



GENERAL PLAN

CITY OF WELLSVILLE



WELLSVILLE CITY
RESOLUTION

RESOLUTION NUMBER 2010-10

ADOPTED July 21, 2010

A RESOLUTION ADOPTING THE
REVISED GENERAL PLAN

WHEREAS, on October 24, 1985 the City Council of the City of Wellsville, Cache County, State of Utah, adopted a special ordinance which was the Master Plan; and

WHEREAS, on April 24, 1996 changes were made to the Master Plan, and rather than adopting it by ordinance the City Council adopted it by adopting Resolution 96-04; and

WHEREAS, on December 22, 1999 the City Council made additional changes to the Master Plan, and in an effort to be consistent with proper terminology changed the name from Master Plan to "General Plan". Therefore, on December 22, 1999 the City Council adopted Resolution 99-12; and

WHEREAS, again it was determined there was a need to amend to the General Plan; therefore, on November 20, 2001 the City Council adopted Resolution 2001-11; and

WHEREAS, again it was determined there was a need to make changes to the General Plan; therefore, on February 19, 2003 the City Council adopted Resolution 2003-01; and

WHEREAS, again it was determined there was a need to make changes to the General Plan; therefore, on August 04, 2004 the City Council adopted Resolution 2004-17; and


WHEREAS, again it was determined there was a need to make changes to the General Plan; therefore, on January 05, 2005 the City Council adopted Resolution 2005-01; and

WHEREAS, both the Planning Commission and the City Council now feel there is a need to make certain other changes to the General Plan; therefore, the Planning Commission made recommendations to the City Council. The City Council then conducted a public hearing on July 21, 2010 to consider said recommended changes; and

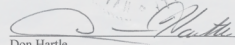
NOW THEREFORE BE IT RESOLVED by the City Council of the City of Wellsville, Cache County, State of Utah, that certain changes are being made to the General Plan at this time, and that the attached General Plan is now the official General Plan of Wellsville City.

ADOPTED AND PASSED by the Wellsville City Council this 21st day of July, 2010.

WELLSVILLE CITY


Thomas G. Bailey
Mayor

ATTEST:


Don Hartle
City Manager/Recorder

Voting Status:

| | |
|----------------|---------------|
| Gary Bates | <u>Yea</u> |
| Ron Case | <u>Yea</u> |
| Colin Harrison | <u>Yea</u> |
| Carl Leatham | <u>Yea</u> |
| Jackie Orton | <u>Absent</u> |

POSTED July 26, 2010

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GENERAL PLAN OF THE CITY OF WELLSVILLE

Basis for the General Plan

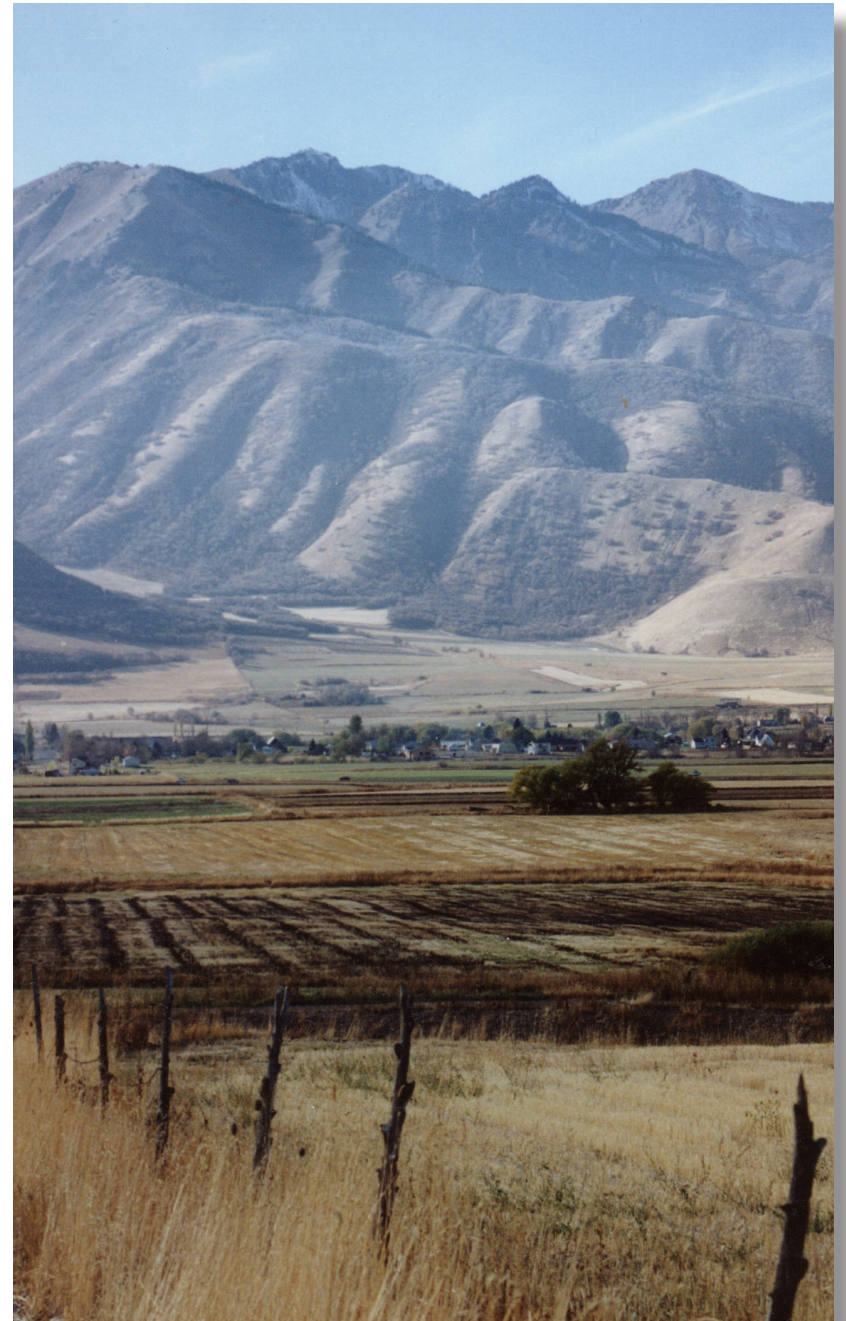
The City of Wellsville has developed a General Plan to direct growth and to establish a basis for making planning decisions when reviewing development proposals, changing city codes, and determining the commitment of city resources. This Master Plan is an official public document, recommended by the Planning Commission and officially adopted by the City Council as a guide to decisions about the physical development of the community. It is an instrument which establishes goals and policies for private land, public facilities, services and circulation, and is the basis for making zoning decisions. The Wellsville General Plan endeavors to be a document that explains the values of the community and establishes the direction that Wellsville intends to grow.

The General Plan shall be continually referred to for decisions of city governance.

This planning document replaces the previous Master Plan of 2005. Many of the concepts and elements of the previous plan have been preserved and enhanced to meet current needs of the citizens of Wellsville.

General Plan Use and Implementation

This general plan should be reviewed and amended when needed and as determined by the Planning Commission. At a minimum, the Planning Commission shall review the General Plan annually at a regular commission meeting. The meeting shall be advertised and public input shall be solicited at the meeting. The Planning Commission may decide to accept the General Plan as written or





The Town Center of Wellsville is a charming gathering place of government, religion, education, and community services. It is a traditional Mormon development pattern of grided treelined streets and blocks. Photo looking east.

appropriate revisions may be recommended to the City Council. The general plan shall be continually referred to for long and short range planning, general policies concerning community development, and for reference in making the immediate day-to-day decisions of city governance.

Elected and appointed officials should keep abreast of citizen needs, desires, and attitudes about life within the city. The city should solicit the opinions of its citizens concerning the direction of the growth of the community. To facilitate regular input by the entire City, a public opinion survey should be completed as deemed necessary. The survey should be prepared by professionals to obtain the greatest objectivity. The canvassing may be accomplished by volunteers to reduce the cost of the survey. The results should be compiled and presented at an advertised public meeting. The information obtained in the survey should be used to make appropriate modifications to the General Plan or to validate its current condition.

City ordinances and codes will be adopted and/or modified to conform to this General Plan. City codes will be the tools for implementing the intent of this General Plan.

| Historical Population | | | | | | | | | | | | | |
|--------------------------------------|-------|--------|-------|-------|-------|--------|---------|---------|--------|--------|--------|--------|---------|
| Year | 1890 | 1900 | 1910 | 1920 | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | AVERAGE |
| Population | 1,045 | 908 | 1,195 | 1,298 | 1,270 | 1,402 | 1,241 | 1,106 | 1,267 | 1,952 | 2,206 | 2,728 | |
| Rate of Change (10 yrs) | | -13.1% | 31.6% | 8.6% | -2.2% | 10.39% | -11.48% | -10.88% | 14.56% | 54.06% | 13.01% | 23.66% | 10.75% |
| Average Annual Rate of Change (AARC) | | -1.3% | 3.2% | 0.9% | -0.2% | 1.04% | -1.15% | -1.09% | 1.46% | 5.41% | 1.30% | 2.37% | 1.08% |

Growth

Wellsville has historically experienced increasing population growth. The increased availability of automobiles in the post war era, caused a decline in the economic growth of the city. Wellsville became largely a bedroom community where, for the last 50 years most employment and shopping by residents occurred in larger populated cities in Cache Valley and Wasatch Front communities. More recent efforts by the city have seen some increase in commercial development and the City desires to increase a tax base of commercial and industrial development. Today land for new residential "greenfield" development is available within the existing city boundaries and in the outlying areas included in the planned annexation areas. Based on historical trends and the population projections of the Governor's Office of Planning and Budget, Wellsville is expected to continue to assume a larger portion of the overall county population.

