Development must be limited to areas that are not complicated by natural and man-made hazards. This photograph was take at the entrance to the city during the flooding of the Little Bear River in the spring of 2005.

The steeply sloping foothills are vital to the visual quality of the city. Extra care must be taken to prevent scaring and destabilization of hillsides.

The City of Wellsville needs to establish areas in the City where open space and sensitive lands can to be harmoniously preserved adjacent to residential developments. Such land areas will be used for recreation where possible and/or to provide for public safety. Development of a network of permanent, multifunctional, publicly and privately owned open spaces should be required with each new development and whenever established developments make modifications to their properties. There should be a clear intent by the City to prevent the encroachment of developments into sensitive lands which would be contrary to the principles of this General Plan.

6. Annexation

We believe that the highest priority for annexation should be those properties closest to the developed portions of the community and within close proximity to delivery of city services. Distant properties and land in low priority zones should only be considered when signifi-cant benefit to the City of Wellsville can be demonstrated. Petitions for annexation of any land to the City of Wellsville must demonstrate the benefits, costs, and impacts that the property will have on citizens, city services, and facilities and features of Wellsville. The currently adopted Annexation Policy Plan illustrates the future areas that will be considered for annexation to the City.

Implementation Guidelines

Land Use Plan

The Land Use Plan for the City of Wellsville illustrates uses intended for the City as described in the guiding principles of the General Plan. The land uses shown on the plan are a projection of how the lands within the city and expanded city should be utilized within the foreseeable future. The land use map is not a reflection of current zoning. However the zoning map should evolve as needed to be consistent with the Land Use Plan. The following areas are identified on the Land Use Plan.

1. Forest /Agriculture 40 AC
   The land use in this zone is intended to have very limited development. The principle uses should be forestry and associated recreation, and agricultural production.

2. Residential - Critical Area
   This area is shown on the General Plan where at least 50% of the land area is suspected to contain sensitive lands which possess qualities or resources which have community-wide importance. Within this classification, sensitive lands should be protected and their inherent qualities preserved or enhanced. The density for this area should not exceed 1 dwelling for every two acres. In some cases, the land may possess sensitive areas which may not be appropriate for this density without adversely affecting the sensitive land. In such cases, density must be reduced to protect sensitive lands. Within this land use category cluster housing should be required to allow more flexibility to locate roads and building lots for preservation of sensitive lands.

3. Residential - Farmland
   This area is identified on the Land Use Plan to remain, primarily, as an agricultural production area. This area has historically been the primary farming land of the community and the City should preserve the qualities of this area by minimizing the taking of this land for residential, commercial or industrial uses. While residential uses are somewhat compatible with agricultural uses, residential development in this area should be minimized and required to retain large areas to stay in agricultural use.

4. Residential - Open Space
   This area of the community is intended to be the principle area of future residential growth. The land possesses desirable qualities to support major housing area. It is non-irrigated and is not highly productive agricultural land. The land is generally moderately sloped and can be engineered for maintainable roads and good housing sites. Since a larger population will be in this area, a portion of the lands should be kept in open space for use by residents. The layout of

Where ever possible, open land, particularly high value agricultural land should be either preserved or significant portions remain in active agriculture.

The transitional lands between the base of the mountains and the built-up city have potential for residential development when homes are clustered and large amounts of open land remains.

Development along highway frontages should have large setbacks and natural or maintained landscapes.

Development along public roads and highways must ensure that visibility of the front entrances and landscaping as the completed in the Wellsville Ranch Subdivision.

housing developments should preserve sensitive lands. The design should allow open spaces to separate clusters of housing within the development and insure that open areas occur between adjacent projects. City officials should insure that the open space of individual developments are coordinated into contiguous open land and uses for the good of the com-munity and its citizens.

5. Residential - Town Center
   This use zone is the central housing area of the existing city. Primarily, the older residential areas of the city that are mixed with original housing and newer infill residences. The area is served by all public utilities and infrastructure. Residential Town Center should remain at a density of 4 dwellings per acre and multifamily infill should continue.

6. Open Space Conservation
   These are areas of the community which have a predominance of lands valuable to the quality of Wellsville. These areas should not be lost to development. They are, typically lowlands in the river ways or flood zones. The lowest residential density should be required in open space conservations zones.

7. Public Lands
   Public lands as shown on the Land Use Map, are areas owned by the city.

8. Community Commercial
   Commercial areas, within the older portions of the city, should become or retained as Community Commercial. The areas shown on the Land Use Map are mainly existing commer-cial sites where some expansion may occur. Commercial activities in this use category should be encouraged where customers outside of the community will be attracted (i.e.. restaurants, professional services).

