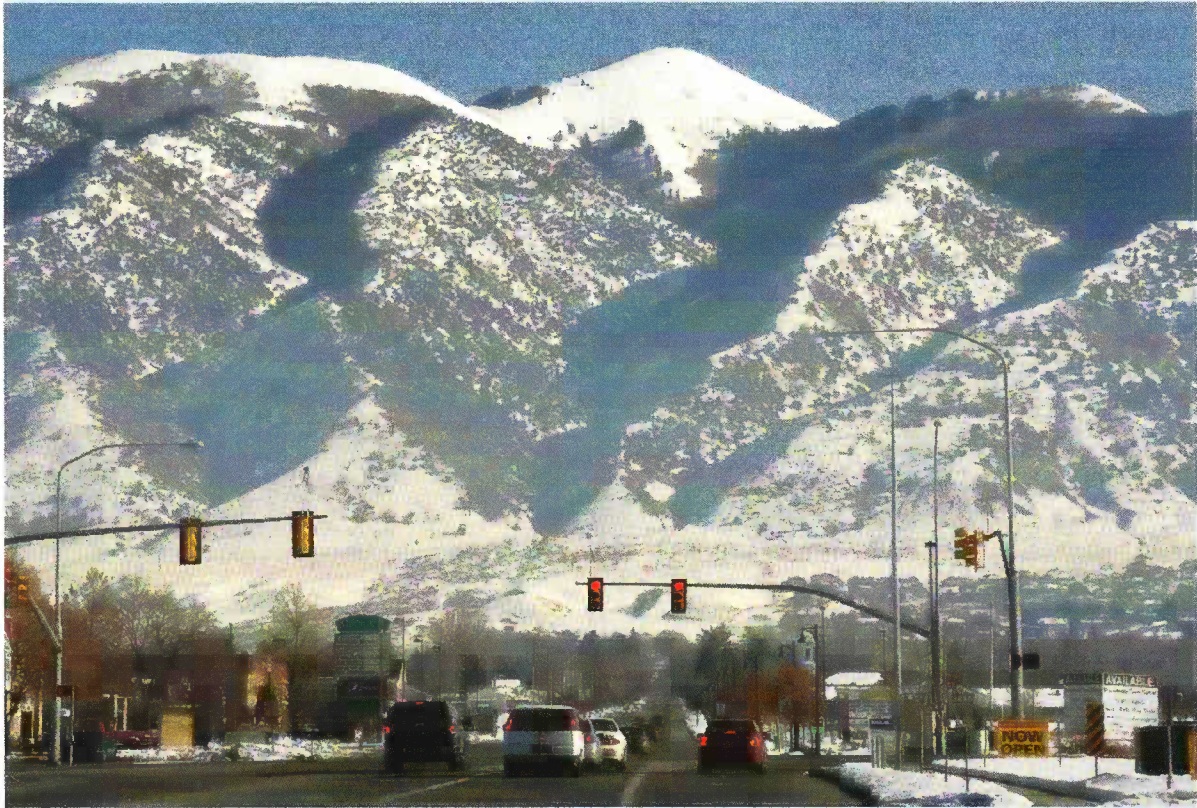


# PROVIDENCE CITY, UTAH

## THE 2010 LAEP CHARRETTE



LANDSCAPE ARCHITECTURE  
&  
ENVIRONMENTAL PLANNING  
&  
USU EXTENSION



“MIXED-USE”, “VISION CACHE” IMPLICATIONS,  
TRAILS, CONNECTIONS, CENTERS, HISTORY

## ACKNOWLEDGEMENTS

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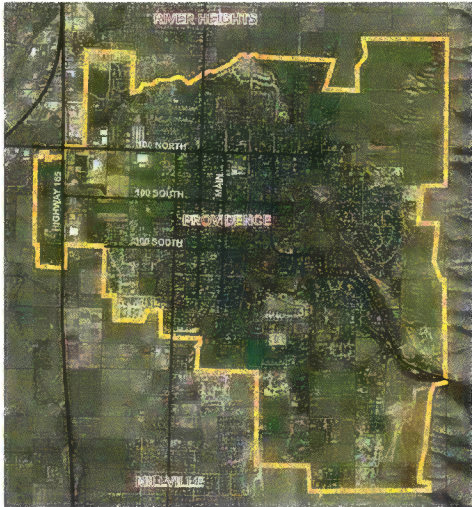
## TEAMS ONE & TWO

### MIXED USE CONCEPTS

These teams developed and addressed the issue of what variety of Mixed-Use concepts might look like in Providence City in a variety of locations. For example, which concepts are appropriate and where should mixed-use be implemented.



# WHAT CAN "MIXED-USE" CONCEPTS BE LIKE IN PROVIDENCE CITY?



## What is Mixed-Use?

An appropriate combination of multiple uses, inside a single structure or place within a neighborhood, where a variety of different living activities (live, work, shop, play) are in close proximity (walking distance) to most residents. Development in conformance with a coherent plan.

## Approaches to Mixed-Use

- Increase intensity of land uses
- Increase diversity of land uses
- Integrate segregated uses

## The Big Three

- Residential
- Office
- Retail

## Secondary Players

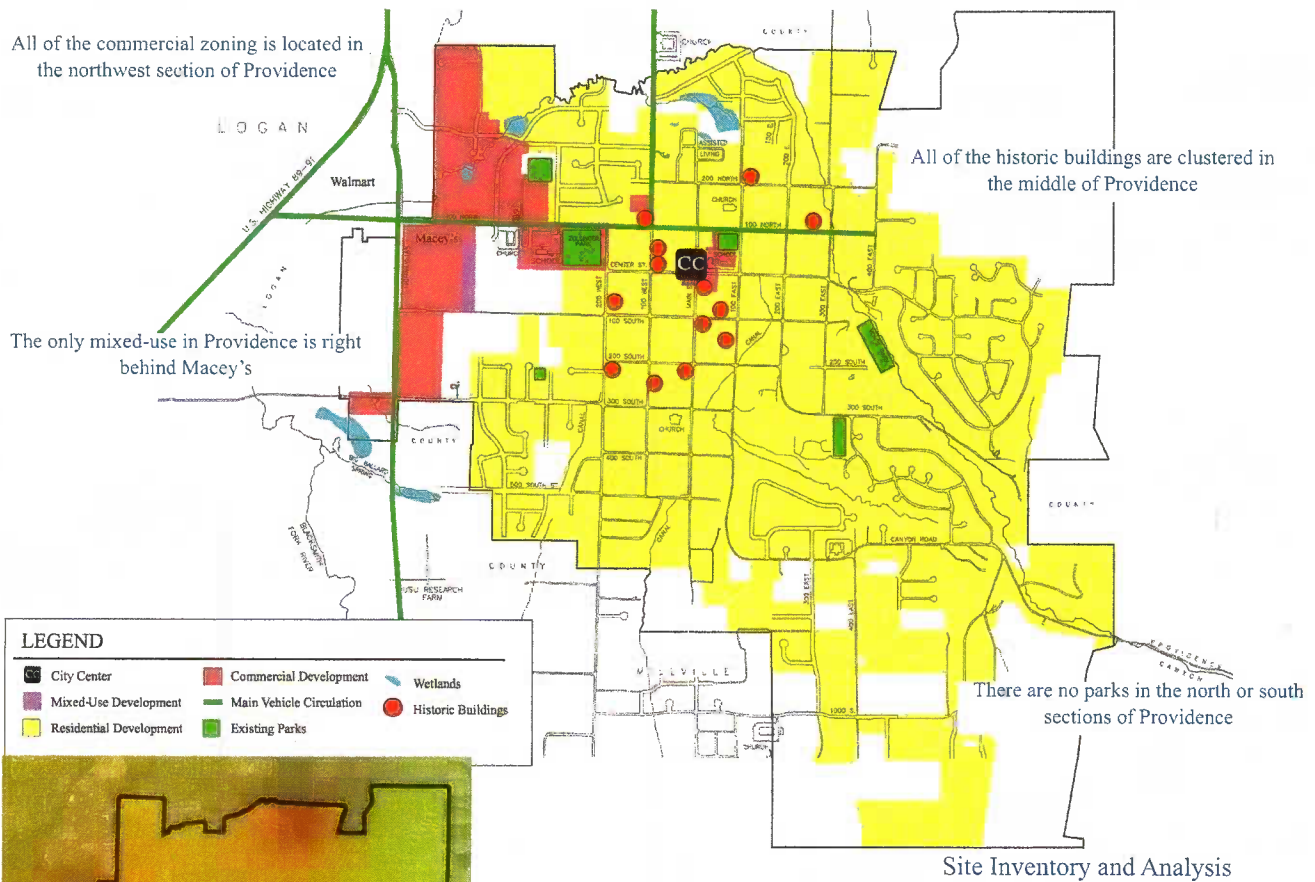
- Hotel
- Entertainment
- Civic

## General Recommendations

- Buildings should be judged more on form than use and form should follow basic design principles of variety and unity
- Encourage commercial and retail uses in mixed-use residential zones
- New buildings in mixed-use zones should

- be adaptable for other uses over time
- Site buildings on lots to allow densification over time, including new roads, midblock parks/trials
- Transition of zoning from dense to sparse (retail to agricultural)

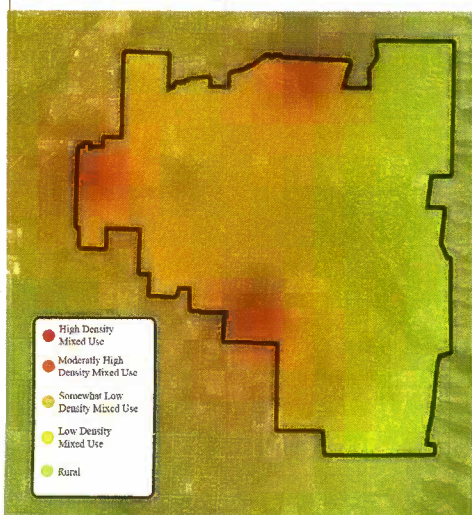
PAGE 2



## General Action Scenario 1

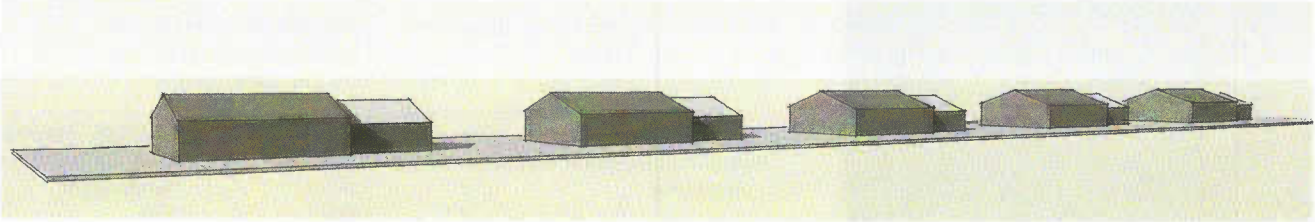
From our analysis studies we found that the single family residence development is sprawling into the edges of the Providence City boundaries, primarily to the north, south, and west and is beginning to spread into neighboring communities. There is little zoned commercial and mixed-use, which only occur in the northwestern area. Mixed-use in the northern, southern and western areas of Providence could control the sprawl and contain the growth within

the city limits. Through time a center would be established with retail, office space, and multi-family housing. That area would transition into single family residential development and agricultural land. As the density grows in Providence City instead of growing out as the current trends have been it will grow vertically and will increase the intensity of land use. This would take several years and different phases to accomplish this type of development.

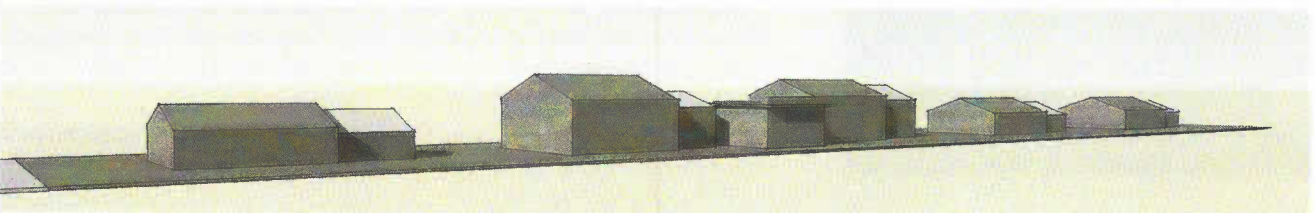


# WHAT CAN “MIXED-USE” CONCEPTS BE LIKE IN PROVIDENCE CITY?

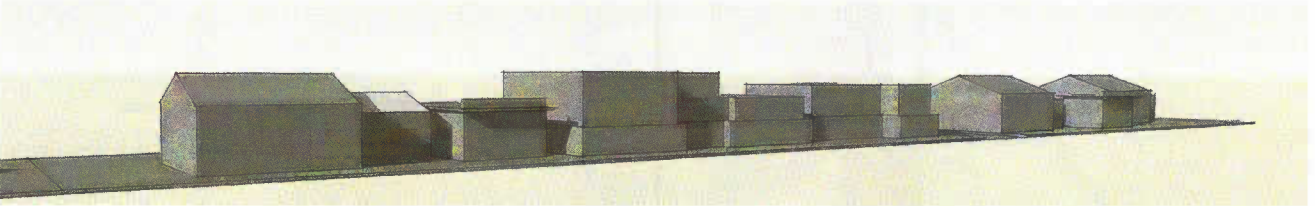
These images demonstrate how phases of development could take place to incorporate mixed use in Providence City within one city block.



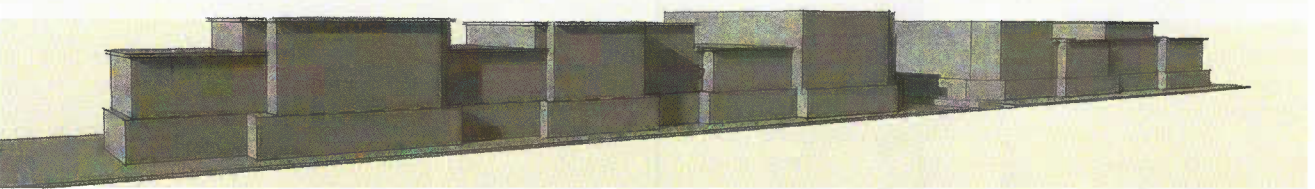
First Phase: Single family housing development that is common to Providence City.



Second Phase: Implementation of dual family housing taking place and opportunities for businesses to be run from the home.

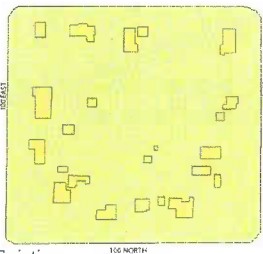


Third Phase: Some houses are being developed into office/ retail space, multi family dwellings are built, and some open space is starting to take shape.



Fourth Phase: Many businesses are established, many multi family dwelling units, parks and open space connections.

PAGE 3

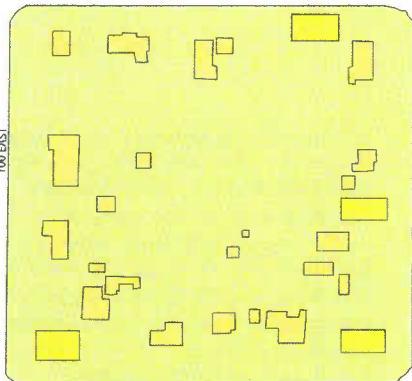


Existing

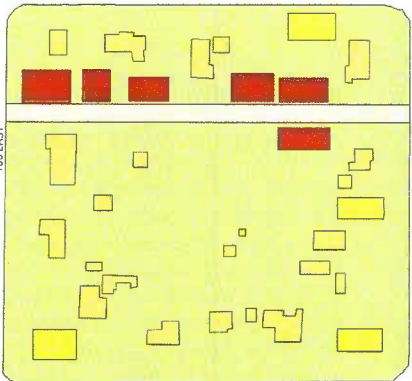
## LEGEND

- Existing Single Family Residence
- Dual Family Residence
- Multi Family Residence
- Commercial
- Park/Open Space

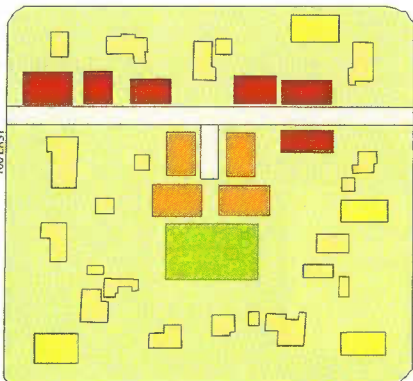
These plan views are demonstrating the same design process, looking from plan view at the city block bordered by 100 E and 200 N. This helps demonstrate how some areas in blocks should not be developed so as to leave opportunities for mid-block roads, trails, parks, plazas, etc.