This population analysis includes forecasts of growth over the next 90 years with projected distribution of population. This data is collected from the 2000 U.S. Census, the City of Wellsville estimates, and the State of Utah Demographics and Economics sources. The projected annual rate of growth is 4%. This growth rate strikes a balance between state projections, actual historical growth, and significant surge of population over the last 40 years.

Other factors that will contribute to projected growth rate are:

- the population of Cache County is expected to steadily grow for the next 80 years.
- the median age is well below the national average
- household size is significantly above the national average
- the minority population is growing as a percentage of the whole
- the population increases from immigration is largely composed of people returning to their native home, retiring residents from major population areas, new younger families moving from other cities in the valley. A new up-surge in immigration has resulted from families escaping the Wasatch Front. Improvements in the U.S. Highway 89/91 have made the driveover the hill more attractive to commuters.

| Population Projections - Wellsville, Ut | | | | | | | | | | | | |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|
| | 2000 | 2010 | 2020 | 2030 | 2040 | 2050 | 2060 | 2070 | 2080 | 2090 | 2100 | AARC * |
| State of Utah GPOB | 2,728 | 3,261 | 4,216 | 5,249 | 6,367 | 7,608 | 9,130 | 10,956 | 13,147 | 15,777 | 18,932 | |
| Rate (AARC)* | | 1.95% | 2.93% | 2.93% | 2.45% | 2.13% | 2.00% | 2.00% | 2.00% | 2.00% | 2.00% | 2.40% |
| Historical Projections (1890-1990) | 2,728 | 3,021 | 3,346 | 3,706 | 4,105 | 4,546 | 5,035 | 5,576 | 6,176 | 6,840 | 7,576 | |
| Rate (AARC) | | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% | 1.08% |
| Historical 30yr Projections | 2,728 | 3,228 | 3,820 | 4,521 | 5,350 | 6,331 | 7,492 | 8,865 | 10,491 | 12,415 | 14,692 | |
| Rate (AARC) | | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% | 1.83% |
| Historical 10 Year Projections | 2,728 | 4,413 | 7,139 | 11,548 | 18,681 | 30,220 | 48,886 | 79,081 | 127,927 | 206,943 | 334,765 | |
| Rate (AARC) | | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% | 6.18% |
| Recommended | 2,728 | 3,819 | 5,347 | 7,486 | 10,480 | 14,672 | 20,541 | 28,757 | 40,260 | 56,363 | 78,909 | |
| Rate (AARC) | | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |

* AARC Average Annual Rate of Change

Note:

The recommended population projections show a doubling of population almost every 20 years. This rate of growth exceeds by almost twice the state estimates of population for the City of Wellsville.

| Residential Buildout Projections - Wellsville, Ut | | | | | | | | | |
|---|---------------|---------------------|---------------|-------|--------------------|-----------------|----------------------|---------------|------------------|
| Area | Land Use Type | SubType | Square Feet | Acres | Density Dwell./Ac* | Total Dwellings | No. Person/ Dwelling | Persons/ Acre | Total Population |
| 1 | Residential | Open Space 1 | 97,057,010 | 2,228 | 0.86 | 1,916 | 3.37 | 2.90 | 6,458 |
| 2 | Residential | Farmland | 82,533,117 | 1,895 | 0.18 | 341 | 3.37 | 0.61 | 1,149 |
| 3 | Residential | Open Space | 70,742,420 | 1,624 | 0.02 | 32 | 3.37 | 0.07 | 109 |
| 4 | Residential | Farmland | 55,265,988 | 1,269 | 0.18 | 228 | 3.37 | 0.61 | 770 |
| 5 | Residential | Open Space 1/2 | 4,245,440 | 97 | 1.80 | 175 | 3.37 | 6.07 | 591 |
| 6 | Residential | Farmland | 14,134,376 | 324 | 0.18 | 58 | 3.37 | 0.61 | 197 |
| 7 | Residential | Town Center | 42,070,266 | 966 | 2.55 | 2,464 | 3.37 | 8.60 | 8,303 |
| 8 | Residential | Farmland | 66,072,440 | 1,517 | 0.18 | 273 | 3.37 | 0.61 | 920 |
| 9 | Residential | Open Space 1 | 9,335,895 | 214 | 0.86 | 184 | 3.37 | 2.90 | 621 |
| 10 | Residential | Open Space 1 | 13,708,496 | 315 | 0.86 | 271 | 3.37 | 2.90 | 912 |
| 11 | Residential | Critical Area | 22,583,608 | 518 | 0.43 | 223 | 3.37 | 1.45 | 751 |
| 12 | Residential | Open Space 1 | 165,235,038 | 3,793 | 0.86 | 3,262 | 3.37 | 2.90 | 10,994 |
| 13 | Residential | Forest / Recreation | 336,760,796 | 7,731 | 0.02 | 155 | 3.37 | 0.07 | 521 |
| | | | 22,492 | | | 9,584 | | 1.44 | 32,296 |
| | | | | | Average | 0.43DU/Acre | | | |

Notes:

Based on current General Plan Land Uses and an annual growth rate of 4%, residential buildout will occur in year 2073.

* Density as allowed by ordinance



Since 1856, Wellsville has remained a unique cluster of community development rooted and surrounded by agriculture.

Based on the projections of the General Plan, the residential buildout for Wellsville is expected to occur before the year 2075. Additional population after buildout will need to be accommodated by higher densities in redeveloped areas of the city. (see table - Residential Buildout Projections)

Cache County

Cache County has maintained a consistent growth rate since the 1950s. During the 1960s and 70s the population of the non urbanized area declined slightly, but since the 1980s growth in these areas has steady increased. The growth trend established between 1970 and the present is expected to continue with the bulk of the population and dwelling units primarily being developed in the Urbanized Area. However, a shift is occurring in population distribution from urbanized areas to rural areas where land is more affordable and available for growth. Significant new growth is shifting to the southern portions of the Cache Valley. The cities of Providence, Millville, Nibley, Hyrum and Wellsville will sustain the bulk of this new growth. The lack of a municipal sewer system in Millville will limit development in this area. Widening of highway to four lanes from Smithfield to Idaho will stimulate additional residential growth in the north valley including, Franklin County, Idaho.

The growth and distribution of population will impact transportation. While population growth will still occur in the Logan Urbanized Area, significant growth will occur north and south placing greater dependence on automobile travel which will require greater efficiency of north/south travel.

Guiding Principles

Citizens of Wellsville expect to have a vital economy, adequate services, a safe environment, and a community where life, for all, can be enjoyed. Through a series of public meetings and work sessions, the following principles were developed. In 1994 a public opinion survey was conducted and the results were used in the formulation of the Guiding Principles. These statements describe the values of the community concerning growth and development of the City of Wellsville. Each year the planning commission and the city council

hold hearings to review and update the general plan. These guiding principles form the basis for planning and zoning decisions and they are the foundation for the Community General Plan.

1. Residential Development and Life Style

We believe that residential growth will and should occur in Wellsville and must be managed by encouraging growth, first, in areas where existing utility services are available and, second, in locations where the characteristics of the land are most suitable for the varying densities of residential development allowed within the community. The City of Wellsville should allow various types of housing to accommodate the needs of current and future residents of the community. In all residential development projects care must be taken in the design and layout to ensure compatibility with adjacent properties, minimizing infrastructure, protection of the characteristics of the site, and maintenance of rural character through conservation of open space, grouping of homes, and open space development.

1.1 Single Family Detached Homes

The predominant housing type for the City of Wellsville should be single family detached homes, which is one family living in one structure on one lot. In all new single family detached developments with one or more lots it should be required that permanent open space is provided wherever important community amenities are present. The incentive for providing open space should be in the grouping of homes on proportionately smaller lots. The criterion for establishing open space shall be protection of resources of the community which makeup the character and qualities of Wellsville. The resources important to the City are called sensitive lands or potentially sensitive lands and are defined further in this document.

1.2 Multiple Family Homes

For many years the City of Wellsville has allowed multifamily dwellings that are mixed into single family neighborhoods throughout the community. This blend of housing types has proven successful in providing a variety of housing types and in making neighborhoods diverse. It



Historical homes with large setbacks along tree-lined streets establish a quality unique to Wellsville..



This 3 unit residential structure, called a "big house", is an excellent example of a multiple family structure designed to look like a large single family home. Multifamily housing must be designed to be compatible with neighborhoods of the City.



Additional growth capacity exists within the city boundaries. New development on the exterior must be managed to retained open space and the rural character that prevails.

is desirable for this pattern to continue with limitations as more specifically defined in the zoning ordinance. Each proposed multifamily project should be reviewed by appropriate city officials and development interests should be required to design the project within the context of the neighborhood and with conditions appropriate to create a quality development. Multifamily projects should appear from the street to be visually similar in form and style to a single family home. Parking, play areas, and service areas should be hidden behind the dwelling. The frontyard should be completely landscaped and maintained with the same level of pride and commitment as other frontyards in the city.

