

Cache Valley South Corridor Development Plan - APPENDIX



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Appendix

INTERVIEWS

1. WELLSVILLE

Meeting Notes from Introductory Meeting

January 24, 2011, 10:00 a.m. at City Hall

Attending: Mark Vlastic, Jan Striefel, Susan Becker, Seth Striefel
Meeting with Don Hartel and Mayor Bailey. Carl Latham (City Council) will be the other representative on the Steering Committee.

Land Use and Zoning

The City of Wellsville includes Sherwood Hills. They would like to see a common vision for the corridor that keeps open space along the highway. Their subdivision ordinance includes a requirement for 40 percent open space and cluster development. One example is the new subdivision at the south end of the corridor just after coming out of Sardine Canyon. They also required a 200' setback from the highway. We asked if that was enough of a setback, and they felt comfortable with it.

The City does not have design guidelines, but they would like to do some this year for commercial development. They are also in the process of redoing their land use and subdivision codes. Their ordinances have been in place for years, but they want to clean-up issues related to the commercial zones and signing.

They estimate there are approximately 100 acres currently zoned for commercial, with some manufacturing as well. They foresee these areas as developing things such as a Maverick, strip mall, small commercial. Jay Nielson is their zoning consultant.

Their annexation area roughly extends east to the Meridian Road and south to the Box Elder County line. They do not allow development on slopes over 20 percent – they are concerned about recent events in Mapleton where the City was sued because a developer wanted to develop on steep slopes, but so far they have successfully averted development in those areas.

The zoning map and future land use map can be obtained from Chris Brinehold at Jones and Associates. 801.476.9767. The zoning ordinance is on line.

Public Services

Wellsville has a good water supply, and their sewer is probably OK for another 20 years. They require that any one wishing to be annexed into the City bring with them 3 acre feet of water for every acre developed. Water is available (may be purchased from) from the Wellsville Irrigation Company and the Hyrum Dam canal. But, they are also concerned about

Bear River water being taking by Salt Lake City.

Traffic

The road to the Caine Dairy will have a traffic light. There are traffic issues at the intersection where the park and ride lot is located – lots of cross traffic. Wellsville wrote to UDOT about 8 years ago asking for an overpass, but they received no response from UDOT.

Biggest Issues/Concerns

Open space is the biggest issue. They believe they are more interested in and concerned about open space than other communities.

What are the hot spots: Nibley, they want commercial on the highway and worked out a deal with USU so that they provide sewer to the new facilities, which means they will end up in Nibley rather than in Wellsville even USU property is in their annexation area. However, they anticipate getting along well.

2. NIBLEY

Meeting Notes from Introductory Meeting

January 24, 2011, 11:30 a.m. at City Hall

Attending: Mark Vlastic, Jan Striefel, Susan Becker, Seth Striefel
Meeting with Mayor Knight and Shari Phippen (planner). Larry Jacobsen (City Council) will be the other representative on the Steering Committee.

General

Mayor Knight would like to receive information about the Team. Mark will provide it.

Meeting times: Thursday (1st and 3rd) night is City Council meetings in Nibley at 6:00. Mayor requests a change of time for the first Steering Committee meeting to 4:00 p.m. rather than 4:30.

Land Use and Zoning

Through a series of unfortunate events, Logan took much of the frontage on the highway that Nibley had planned for commercial development. Property owners involved were concerned about being annexed into Nibley and petitioned to be annexed into Logan instead. This has created some bad feelings. Nibley's plan was to develop parallel roads adjacent to the highway so that the commercial development would not actually front onto the highway. The parallel roads were approximately 660 feet back from the highway, and short segments have already been installed where there are existing water and sewer lines. Now, they cannot be completed. Mayor Knight has asked the Mayor of Logan to give the property back so that it can be annexed into Nibley; Logan's mayor said he would take a look at it. Mayor Knights feelings are that the parallel road idea solves the access issues, and that ample open space would be

maintained because of the USU property extending south to the Heritage Center.

The commercial is intended to be General Commercial, and is retail based. Industrial lands are intended to be mostly light industrial – right now there is a scrap-booking place and a soap making supplies place. Weathershield is shutting down.

They have plans for a Town Center that is more in the center of town and not along the highway. This would be smaller shops and retail establishments, not like the larger retail along the highway. The Town Center overlay is not yet in place, but will happen this year and focus on mixed use. If a big box were to come, it would go along Highway 89. The commercial will happen along the highway; the question raised is whether it will be clustered, nodal, what it will look like, etc.

A new development of town homes has been selling very well and includes families, singles, newlyweds, and empty nesters. They are selling for \$120,000-\$150,000.