First Phase



Second Phase



Third Phase



# WHAT CAN "MIXED-USE" CONCEPTS BE LIKE IN PROVIDENCE CITY?

## Scenario 2 Revitalizing Main and Center Streets

Through our site analysis we have found that there is a disconnection from downtown Providence to the rest of the city. Most of the businesses are pulling residents toward Macey's and WalMart which are located to the northeast of Providence. With these trends we see that most new development west of 200 West are not including anything but single family residential dwellings. This

is creating the separation and also creating an automobile dependent environment. By creating mixed use in downtown Providence, it would increase diversity of land uses, integrate segregated uses and bring more importance and meaning to the area which in turn creates a more recognizable destination point. The area of focus includes the 6 blocks of Center Street from 200 West to 100 East.

This hand rendering demonstrates what the new downtown could feel and look like through a mixed use design. It increases walkability, the intensity of land uses, and allows for many users to use the same site.



These computer animated drawings are demonstrating some examples of mixed use and what it could look like in Providence City. Businesses and stores could be located on the first level while residents could live on the second level.



# BRINGING NEW LIFE TO PROVIDENCE: MIXED-USE DEVELOPMENT

## WHAT DOES MIXED-USE MEAN?

In contrast to traditional zoning, which segregates land areas by use, mixed-use zoning removes hard zoning edges and allows for a rich living environment where compatible residential, retail, and commercial uses can coexist. Residents in reach of mixed use zones may enjoy a dynamic experience where homes, shops, offices, and entertainment are just a short walk away. When implemented correctly, mixed-use zoning can revitalize city and town cores and promote a healthy lifestyle by reducing auto dependency.

## BENEFITS OF MIXED-USES

- Economic Development and Improved Tax Base
- Revitalization of Downtowns, Main Streets, and Neighborhood Centers
- Development of Housing Close to Jobs and Services
- Transportation Choices and Connectivity
- Walkable Communities with Human-Scale Design
- Decreased Commuter Road Congestion
- Energy Conservation through Reduced Reliance on Automobiles
- Sense of Place and Sense of Community

(northcountyconsulting.net)

## MIXED-USE IN PROVIDENCE



### The Three Pillars of Sustainable Development

- Economic Viability
- Social Viability
- Environmental Viability Protection

Identifying central **Nodes** which have the potential to support our concept for sustainable growth in Providence. In addition to these points, **Gateways** have been used as landmarks to establish visual connections during transit, promote unity, and provide points of interest.

The main corridors pass through three areas we have designated as mixed-use districts:

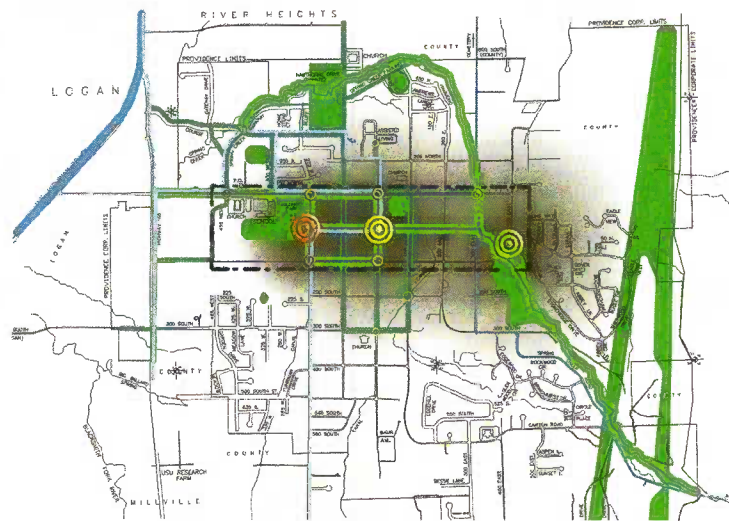


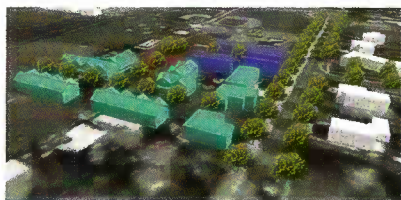
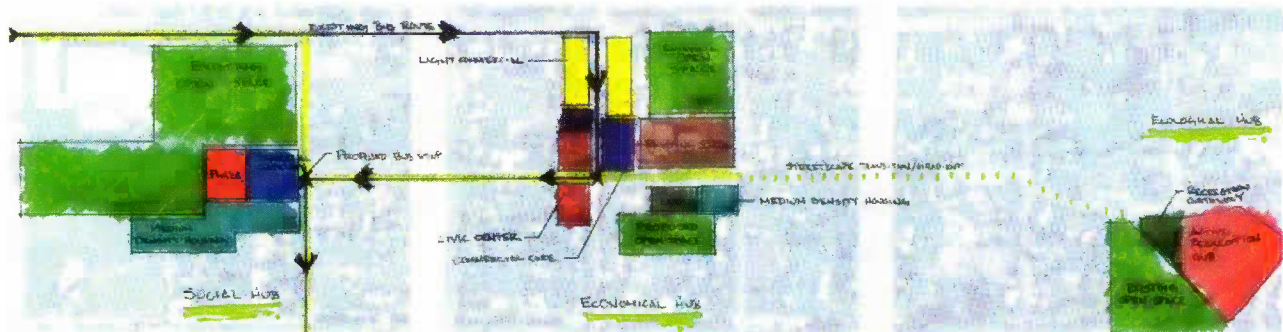
FIGURE A  
BOUNDARIES:



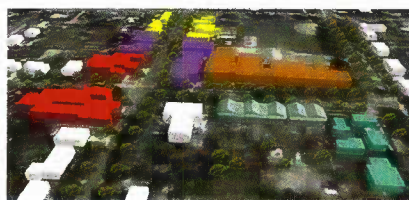
**The Social Center-** This area is characterized by community gatherings and events

**The Environmental Center-** Creating a mixed-use node here will call attention to a major recreation area

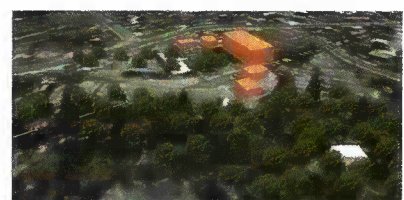
**The Economic Center-** This area shows potential for civic and municipal development



Looking Northwest



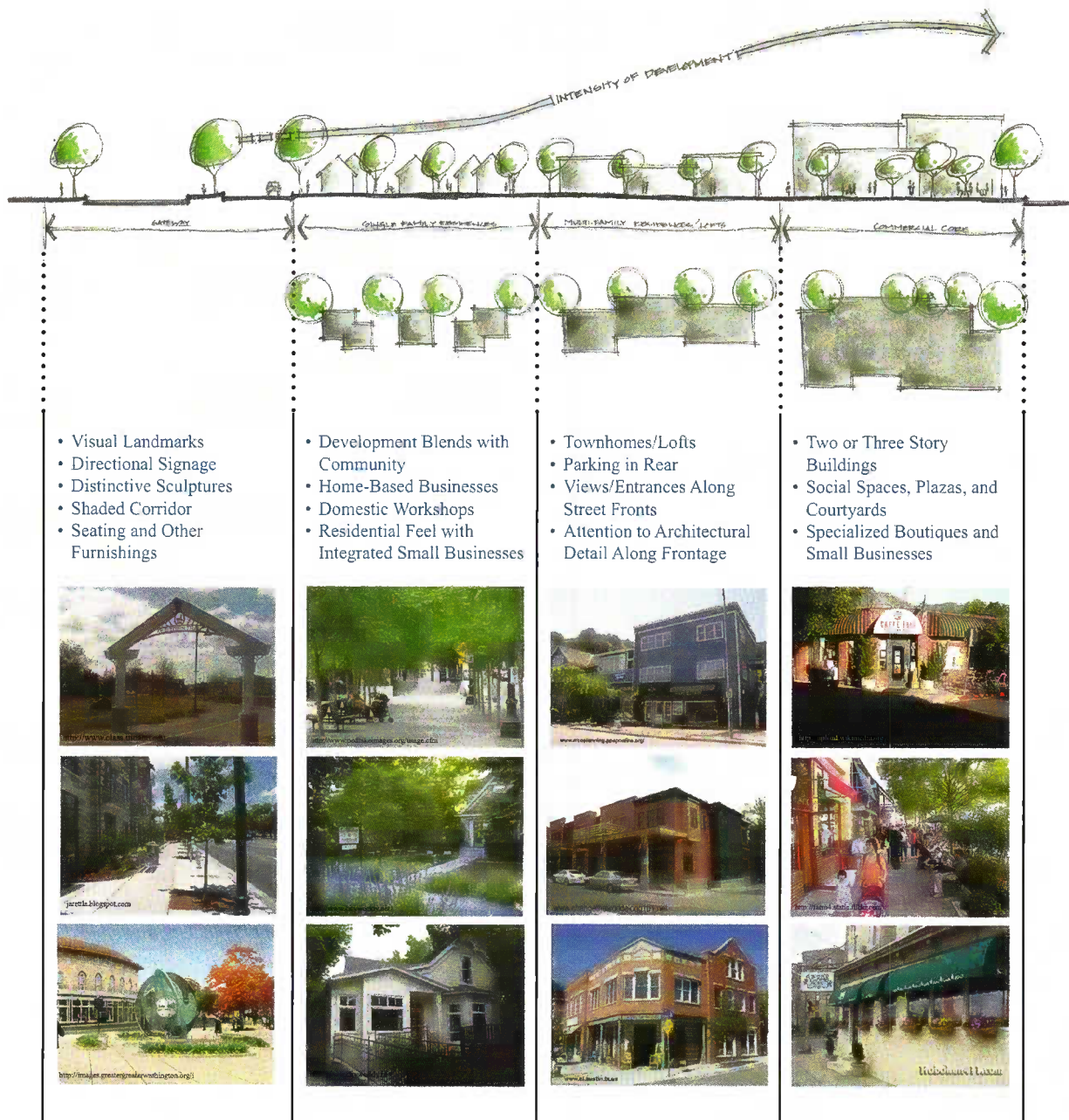
Looking North



Looking Northeast



# DEVELOPING A MIXED-USE GRADIENT: COMPATIBLE USES AND SMOOTH TRANSITIONS



## SETTING THE SCENE

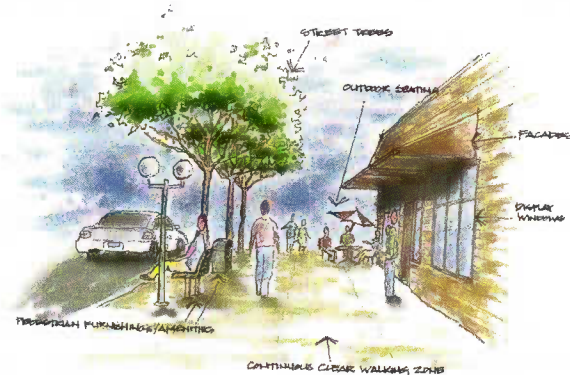
**Human Scale-** Human scale refers to a built environment that is proportional to the physical, aesthetic, and sensory preferences of a human being. Incorporating design elements that establish a human scale creates a comfortable environment that encourages pedestrian activity.

Key elements include: continuity of building sizes, street-level and upper-level architectural details, roof forms, rhythm of windows and doors, trees, streetscape (i.e. benches, lighting, overhangs), and the general relationship between buildings and public spaces (i.e. streets, plazas, parking).

A comfortable pedestrian experience can also be promoted through:

- Sidewalks with a street furnishing zone (i.e. trees, seating, vending)
- Building entrances oriented to streets
- Parking and vehicular drives located away from building entrances
- Landscape buffering between parking lots and adjacent sidewalks
- Pedestrian walkways through sites, connecting entrances, buildings, and the sidewalk

(<http://www.oregon.gov>)



## HUMAN SCALED BUILDING DESIGN

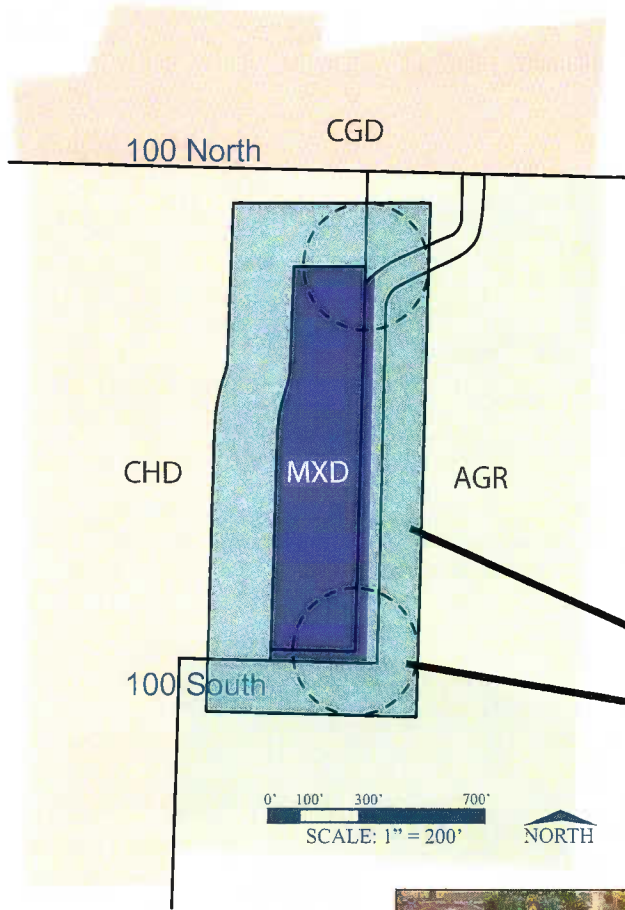
## TEAMS THREE & FOUR

### ALTERNATIVE MIXED USE CONCEPTS

These teams developed alternative Mixed-Use concepts for the new mixed-use zone in Providence City and addressed the questions of: what mix of uses are appropriate; how should parking be handled; where should open space and pedestrian places be located.



# MIXED USE CONNECTIONS AND OVERLAY ZONE



It is the intent of the Mixed Use Overlay Zone (MUO) to support the principles of the Providence City Master Plan Directive:

- To protect and promote the health, safety, order, prosperity, and general welfare of the present and future inhabitants of the city
- To protect life and property from natural hazards, and assure efficient and safe traffic movement
- To conserve the value and integrity of rural residential neighborhoods, assure orderly growth, preserve culturally and historically important sites and landmarks
- To encourage good visual quality, and high aesthetic standards
- To efficiently utilize and conserve the city's resources
- To encourage attractive and functional commercial centers, and increase and stabilize the local tax base (from the Providence General Plan)

The MUO has been applied to the current MXD zone. However, the MUO concept is flexible and should apply with any future MXD zoning.

The Mixed Use Overlay Zone is to be applied as an overlay to specific areas of the city that are located within the underlying mixed use zone district (MXD). While the Mixed Use Zone sets forth regulations that allow for a mix of uses on a site, the Mixed Use Overlay Zone requires residential and commercial uses to be incorporated into mixed use buildings within developments.