   Additional neighborhood commercial sites may be appropriate-ate within new development areas. These sites should be

carefully considered during future revisions to this plan.

9. Highway Commercial
   Large scale commercial developments that may be attracted to the city should be located in this these area. The demand for access for such uses will likely required location near one of the major highways. Highway commercial zones should be allowed only in clusters along the highway at major in-tersections. A major effort should be made by the city to preserve the open spaces and rural qualities of Wellsville as seen from Highway 89/91. Large noncommercial areas and open spaces must remain between commercial zones to maintain the character of the community and to prevent "strip commercial" from occurring along the entire highway frontage.

10. Industrial
    While industrial uses are currently limited, this type of use should be encouraged to strengthen the tax base of the city. However industries should be allowed which will contribute to the quality of life in the city. Special standards for industrial development should be established. They should require projects to be built in industrial park settings with large set-backsand attractive landscaped area. Guidelines should be enacted to ensure that industries meet strict standards for pollution, adverse neighborhood affects, visual quality, traffic, access, and lighting, etc..

Transportation

Planning for roads is an integral part of the General Plan. The safe and efficient movement of vehicles is important to the economy of the city and the well-being of it's citizens. Measures have been taken to classify roads and plans have been prepared to develop important roadways to support the growth of the community. The City has a responsibility to ensure that new roads are developed correctly and that existing roads are used in ways to ensure safety for it's citizens and efficiency of vehicular movement.

The historical town center of Wellsville is the Town Square and visual focus of the four blocks which surround the Square.

New commercial development on the highway and around the town square should be inviting places that encourage pedestrian activities, reduce parking visibility, and are the best examples of landscaping.

Commercial and industrial development should be accomplished with a master plan showing building placement, parking locations, and landscaping to guide individual project development.

Principle arteries must be managed to safely move traffic, control access points, and maintain an attractive roadway.

The Road Master Plan shows existing and future major roadways anticipated to service the community. All development proposals, large or small, should be required to provide for new roads as shown on the plan. Developments should dedicate rights-of way and appropriately develop roads within each project consistent with this plan. Single lot projects and other smaller projects should be scrutinized closely to see that road connections are not ignored or overlooked.

The alignments of the roads as shown on the Road Master Plan are conceptual and do not show precise locations in regard to property lines and natural features. As development proposals come before the city, where future roads are shown on the plan, the location of the center-line of future rights-of-way should be designed and surveyed by the City Engineer in consultation with the City Planner and ultimately approved by the Planning Commission and the City Council. Future roadway locations should not be quessed at based on property lines because doing so will likely cause ultimate connections to be misaligned and disputed.

The following types of roadways are shown on the Road Master Plan:

1. Principle Artery

   The only principle artery shown on the Road Master plan is U.S. Highway 89/91. This a state facility and all entities must gain approval to access this roadway. The section of this roadways which bisects Wellsville has been identified by UDOT as a limited access road. All developments which front on this road must gain appropriate access approvals. The City of Wellsville should require that developments access development sites from roads other than Highway 89/91. This practice will allow safer and continued efficiency of through traffic. The only crossings and intersections allowed onto the highway should be those as shown on the plan. On February 27, 2006 a joint access management agreement was finalized between the Utah Department of Transportation, the cities of Wellsville, Nibley, Hyrum, and Logan. This

agreement established future locations of lighted intersection and limits on accesses along the southern corridor of Highway 89/91 for the next 20 years. The Road Master Plan includes intersections as mutually agreed.

The openness of the highway frontage is critical to the image of the Wellsville and the entire entrance to Cache Valley. Any development along the highway must have large setbacks and open areas. The City must require protec-tion against visual blight along this transportation corridor. Commercial developments should be required to install significant amounts of landscaping along the highway and parking and service areas should be screened. Advertising should be kept to an absolute minimum. Billboards should not be allowed along the highway, consistent with an ongoing agreement with Cache County. Business signs within com-mercial areas should be low and unobstrusive and should be developed under a strict signage ordinance.

2. Collector Road

Collector Roads, as defined in this plan, are local, county, and state roads other than Highway 89 /91 as shown on the Road Master Plan. Collector roads are the framework for the entire road system of the city's existing and future growth areas. They are critical for draining concentrations of vehicles within the community.

These roadways must remain or become efficient movers of vehicles. Consequently, it is vital that these roadways are limited access facilities. Only under the most dire circumstances should any residential dwelling be allowed to front on a collector road. All development along a collector road should be accesses via perpendicular feeder roads so that other properties may share the same access. Individual lots should not be allowed to access directly onto any designated collector road.

