

Introduction

Providence was founded in 1859 as a farming community. This remains evident by large lots in the downtown area, and continuing agricultural use of land around the City's boundary. Presently, Providence is largely a bedroom community of single-family residences supporting the Logan City commercial/industrial/educational community. While existing areas of Providence continue to support a single-family residential character, the City must also plan for multi-family housing, and provide a tax base in commercial development.

The incorporated area of Providence is approximately 2,000 acres. The area included in the annexation declaration is approximately 4,000 acres. The city has the potential for increasing its growth accordingly. It is this growth that the Master Plan must guide, along with adaptation of existing areas as the need arises.

The population of Providence in 1990 was 3344 residents according to statistics from the *Utah Foundation*. 1998 population was 4331. Projections for 2006 are 5630 residents. The year 2014 will see 7340 residents in Providence at the current growth rate. This equates to a population increase of 188 new residents each year.

In 1990 there were approximately 900 residences in Providence, and in 1998 approximately 1170. 84 building permits were issued in 1997. 116 permits were issued in 1998. 89 permits were issued in 1999. This trend will result in triple the current residences by 2014.

It is anticipated that growth will continue in the bench areas. Additional growth has occurred and is expected to increase in the lower-lying agricultural areas as farm land converts to housing, and as large agricultural-size lots within the developed city convert to minor sub-divisions.

As Providence approaches a population of 5,000, a Capital Facilities Plan will be required as a separate document based on information contained in the Master Plan. Both documents must work in harmony with each other.

Providence City must continue to be “A livable, sustainable community”.

To become such, consideration must be given to:

- Open-space policies - including agricultural preservation, growth limitations, mixed uses, canyon development.
- Housing options - including mixed income housing, affordable housing, rural housing, safe neighborhoods,, cultural and economic diversity,
- Community Centers - including schools, city center, parks, community-planning grants, interactive neighborhoods, sustainable community design.
- Flexible Transportation - including transportation choices, integrated transportation systems.
- Economic Development - including quality businesses, quality commercial development.
- Infrastructure - including maintenance and repair of utilities, streets, parks, trails, historic preservation, protection of valuable environmental qualities.
- Tax Credits - including historic, commercial, community revitalization.

“The foundation of community livability is design that deliberately reflects the community's aspirations for life, work, learning, play, and growth.”

- Michael J. Stanton, FAIA

Incorporation of Governor Mike Leavitt's Envision Utah growth plan introduced in the fall of 1998 should also be part of the equation.

Under *Envision Utah*:

Housing is characterized by:

- average size of single family lot decreases from 0.32 acres today to 0.27 acres in 2020.
- Wider variety of housing options.

Land use is characterized by:

- Slower land consumption.
- Urban growth is 20% by 2020.

Transportation is characterized by:

- More transportation options.

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Cost is characterized by:

- Diversity of housing options.
- Lower personal transportation costs.

Air Quality is improved.

Water consumption is reduced.

Many of Providence's residents prefer a spread-out rural life-style with larger lots. Such lots when well maintained provide greenspace, peace, and solitude to the residents, but do not address the overall issues of 'community'.

Maintaining Cache Valley's current pattern of development follows the nation's ongoing attempt to create the communities we want by allowing development to creep to the outlying areas. Such a path will only re-create the conditions of the past that we must avoid if we do not want the nation's troubled communities in our backyard.

Diminishing open space, strip-mall creep, commuter clog must be checked if we are to develop a truly livable community - one where social stability, economic growth, and quality of life are retained.

Household income in Providence is the second highest in Cache County. City government is, however, limited in its financial resources due to a limited sales tax base. Maintenance and repair of city infrastructure is funded from tax revenues, as well as grants and other income sources. Additional housing adds only a small amount of tax revenue each year. Continued growth as a bedroom community alone will not generate funds sufficient to maintain the City's infrastructure, or provide capital

improvements. Encouraging the growth of a quality commercial area as a tax resource is a vital part of the Master Plan. Commercial development has been largely limited to home occupations. Commercial growth is occurring along 100 North and Highway 165 in the designated commercial area, but it must be quality development. Improving the financial situation in Providence requires the City to actively pursue developments willing to locate in the appropriate commercial zones. Sales tax is the best potential source of revenue upon which to build the infrastructure of the City. The City should be able to use sales tax revenue to offer incentives to attract quality development.

Principles and goals for the future, along with the infrastructure necessary to support anticipated growth, can be achieved If Providence City requires developments to provide physical improvements that will enhance the projects and the city for many years. Developers not willing to provide these improvements should not be allowed to take long-term advantage of the city. Special Improvement Districts, and imposition of appropriate impact fees are needed to pay for new capital improvements.

Introduction cont'd

The primary goal of the Master Plan for Providence City is to guide future development and growth of the City while maintaining its central characteristic as a livable community.

We must visualize Providence as we would like it to be twenty-five years from now, realizing that the Master Plan is a document valid for five to ten years growth. The plan is intended to be updated every five years by the Planning Commission to meet the changing needs of the City.

The Master Plan emphasizes the major components of the City's future:

- Transportation Corridors
- Water System
- Storm Water
- Sewer System
- Zoning
- Design Review
- Open Space Planning
- Urban Trails
- Parks and Recreation
- Wildlife

Each of these is briefly discussed in relation to background, governing principles, present conditions, and the resolution thereof. The plans and graphics accompanying the narrative demonstrate specific features to direct compliance with the principles of the Master Plan.