The Mixed Use Overlay Zone may also serve as a transition between areas likely to develop with higher intensity commercial uses and adjacent residential neighborhoods. (refer to Tumwater, WA city code, Chapter 18.33 at: <http://www.codepublishing.com/wa/tumwater/> for more information)

## (MUO) MIXED USE OVERLAY ZONE

200' Radius from center of node:

- Buildings within this radius will meet the zoning standards of the underlying zone
- Buildings outside the radius will consist of a minimum of 20% commercial and a minimum of 20% residential



A wetland boardwalk would create pedestrian connectivity and recreation opportunities



Bridges would link residential areas while preserving wetland habitat



Inviting walkways would lead pedestrians through open space and into mixed use area



A promenade would enhance pedestrian connectivity with existing Providence downtown



An entry road boarded by mixed use buildings would make an active pedestrian corridor



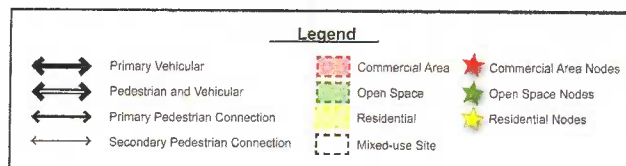
Placing building fronts next to the road promotes pedestrian access and use



A central promenade would promote pedestrian use, leading to the center of the site



By using boulevards, a sense of place is created for the pedestrian scale





# ALTERNATIVE CONCEPTS FOR THE PROPOSED MIXED USE ZONE



## Design Intent

The designated mixed use area in Providence is located directly to the east of Macy's. There is an opportunity to utilize this space to create a pedestrian friendly, walkable, and economically successful community for Providence that will serve as a model for the city's future development. Our goal is to create a place that will be a destination for all of Cache Valley. The idea is that when this is shown to be a successful venture, it will spread along a pedestrian connection to Center Street.

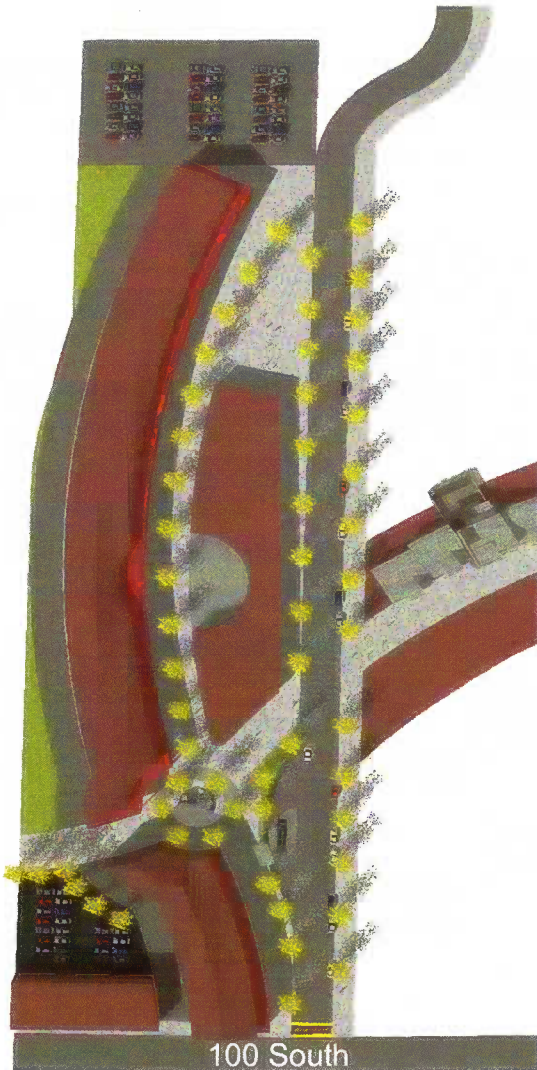
Providence is expected to double its population in 30 years. It won't be able to sustain its current building patterns and house the new residents in a sustainable manner. By implementing more mixed use development, the city will be able to offer different options for different users. Our design is intended to unify a fractured community and will serve as a development model for the whole valley.



## Boulevard

1st North is far too wide for its use. We propose the street be narrowed by utilizing traffic calming elements like those pictured above. Provo's Center Street is a good example that we feel would serve as a model for Providence.

PAGE 9



0' 30' 90' 210'  
SCALE: 1" = 60'-0"



## Mixed Use

The new development will offer different options for current and future residents of Cache Valley. There will be 1 and 2 bedroom apartments above shopping, restaurants and professional office space.

## Balcony

Each apartment will have a balcony that overlooks the area as well as have amazing views of the mountains to the east.



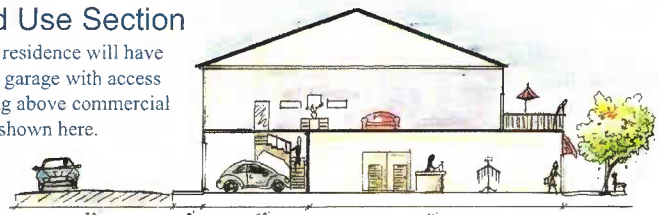
## Sunken Seating

There will be a sunken area that will serve as a visual anchor for the connections. It will have 2 spiraling ramps to provide access for all users.



## Mixed Use Section

Each residence will have a one car garage with access to housing above commercial space as shown here.





# ALTERNATIVE CONCEPTS FOR THE PROPOSED MIXED-USE ZONE

Macey's must be strongly connected to housing to the east to discourage short-distance driving

Future developments will take place along Hwy 165. Plan for strong pedestrian connection throughout highway commercial zone.

50-70 foot pedestrian corridor breaks up parking lot asphalt and provides convenient, pleasant movement from future commercial plaza to highway businesses.

Retaining the wetland area that is currently located in the future Gold's Gym parking lot is strongly recommended for environmental and aesthetic purposes.

Additional parking can be provided between Gold's Gym and the new commercial plaza to compensate for wetland retention area. All parking must be buffered from the street.

More mixed-use can be placed on the south side of 100 South in future phases of development.

The southwest corner of the roundabout is ideal for a new city hall and public library due to strong connections to Old Downtown. It also has picturesque views of the Wellsvilles.

Adding loft apartments above roadside commercial and office properties enhances convenience and increases revenue.

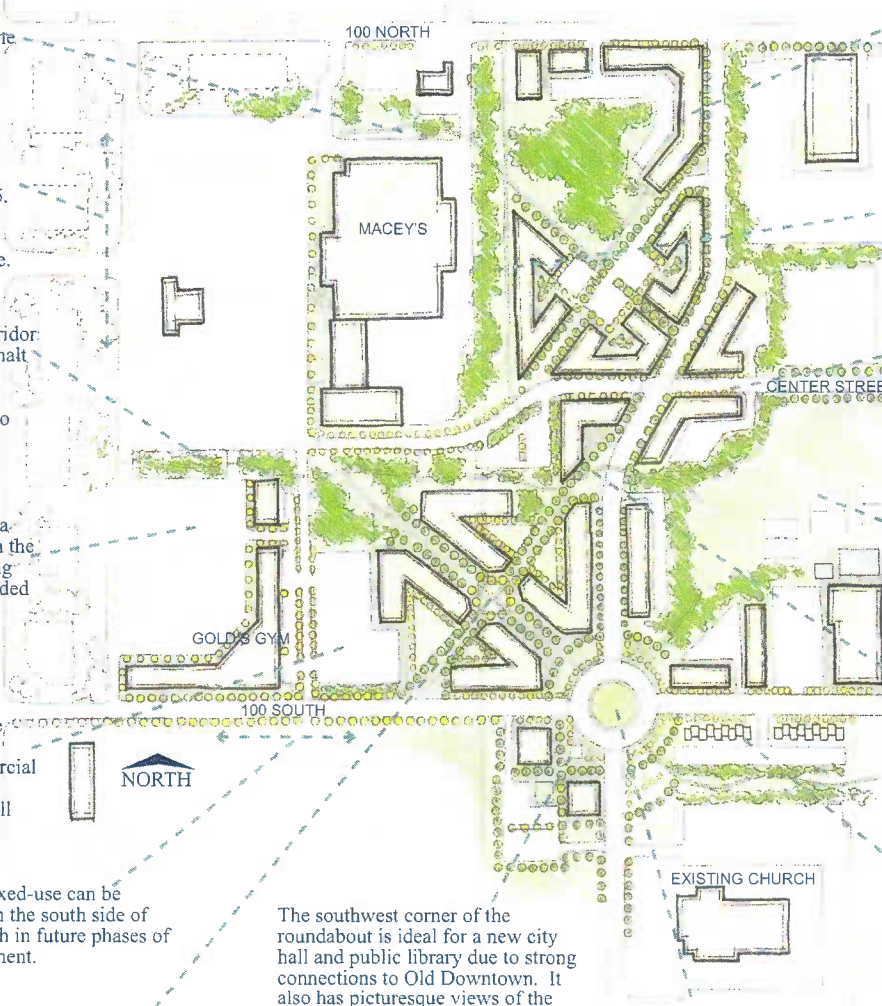
Residential development will be strongly buffered from existing and future commercial service and utility access.

Center Street will be extended to provide stronger connectivity to Old Downtown and easier access to active recreation.

Lighted tennis and volleyball courts and a public swimming pool can be added to complement existing soccer and baseball fields.

View axis created by commercial plaza adds point of interest, encouraging movement.

Single family attached housing can provide a smoother transition to existing single family residential areas.



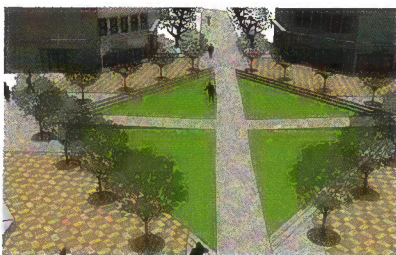
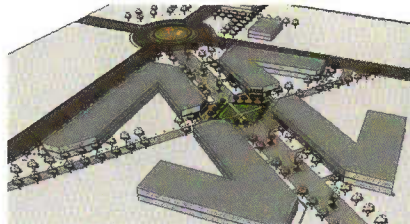
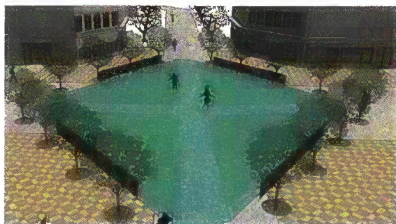
## PROPOSED COMMERCIAL PLAZA

A well designed commercial plaza in this area can provide a place that people will enjoy. Two strong view axes add interest and draw people in from all four corners of the plaza. A dual-purpose courtyard has been designed in the center of the plaza. This provides a spot to relax

in the summer and can be filled in the winter to create an ice rink. Now people wanting to go to a movie at Stadium 8 can come to a couple hours early, eat dinner, do some shopping, and go ice skating. The plaza will bring people and revenue to Providence.

## ROUNDAABOUT OPTIONS

One key to creating a successful town center is to bring in a recognizable landmark. Take a regular, boring intersection, place something memorable and build a roundabout around it. Traffic will flow nicely and it adds even more character to the area.

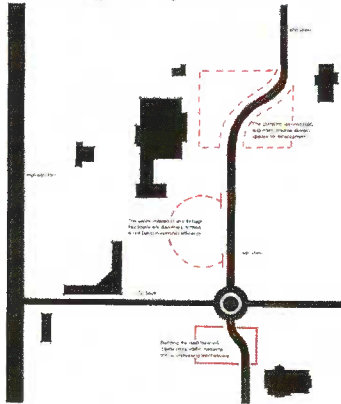




# ALTERNATIVE CONCEPTS FOR THE PROPOSED MIXED-USE ZONE

## ROAD ALIGNMENT ALTERNATIVES

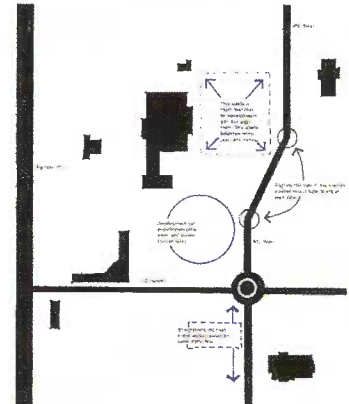
A. Original Alignment Plan



The current proposed road alignment of 485 West is inefficient and likely to exacerbate traffic issues. It also creates unusual spaces for development leading to a lack of spatial continuity.

Alternative B optimizes development spaces, facilitates better traffic flow and creates opportunities for enhancing views and establishing unique areas of interest.

B. Alternative Alignment Plan



## SCHEMATIC MIXED-USE ALTERNATIVES

Wetland Preservation



Preserving the existing wetland would allow the community to be able to take advantage of the natural hydrology of the site through stormwater retention and groundwater recharge. It also increases the habitat quality of the site and its surroundings.

Necessary Connections and Views



This schematic demonstrates critical connections and views. It is essential to preserve and enhance these to establish a sense of place.

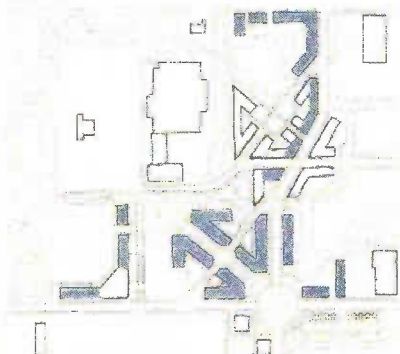
Conceptual Building and Parking Placement



Here conceptual buildings and parking lots have been placed within the mixed-use zone. These structures could hold 109 residential units, 40,000 sq ft of office space, and 15,000 sq ft of retail space. The parking shown can accommodate 240 stalls.

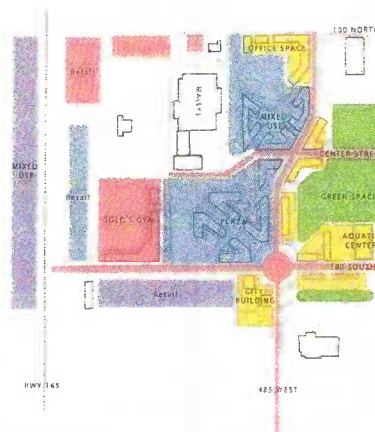
## RESIDENTIAL PROPERTY TAX REVENUE ANALYSIS

Based on 2009 Providence City tax rates and February 2010 comparable Cache County real estate, Providence could expect an estimated **\$133,000** in additional residential property tax revenue by adding loft apartments above some of the proposed office and retail areas. This development would accommodate roughly 1,000 new residents. The diagram below demonstrates potential residential loft units.



Potential residential loft space

## PHASING DEVELOPMENT



Mixed-use development will create opportunities for residents, business owners, tourists and Providence City. It facilitates the creation of unique, lively spaces that will draw people in and significantly improve Providence's economic well-being.

- Phase 1
  - Develop proposed roads and roundabout
  - Establish zoning for future site development
  - Gold's Gym
- Phase 2
  - Expand recreational area
    - Connect with existing park
    - Connect with proposed trails
    - Create recreational hub
- Phase 3
  - Develop area east of Gold's Gym
  - Develop plaza on the corner of 100 South & 485 West
  - Stress Mixed Use Development
- Phase 4
  - Relocate city offices
  - Develop Providence City Aquatic Center
  - Develop residential zones
  - Office space
- Phase 5
  - Develop retail along 100 South
  - Continue pedestrian connections across Highway 165
  - Develop mixed-use area west of Highway 165

## TEAMS FIVE & SIX

### IMPROVING IDENTITY & IMAGE IN PROVIDENCE

These teams developed alternative concepts for giving Providence City more image and identity.



# CONCEPTS FOR IMPROVING THE IDENTITY AND IMAGE OF PROVIDENCE CITY



## CHARACTER ANALYSIS

Through research and analysis we have concluded that Providence City can be categorized into five distinct zones. These zones include: the downtown core, the historic residential area, new residential areas (within fifty years), sensitive areas, and commercial areas.

After analyzing these different zones and identifying areas of improvement we have made recommendations that will help improve the identity/image of the city. The main concepts we feel Providence is lacking a strong entry into the city and a way to set itself apart from the bordering cities. Providence, due to its location east of the main highway through Cache Valley, is often missed by those who are not specifically looking for it. Because strong gateways leave memorable and lasting impressions we feel a stronger gateway into Providence would help to define its presence

and separation from the city of Logan. Our plan proposes larger gateway signage incorporated with both rural and urban streetscape design. Providence has one main entrance into the city located at 100 North and Hwy 165. We feel that implementing one visually strong entrance at 100 North and several smaller entrances at various other points will add to Providence City's sense of identity.

There are four areas of the city we chose to focus on for possible gateway locations. The first is the main entrance into Providence City located at the intersection of 100 North and Highway 165. The current gateway really has no strong sense of place or definition. By incorporating a larger gateway sign with both rural and urban streetscape design it would help to create a stronger sense of place as people enter Providence City. A stronger gateway would improve Providence City's identity with the

non-Providence residency. There would be a distinct separation between the end of Logan City and the start of Providence City.