1.3 Affordable Housing

City officials agreed that plans should be prepared to insure continuance to affordable housing guidelines provided by the County-Wide Planning Office and the State Affordable Housing Model. The results of the data collection suggests that a surplus of affordable housing exists for families with a household income of 80% of the median income of the City. It is expected that this trend will continue on a proportional basis as population increases.

Evaluation of Existing Zoning

Moderate income housing currently exists in locations throughout the “town center” of the City. There is a tradition in the City to allow a mixture of single family housing and multiple units. Existing zoning allows four attached dwellings for every ten acres within the built-up area of the town center. Multiple family units have been allowed previously and there are new units that have been built in recent years that qualify under state affordable guidelines.

An inventory of zoning shows that the following residential zoning exists:

| | | |
|--------------------------|----------------|------------|
| R1-12 | 12,000 sf lots | 855 acres |
| RA-1/2 | 20,000 sf lots | 225 acres |
| RA-1 | 43,560 sf lots | 1175 acres |
| Total Residential Zoning | | 2255 acres |

As of 2010, within the corporate boundaries, approximately 895 acres of the residential zoned property is occupied by housing. Almost 1326 acres (60%) remain to be developed. The R1-12 Zone (Town Center) has the capacity for 35 additional multi-family buildings containing 70-140 dwellings dispersed throughout the zone.

All existing affordable housing is estimated to remain for the next five years. Current market prices for single family lots preclude new affordable housing in all residential zones. These conditions are beyond the control of city zoning unless new requirements are made to artificially produce affordable homes and lots.

1.4 Special Residential Development Techniques

The City of Wellsville has adopted residential development ordinances that provide better environments for residents to live. Residential ordinances must allow flexibility to design projects which preserve site amenities, critical land areas, and open space. This form of residential development pattern has become the norm for development in the City of Wellsville. Standard subdivision ordinances should be continually updated with contemporary methods to preserve of valuable site features and community resources.

1.5 Transitional Use Areas

Certain areas of the city may exist where the residential areas are adjacent to commercial or industrial properties. Such areas may be defined as Transitional Use Areas, the extent of which may be shown on the Land



Statellite photograph of the Wellsville Mountain Range showing Wellsville Canyon and the City upper right center.



The mountain sides and open agricultural lands are significant historical qualities of Wellsville.

Use Plan. The purpose of these areas, shall be to foster harmonious development where incompatible uses exist or may exist adjacent to residential areas. The Planning and Zoning Commission may establish Neighborhood Committees (NC) made-up of persons residing within or in close proximity to each of the subject areas. The Planning Commission may appoint a leader/ spokesperson from the neighborhood to report the findings, concerns and proposals to the Planning Commission. The NC may be organized to propose ways to cause the proposal to be compatible with the residential neighborhood. It should not be the intent of the NC to organize to obstruct a project, but rather to make the project compatible and better through citizen involvement. The Person or Persons proposing the project and the NC should make recommendations to the Planning Commission that are acceptable to both parties.

When a proposal for development of property occurs within a transitional use area the person or persons proposing the new development shall meet with the NC to explain the project and to describe the effects of the project on the Neighborhood. Time limits for the review process must be established by the Planning Commission. A presentation must be made to the Planning Commission by the neighborhood leader within an established time-frame. The Planning Commission shall consider but not be bound by the recommendations of the NC. The Commission will require appropriate conditions for the development that are compatible with the residential neighborhood.

2. City Services To Support Growth

We believe that expansion of city utility services (i.e., water, sewer, roads, snow removal, garbage collection, etc.) should be financed principally by those benefiting from the services. Recognizing that growth will continue, the City will manage and plan the expansion of such improvements through its codes and ordinances. The City should prepare Utility Development Master Plans that should be updated regularly. The Utility Develop-

ment Master Plans should be used to determined expansion plans consistent with the Land Use Plan. Considerations for expansion of services for proposed developments and for proposed annexations should be based on this General Plan and The Utility Development Master Plans.

3. *Historical Values*

We believe, as the oldest community in Cache Valley, the city should promote the preservation of historical buildings, documents, markers, monuments and sites. The city will maintain an historical committee which will identify and recognize the historical resources of the community. The City should support the committee to advise and recommend actions concerning the preservation of historic resources. As historic districts are identified and approved such areas shall be included on the Land Use Map.

Historic commercial areas are located around the Town Square. While a green park encircled by business is conceptually appealing, the areas east and west of the square contain particularly attractive historic structures and should remain in residential use. The historic commercial district should retain it's historic character while allowing new or adaptive commercial uses with historic design controls. Existing historic buildings should be restored to their original architectural style on the exteriors, and new structures must borrow from the forms, details, material, and colors typical of turn-of-the-century architecture. A design advisory committee should be established with the authority to make design requirements, and would assist business and private interest in achieving these goals. Uses compatible with the historic commercial zone would include such businesses as restaurants, museums, professional offices, gift shops, galleries, and other retail activities.

The American West Hertiage Center (AWHC), located on the northern boundary of the city, has become a valuable resource to the city. The AWHC is dedicated to preserving history, artifacts, and critical open lands, all of which contribute to the goals of the City of Wellsville. The Center will continue to attract tourists, provide community education , and add to the tax base of the city. The City of Wellsville has an informal partnership with the American West heritage Center to provide exemplary quality development consistent with



The Wellsville Tabernacle is a dominant and significant historical landmark at the core of the city. The surrounding mountain backdrop, the shade tree canopy and the Tabernacle are the most visible landmarks of the city.



Wellsville is fortunate to have the American West Heritage Center a vital part of the community that strengthens historical values, brings many visitors, and is preserving qualifies of Wellsville.



The Highway 89/91 Corridor from Wellsville to Logan must be managed consistent with agreements with surrounding communities and UDOT. Commercial development opportunities exist for Wellsville and development should be required to support goals to produce quality development particularly along this corridor.

quality growth of the City. This partnership has been successful in preserving more than a mile of highway corridor and many acres of valuable farmlands and open space. A special zoning district should be established to allow the unique uses of the center to continue to grow within the City.

4. *Community Development*

We believe that the City of Wellsville must accommodate growth to serve the citizens, their children and others desiring to live in Wellsville and we should foster a common appreciation of the existing city and the values of its citizens. The citizens of Wellsville realize that residential property taxes do not pay for the total cost of providing services to the City's residents. They also know that commercial and industrial development can strengthen the tax base and add economic stability to communities. Therefore the city desires to promote commercial and industrial developments consistent with other values described in this plan.

GROWTH PATTERN

Much of the traditional quality of the City is defined by the pattern of tree lined streets and residential blocks on the old 10 chain grid. The pattern of 10 acre blocks and streets on a grid should be maintained except where topography or other natural features become a barrier. New development should be required to build projects with a street frontage very similar to the historical pattern. The appearance of new developments should match the pattern used in the older parts of the City. New streets should be designed with narrow roads with widths consistent with older local streets, street trees, grassy swales, and sidewalks and also as specified in the City Design Standards and Specifications. Curb and gutter should not be required. Front yards should not be dominated by automobiles with multi-car garages, expansive driveways or parking in front of the living part of the residence. Roads should be extended and new development should fit the old grid. In areas where sensitive land is involved a departure from the grid should be allowed to protect important community resources.



New national brand stores should be required to design unique facilities to match the uniqueness of Wellsville. This McDonald's was required to match the colonial style of another city.

STANDARDS FOR DEVELOPMENT PROJECTS

Prior to granting a building permit or granting zoning clearance, the business entity must present proof to the planning and zoning commission and city council that its operations will have no adverse environmental impacts on the air and water, will not create a significant noise impact, and will be visually screened from public roads and adjacent properties. Open space must be retained within the development and preserved permanently. Any potential adverse affects on city resources or quality of life must be mitigated to the satisfaction of the City. A design review shall be required for the project and administered by the Planning Commission. If residential homes adjoin the proposed project, a neighborhood committee will be formed to provide input on the development plans for the project (see 1.5).

NEIGHBORHOOD COMMITTEES TO REVIEW PROJECTS

A neighborhood committee may be formed for any type of development project where a project may be reviewed by the participants in cooperation with a representative of the developer. The results of committee meetings will be reported to the Planning Commission by a representative of the committee. (see 1.5)

COMMERCIAL DEVELOPMENT

The City's population will approach a level to support a much greater variety of commercial services than at present. There is a strong desire of city residents to patronize local business, which, combined with increased population will provide a market for increased business activity. Commercial activities appropriate for Wellsville are defined by two categories and are outlined below:

- A. Community Commercial includes all general commercial business uses such as retail stores, offices, commercial services intended to provide convenient retail services to the residents. An effort should be made to concentrate these uses in the block bounded by Main and First North, Center Street, and First East. Uncontrolled commercial growth in this area would adversely affect existing residential neighborhoods, create traffic problems, and defeat efforts to revitalize downtown (see 1.5).
- B. Commercial Service on or Near Highway 89/91 includes those businesses which serve the motorist, and particularly



Retail development should be inviting places for pedestrians and family life



Commercial development should be dominated by quality design, landscaped setbacks, street trees and reduced signage.



The placement, size, height, and quality of signs must be rigorously managed.



The Wellsville Dam provides a popular recreational site and positive visual amenity for the City.



