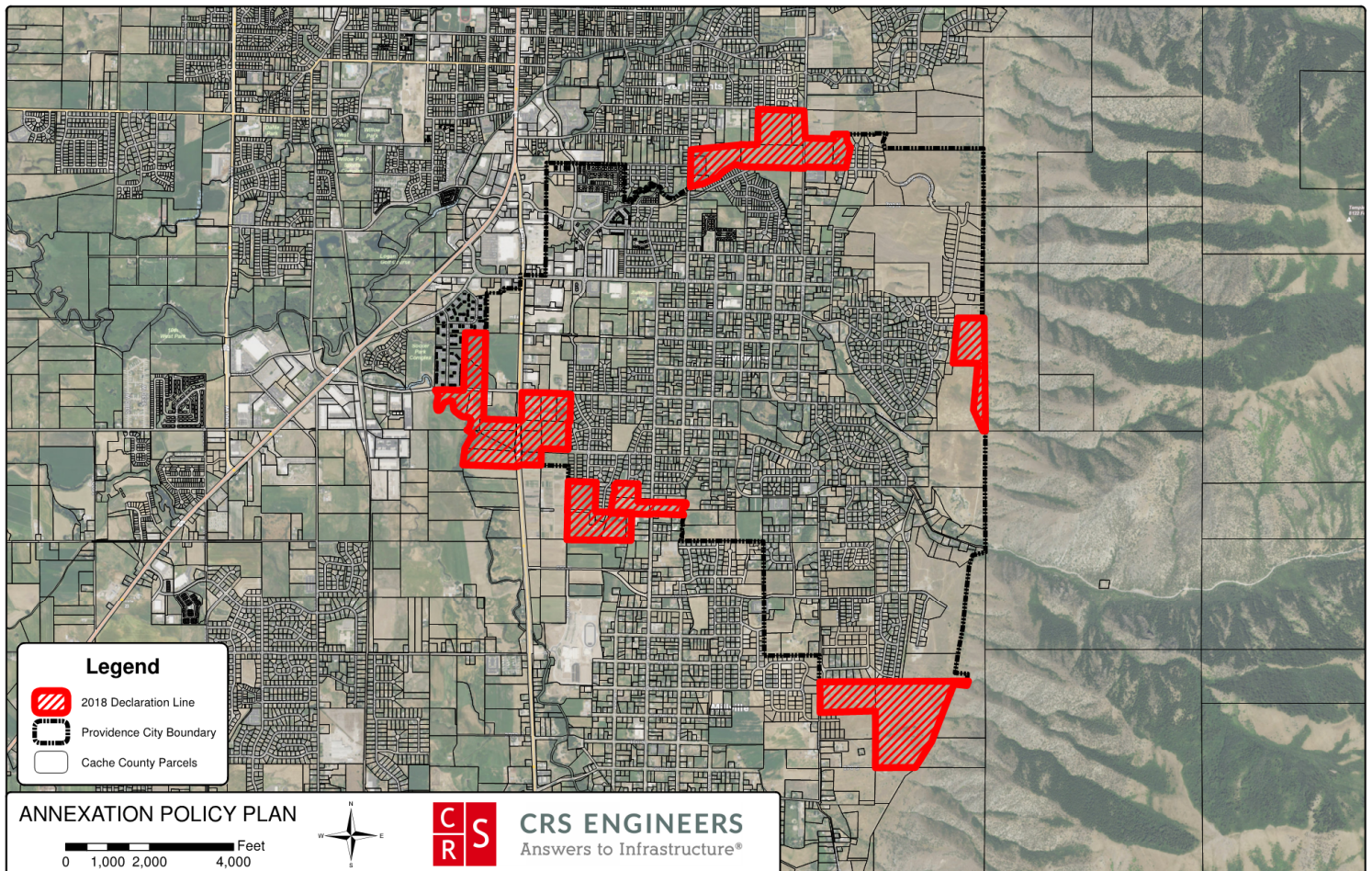
OVERALL GOAL FOR THE CHAPTER – THE GUIDING VISION & INTENT

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.	X	
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.	X	
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.	X	
	b. Prepare a master plan for capital facilities.		X
	c. Continue to evaluate and update the capital facilities plan as needed.		X
4. Identify how the services will be financed.	a. Review and update as needed current service fees, connection fees, impact fees, and tax rates.	X	
	b. Review development requirements for infrastructure expansion and installation and servicing.	X	
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.		X
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		X

10-ANNEXATION POLICY PLAN

	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.		X
	c. Continue to place a high priority on keeping good working relationships with all neighboring entities.		X
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.	X	
	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.		X



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 runoff 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/Bioretenention 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

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 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 ecological resources and the quality of life of a community. The SITES rating system consists of 10 areas. Pre-requisites 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 as 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/