Nibley favored the open space bond proposed last year which failed 60% against, 40% for.

Nibley feels betrayed by Logan. They don't trust Logan with regard to any revenue sharing arrangement. The Logan City Council apparently all favored the take-over of the Nibley annexation area land. They also feel betrayed because they were not involved in the consultant selection process or informed prior to hiring a consultant.

They have site development guidelines for commercial areas and were used on the feed store development. This development was to be anchored by Peterson's Feed Store, with other small and complimentary uses. The project is essentially unleased and empty and was constructed in 2007 by an Ogden developer. The feed store is doing OK, and one section was recently leased as a USU agricultural office and another as a billiard supply company – both not revenue generating.

The over-arching goals of this kind of corridor plan are good, but each community must be allowed some wiggle-room. (Comment from the planner.)

Utilities

Existing water and sewer already runs along the parallel roads. They just built a new water tank and are planning a new well, so water is not a concern.

STEERING COMMITTEE MEETINGS

Cache Valley South Corridor Development Plan
STEERING COMMITTEE MEETING #1
February 3 2011 at 4:00 pm, Cache County Offices/ Multipurpose Room

Attendance

1) Steering Committee

Wendell Morse	Chair of SCPG
Sandy Emile	Chamber of Commerce
Clark Israelson	Agriculture
Tom Jensen	Community
Dave Cowley	USU
Larry Miller	Transportation Industry
Paul Norton	American West Heritage Center
Randy Watts	Mayor - Logan
Laraine Swenson	City Council - Logan
Holley Daines	City Council - Logan
Gerald Knight	Mayor - Nibley
Larry Jacobsen	City Council - Nibley
Shari Phippen	City Planner - Nibley
Thomas Bailey	Mayor - Wellsville
Carl Leatham	City Council - Wellsville
Don Hartle	City Manager - Wellsville

Excused/ Absent

Curt Webb	Utah State Legislature
Brad Humphreys	UDOT
Wayne Barlow	UDOT
Lynn Lemon	Cache County Executive
Gordon Zilles	Cache County/Agriculture
Craig Petersen	Cache Regional Council

2) Technical Committee Members and others

Jay Nielson	Project Manager
Glen Goins	Planning Manager, Logan City
Josh Runhaar	Cache County Director of Development Services
Jeff Gilbert	Transportation Planner, Cache Metropolitan Planning Organization
Lynn Zollinger	Corridor Resident
Jan Striefel	Landmark Design
Mark Vlastic	Landmark Design
Kyle Comer	Civil Science, Inc.
Susan Becker	Lewis, Young, Robertson & Burningham

Welcome and Introductions

The Chairman welcomed all in attendance to the first steering committee

meeting, and providing a quick summary of the history of the project and the importance of the project. Each person in attendance then introduced themselves and the organizations they represent.

Committee Composition, Rules, Roles and Expectations

The Chairman noted that the role of the steering committee was advisory in nature, and the main purpose is to provide good guidance and input as the plan is developed. He noted that in addition to the Steering Committee members, a technical Committee composed of senior staff from Logan and Cache County would attend meetings and work directly with the Landmark Design Team of consultants. Upon questions why the Technical Committee did not include representatives of Nibley and Wellsville, it was decided that Shari Phippen of Nibley would serve in that capacity for Nibley (in addition to being one of their three Steering Committee members). Wellsville noted that Jay Nielson served that role for their community as their City Planner. The chairman noted that if additional members of the technical committee were required at later stages, they could be brought into the process as needed. He also noted that members of the public and other interested parties were encouraged to attend the meetings, and that their input and comments would be considered at the conclusion of each meeting.

A question was raised how voting would take place, and how many votes each entity would receive. The chairman noted that voting per-se was not envisioned to be necessary, as it was hoped that decisions could be made through discussion and agreement as part of consensus building. It was noted that if voting was necessary, the terms and methods would be decided at that time.

Partnering Agreement

In order to begin with a clear understanding of the role of the committee and how they should work together, a Draft Partnering Agreement was presented for consideration by committee members. There was considerable discussion, including a note that the project administrators need to ensure that all meetings are held as scheduled, and that all members and other key participants attend meetings as needed and when needed.

It was noted that it is important to bring the general public into the process as soon as possible, and that the entire corridor has a coordinated vision. The Cache Access Management Plan (CAMP) is good and is in place, and has already aided the communities and the county regarding rules for access. Much work has already been done regarding the intersections; now it is important to plan around those. UDOT will continue to be concerned about ingress and egress.