Wellsville City provides active recreational opportunities throughout the city and on the City Square



Wellsville has a tradition of caring about shade in the community and maintaining street trees along public roads. The town center is dominated by wide streets shaded by large mature trees. This condition should be repeated in new areas.

the nonresident motorist. Included are such highway oriented concerns as gas stations, overnight accommodations, and fast-food restaurants. The primary locations for highway commercial uses should be clustered at the main intersections of the highway. Measures should be taken to preserve the open space that exists along the highway and in no case should commercial growth be allowed to continuously line the roadside. However, City Officials shall be sensitive to the existing residences remaining around commercial development by planning for compatible commercial growth in the area and requiring development to protect present and future residents from noise, lights, traffic, and other disturbances. Areas zoned for highway commercial uses are shown on the Land Use Map.

INDUSTRIAL DEVELOPMENT

Industrial development should be allowed as a conditional use, when it can be demonstrated that the industry will greatly benefit the City and minimize adverse affects on the Cities resources and it's citizens. In addition, an area of the community exists where planned industrial growth would be appropriate and is shown on the Land Use Plan. The site should be available for well planned industrial development which would have quality buildings, landscaping, and site development with adequate service capability . Additional industrial area will be designated if or when the need arises.

RECREATIONAL DEVELOPMENT

Recreational development proposed by private interests is encouraged. The City should continue to develop recreational projects in accordance with current needs and anticipated future recreational demands of the citizenry. Parklands and /or open space should be established in all development projects. City funds should be made available to properly maintain recreational facilities to serve it's residents. A recreational Master Plan has been developed by the City and must be used to assist in recreational decision making.

5. Valuable Physical Characteristics of Wellsville

We believe that the physical environment of Wellsville is of major importance to its residents, in that the city possesses valuable physical characteristics. The physical setting of Wellsville establishes its rural character and provides a unique life-style for its residents and much enjoyment for visitors. We believe that these physical amenities should be preserved and enhanced, where ever possible. The principle physical amenities that define the rural character of Wellsville are:

- A. Streams and canals cross the community and should be preserved and upgraded to increase recreation, vegetation, and wildlife habitat. The City should plan to acquire and develop key parcels adjacent to waterways for open space and/or parklands.
- B. The trees of Wellsville are a major resource and existing trees should be properly maintained. The streets of Wellsville should be lined with appropriate trees and deteriorating trees should be removed and replaced. Citizens are encouraged to plant more trees on private property.
- C. The mountains and foothills west and south of Wellsville are important visual elements for everyone to enjoy. New development in the foothills should be required to preserve existing trees and topography. The City should work with the National Forest Service to protect the mountains and foothills in their current condition.
- D. Wellsville is surrounded by agricultural lands and all efforts should be made to continue the clustered effect of open space on the edges of built-up areas. Community development should occur mainly within the built-up areas of the city. Open space and countryside atmosphere should be kept to the periphery.
- E. The land adjacent to entrance roadways to the city and Highway 89/91 should remain as scenic approaches



The views and vistas of Wellsville are critical to the quality image of the City.



Waterways, natural and manmade are important qualities of the City



The gateways to Wellsville are vital to the quality of the City. Efforts must continue to place priorities on city entrances that invite and that maintain rural qualities.



Development must be limited to areas that are not complicated by natural and man-made hazards. This photograph was taken 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 scarring and destabilization of hillsides.

to the community. Large setbacks should be required along these roadways. The Planning Commission should require additional landscaping and other visual controls to ensure quality entrances to the City of Wellsville.

- F. Older buildings and landmarks of Wellsville assist greatly in establishing the serene setting of the community. They provide a quality and depth of commitment that cannot be found in newer communities. These buildings and landmarks should be preserved, where possible, and private and public bodies should be encouraged to maintain and/or restore such structures.

- G. Sensitive Lands
Certain areas within the City and within the future annexation areas of the city have characteristics which present special problems for development and which are valuable resources to the community. The loss of these areas would adversely affect the quality of life in the city and efforts must be made to preserve these resources. It is necessary to minimize vegetation removal, soil and slope instability, erosion and water runoff, and impairment of aesthetic qualities, including scenic vistas. There is also a need to maintain recreational access corridors within lineal natural drainage systems. Highly productive agricultural lands are critical visual, economic, and physical resources to the city and comprise much of the heritage and quality that is valued in Wellsville (see additional standards page 27).

The City of Wellsville should establish areas in the City where open space and sensitive lands can to be harmoniously preserved adjacent to residential developments. These 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.

H. Animal Rights

Animals in Wellsville were basic to life in the early community. The rural character of the City is enhanced by the appearance of animals dispersed throughout the community. The presence of animals should be continued, in balance, with the rights of adjacent properties to be protected from unreasonable adverse affects of animals.

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 significant 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 consistent with 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.



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 fronts of homes face the highway and setbacks are large and landscaped as shown here; the completed Wellsville Ranch Subdivision.

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 large areas should be required 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 housing development. 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 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 community 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. (see 1.2)

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 which are used for the operation of the city, including recreation.

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 commercial 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 within new development areas. These sites should be carefully considered during future revisions to this plan.

9. Commercial



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

Large scale commercial developments that may be attracted to the city should be located in these areas. The demand for access for such uses will likely require a location near one of the major highways. Commercial zones should be allowed only in clusters along the highway at major intersections. 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 required to develop and maintain businesses that 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 setbacks and attractive landscaped areas. 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 its 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 its citizens and efficiency of vehicular movement.

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 guessed 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 is a state D.O.T. facility and all entities must gain UDOT approval to access this roadway. The section of this roadway 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.



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.



Much 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 be designed and maintained by owners to prevent backyards facing roads with associated fencing and walls, and uses which detracted from the quality of the city.

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 protection 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 commercial 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 accessed 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 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 subdivision 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 collector roads must be limited to the same extent as all other collectors. When considering these 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, except in extreme circumstances where sensitive lands will be seriously compromised and where no other design alternatives exist for the layout of the street. 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.

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



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 a beautiful residential street quality.



Wellsville has maintained a traditional street grid for more than 150 years. This pattern is as viable today as it was in early years.



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

It is in the best interest of the City of Wellsville and its residents to manage access to major roadways to ensure safe and efficient travel on these facilities. 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 not be increased in number or volume over present conditions. Commercial, industrial, or residential subdivisions should not be allowed to 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, frontyard setback should match the traditional streetscape. To facilitate greater safety and accessibility for emergency responses, all streets will be numbered based on the traditional coordinate and grid system. Streets will not be named, but numbered.

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.

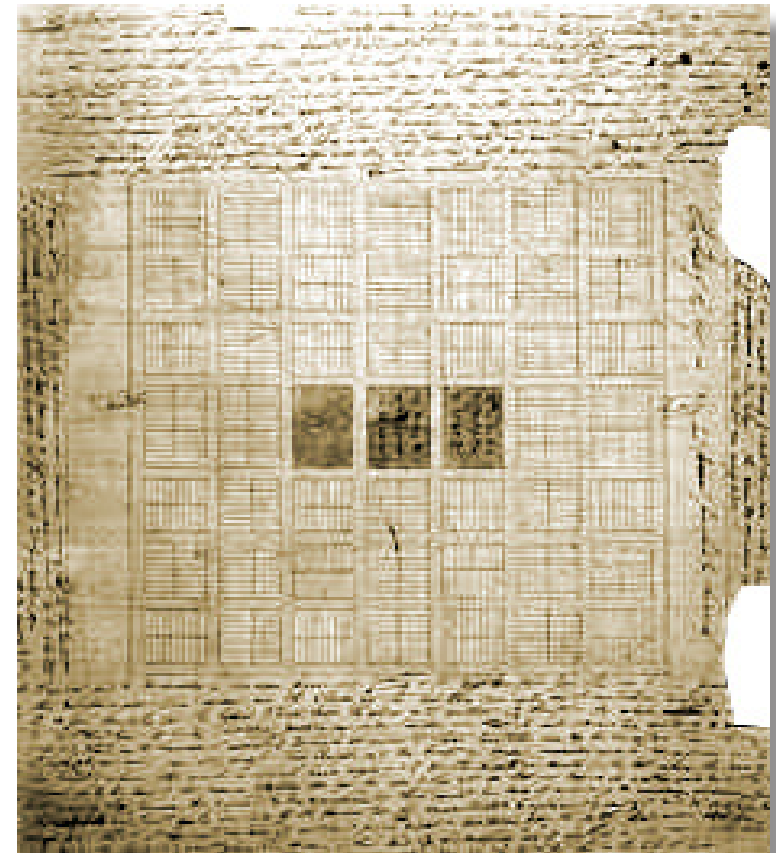
The skillful design and layout of sites, architectural design, streets, walkways, parking, signs, lighting, landscaping and amenities determines the quality and pattern of any one project. Over time, a collection of projects makes a community. The successful design of each project contributes to the 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 Nauvoo 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 development, 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.

World renowned architect and planner, Richard Neutra (1892-1977), once described the organizational genius of Mormon communities when he said, "Not even George Washington...compares with the indigenous originally creative 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



A reproduction of the original "Plat of the City of Zion" the model by which Wellsville 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.

designed for high volumes of traffic. In the last decade communities 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 undesirable for living and they have become “walled streets” faced with the back fences of homes.
3. front yards have become dominated by garages and driveways and far less friendly to walking and outdoor activities.
4. neighbors spend less time in the front yard and less time socializing 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 occurred 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 transportation 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 interconnecting 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 development.