The standards for the development of a collector road are specified in the subdivision ordinance and the currently adopted Design and Construction Standards and Specifications

Highway 89/91 bisects the eastern portion of the city. Development along the highway should be concentrated at approved lighted intersections and access must be highly controlled as outlined in the Cache Access Management Agreement with UDOT.

Must of the highway frontage north of the city is controlled by the University and the American West Heritage Center which insures some long-term open space along the highway corridor.

All development along major roads and highways must designed and maintained by owners to be prevent backyards facing roads, fencing and walls, and uses which detracted from the quality of the city.

of the City of Wellsville. The minimum right-of-way width for a collector road should be 99 feet.

3. Local Collector Road
   Local Collectors are streets that collect traffic from a system of local roads which act as feeders. The design of these roads must be consistent with the requirements of the sub-division ordinance and other city codes. The minimum width of right-of-way for a local street should be 99 feet. Access from lots to local streets should be limited to the extent of other collectors whenever possible and whenever deemed appropriate by the Planning Commission. When considering such situations, it should be remembered that whenever more access is allowed on any given street the efficiency of that street is decreased.

4. Local Road
   Local roads are all other existing and future roads which feed into roads with a higher classification. Future local roads are not shown on the Road Master Plan. These roads will be designed as development occurs and will be reviewed and approved during the course of processing development projects. The design of these roads must be consistent with the requirements of the subdivision ordinance and other city codes. The minimum width of right-of-way for a local street should be 99 feet.

   Local roads are not allowed to be designed with cul-de-sac streets. All new streets must be designed to fit the traditional 10 acre grid from the old town center. Connectivity of these streets will ensure better movement throughout the city for many years to come. Cul-de-sac streets will only be allowed in extreme circumstances where sensitive lands will be seri-ously compromised and where no other design alternatives exist for the layout of the street.

Roadway Access on Local Streets

Access from lots to local streets must be limited to no more than one access drive within an allowed lot width and shall not exceed two access drives on lots exceeding the allowed lot width. Access must

not be continuous across the frontage. Off-street parking should be required in all areas of the city to improve safety on local streets and to enhance the street scene throughout the community.

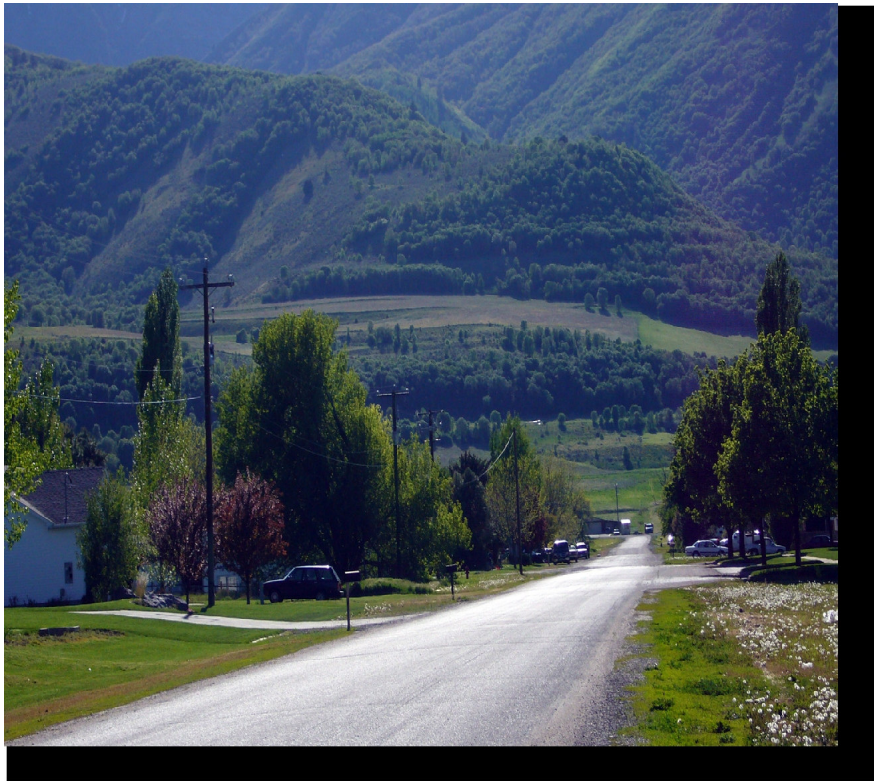
Roadway Access on Arterial Streets and Highways
It is in the best interest of the City of Wellsville and it's residents to manage access to major roadways to ensure safe and efficient travel on these facilities. It is the premise of the City that as access points increase on a highway, the safety and efficiency decreases. To this end, the City and UDOT will work together to limit access to the greatest extent possible on arterials and highways. Access from properties fronting on major arterials and highways must be limited to no more than one access to property. Whenever properties have secondary frontage access or other alternative access locations, direct access should not be allowed onto arterials and high volume highways. Particularly, direct access onto Highway 89/91 should be not be increased in number or volume over present conditions. Commercial, industrial, or residential subdivisions should not be allowed create additional lots which gain direct vehicular access to Highway 89/91.