The document that comes from this process will be “softer” than the CAMP. It is desired that it have “teeth”, but the committee will have to have input. It is the hope that the process can build on the Envision Cache Valley process and the other efforts to development the corridor plan.

The questions was raised about what “Support the Plan once developed” might mean? Generally, it represents a good faith effort to work toward something that hopefully will benefit everyone.

All committee members in attendance signed a modified Partnering Agreement, which is attached as an appendix to these notes.

Common Community Goals

A document briefly outlining goals and objectives found in the various community general plans was introduced and briefly discussed. It illustrates that there are already many areas where the communities agree on how the corridor should develop. The Chairman indicates that the corridor agreement and the CAMP should be added to the document.

Project Web Page

Mark stated that project information would be posted on our website with a link to the City's. The webpage address was given out to everyone -- www.lidi-ut.com.

Vision Statement

A Draft Vision Statement for the project was presented to the committee for their consideration. Following thorough discussion, the Vision Statement was modified to more accurately reflect the purpose of the project. The final Vision Statement is included in this appendix.

Schedule for future meetings

Representatives of the Landmark Design team summarized the process that will be followed for this project, noting that a 30-week schedule ending in late July is being used. It was further noted that the process includes two rounds of meetings and workshops, to be held in each of the three cities through which the corridor passes (Nibley, Wellsville and Logan). Following discussion, it was decided that meetings should also be held in an unincorporated location within the corridor area, possibly at the Heritage Center or one of the USU facilities. It was also noted that participants will not necessarily attend meetings only in their own community, and that some latitude should be provided when scheduling the meetings. Landmark Design and the Technical Committee will meet to determining the final number and location of meetings, and to provide a revised schedule as soon as possible

Members of the committee expressed their concern that the planning team reach out to members of the public in order to get good turnout. Landmark staff noted that city newsletters, flyers, media reports, post cards, utility bills, website announcements and other methods will be considered, and that they will work closely with the project technical staff to use methods that are most likely to work. They also noted that they would like to cluster workshops and meetings as closely together as possible, and if possible hold the workshops as part of special community events. They noted that holding 2-3 meetings on a single Saturday would be very efficient and could help establish a critical mass for the project on a day when more people may be likely to attend and participate.

Landmark Design staff members also noted that only three Steering Committee meetings are currently scheduled, and that an additional meeting will be needed. The revised schedule will include four steering committee meetings at strategic points of the planning process.

The end product is envisioned to be a plan that is specific to each area and one that will be very graphic. It will also include market and financial planning.

Other

Future meetings are preferred on Thursday at 4:00 PM. Two weeks (minimum) notice will be provided.

Cache Valley South Corridor Development Plan
STEERING COMMITTEE MEETING #2
 March 31, 2011 at 4:00 pm, Cache County Offices/ Multipurpose Room

Attendance

1) Steering Committee

Wendell Morse	Chair of SCPG
Clark Israelson	Agriculture
Tom Jensen	Community
Dave Cowley	USU
Paul Norton	American West Heritage Center
Holly Daines	City Council - Logan
Gerald Knight	Mayor - Nibley
Larry Jacobsen	City Council - Nibley
Shari Phippen	City Planner - Nibley
Thomas Bailey	Mayor - Wellsville
Carl Leatham	City Council - Wellsville
Don Hartle	City Manager – Wellsville
Darin Firstrup	UDOT
Darin Duersch	UDOT
Wayne Barlow	UDOT

Excused/ Absent

Sandy Emile	Chamber of Commerce
Curt Webb	Utah State Legislature
Brad Humphreys	UDOT
Lynn Lemon	Cache County Executive
Gordon Zilles	Cache County/Agriculture
Craig Petersen	Cache Regional Council
Larry Miller	Transportation Industry
Randy Watts	Mayor – Logan
Laraine Swenson	City Council - Logan

2) Technical Committee Members and others

Jay Nielson	Project Manager
Glen Goins	Planning Manager, Logan City
Josh Runhaar	Cache County Director of Development Services
Jeff Gilbert	Transportation Planner, Cache Metropolitan Planning Organization
Lynn Zollinger	Corridor Resident
Jan Striefel	Landmark Design
Mark Vlastic	Landmark Design
Kyle Comer	Civil Science, Inc.
Jerry Fickas	Property Owner
Steve Kyriopoulos	Property Owner
Dale Bankhead	Property Owner
Rich Boyce	Property Owner
Mark Nielsen	Property Owner

Welcome: Wendell welcomed everyone to the meeting and asked for introductions as there were some new people. He then commented that there was good attendance at the three public scoping meetings – about 80 people total, and most attended the afternoon meetings. It was noted that most people who attended the meetings received notice through email, some from the direct mailing, and a couple from the ad in the newspaper.