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 miniblocks. 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

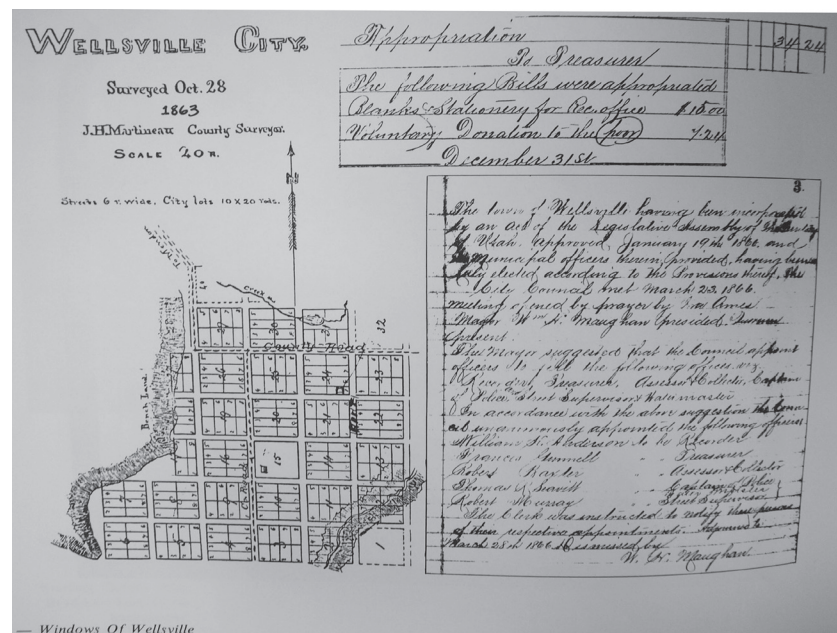
New development must be required to accommodate new roads as defined in this Transportation Plan. The design of new development areas must include future roads as shown on the Road Master Plan or as further defined in the General Plan. Rights-of way should be dedicated and improvements made to all properties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

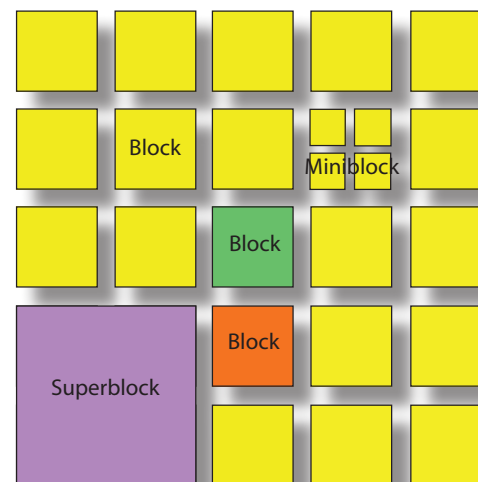
Other Transportation Issues

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.



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



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



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

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 neighborhood convenience centers carefully located in residential areas of the City. Small neighborhood 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 neighborhoods 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.

Wellsville, Logan, Nibley, and the Utah Department of Transportation entered into an agreement titled the Cache Access Management Plan (C.A.M.P). This agreement establishes a method to coordinate approvals of access along U.S. Highway 89/91. All new and existing accesses that expand must be reviewed and permitted by the affected City and UDOT.

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.

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 Cache Valley Transit District. Efforts should be made to promote this service as soon as possible.

Bicycling, Jogging and Equestrian Trails

City officials 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.

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 qualities 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.

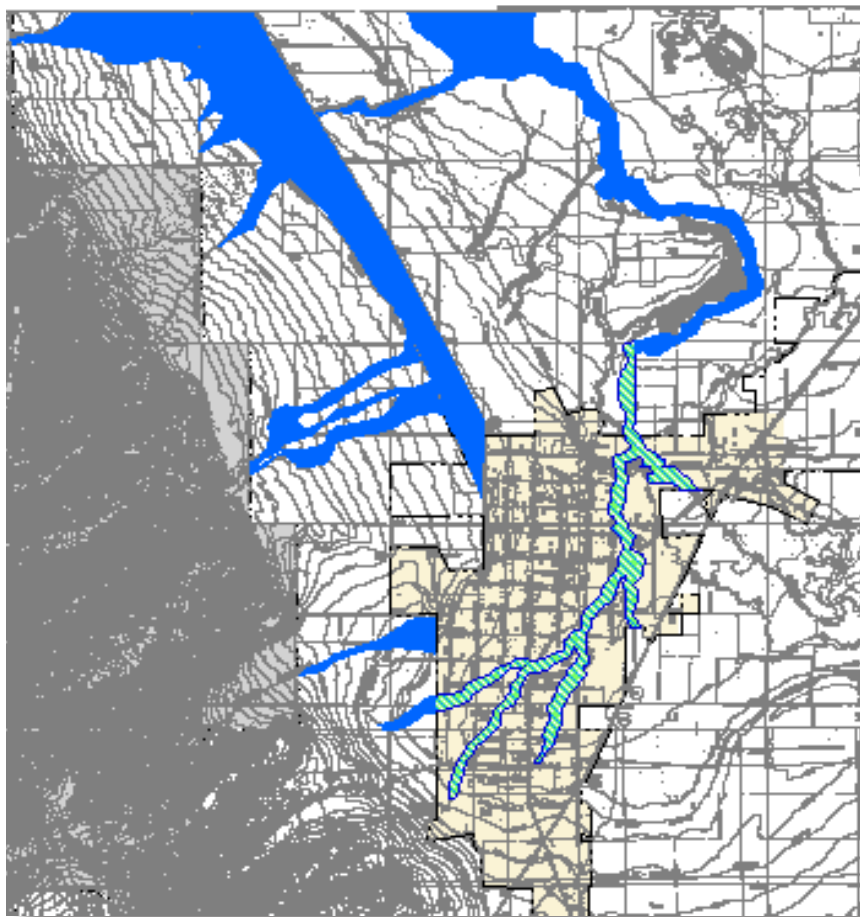
The city should establish the locations of sensitive lands and map the areas for addition to the General Plan. Areas that should be shown on the Sensitive Lands Map are those sensitive lands or potentially



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



Flood hazards are real in the flood plain of the Little Bear River. Development must be very limited in these area.



Flood Hazard Zones.

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 document 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-

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.

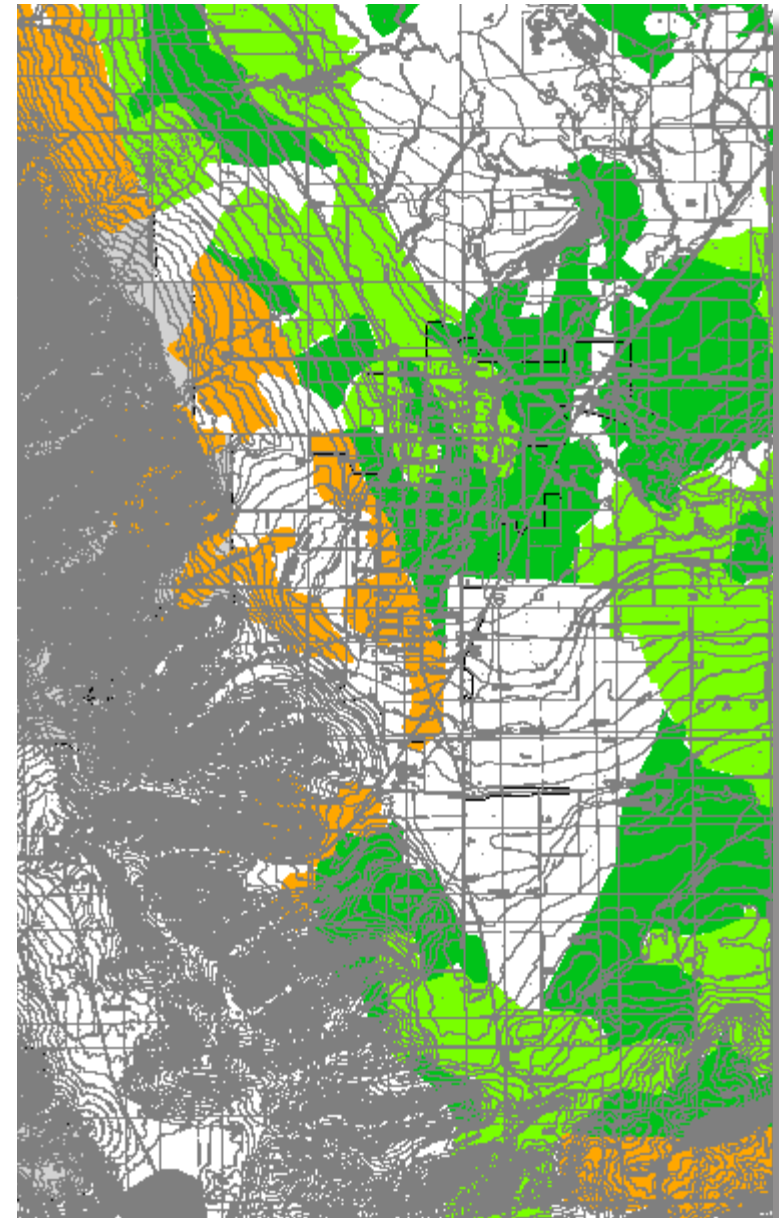
9. Utility Corridors. Those areas where utility easements and obstructions are a limitation to development and as identified on the General Plan or other support document of the City which has been officially designated as a Utility Corridor.