Wellsville's Traditional Street Pattern

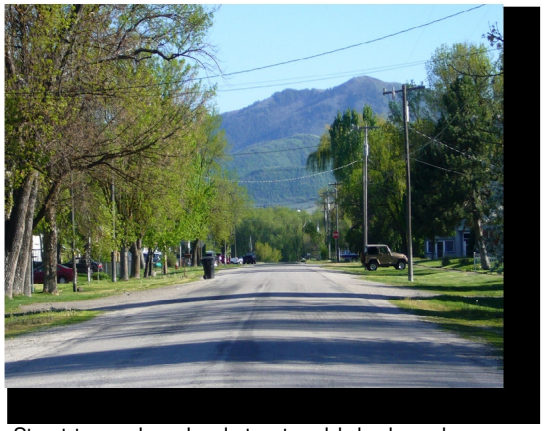
The pattern of 10 acre blocks and streets on a grid should be maintained, particularly in future development areas to the north and the south of the existing town center. New development should be patterned after the original plat of the City. Ninety-nine foot (6 rod) rights-of ways were platted originally. The location of walks, pavement width, street trees, front yard setback should match the traditional streetscape. To facility greater safety and accessibility for emergency responses, all streets will be numbered based on the traditional coordinate and grid system. Street will not be named.

Great places and great communities do not just happen. Great places result when thoughtful plans are implemented over a long period of time. All great cities of the world were conceived as a pattern of roads, buildings, and open space.

The skillful design and layout of sites, architectural design, streets, walkways, parking, signs, lighting, landscaping and amenities



Traditional local residential streets have pavement 22 feet wide with no curb and a drainage swale that is kept green and maintained by adjacent property owners.



Street trees along local streets add shade and beautiful residential street quality.

Street trees along local streets add shade and beautiful residential street quality.

Large lot development (as shown above) consumes land and leaves unuseable areas on each lot, in contrast to smaller lots larger areas of open space.

determines the quality and pattern of any one project. Over time, a collection of projects makes a community. The successful design of each project contributes to the quality of the community. While communities are built one project at a time, a poorly conceived and implemented project can deteriorate a community - one project at a time. Examples of this principle are evident in rural areas where homes are allowed to encroach into the middle of large agricultural fields one lot at a time and one subdivision at a time. Gradually, one lot at a time, productive agriculture land is fragmented into land that is inefficient to farm. Gradually this practice consumes the very quality (open space) that attracted home buyers in the first place. To achieve a great community there must be a relentless commitment to the preservation, or creation, of a quality community. This commitment must embody a realization by community leaders that every project matters, every lot matters, every building matters, and every decision matters.

The original design for the City of Wellsville came from the tried and true model called the "Plat of the City of Zion" conceived by Joseph Smith and more fully implemented by Brigham Young. This settlement pattern guided the development of the City of Nau-voo Illinois, Salt Lake City, Logan, Wellsville, and more than 500 other communities throughout the Western States, Canada, and Mexico. The pattern of blocks, roads, buildings, and open space established a quality evident in these communities today. Much of the charm and attractiveness of Wellsville remains in the older areas that were originally planned with the grid system of blocks, connecting streets, sidewalks, and street trees with homes and businesses facing public streets. In 1996, this model for develop-ment, the "Plat for the City of Zion," received a National Planning Landmarks Award from the American Planning Association for its vision, planning genius, and for being uniquely original to America.

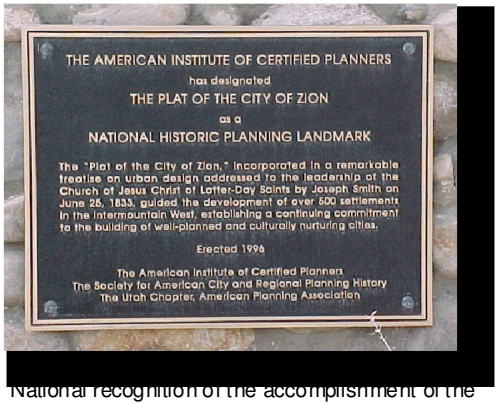
A world renowned architect and planner once described the organizational genius of Mormon communities when he said, "Not even George Washington…compares with the indigenous originally cre-ative community design gifts of Joseph Smith and Brigham Young, who, in fact, stand lonely in the far-flung American scene, where no native, non-colonial, non-imported community expression has ever been found again."