The Northern entrance into the city located at 800 South and 300 East is not as well known by most people. By incorporating signage at this entrance it would define that users are still entering into Providence City though it may not be the major gateway into the city. By incorporating signage at the intersection of 1700 South and Highway 165 another entrance into the city will be more clearly defined.

Signage at the entrance from Millville into Providence will also help to define city limits and identify an entrance into the Providence City.



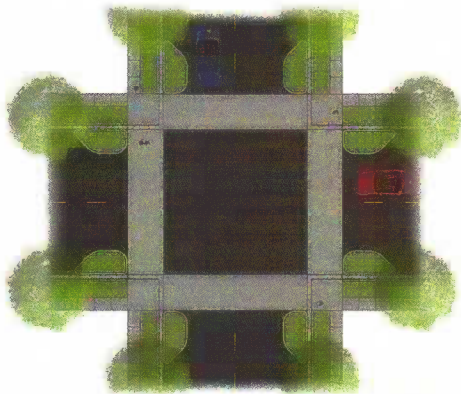
# CONCEPTS FOR IMPROVING IDENTITY AND IMAGE OF PROVIDENCE CITY



This is an example of a strong gateway into Providence City. This graphic illustrates the main entrance into the city at 100 North and Hwy 165. By using the same London Planetrees located in the downtown core and historic area of Providence it

will help unify and complete the city while giving it a smooth transition from commercial to residential. Planted medians should be implemented to utilize the existing road width, act as a buffer to help blend old development with the new, and help bring a

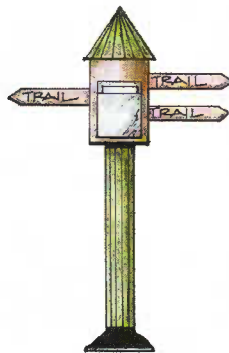
sense of identity and unity to Providence. This design concept was successfully implemented in Gilroy, California.



Plan view of vegetated bump outs with different paving pattern utilized on crosswalk segments.



A cross section illustrating the visual effect of the vegetated bump outs.



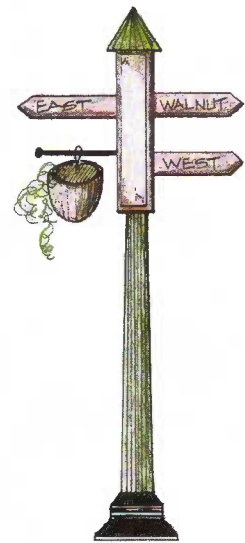
IDENTIFICATION AND INFORMATION KIOSK

Signage will be strategically placed throughout Providence creating better wayfinding opportunities. Identification and information kiosks will be placed in areas to increase activity throughout the



PARK SIGNS

city, offering more efficient access to existing trail systems. Park signs will be placed in all city parks creating a sense of arrival. Directional street signs will be placed on all street corners adding to the

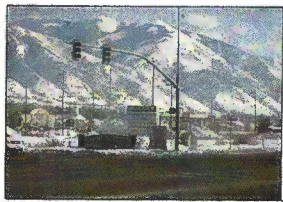


DIRECTIONAL STREET SIGNS

historic elements, as well as to help unify the city of Providence.



# PROVIDENCE CITY MAP

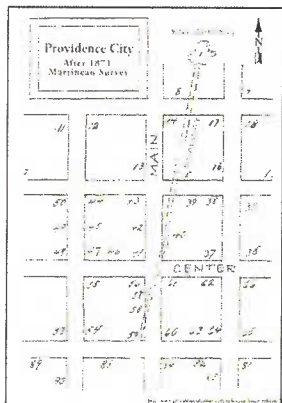


## City Entrance

Current signage denoting the entrance into Providence is in competition with utility boxes, real estate signs, and a traffic pole. Scale of sign keeps it from grabbing passerby's attention and establishing a feeling of what makes Providence special.

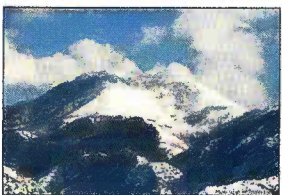


Without establishing a stronger image at its entrance, Providence is in danger of appearing "FOR LEASE" like these two signs seem to imply.



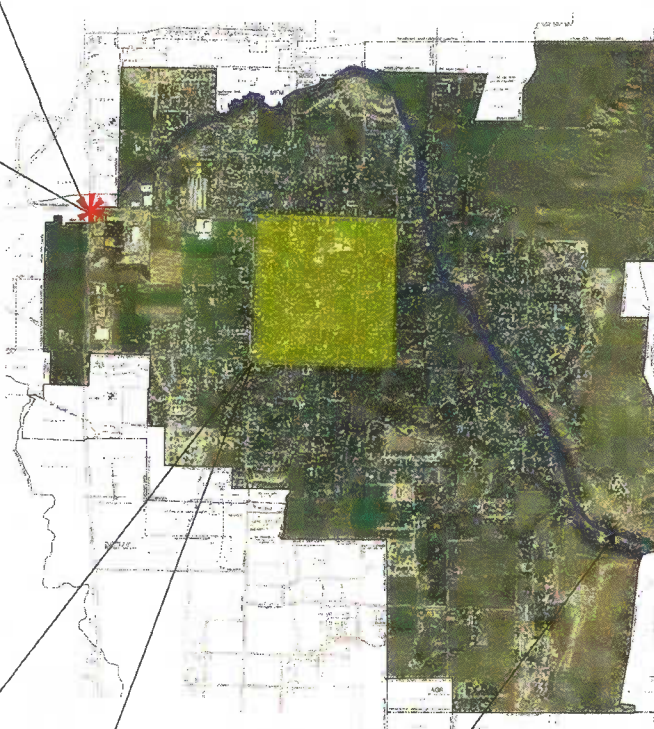
## Town Layout

Providence's historic district still shows evidence of early settlement patterns, especially the Plat of Zion town layout based on the grid system and backyard agriculture.



## View

Providence offers amazing views of the mountains, especially Big Baldy Mountain. Because of its location in the foothills, Providence has great views down into Cache Valley as well. It also has the potential to be a landmark when viewed from the mountains.

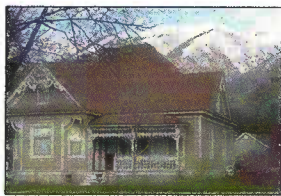


## Spring Creek

Spring Creek provides a greenbelt through the city, which offers recreation opportunities and preserves the sense of open space that reflects the City's agricultural roots.

## Cultural Events

The early settlers of Providence were English, German, and Swiss. This heritage is still reflected in the annual Turkey and Sauerkraut Festival and car show. Providence has also established new traditions, such as the Celebrate Providence with an accompanying motorcycle show.



## Historic Development

Early building styles show the evolution of architectural styles in Cache Valley, from early farm homes to twentieth century arts and crafts-style bungalows, and historic buildings used for early businesses in Cache Valley.

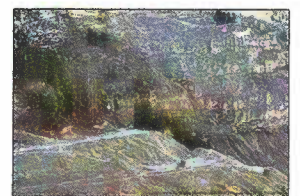
## New Development

New developments in Providence do not reflect the City's traditional or historic image and create conflicting identities for Providence.



## Street Views

Old trees in the City provide a pleasant backdrop and sense of enclosure. Tree lined streets in older areas of Providence are typical of early development patterns and create a sense of place.



## Providence Canyon

The area offers many recreational opportunities from off-roading in the summer to snowmobiling in the winter. The limestone quarry in Providence Canyon provided rock for many building projects and was important in the early history of Providence.

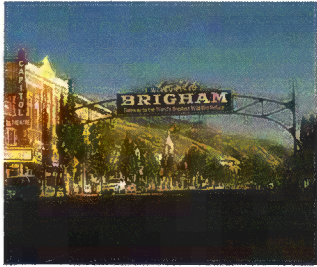


## Cottage Industry

There are approximately 200 registered cottage businesses in Providence along with many unregistered ones. They contribute to the local economy and character of the area.



## GATEWAY



A logo and motto can be developed for the City and placed on signs and other markers to identify the areas that are part of the city.



Street lamps that match the character of Providence should be used throughout the City.



A gateway would help to set Providence apart from its neighbors and establish its presence and identity to passersby. The gateway should reflect a unique aspect of the City that it wants to highlight, such as its historic character, rural atmosphere, or great natural resources.



Bollards made from limestone could be implemented along streetscapes and crosswalks.

## PROVIDENCE CANYON



The limestone quarry in Providence Canyon provided rock for many building projects and was important in the City's early history.

The City can also capitalize on tourism related to recreation in Providence Canyon. By serving as a base for Providence Canyon recreation, the City can benefit from tourism money, as well as educate visitors and residents on recreation safety and conservation of resources.



## DEVELOPMENT GUIDELINES

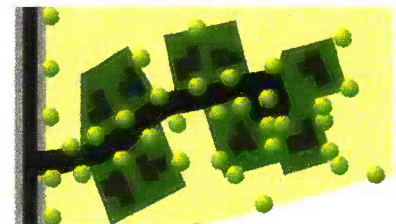
To help Providence unite its various elements – old and new, residential and commercial – uniform standards should be specified in the city code. These can relate to street trees, landscaping, lighting, setbacks, building materials and colors, architectural styles, and lot size or layout. Such standards do not mean that every development must look the same. In fact, a look at Providence's historic district (and many other successful towns and cities) shows that some variety can be very pleasing. It is important, however, that new developments follow some standards to identify them as part of Providence City and unify the city's image.



Providence's pattern of **TREE LINED STREETS** should be continued along major roads. This *unifies the streetscapes* of historic and new development, reinforces Providence's *rural character*, and invites passers-by to enter and explore. It is strongly suggested that Providence pursue certification as a *Tree City USA*.



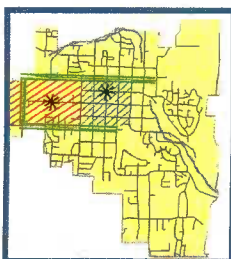
2008.heraldextra.com/gallery/rmain.php?g2\_view...  
**BUILDING REGULATIONS** should enforce architectural guidelines to be observed by all new commercial development which reflect the *historic architectural characteristics* and materials.



**NEW DEVELOPMENTS** should be in *conservative subdivisions*, clustering homes close to preserve the saved space as private yards or public open space for parks, trails, and natural areas. This will help retain mountain vistas which give Providence much of its character. In the Valley, developing new neighborhoods on a *grid system* would reflect historic patterns and provide easy connections for cars, bikes, and pedestrians.

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## HISTORIC PRESERVATION



**Map Key:**  
Green Lines: Tree Lined Streets  
Red Stripes: New Commercial District  
Blue Stripes: Redefined Historic District  
Stars: New City Centers

### REDEFINE HISTORIC DISTRICT

A smaller, more centralized historic district will allow preservation of historic zoning to preserve Providence's rural character, while allowing denser development on the outskirts.

### HISTORIC CITY CENTER

Providence needs a meaningful venue for cultural and civic gatherings such as Celebrate Providence and the traditional Sauerkraut dinner.

### VISITOR/HERITAGE CENTER

As part of the Historic City Center, a historic structure should be acquired and used as a visitor's center and historic preservation center.

### CONNECTIVITY

Quality of life will be maintained and enhanced by connecting the Historic City Center to the Commercial Center, as well as to the parks and Providence Canyon through an integrative trail system.

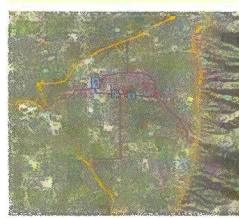
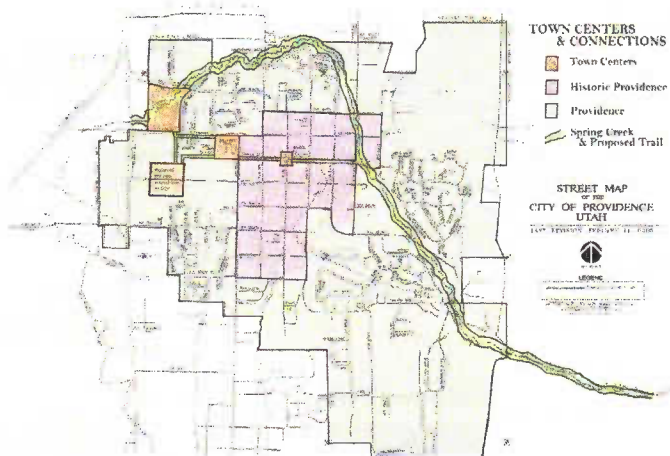
## TEAMS SEVEN & EIGHT

### IMPROVING & CREATING CENTERS IN PROVIDENCE

These teams developed alternative concepts for identifying existing centers and suggesting locations where new centers can be located in Providence City.



# CONCEPTS FOR IMPROVING EXISTING CENTERS & CREATING NEW CENTERS



The map above shows connections between the town centers in Providence and the adjacent towns.

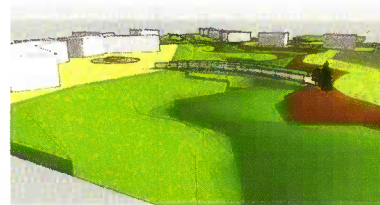
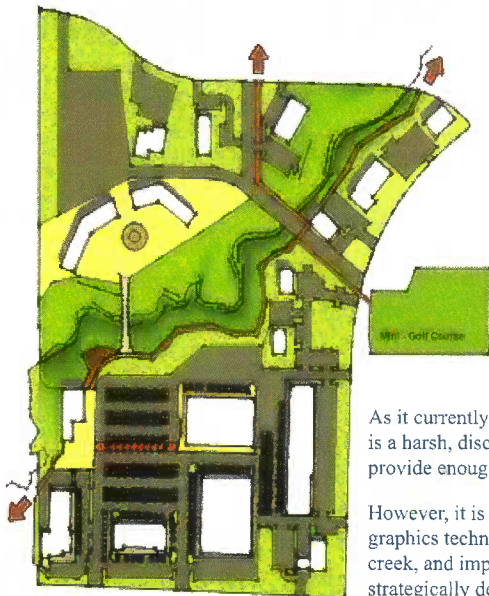
## 10 PRINCIPLES FOR DEVELOPING SUCCESSFUL TOWN CENTERS

1. Create an enduring and memorable public realm
2. Respect market realities
3. Share the risk, share the reward
4. Plan for development & financial complexities
5. Integrate multiple uses
6. Balance flexibility with long term vision
7. Capture the benefits that density offers
8. Connect to the community
9. Invest for sustainability
10. Commit to intensive on site management programming

-Urban Land Institute

## SPRING CREEK TOWN CENTER CONCEPT

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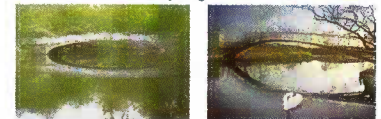
With Spring Creek running through this area, it provides a wonderful opportunity to create a beautiful and identifying feature for Providence. We propose that Providence expand the center to include the north side of the creek, using the natural area to make a true center of activity and beauty that will put the city on the map.

As it currently stands, the area surrounding the Stadium 8 Theater is a harsh, disconnected area. It isn't pedestrian friendly and doesn't provide enough features to make a nice town center.

However, it is an area with great potential. We have shown in the graphics techniques to improve the area, including restoring the creek, and implementing a trail and providing plaza space that is strategically designed to mitigate the feeling of too much parking.



Section of restored Spring Creek Not to Scale



These are examples of bridges that create an instant identity



A nicely designed plaza creates a gathering space where people can spend time on the site



Developing the north side of the creek to be part of the larger center helps establish boundaries and give it a sense of place



# CONCEPTS FOR IMPROVING EXISTING CENTERS & CREATING NEW CENTERS

## WHAT IS A TOWN CENTER?

A town center is an enduring, walkable, and integrated open-air, multiuse development that is organized around a clearly identifiable and energized public realm where citizens can gather and strengthen their community bonds. It is anchored by retail, dining, and leisure uses, as well as by vertical or horizontal residential uses. At least one other type of development is included in a town center, such as office, hospitality, civic, and cultural uses. Over time, a town center should evolve into the densest, most compact, and most diverse part of a community, with strong connections to its surroundings.