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 Resources Conservation Service should be used as the minimum basis for defining Unstable Soils.

11. Water Recharge and Culinary Water Source Zones.

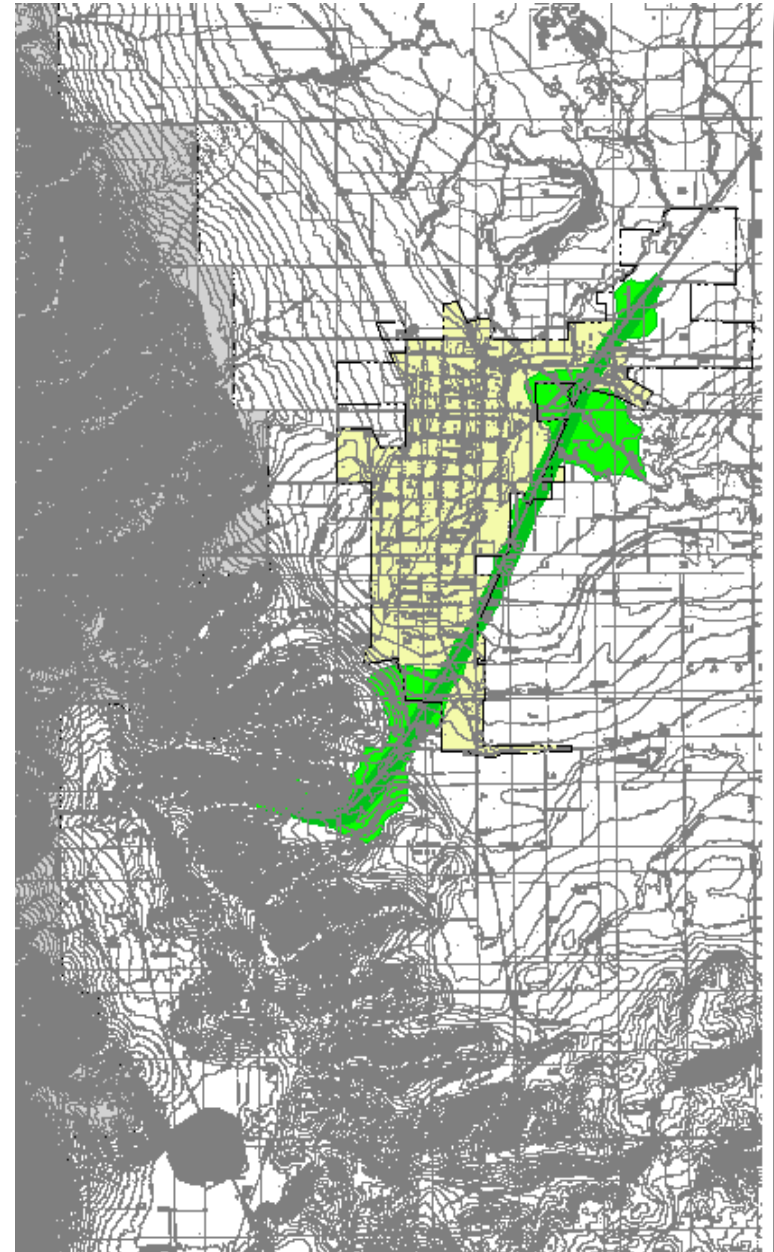
Those water source areas within the City which are, by State Law, required to have development setbacks surrounding sources of Culinary Water or which have been identified by the State or the City as important water recharge areas.



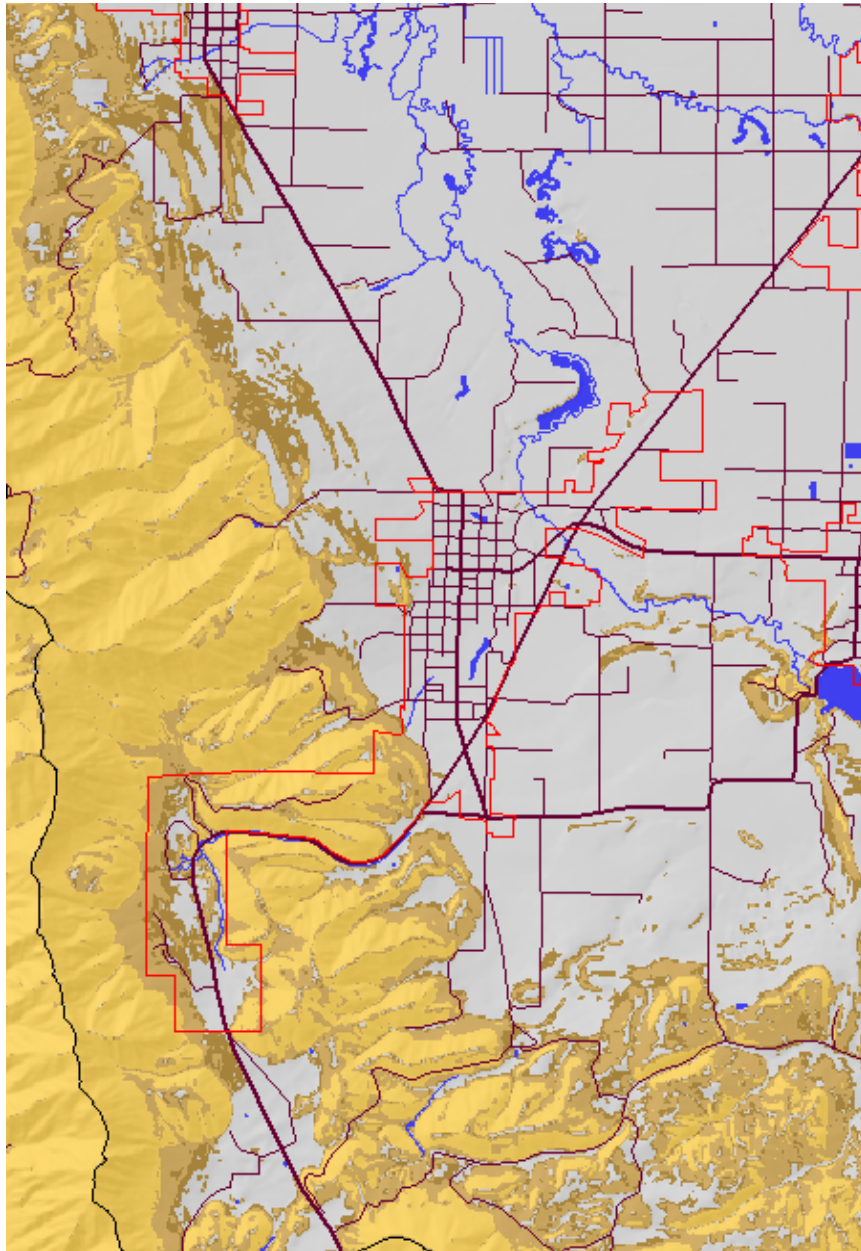
Highly productive agriculture land.

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

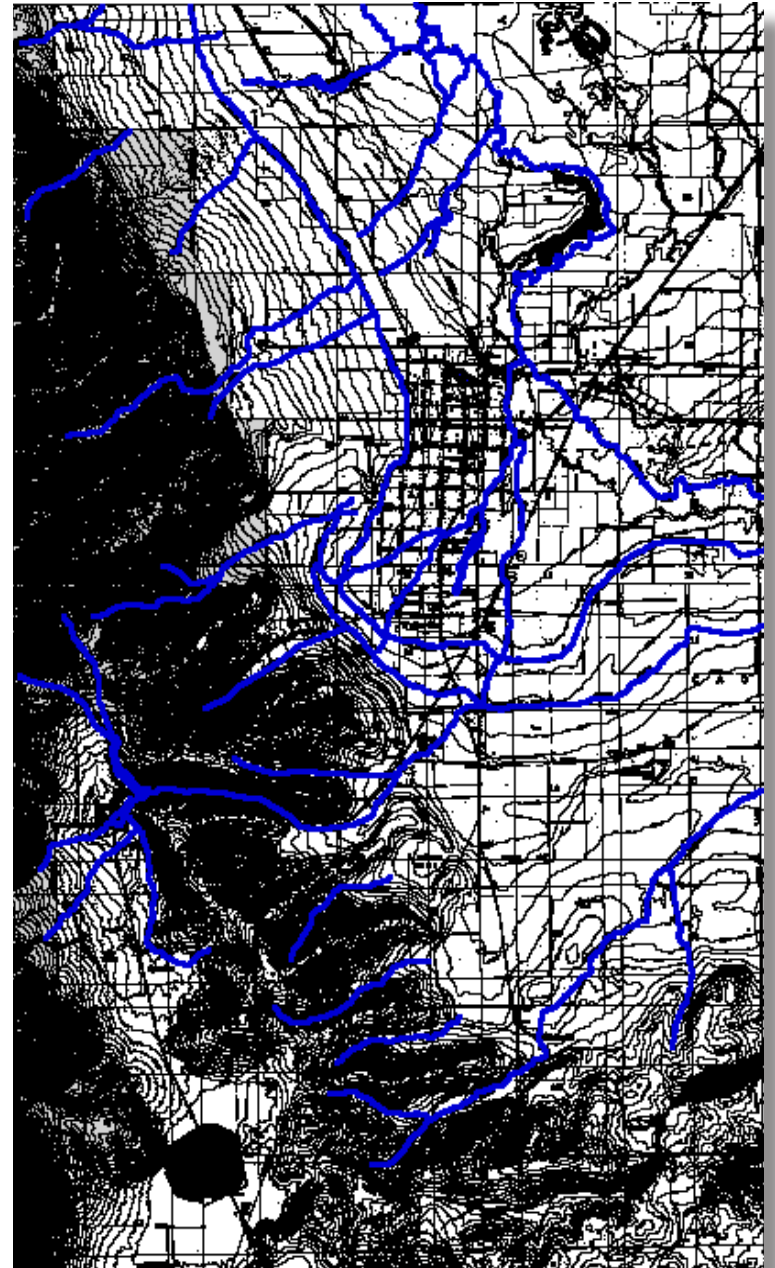
The use of sensitive lands will be determined jointly by property owners and city officials. A mixture of public and private uses would be appropriate for sensitive lands. Some areas, depending on the nature of the sensitive lands, could be appropriately used for various forms of recreational activities.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