In addition to Mormon Communities, by the early 1900's many communities in this country had adopted a grid pattern of streets. Gradually, however, especially in the last 50 years, the trend in residential development throughout the U.S. turned away from the traditional grid pattern and toward cul-de-sacs (dead-end streets), longer blocks with fewer interconnecting streets, and roadways designed for high volumns of traffic. In the last decade communi-ties across the U.S. have discovered that there are the following negative consequences of this sprawling land use pattern:

1. the downtown core of the community is now isolated because there are not enough interconnecting roadways to get people from where they live, in the suburbs, back to the center of the City.
2. traffic funneled to a few collector roads has made them unde-sirable for living and they have become "walled streets" faced with the back fences of homes.
3. front yards have become dominated by garages and drive-ways and far less friendly to walking and outdoor activities.
4. neighbors spend less time in the front yard and less time so-cializing with each other.
5. fewer people are seen walking in neighborhoods – partly a result of the pattern of cul-de-sac streets and blocks that oc-curred in the last 50 years.

Wellsville, unlike many communities, is fortunate to have avoided being ringed by decades of residential suburban sprawl. Most areas of Wellsville can continue to grow within the distinguished, traditional block grid. This will result in a more sustainable trans-portation system, a better neighborhood environment, and a more walkable community. The City of Wellsville is committed to a return to the traditional system of square blocks with interconnect-ing streets and a streetscape dominated by walkways, street trees and landscaping in the front of homes and businesses. The return to traditional streetscapes will ensure that parking and pavement is not the dominant feature in front yards of all types of develop-ment.

A reproduction of the original "Plat of the City of Zion" the model by which Wellls-ville was surveyed and designed.



National recognition of the accomplishment of the Plat of the City of Zion.

Aerial view of Wellsville showing the grid pattern of roads and development that has remained for many years.

Wellsville's Building Blocks

In new development areas, a grid system will be used to reestablish the grid. The "building blocks of the city" will be composed of blocks, superblocks, and mini-blocks. The enhanced grid will be defined as follows:

Blocks

Traditional 10 acre blocks will remain the standard template for the development of land and streets. New development will match the traditional pattern and new roads will align with existing roads. Existing blocks, new blocks, and infill

development will reflect the traditional pattern of development.

Miniblocks and Superblocks

Smaller and larger blocks may be proposed for new development where deemed appropriate by the officials, but must remain a logical enlargement or reduction in the basic 10 acre grid.

Future Roadways and Rights-of-way

New development must be required to accommodate new roads as defined in this Transportation Plan. The design of new development areas must include future roads as shown on the Road Master Plan or as further defined in the General Plan. Rights-of way should be dedicated and improvements made to all properties at the time plats are approved and as development occurs.

Where existing rights-of-way are insufficient, the city should acquire additional area to allow expansion of roads as growth may dictate. New roadways should be dedicated to the city by the developing party to the extent that the road benefits the development.

Other Transportation Issues

Intersections should be designed to accommodate safe pedestrian crossing. All intersections should be lighted at night to allow safe pedestrian crossing and vehicle maneuvering. All intersections should have well marked street identification signs. School crossings and trail or pathway crossings should be considered and

planned as new growth develops.

Lighted intersections should be designed consistent with the transportation intent of the City. Installing lighted control devices at intersections should be justified through an engineering warrant process.