- Urban Land Institute

## WHY DOES PROVIDENCE NEED A TOWN CENTER?

The true function of a town center is a place where the community can come together. Currently, there isn't a great mixed-use area for residents or visitors. We propose to focus on improving two main centers. The first is in the historic downtown, at the intersection of Main St. and Center St. This center should be a smaller neighborhood center which would be targeted for residents of Providence. The other town center we propose is the Spring Creek Center, where the Stadium 8 Theater is located. This center would be targeted for visitors and residents alike. Also, Zollinger park helps provide a strong connection between these two centers.

We also strongly suggest the land behind Macey's and south of the LDS church and school on 100 North be developed as a mixed-use area. This would compliment the existing town centers and enhance the quality of the city of Providence.

## OPPORTUNITIES & CONSTRAINTS

- The city office building has potential to be remodeled to fit the character of historic Providence City.
- The county library is very small and unrecognizable. The library could be expanded in the future and the corner lot with the private shop has potential to be public plaza space in front of the library.
- These shops can be added upon and parking area can be relocated.
- The corner of the Old Rock Church has already incorporated unique light fixtures and benches. These features can be replicated throughout city center.
- This open space has potential for a public gathering park area for residents, if the owners of Providence Inn comply.
- This sidewalk and others in this area can be expanded, and incorporate planting strips that replicate the street trees around the Old Rock Church to unify the area and give this center an inviting sense of place.
- Crosswalks should be made more distinct and unique paving patterns can be incorporated into the design to set this intersection apart as a city center.
- If this lot can be purchased, it has the potential for an inviting public plaza.



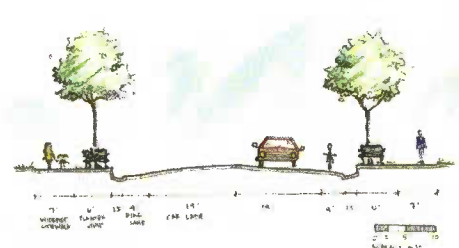
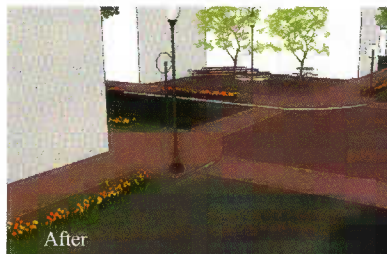
The Old Rock Church provides a great example of appropriate architecture for the old downtown center.



This bird's eye view shows what some changes could do to enhance the area.



The examples below show before and after scenarios of what a significant difference a nice streetscape can do. These improvements will help give the old downtown area a sense of place and create a welcoming environment.



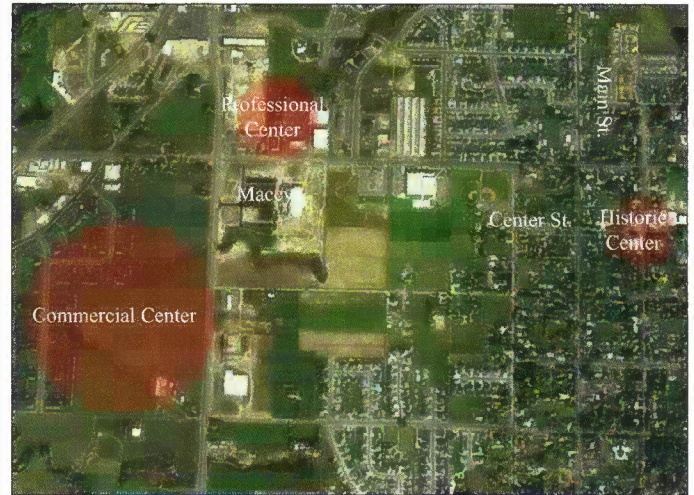
This is an example of how enhancement of the library could help attract more people and use the space surrounding it.



# WHAT MAKES A CENTER

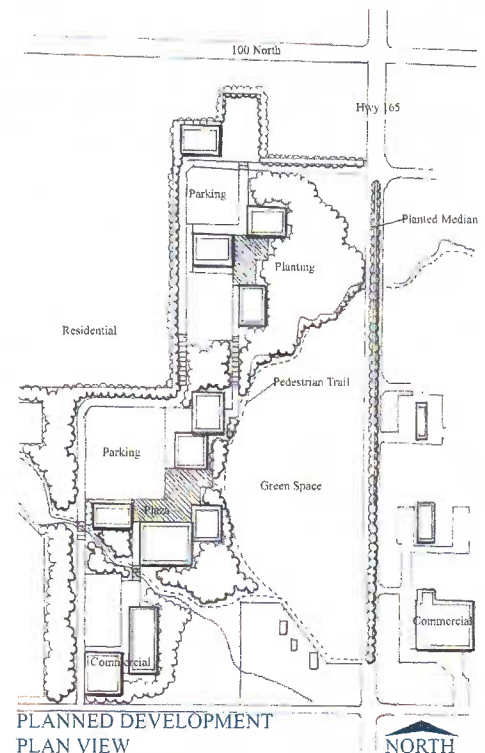
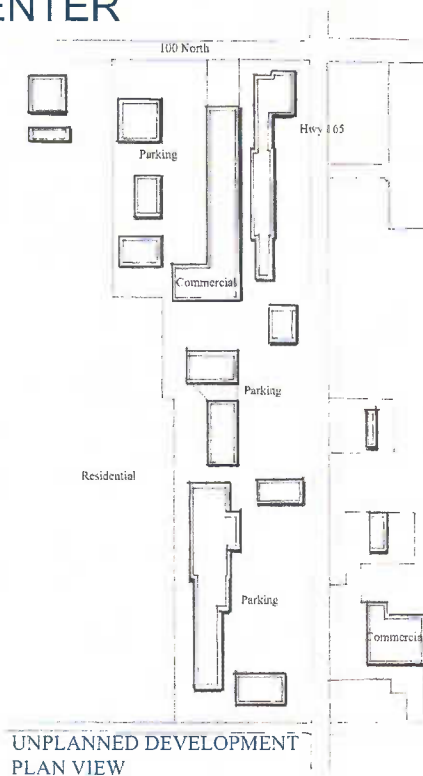
A town center is a collection of smaller 'neighborhood,' which each with distinct uses and locations. The concept of a town center has become almost synonymous with retail centers. This line of thought, however, often leads to one-dimensional commercial development that strips a town of its character. Because the historic and traditional fabric of town centers is so easily and frequently disrupted by insensitive new development, it is particularly important to develop more pleasing ways to expand or redevelop in such areas. It is also beneficial to the community to provide public spaces in association with the buildings so that there are choices for gathering, meeting friends, and enjoying the setting.

For the past century and a half, Providence City has proudly existed as the second city developed in Cache County and has been home to a myriad of pioneers, descendants, and newcomers. Through the 1950s, Providence was a town with a typical grid pattern, centered around the Old Rock Church. As the city grew, the highly visible highway became populated with commercial businesses, which then led to the formation of a professional center along 100 North. We have identified three different centers in Providence City: a Commercial Center, a Professional Center, and a Historic Center. In order to maintain the character and heritage of Providence City, existing and new town centers need to be planned for and designed.



## COMMERCIAL CENTER

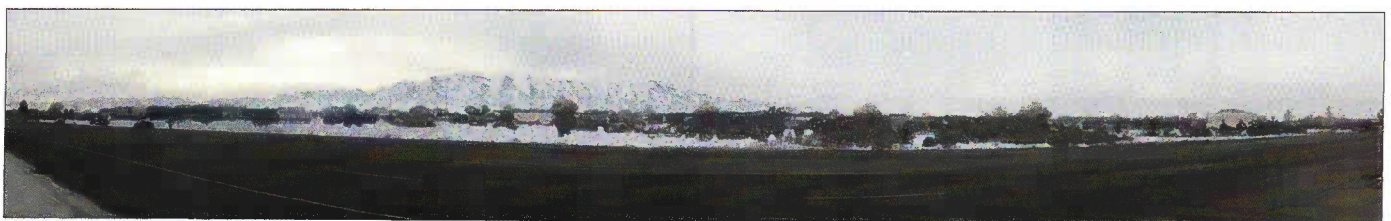
At the southwest corner of Highway 165 and 100 North, there is the potential for future commercial development. When looking at the east side of Highway 165 at the entrance to Providence City, we see unplanned commercial areas that do not preserve the character of Providence City. When centers go unplanned, we have something like the "Unplanned" photo and plan view. As seen in the photo, the buildings become obtrusive and block the view of the Wellsville Mountains. Because Providence City is known for its iconic views of the Wellsville Mountains, this results in the town losing its identity and sense of place. If new development is planned for, then we have the potential for having something as seen in the "Planned" photo and plan view. This arrangement preserves the views and pastoral quality of Providence City while also allowing commercial sites to generate revenue.



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UNPLANNED DEVELOPMENT



PLANNED DEVELOPMENT



# PROFESSIONAL CENTER

In keeping with the themes of heritage and family, we wanted to create a place that would encourage family outings and enhance the natural beauty of the surrounding area, especially the historic Spring Creek for which the town was originally named. Additionally, we wanted to more practically utilize the space given, create long-term design goals, and connect this center with the rest of Providence City.

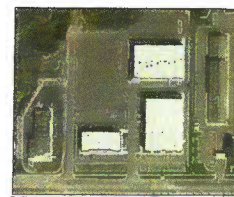
In order to create a pedestrian friendly area, we linked proposed and existing buildings by including foot pathways and traffic calming measures. The buildings are also positioned with easy access to store fronts that create a natural flow for window shoppers and pedestrians.

We also wanted to create a space that encourages gathering and we did this through creating two plazas with defined spaces. These places can be used for outdoor eating, conversations, meetings, etc.

We addressed parking issues by creating additional parking along the periphery of the complex. Of note, on the east side, parking would be created by removing the unused strip of lawn that separates the two complexes. This would give better access to buildings in the area, as well as provide another entrance to the complex.

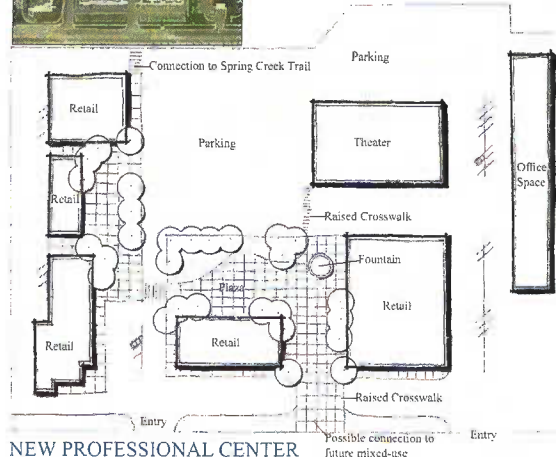


VIEW OF PLAZA AND THEATER



CURRENT CONDITION OF PROFESSIONAL CENTER

NORTH



NEW PROFESSIONAL CENTER PLAN VIEW

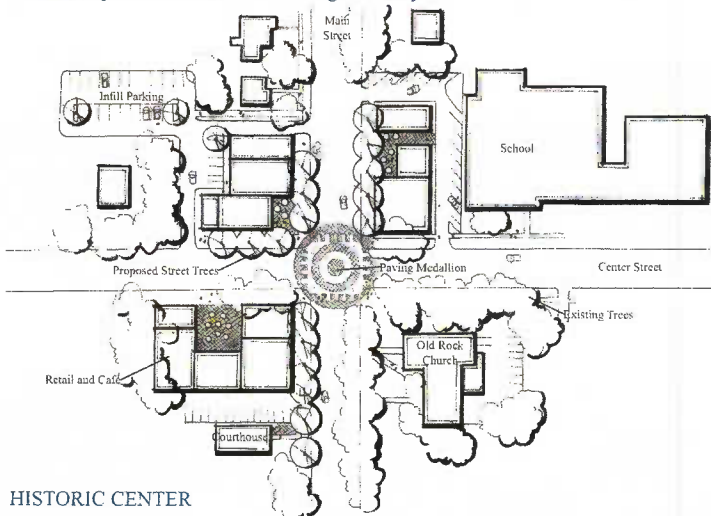


VIEW FROM EAST PARKING LOT

# HISTORIC CENTER

When Mormon pioneers settled in this area and throughout the west, a church was the center of the city. The Old Rock Church not only still serves as the center of Providence City, but also reflects the historic architecture of the time, reminding us of the heritage of Providence City residents. In order to revitalize this center, we propose the implementation of the following changes:

- Increase retail and office frontage along Main Street by creating new and renovating existing buildings.
- Street trees help unify the center with other surrounding city streets. This also helps to unite the area, and slow the increased traffic.
- Benches will be implemented along the streetscape, inviting people to the area, as well as providing a place for children to wait for rides from school.
- Traffic calming measures such as a new medallion in the intersection of Main and Center are proposed. The materials used for the medallion would reflect the historic buildings of Providence City.
- Off street parking has been located on the site to serve the increased retail and restaurant space. An infill lot on the northwest corner behind the retail space has been turned into a parking lot.
- Outdoor dining areas have been located in three different areas onsite in order to increase public use in the area throughout the year.



HISTORIC CENTER PLAN VIEW



EXISTING VIEW FROM NORTHWEST CORNER



NEW VIEW FROM NORTHWEST CORNER



NEW VIEW FROM THE OLD ROCK CHURCH

NORTH

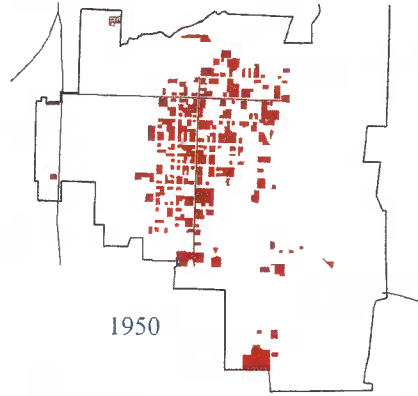


## TEAMS NINE & TEN

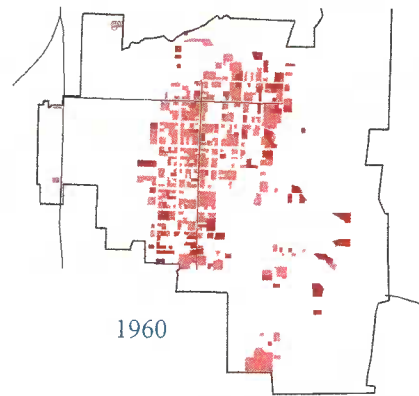
### **“VISION CACHE” & RESIDENTIAL GROWTH**

It is expected that the population of Providence will double in the next 30 years. These teams illustrated how the residential areas of Providence City might look in 30 years if the principles of “Vision Cache” were to be implemented and how it might look if Providence continues to grow as it does now.