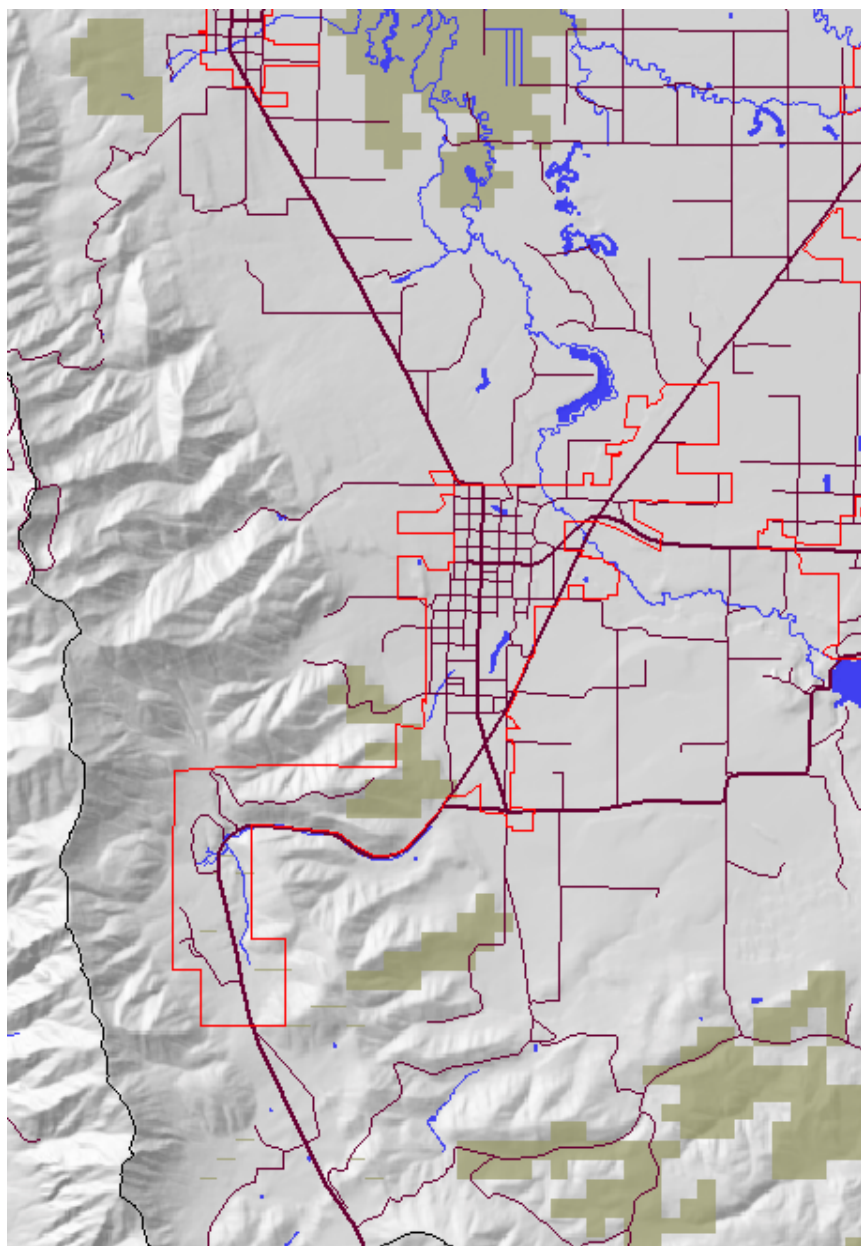
Visually Sensitive Corridors



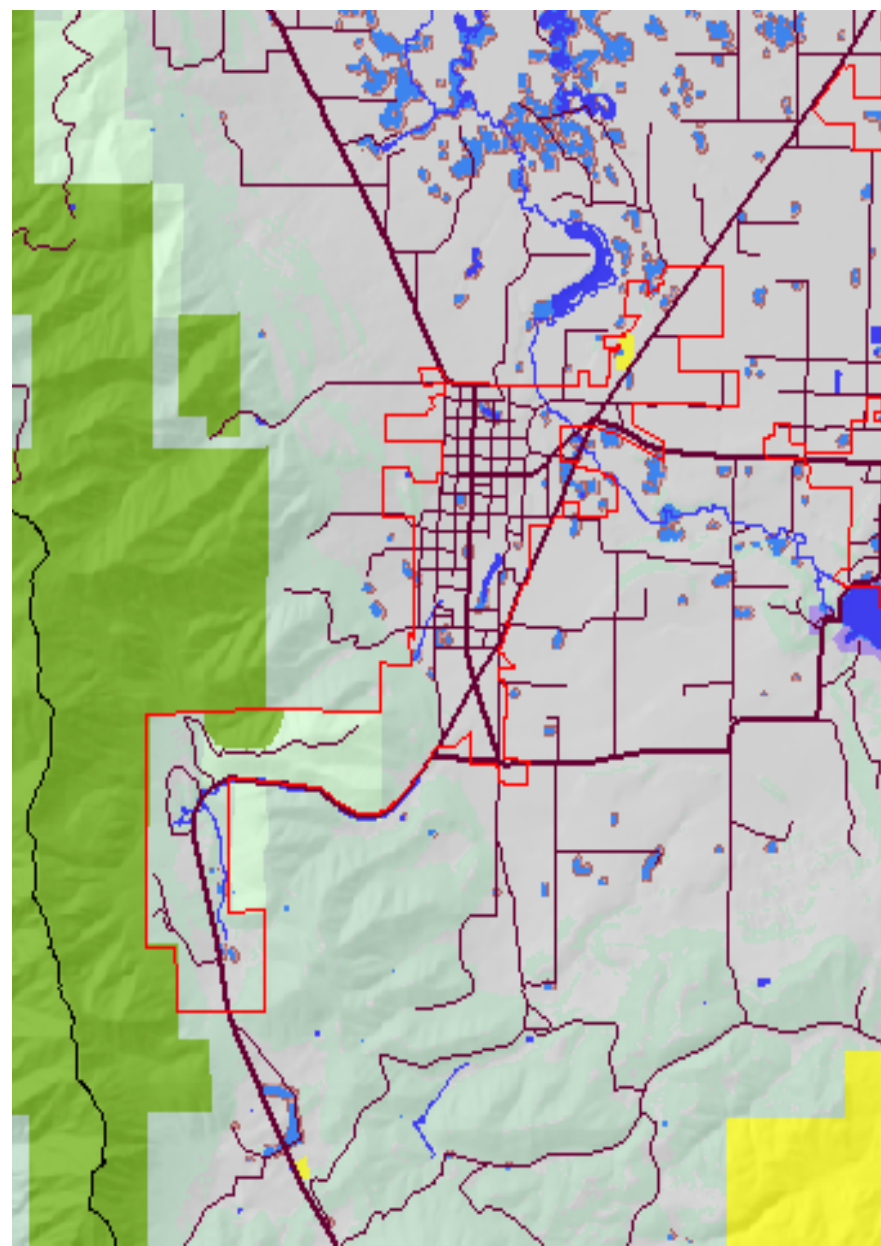
Slopes in excess of 20%



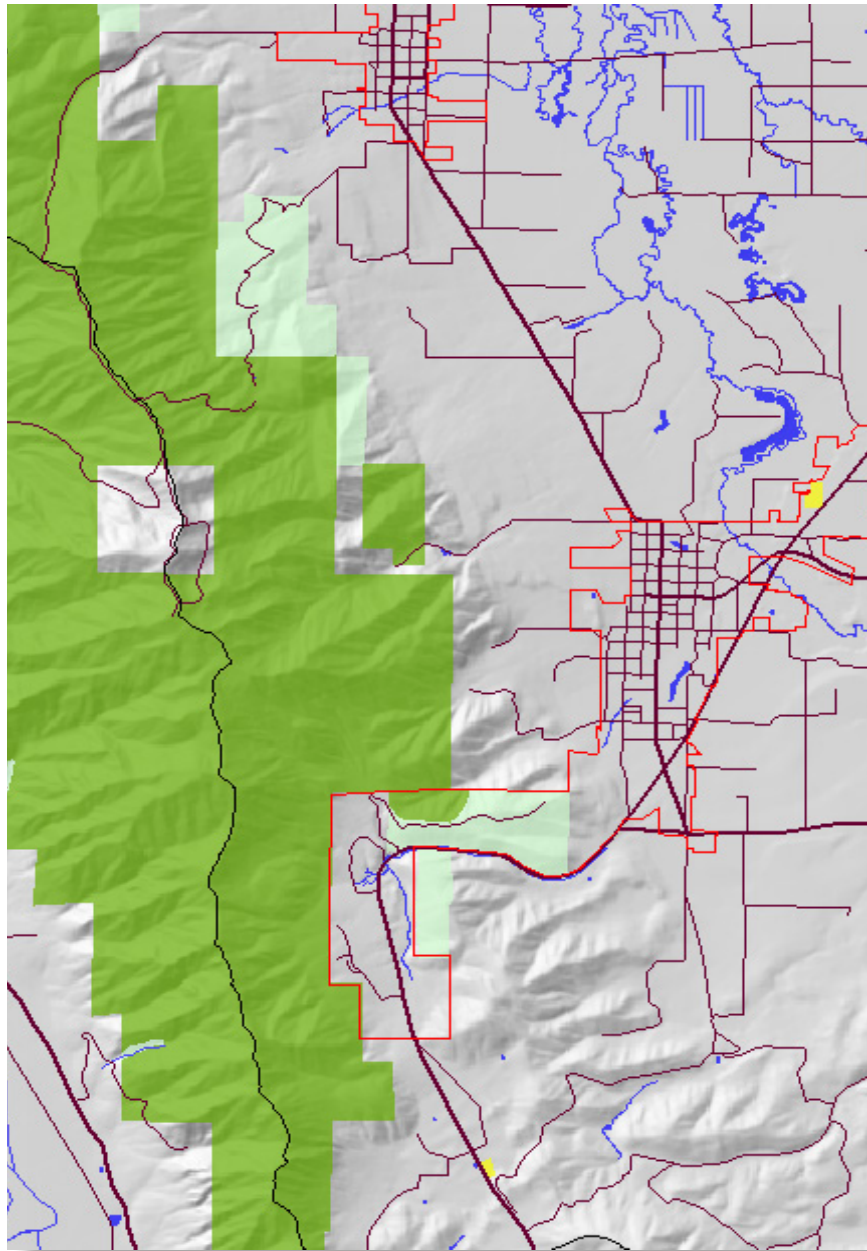
Drainageways and Water Courses



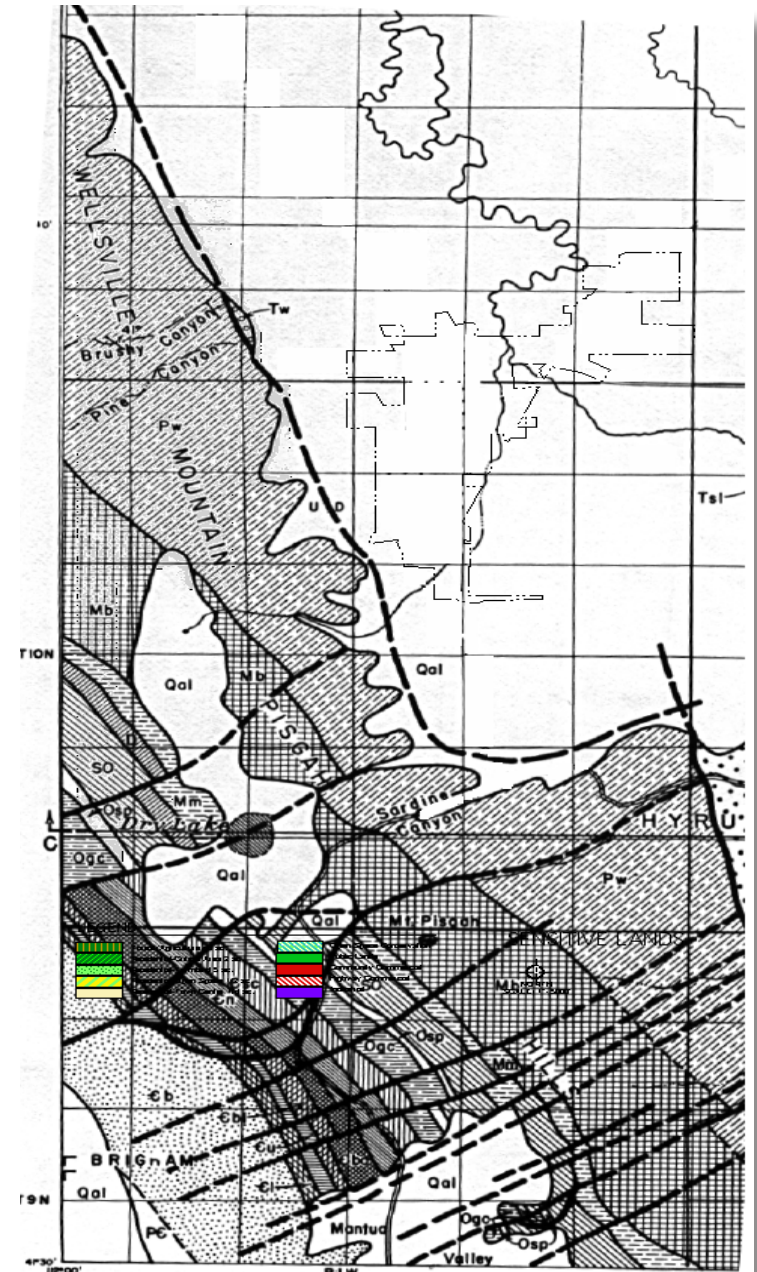
Wildlife Habitat



Wetlands



Public Lands



Geologic Hazards

| IMPLEMENTATION TABLE | | | |
|-------------------------|---|--|--|
| Wellsville General Plan | | | |
| | Guiding Principle | Implementation Measures | Actions and Tools |
| 1 | We believe that residential growth must be managed to be a benefit to the City. | A. Growth in areas where there is existing infrastructure | Vigilance by Planning Commission and City Council connect to close services first. Agreement with Cache County to limit growth in annexation areas. |
| | | B. Growth in locations suitable for development | Improve mapping of sensitive lands |
| | | C. Growth conserves open space by clustering of development | Point developers to good examples already established in City. Ensure that all comply |
| | | D. Development of some open space for use of residents. | Use impact fees and invest in priorities in Parks and Rec Master Plan for development of useable park land for residents |
| 2 | We believe that expansion of city utility services should be sustainable for taxpayers and new development must be paid by developer | A. New development must be financed by those who benefit | Formalize policy |
| | | B. Ensure that impact fees remain current | Update Impact Fee Ordinance |
| | | C. Extension of services to land without services should be paid by developer | Formalize policy |
| | | D. Keep current utility development master plans | Develop a capital improvement Plan (CIP) |
| 3 | We believe, as the oldest community in Cache Valley, the City should promote the preservation of historical buildings, documents, markers, monuments and sites. | A. Maintain a Historic Preservation Committee | Complete Survey of Historic Resources of the City and Create Hist. Pres. Committee |
| | | B. Support development around the historic Town Square that is compatible | Create a downtown RDA that will incentivize new housing, retail services, and entertainment venues. |
| | | C. Support the American West Heritage Center in their mission to promote history of the American West. | Help facilitate extension of services for adequate fire protection and sewer. |