Land Use and Transportation Coordination

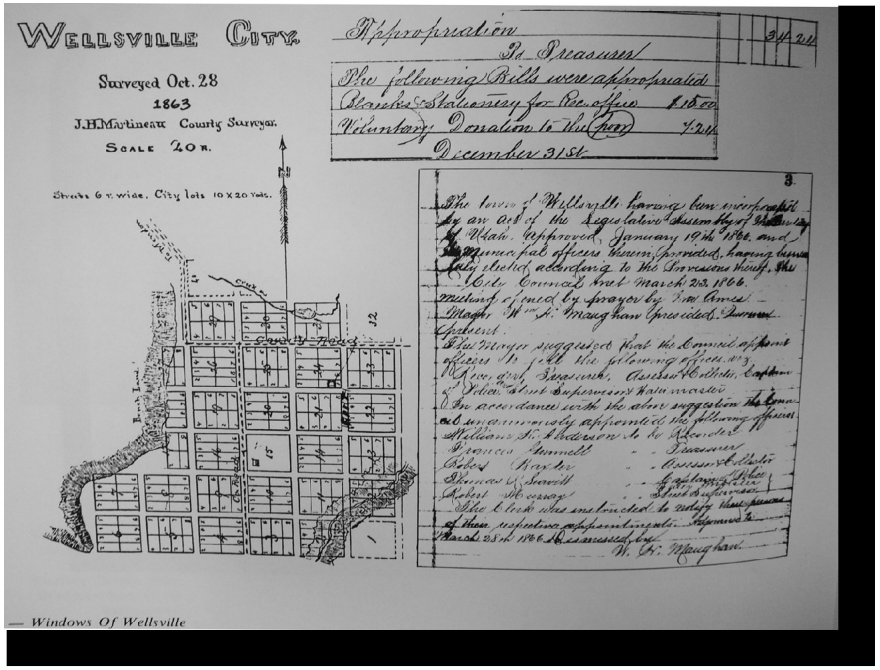
A working agreement has been established with the City and the Utah Department of Transportation to better manage access along state highways. This practice should continue to ensure efficient and safe movement of vehicles within and through the city.

In the future, serious consideration should be given to neighbor - hood convenience centers carefully located in residential areas of the City. Small nieghorhood stores were part of the historical pattern of the City and today they are equally important to neighborhoods. The transportation system for the City will be improved and will remain more effective if residents shop for convenience goods by walking, biking, or driving short distances to the store.

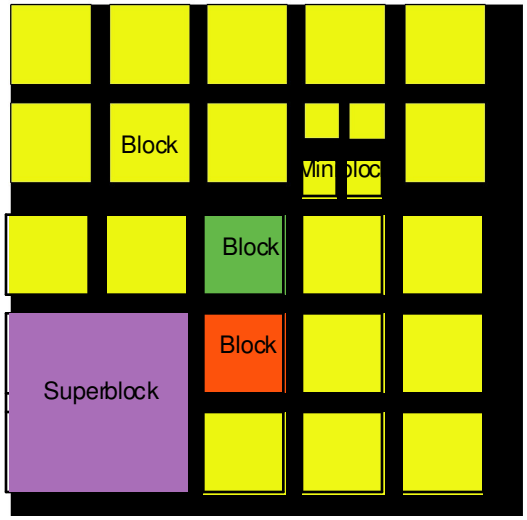
The location of school and churches should be anticipated in advance and they should be located to minimize adverse impacts on residential nieghborhoods and transportation systems.

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

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



Map showning the original survey of Wellsville using the grided block system.



This modern adaptation of grided blocks showns how new development can effectively continue the grid.

Public Transportation

Public transportation needs will increase. City officials should promote mass transit to reduce traffic congestion. The most likely public transportation in near future will be the bus service operated by the Logan Transit District. Efforts should be made to promote this service as soon as possible.

Bicycling, Jogging and Equestrian Trails

City official should actively promote walking and bicycling for its residents. The use of bicycle for recreation as well as a primary source of transportation has increased. A bicycle path system should be developed as part of an community-wide trail system. This system should serve the recreational cyclist as well as those who use the bike for transportation to schools, work, parks, shopping, church, and public buildings. Such a system will require public financing and commitment. A trail system is proposed to connect parks, recreation, shopping, and employment.

Equestrian usage is very high in all rural areas of Cache County. The City should investigate the need to provide for equestrian trails as rural areas are urbanized. Access to riding arenas and forest lands to the west should be provided along with adequate paths for recreational riding in the future.

Expanded use of the Cache Valley Transit system should be encouraged.

Sensitive Lands

As defined earlier in the Guiding Principles for Wellsville, certain areas of the community which are on both public and private lands have great value to the citizens of Wellsville. The life style and quali-ties of the community are the physical amenities which it possesses. The loss of these resources will have a proportional negative affect on the quality of life in Wellsville. These areas are sensitive to activities of development and should be protected from loss by development. These physical amenities are referred to as Sensitive Lands.

The city should establish the locations of sensitive lands and map the areas for addition to the General Plan. Areas that should be shown on the Sensitive Lands Map are those sensitive lands or potentially

sensitive lands, as determined by the Planning Commission, with one or more of the following characteristics:

1. Agricultural Lands-Highly Productive. Those lands identified by the Natural Resources Conservation Service official soils report as prime agricultural soils having national or statewide significance.