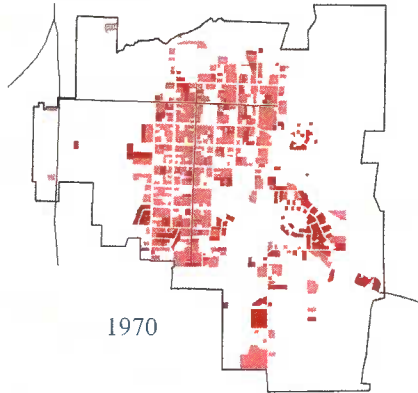
# PROVIDENCE GROWTH HISTORIC



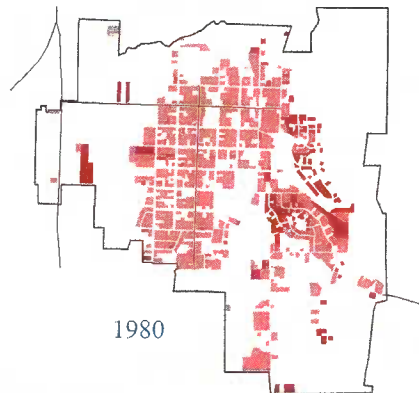
1950



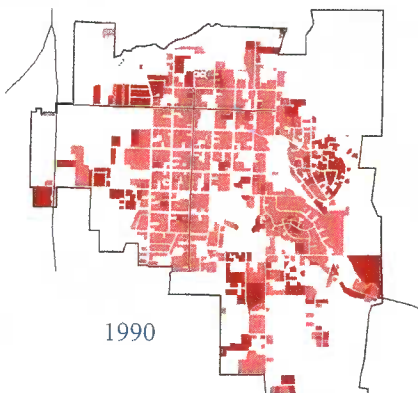
1960



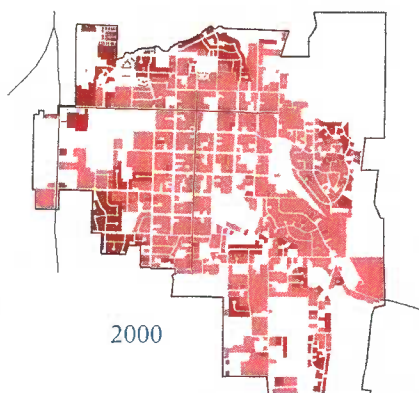
1970



1980

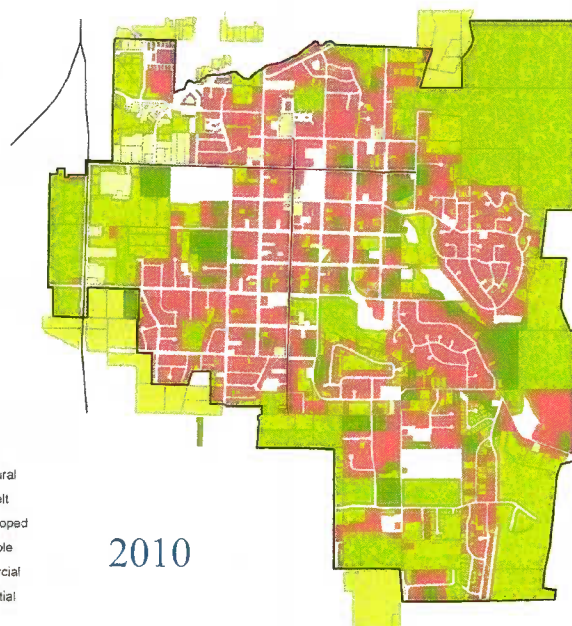


1990



2000

Over the past 60 years, the historic residential development of Providence has doubled... twice. Over the next 30 years, the population is estimated to double once again, increasing the population to 13,076 and requiring 1,868 new households. This growth will largely come from current younger residents deciding to work and raise their children in their hometown.



2010

## Legend

- Agricultural
- Greenbelt
- Undeveloped
- Annexable
- Commercial
- Residential

The current zoning and land available in Providence will not be able to accommodate growth if current development trends continue. Furthermore, unplanned growth will gradually dissolve the existing farmland and mountain views characteristic of Providence. Thus, alternative growth scenarios should be considered in order to accommodate future growth while preserving the unique characteristics of Providence City.



# PROVIDENCE GROWTH SCENARIO A

## DEVELOPMENT SCENARIO A

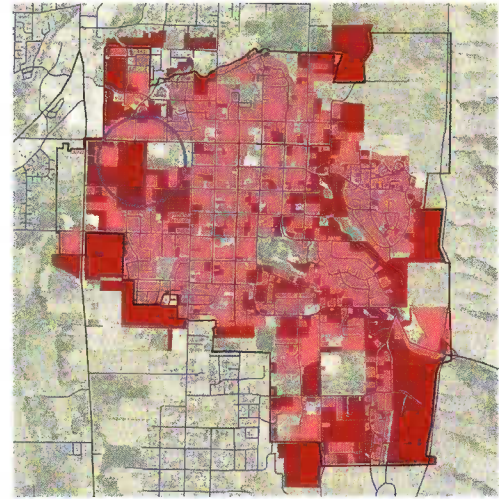
'Envision Cache Development Scenario A' is the development pattern that will occur in Providence if none of the current patterns of development are not altered. The growth will be internal, as numbers within households grow. Urban sprawl will increase as Providence suburbs merge with the growing communities around it. Residential lots sizes will continue to be large (.32 acres), and there will be little to no increased density or mixed-use development. It is likely that existing agricultural land, as well as the foothills of the mountains, will eventually become subdivisions. Small commercial development will remain concentrated in the areas along the major transportation corridors that house Providence's current commercial development.

## ACCOMPLISHING DEVELOPMENT SCENARIO A

To accomplish Development Scenario A, current development patterns should be continued without implementing infill or mixed-use development. The current residential developments share the following characteristics that should be perpetuated to accomplish Scenario A.

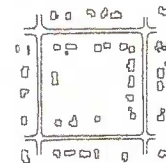
- Front and back yard are at least 20 feet, usually more than 25 feet
- The side yard of a typical house is 10 feet minimum
- Houses cannot be taller than 35 feet
- Single family traditional homes are on .32 acres
- Streets are a maximum of 950 feet between intersections
- Blocks should be wide enough to hold two tiers of lots

The introduction to the Providence City General Plan says it would like to reduce the average residential lot size from .32 acres to .27 by 2020. Slowing land consumption is also mentioned. It also states the city would like greater variety in housing options. City design standards give little consideration to multi-family housing, saying only "cluster housing will be considered at the option of the City." According to the introduction, the General Plan is only valid for five to ten years of growth.



RESIDENTIAL AREA PROJECTIONS - 2040

- Current Residential Concentration
- Projected Residential Concentration in 2040
- Projected Mixed-Use Developments



Graphic represents the current distribution of residential units within Providence equating to 2.4 units per acre.

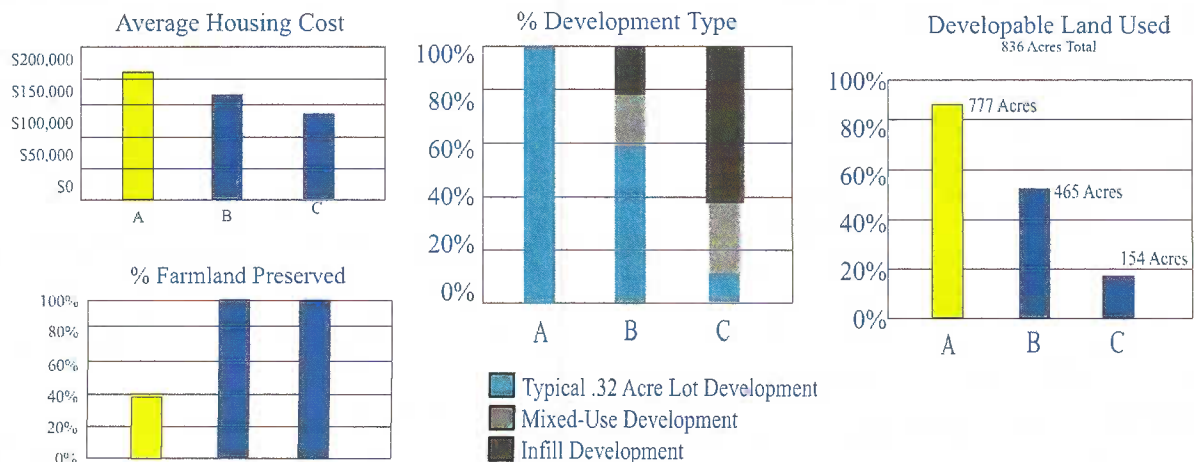
If development continues according to Scenario A, Providence City would experience the following statistics in 2040.

- 300 Households would be within 1/4 mile of employment
- 1056 Households would be within 1/4 mile of retail outlets
- 25% Households would be within 1/4 mile of public open space



PROVIDENCE NEIGHBORHOOD IN 2040 FOLLOWING SCENARIO A DEVELOPMENT PATTERNS

## EFFECTS OF SCENARIO A ON RESIDENTIAL AREAS OF PROVIDENCE





# PROVIDENCE GROWTH SCENARIO B

## DEVELOPMENT SCENARIO B

According to 'Envision Cache Development Scenario B', new growth will occur primarily along the benches and near major transportation corridors. Lot sizes will reflect development trends of .32 acre lots, and many houses will have large back yards. Land uses will tend to be separated, though new neighborhood centers will be developed that will integrate housing, shopping, and employment.

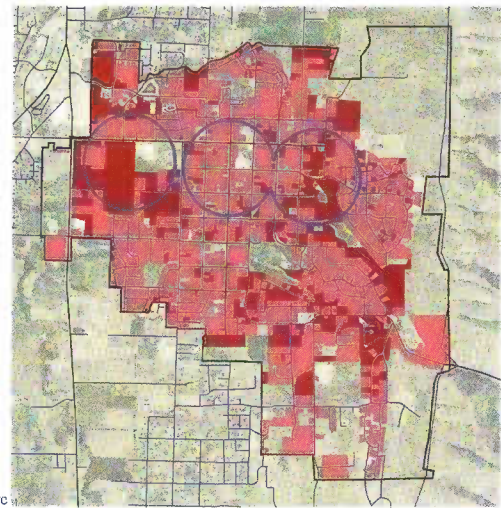
## ACCOMPLISHING DEVELOPMENT SCENARIO B



Mixed-use development focuses on neighborhoods and town centers that include a variety of housing options and that allow individuals and families to live close to where they shop, obtain services, go to school, work and play. Scenario B Mixed-Use will focus on increasing housing options to better meet market demand, expanding market options where growth is envisioned, and creating walkable, bikeable communities by integrating varied residential properties with schools, services, shopping, and employment. It will encourage local-scale parks and trails in addition to regional parks and trails. It will also encourage development patterns that use resources and infrastructure efficiently, reducing capital and maintenance costs as well as impact on air and water resources.

60% This development follows the pattern of development that has been typical throughout Providence for the past few decades. This type of development focuses on the establishment of .32 acre lots that will contain single-family homes.

20% Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. A successful infill development program will focus on the completion of the existing community fabric. Infill development will seek to preserve and protect the unique heritage and character of individual communities while accommodating growth.



RESIDENTIAL AREA PROJECTIONS - 2040

■ Current Residential Concentration  
■ Projected Residential Concentration in 2040  
○ Projected Mixed-Use Developments



Graphic illustrates the density distribution of residential units within the Providence Municipal Boundary. Densities will reflect a 3 units per acre arrangement.

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Following the completion of Development Scenario B, housing within Providence Municipal Boundary will see the initial benefits of smart growth.

1,313 Households will be within 1/4 mile of employment

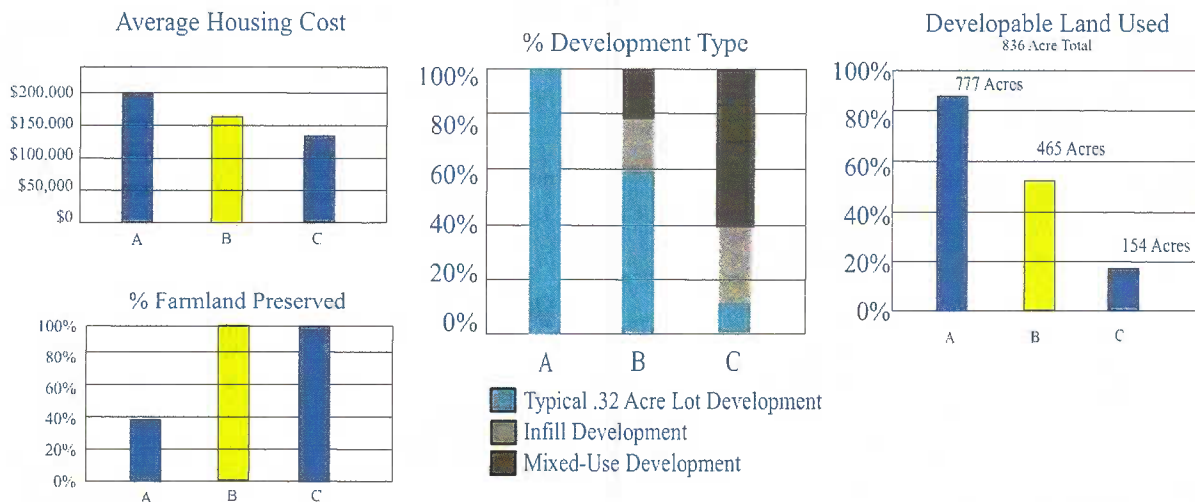
4,595 Households will be within 1/4 mile of retail outlets

50% Households will be within 1/4 mile of public open space



PROVIDENCE NEIGHBORHOOD IN 2040 FOLLOWING DEVELOPMENT SCENARIO B

## EFFECTS OF SCENARIO B ON RESIDENTIAL AREAS OF PROVIDENCE





# PROVIDENCE GROWTH SCENARIO C

## DEVELOPMENT SCENARIO C

The 'Envision Cache Development Scenario C' would allow Providence City to develop into a traditional town while preserving the natural vistas and farmland that characterize the area. Providence would feature a few neighborhood mixed-use centers that will provide for day-to-day needs and employment. These centers would have a range of housing choices, including living spaces above retail and commercial businesses.

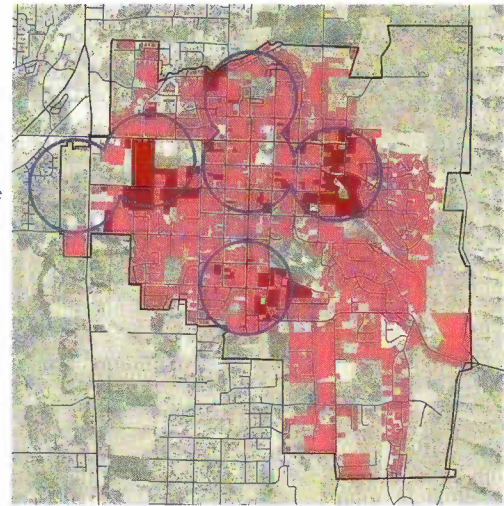
## ACCOMPLISHING DEVELOPMENT SCENARIO C



**60% MIXED-USE**  
Mixed-use development focuses on neighborhoods and town centers that include a variety of housing options and that allow residents to live close to where they work, shop and play. Scenario C Mixed-Use will focus more heavily on all the mixed-use elements of Scenario B (increased housing options, expanded market options, walkable/bikeable communities integrated with school, shopping, services and employment, increased trails systems, and improved use of resources) in order to preserve more farmland and to reduce growth in sensitive viewsheds.

**10% TYPICAL**  
This development follows the pattern of development that has been typical throughout Providence for the past few decades. This type of development focuses on the establishment of .32 acre lots that will house single-family homes. A few lots of this size will continue to be built in order to preserve Providence's rural feel.

**30% INFILL**  
Infill development in Scenario C will take place on a larger scale as select blocks nearest to multi-use zones are subdivided and multi-family structures are built. A successful infill development program will focus on the completion of the existing community fabric. While seeking to preserve and protect the unique heritage and character of individual communities while accommodating growth.



RESIDENTIAL AREA PROJECTIONS - 2040

- Current Residential Concentration
- Projected Residential Concentration in 2040
- Projected Mixed-Use Developments



Graphic illustrates the distribution example for higher density housing areas equivalent to four households per acre.



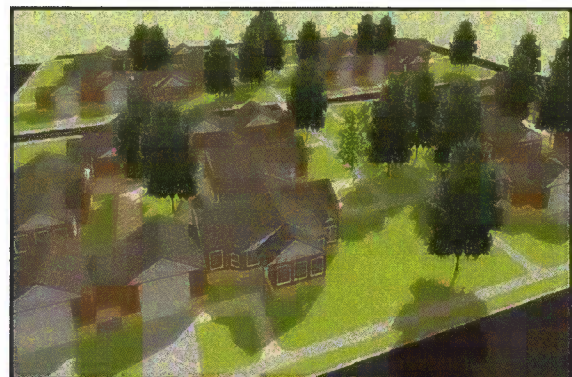
PROVIDENCE MIXED-USE AREAS AND NEIGHBORHOODS

Following the development of Scenario C by 2040, the Providence area will see many of the benefits attributed to mixed use planning and associated with smart growth. With a total area of 722 developable acres, the municipality will maintain walkability and bike-ability as it meets the expected growth projections.