| 4 | We believe that, over time, Wellsville will become a more financially and environmentally sustainable community by expanding it's commercial and industrial base to allow residents to shop and work closer to home | A. Encourage compatible redevelopment around the town center | Adopt zoning changes to allow town center development. Possible RDA |
| | | B. Promote commercial and industrial development at two lighted intersections on the Highway | Form an RDA at intersection of 4th North and Highway. Invest in infrastrurcture in this location |
| | | C. Highway frontage (other than two lighted intersections) will be protected from highway access and strip development along the corridor | Set priorities for purchase of development rights along highway. |
| 5 | We believe that these physical amenities of Wellsville must be preserved and enhanced. | A. Streams and canals | Ensure that open space and conservation easements are established with all new development |
| | | B. Trees of Wellsville | Vigilance to save good trees. Annual tree planting program. |
| | | C. Mountains and foothills | Reinforce strict requirements to protect |
| | | D. Agricultural lands | Prioritize and use PDR for priorities |
| | | E. Entrances to Wellsilve | Prioritize and use PDR for priorities |
| | | F. Old buildings and landmarks | Prioritize and use PDR for priorities |
| | | G. Sensitive lands | Reinforce strict requirements to protect |
| | | H. Animal rights | Maintain rights |
| 6 | 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. | Develop a system for the analysis of long-term and short-term benfits, costs, and impact that annexation requests will have on citizens, city services, facilities and features of Wellsville. | Place priorities for annexation on parcels surrounding the cith that will give clear direction to decision makers considering annexation requests. I identify the future intended use allowed by the city for each parcel. |

The Implementation Table

The following chart illustrates specific methods that may be used to accomplish the goals of the General Plan. Each of the Guiding Principles (starting on page 4) are shown in the left column with specific methods to implement shown in the left hand columns.