2. Community Visual Amenity. Any area with significant visual qualities valued by the community, such as hillsides, masses of vegetation, visual focus areas, termination of roadways, pastoral areas, and as identified in the General Plan or other support document of the City.

3. Designated Wetland. Any area identified on the General Plan or other support document of the City which has been officially designated as Wetland by the U.S. Army Corps Engineers or the USDA Soil Conservation Service.

4. Flood Hazards. Any area identified on the General Plan or other support document of the City which has been officially designated as a Flood Plain. The guiding docu-ment for determination of flood hazards shall be the Flood Insurance Flood Hazard (FEMA) mapping prepared by federal agencies.

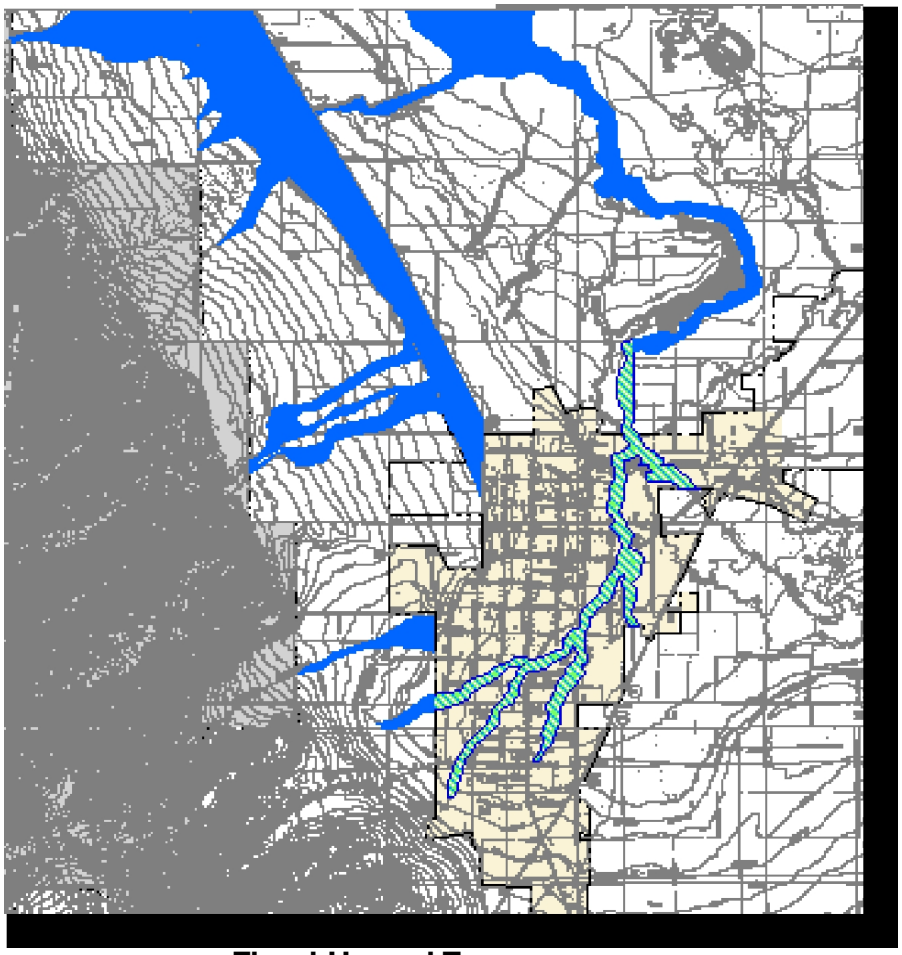
5. Natural Drainage-ways. Natural drainage-ways are lineal topographic depressions which show evidence of channeling natural runoff from storms and snow melt as identified on the General Plan or other support document of the City.

6. Natural Resource Amenities. Natural resource amenity is any area considered to a valuable natural resource, such as, waterways, water bodies, vegetation, wildlife habitat, topographic or geologic features, or any combination as identified on the General Plan or other support document of the City.

6. Open Space. Any land, private or public, that is determined to be sensitive lands consistent with these require-

Biking is a growing family and group recreational active. The City should strive to build more bike and walking trails.

Flood hazards are real in the drainage way of the Little Bear River. Development must very limited in these area.



Flood Hazard Zones.

ments or other lands preserved for passive recreation or for agricultural use by the public or for some common private purpose. The final classification and determination should be made by the Planning Commission.

7. Seismic Hazards. Seismic Hazards are any areas where geologic conditions would pose a threat to persons or property if developed as residential property and as further identified on the General Plan or other support document of the City which has been officially designated as a Seismic Hazard.