3,249 Households will be within 1/4 mile of employment

11,371 Households will be within 1/4 mile of retail outlets

96% Households will be within 1/4 mile of public open space

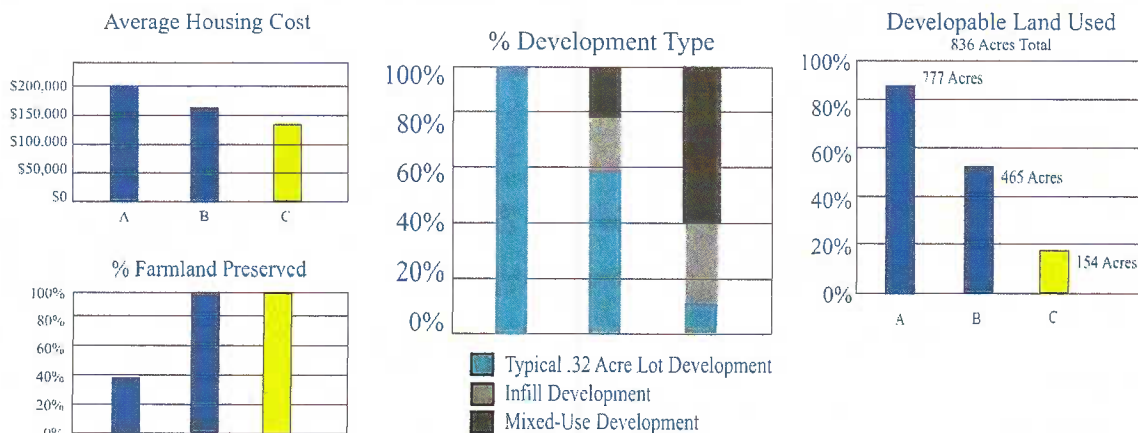


PROVIDENCE HIGH DENSITY HOUSING AREAS



PROVIDENCE INFILL HOUSING AREAS

## EFFECTS OF SCENARIO C ON RESIDENTIAL AREAS OF PROVIDENCE





# CONCEPTS FOR RESIDENTIAL GROWTH

The state of Utah's population forecasts show that there will be a change in housing needs during the next 20 years. There will be an increased need to accommodate housing for people over 60 years old, and the average number of people living in each household will go down. Both of these projections suggest that we will need a greater amount of small homes that require less maintenance. In order to plan for this change in housing demands, it may be necessary to change the current zoning regulations.

-Envision Utah's Urban Planning

Tools for Quality Growth, typical zoning in Utah plans for 77% single family homes, 14% townhomes, and 9% apartments. By zoning for more townhomes and apartments, and less single family homes, we can match the projected demographics and plan for more diverse, healthy communities. The truth is that people have different needs for housing during the span of their lifetime. A young couple with one child does not need a large home, neither would they be likely to afford one. An older couple living alone doesn't need as much space as when they were raising their children, and may be looking for a home that is lower maintenance. This poster shows models for different types of housing options. If each of these housing options is carefully studied and zoned accordingly, the quality of life in Providence will increase with future growth.

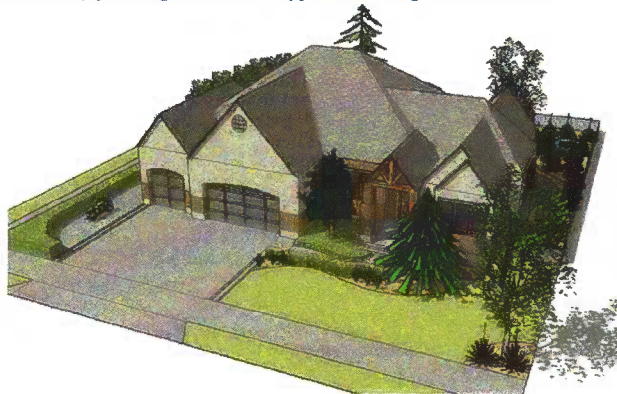
## Single Adult

Mixed-use housing above retail. This type of housing option is great for generating lots of human activity at night and on the weekends. A good place for such housing would be in the city center.



## Large Family Dwelling

Currently most lots are set up for large houses like this one. These homes can usually fit on lots smaller than what is currently zoned. Although it is good to provide this type of housing, the community can benefit by planning for the other types of housing shown below.



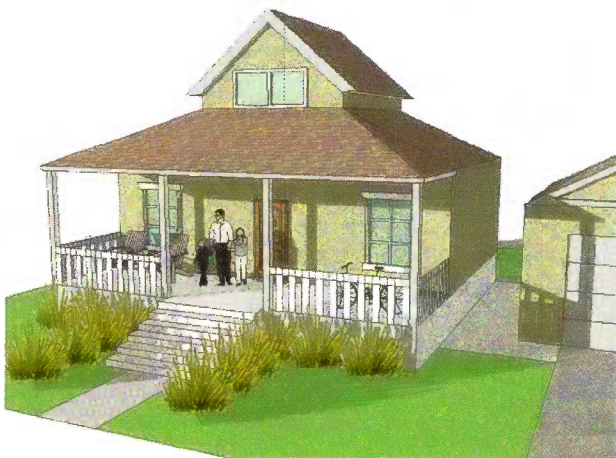
## Single Adult/Young Couple/Older Couple

Townhomes can be used to create an area of higher density. Alley fed townhomes protect the streetscape from the continuous line of garages and driveways and create an interesting view from the road.



## Small Family House

For first-time homeowners or small families. These homes have smaller lot sizes and can be placed in higher densities to create a tight knit community.



## Accessory Unit

Usually built over the garage, this option allows for an additional bedroom, studio apartment, rental space, or office space.





# PROVIDENCE'S EDGES

Envision Cache identified the distinctiveness of the valley's communities as a valuable thing to preserve. One important part of preserving that distinctiveness is to maintain physical separation of the communities with open space (i.e. agricultural lands, parks, preserves). In this way, each city can remain an identifiable "center" of development and activity in the overall valley, rather than merging into a single homogenous mass.

These illustrations demonstrate two possible futures for Providence City, specifically what its edges would look like if development is continued according to the current patterns vis-a-vis what those same edges would look like if Providence incorporates some of Vision Cache's recommendations.



## Business-As-Usual

- The space between towns gets all filled up
- No differentiation between Providence and its neighbors
- Loss of open space and community identity



Current land use between Providence and Millville

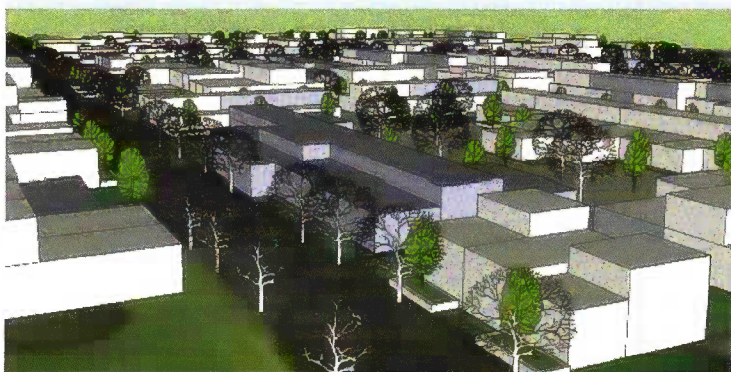
## Vision Cache

- Separation between communities maintained
- Open space helps maintain community character



# MIXED-USE DEVELOPMENT

- Mixing commercial and residential uses in a people-friendly network of streets, parks, plazas, and pedestrian paths fosters the levels of activity necessary to sustain a strong community identity.
- Placing the mixed-use area between the historic downtown and the current highway commercial area connects the old and the new, thereby creating a new center for the city that can meet the needs of all of its citizens in a healthy, active, and accessible way.
- Mixed-use allows the integration of a variety of housing types, needed to serve a variety of housing needs, at densities that do not conflict with the intensity of use in the commercial area. Furthermore, these higher densities can allow Providence to meet the demands of growth without greatly affecting the character of established residential neighborhoods.



## TEAMS ELEVEN & TWELVE

### NEW DOWNTOWN/OLD DOWNTOWN

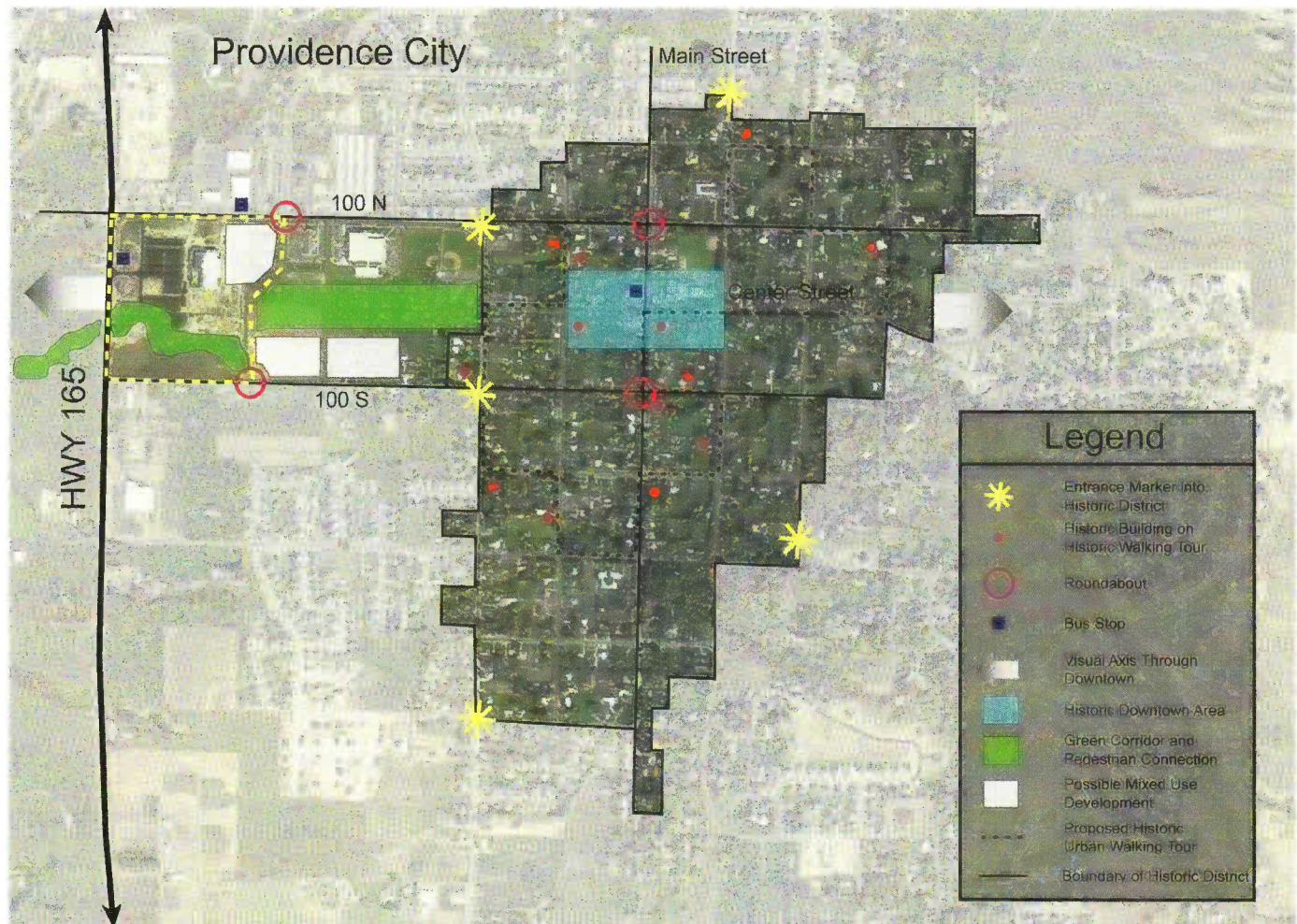
These teams considered the questions: Should Providence have a new downtown? Where should it be? What should it be? Should the historic downtown remain? If so, what should it become?



# DESIGN DEVELOPMENT

In seeking to create a downtown experience in Providence City that would attract citizens and visitors alike, we envision a vibrant and accessible gathering space. Current development trends have brought a measure of vitality to areas of Providence City, but have thus far failed to create a "heart" or city center capable of preserving the rich history of the city while extending a welcoming hand to

the future. Our proposal for the future of downtown Providence City involves the creation of a new city center, as well as the preservation and enhancement of the "old downtown" area. Three main areas of focus, including gateways, connectivity, and boundaries, will be utilized in order to ensure the viability and vitality of the future downtown in Providence City.

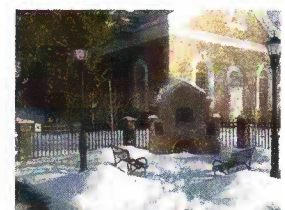


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## HISTORIC DOWNTOWN

The rich cultural heritage of Providence City is evident in the faces and places found there. Strengthening the connection of the historically significant areas of the City with the new downtown area will create an important link, and will serve to connect the future with the past in a literal sense. Enhancements tailored to add vitality to the historic district would involve:

- Zero lot line façade placement
- Enhanced pedestrian connectivity to the historic walking tour and the new downtown
- Sensitive commercial/ residential infill
- Adaptive re-use of existing structures
- Creation of an "artisan district" commercial style
- Non-intrusive parking solutions including removal of parking areas directly adjacent and visible from Main Street and Center Street.





# THE NEW DOWNTOWN

A new downtown center in Providence City has the potential to create a prominent focus of activity. This area should embrace the future while staying true to the heritage of Providence City. Appropriate development of a new downtown center should include:

- Mixed-use development including first floor retail, second floor office space, and third floor residential or student housing
- Creation of a boulevard along 100 North, 100 South, 450 West, and Highway 165 to demarcate the area and calm traffic
- Invite walkability through zero lot line development, high activity design, and outdoor extensions of businesses into greenspace

- Historically sensitive building façades
- Non-intrusive parking solutions, including angle parking to slow traffic and a parking structure that blends in with the surrounding building façades. Neighboring businesses can utilize display window space in the front of the parking structure or host community art exhibits.
- Housing in conjunction with retail
- Access to public transit
- Commercial entities valuable to the current and future demographic
- Support the existing beauty of Providence City
- Safe and vibrant nightlife



Bird's Eye View of New Downtown



Boulevard Section



View corridor of proposed green connection through New Downtown

## CONNECTIONS

Connections are vital for appropriate access to a site and come in several forms. Effective vehicular, pedestrian, and visual connections are all vital to the creation of a viable downtown area. The majority of vehicular connections are currently in place. Thus, a major connection in our plan is the wetland area that extends west from historic Center Street and continues across Highway 165. Our proposal realizes the value of this sensitive land and the

opportunities that exists to preserve it. Maintaining this wetland area provides opportunities for:

- Pedestrian walking paths
- Visual connection from Highway 165 to downtown
- Visual connection to mountain views
- Community gathering place and event venue
- Habitat preservation
- Pedestrian connection to historic Providence City

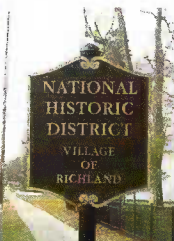
## BOUNDARIES

Boundaries will exist adjacent to roads as they enter or exit the historic areas of Providence City, and may consist of signs, plaques, or small monuments and will serve to:

- Create visible and tangible

boundaries of historic district and downtown

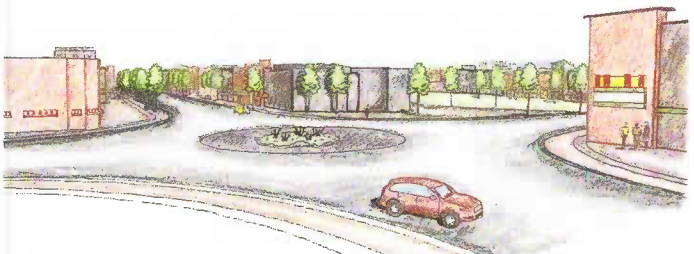
- Promote historical knowledge
- Identify areas of interest
- Define the old downtown from the new downtown



## GATEWAYS

Gateways will provide a sense of arrival or entry into the downtown area of Providence, and will be realized in the form of traffic circles, or roundabouts. These gateways will provide multiple functions including:

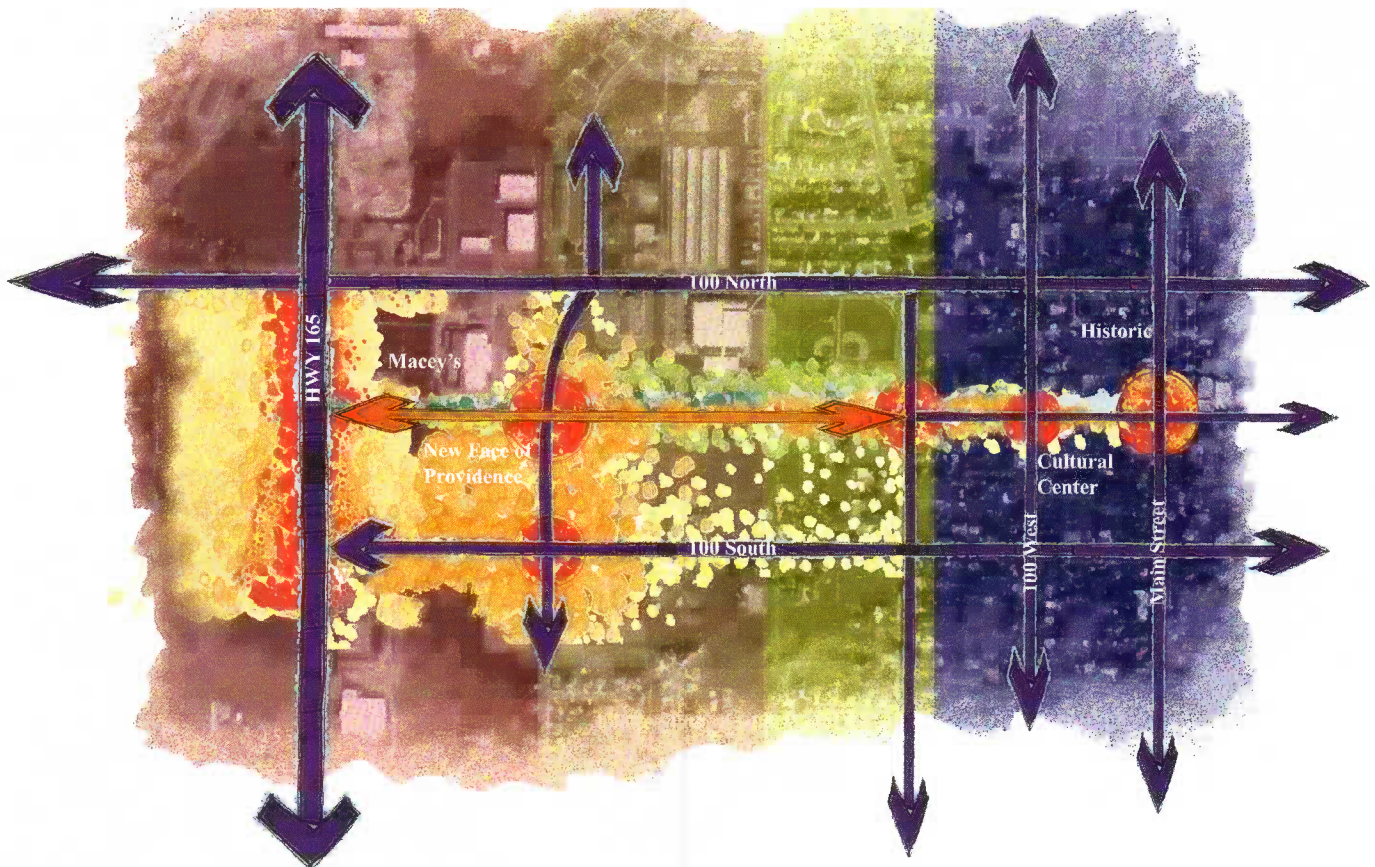
- Traffic calming
- Wayfinding
- Visual reminders of downtown area
- Monument opportunities
- Delineation of downtown center





# TRANSITIONS

A Sensitive Transition from Historic Downtown to the New Face of Providence



Change is not something that occurs overnight; it is a force that slowly transitions the spaces that we see today into what will become reality in the future. The beauty of foreseeing the inevitability of change is that it can be planned for; so that when change does occur, it is aligned with the needs and desires of the community.

The graphic above depicts how a successful transition and strong linkage can occur from Historic Downtown to the New Face of Providence. The color denotes an increase in density and variety of land uses moving from the historic center out to the Macey's area with areas of increased intensity at the street intersections, or nodes, along Center Street.

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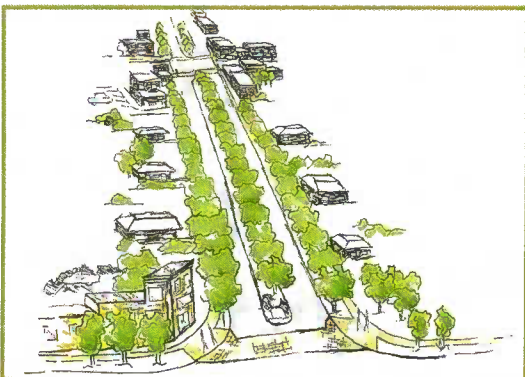
THE NEW FACE OF PROVIDENCE

Through thoughtful planning, development can occur around Macey's that is sensitive to the context in which it is set.

This is an example of how mixed-use would look in Providence. Note the single to second floor buildings that provide a pedestrian scale streetscape. There is also angled parking on the street for convenient access.



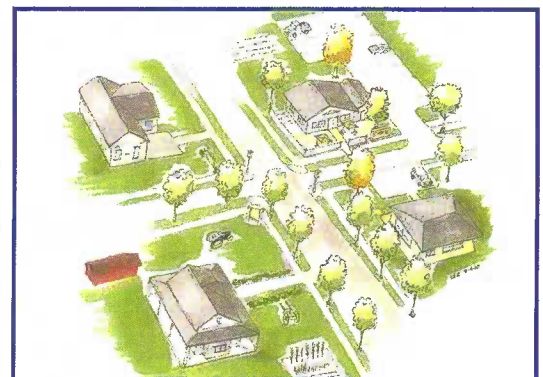
CONTEXT APPROPRIATE MIXED-USE



MIXED-USE TRANSITION

Looking west from the intersection of Center Street and 200 West, a boulevard would provide the vital link needed to transition successfully from the old downtown to the new.

Through adaptively re-using homes in Providence, a single family home can be transitioned into a variety of things, including museums, cafes, and offices. This allows multiple uses to occur without compromising the character of Providence.



HISTORIC DOWNTOWN



# TRANSITIONS



## THE NEW FACE OF PROVIDENCE



What does the future hold for Providence? You can never be too sure; however, if there is open space adjacent to retail, there is a good chance that it will slowly be eaten up by development. This new development does not have to happen spontaneously. It can respond to a thoughtful desire to preserve the unique character that Providence prides itself on. Through careful planning, unwanted population densities can be avoided by referencing the Envision Utah growth models.



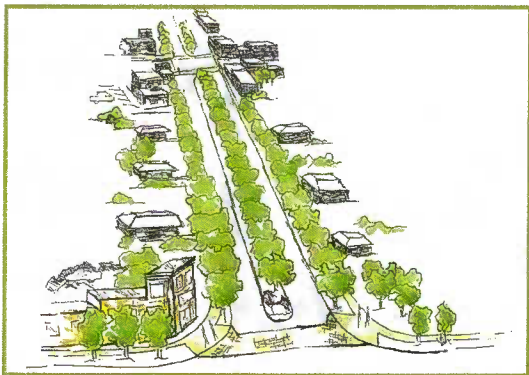
By providing a community core with distinct style, Providence can begin to set itself apart from the crowd. The picture above demonstrates how Brigham City, Utah does this through the use of a gateway.



## CONTEXT APPROPRIATE MIXED-USE

Mixed-use does not mean every and any use. It is planned, has a designed look and style, and functions as an asset to the community. The density of a mixed-use area could respond to the context that Providence finds itself in: a small community with mainly single family residences located in a beautiful valley. By creating a district that is pedestrian scale, Providence can transition into a destination for the valley.

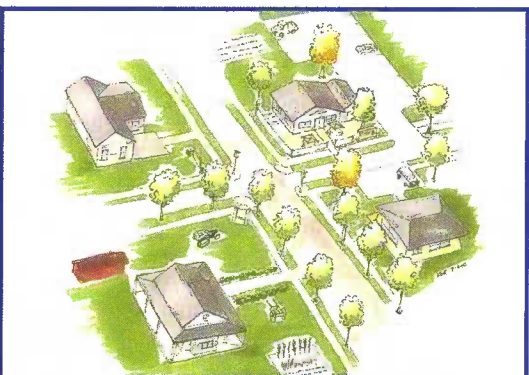
The picture on the right shows a view looking east along 100 North. By repeating similar materials (i.e. down turned light post and street trees), a new mixed-use district could blend seamlessly with the existing commercial uses.



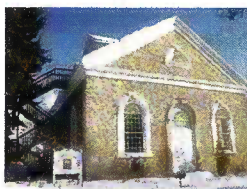
## MIXED-USE TRANSITION

In order for a linkage to be realized between historic downtown and the Macey's area, Center Street must continue to Highway 165 in the future. It should be a boulevard to enhance Providence's sense of place and to allow a pedestrian-friendly zone. A further mix of development and homes could occur along this, with the addition of a community civic center where plays, concerts, and town meetings could occur.

The picture on the upper right shows how an auto store could be given a new look with some simple changes. The lower right shows how a home full of character could transform into a cafe or restaurant. Flexibility in the zoning and code must be created for this to be a possibility.



## HISTORIC DOWNTOWN CENTER



The Old Rock Church forms the cornerstone of what is known to natives of Providence as "Downtown." Being one of the oldest structures in Cache Valley, it has been modified into a wedding center and bed and breakfast. This adaptive re-use should stand as a model for other historic homes in Providence.

The Historic Downtown functions as a cultural node that can transition to other nodes along Center Street. At the 100 West intersection, another historic center can be formed by turning the original post office into a museum. When this change occurs, the other three corners of the intersection can transition into other uses over time including a cafe or offices. The transition can further be felt by duplicating structural styles and materials into this cultural center.



## TEAM THIRTEEN

### COMMERCIAL/RETAIL IMAGE

Providence is developing commercial and retail uses along 200 North and along Highway 165. The image/identity of Providence is greatly affected by not only what these businesses are, but also by their development patterns, parking, access, landscape, etc. This team developed criteria for these areas that will improve the image and character of Providence as well as the look and feel of the businesses.

# THE IMPORTANCE OF IMAGE

The commercial/retail district of Providence is located mainly along the western border of the city. In particular our group focused on the areas that lined Highway 165 and 200 North as these areas serve as a “front door” to Providence. Upon visiting Providence we found a strong disconnect from the commercial/retail district and the rest of the town. In the residential and city center of Providence there is a historic, small town feeling. However, the retail district of Providence seems large, out of proportion, and mismatched in its architectural styles. In discussing the problem laid before our group we realized that the core problem laid in the starkly different images of these areas and the values these images expressed. The images we saw in the majority of Providence and the values expressed by those images are listed below:

## Old Rock Church: Rich Heritage

- Expresses ownership, stewardship, and religious values

## Small Shops: Establishes a Sense of Place

- Support of Local Economy

## Eight City Parks: Compliment the “Providential” Name It was Given

- Provide a sense of community
- Support social capital

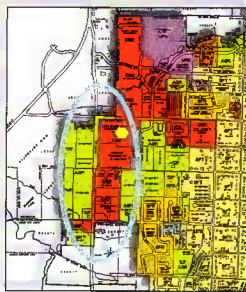
## Viewsheds/Agricultural Land: History and “Lovely Place”

- Preservation of aesthetic qualities

Based upon these images and values found within Providence it became apparent that in order to unite the commercial/retail district with the rest of Providence we would need to incorporate these values through image into the commercial and retail district. The areas where these improvements would be most beneficial are:

- Macey’s Grocery Store and Surrounding Commercial Area
- Gateway/Entry Points
- Highway 165

## MACEY’S

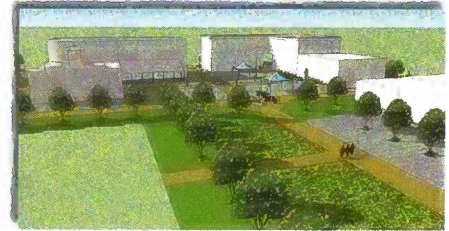


Macey’s is known to many as the beginning of Providence, but does not portray the values and image of Providence. To facilitate the transformation of this “big box” area, we suggest the following solutions:

- Incorporate nature such as trees and shrubs to reduce scale of the large store and parking lot
- Create a complex that will buffer the scale (too big) of Macey’s
- Design small, pedestrian friendly plazas with green space.

This can give the retail and commercial district continuity with existing values that are present in the older parts of the city.

## GREENSPACE



The plaza space, in conjunction with Macey’s and their parking lot, can serve as the large space required for such activities as a farmer’s market.

## CREATE A COMPLEX



Current view of Macey’s



Shops along Highway 165 and 200 North help define the space as a commercial/retail center, as well as provide opportunities for social interaction, strengthening the social capital of the community

## PEDESTRIAN FRIENDLY PLAZAS



Current conditions at intersection of Highway 165 and 200 North



Openings to and from the streets enhance pedestrian circulation and walkability while providing access to green space and additional spaces to be built to the south of the block



# GATEWAYS AND ENTRANCES

It's important that Providence be easily identifiable to those who live there, as well as those who are passing through. Entry points into Providence are poorly defined or non-existent and there is a lack of a gateway into the town to clearly define its boundaries. To address these issues we suggest:

- First, Providence City limits need to be visually defined
- Second, a gateway to the city needs to be created

To help Providence create a recognizable gateway and entrance into the city, we propose the following solutions.

- Place signage in key areas to inform people that they are in Providence
- Create a median in the road to clearly define these entry points
- Place historical landmarks at the entry points to help link the city with its rich heritage
- Create open space on both ends of Highway 165

The incorporation of clearly defined entry points and gateways for Providence City will help enhance the city's image for residents, the general public, and create a more inviting and cohesive commercial/retail image that will better reflect the values of Providence and its citizenry.

## CREATE A GATEWAY



Main entrance to Providence facing east on 200 North



The implementation of an arch over 200 North with the city's name will create a grand gateway into the heart of Providence. Creating a vegetated median which will contain native plantings and trees will draw people into the city, and create an inviting atmosphere.

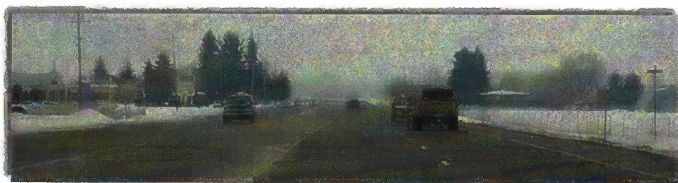
## HIGHWAY 165

Highway 165 is the main corridor that passes Providence City. We identified 3 problem areas that cause Highway 165 to feel disjointed from Providence.

- First, the scale of the highway is too large
- Second, speed limits are too fast
- Third, Highway 165 lacks identifying features that make it part of Providence

To help Providence take ownership of this corridor, development associated with Providence and its unique values need to be implemented along the highway. Below are solutions to address these problems.

- Incorporate a bioswale throughout the middle of the highway with native grasses, shrubs, and trees
- Place iconic features/landmarks sparingly along the central bioswale
- Line the highway with mature trees on both sides of the highway corridor

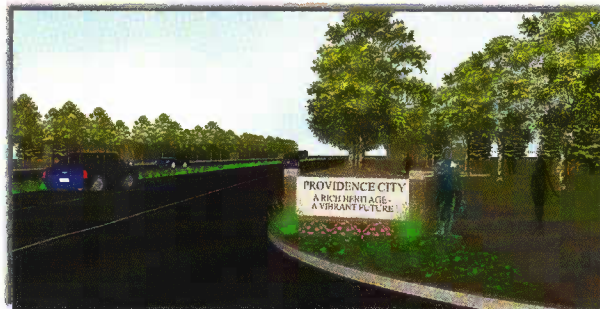


The bioswale proposed would begin and end with the smaller native vegetation, gradually rising in height to native trees varying in height to slowly introduce users into Providence. Iconic features/landmarks will express Providence's rich history and values. Incorporating a bioswale would be a unique feature along the otherwise bleak highway and help signal to users that they are indeed at the front door of Providence. Lining the highway with trees on both sides will act as a traffic calming device and reduce the large scale feel that the highway currently has. This will reduce the speed of those using the highway as well as give the commercial/retail district of Providence City a more welcoming and friendly environment, which is already characteristic of Providence and its neighborhoods.

## DEFINE CITY LIMITS



Current conditions at southern border of Providence



The placement of a Providence City sign to clearly define entry points into the city from both the north and the south on Highway 165 will create a clear border for the city. Use of the city's slogan on the sign will also reinforce Providence's image. A historical landmark will be placed at these key entry points to reflect Providence's heritage and create a unifying theme for the area. The statues could be of notable figures such as founders of Providence.

## IDENTIFYING FEATURES