8. Steep Slopes. Any area with slopes 20% or steeper and as identified on the General Plan or other support document of the City which has been officially designated as a Steep Slopes.

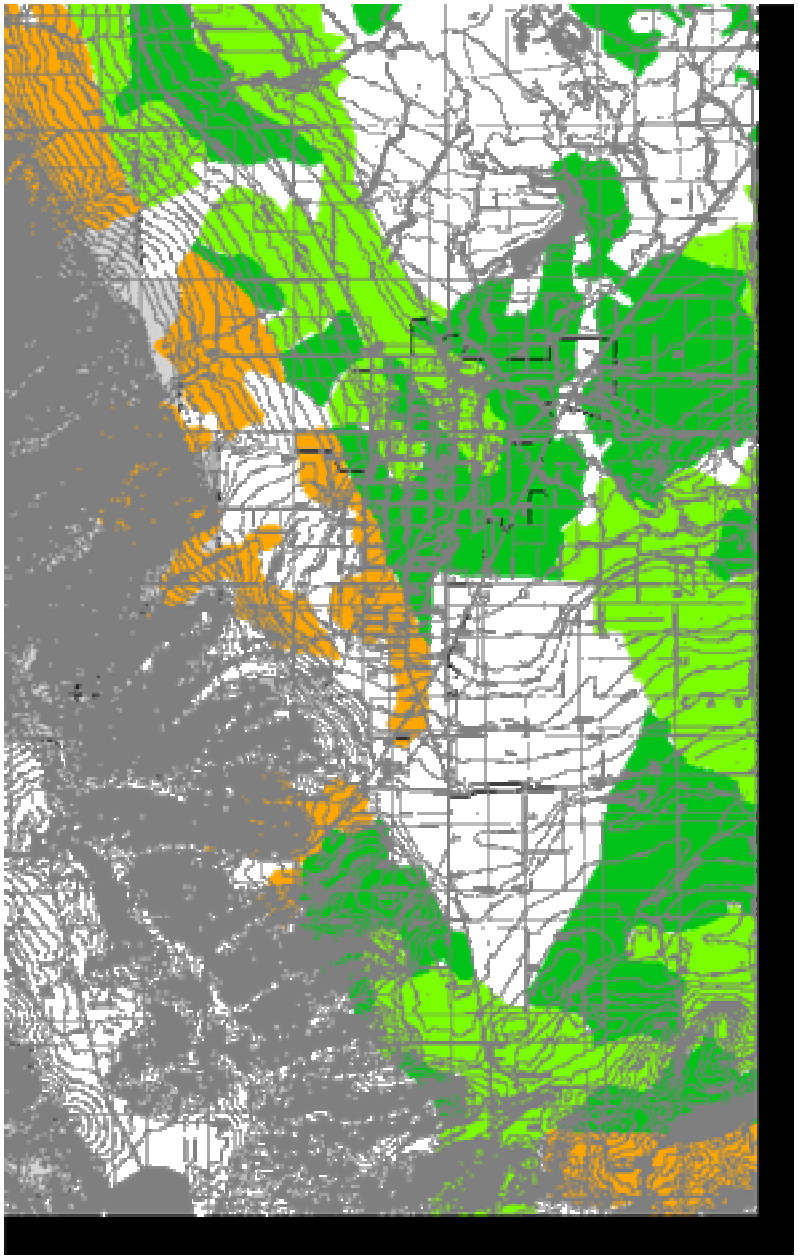
9. Utility Corridors. Those areas where utility easements and obstructions are a limitation to development and as identified on the General Plan or other support document of the City which has been officially designated as a Utility Corridor.

10. Unstable Soils
Those areas where soil instability would be a hazard to development and cannot be mitigated without massive grading and site modification. These areas are also identified on the General Plan or other support document of the City which has been officially designated as a Unstable Soils. Highly expansive soils and soils classified with severe limitations for foundations by the Natural Resouces Conservation Service should be used as the minimum basis for defining Unstable Soils.

11. Water Recharge and Culinary Water Source Zones. Those water source areas within the City which are, by State Law, required to have development setbacks surrounding sources of Culinary Water or which have been identified by the State or the City as important water recharge areas.

Policies and regulations should be designed to preserve sensitive lands within all areas and zones of the city.

The use of sensitive lands should be determined jointly by prop - erty owners and city officials. A mixture of public and private uses would be appropriate for sensitive lands. Some areas, depending on the nature of the sensitive lands, could be appropriately used for various forms of recreational activities. Other areas may re-main in a natural condition and some areas may remain in agricul-tural productions or other forms of meaningful use.



Highly productive agriculture land.