Review Notes From Meeting #1: Wendell asked if there were any additions or comments regarding the notes from the first Steering Committee Meeting. There were none.

Summary Review of Public Scoping Meeting Input: Mark passed out the comments received during the three public scoping meetings and reviewed some of the highlights. New comments included the trail along the roadway, concentrating development in the cities and off the highway, purchase of development rights and similar management tools, and the establishment of 4400 South as a dedicated truck route to the east.

Committee Responses to the Comments:

- 10th West in Logan required regional cooperation in order to happen. It's a good example of what is needed here as there will be conflicts between private property owners and the public interest.
- Farm equipment access: Could a agricultural lane be combined with a trail for shared use? It would serve two needs. Nibley was trying to accomplish that through their development agreements.
- There is a difference between the givens – “Bill of Rights” of property owners (land won't be taken and they have the right to develop) versus basic components of a good corridor (safe and free-flowing traffic, well-located commerce, key open spaces and views preserved, safe travel, etc.)
- There should be open space between cities and to preserve long vistas and wetlands, and consideration for sensitive lands.
- Regarding visual – don't create a uniform swath along the corridor. Variety is needed and currently exists. Include vistas with the USU property and the American West Heritage Center lands.
- There is already quite a bit of bad uses along the corridor. How do we solve that?
- Property rights issues could be resolved by purchasing the property. There is a better chance of purchase with an agreed-upon plan. Property will need to be purchased to preserve open space, and funds may be available from the State.
- UDOT has already purchased access rights along 3200 South – that does not preclude development, just where access will be. This can be very good strategy for discouraging or limiting development.
- There is a Corridor Access Revolving Loan Fund with currently has about \$3 million that is a possible funding source.
- The right plan will allow the right thing to happen.
- Equity between land ownership and property rights is important, but the plan must also address sales tax and why communities need it. Need equity at all scales and for all communities because all the communities need to fund parks, etc. which are currently funded with sales tax.
- Economics needs analysis – if USU wanted to purchase more land, it may not be best for Wellsville and Nibley because of the potential loss of sales tax. The Plan should address this.
- Europe has very intense planning that is highly controlled, but the results are good. Something in between that (which is probably to controlling) and the existing situation may be needed here in order to get something good and attractive. It will not be easy, but that's why we are engaged in this planning process. It's possible!
- Need a good plan based on economics and sustainable growth and non-growth and a good implementation plan.
- Wellsville and Nibley may be willing to forego commercial development if the distribution of sales tax and property tax is distributed differently and equitably. Economics is important to sustainability.

Comments from others in the audience.

- The committee does not have enough property owners on it, there need to be more.
- USU does not have to abide by zoning.
- Property owners can help address agricultural access and want to be involved.
- Billboards should be allowed.
- There was a motion to include more private property owners on the committee and it passed. There will be an additional two or three added to the committee. Possible names include Parry Pardeau, Lynn Zollinger, James Zollinger, Him Anderson, Syd Zollinger, Hansen, Lishman, and someone north of 101. The Technical Committee will make some suggestions to the Steering Committee and will then contact the potential members to join the committee.

Schedule: Future meetings include the May 4th workshop/charette which will occur on May 4, 2011 at the American West Heritage Center. Two sessions will be conducted, one in the morning and one in the afternoon and into the early evening. The consultants will develop alternatives for the participants to comment on.

The next Steering Committee meeting is planned for May 19th to review the workshop/charette results.

A fourth Steering Committee meeting is tentatively scheduled for June 30, 2011 to review the draft plan.

Cache Valley South Corridor Development Plan
STEERING COMMITTEE MEETING #3
March 31, 2011 at 3:00 pm, Cache County Offices/ Multipurpose Room
MEETING NOTES

Wendell welcomed the group and thanked them for all attending.

New Member, Dale Lishman was welcomed as a new committee member representing corridor property owners.

Mark prepared and presented a PowerPoint of the information from the public workshops to the members as many did not attend the workshop. It included economic information presented by Susie (she will add discussion on PDRs), transportation issues presented by Kyle, and a review of the four alternatives available for review and comment at the workshop. The information was also available on the website for review. He also briefly went over a summary of the input received at the workshop and afterwards via mail and email.

Dale Lishman asked about the vision for the plan. It was explained that this plan is needed to help preserve views, and to viable economic development and tourism. He mentioned a 1/8 cent tax that could be matched from the Federal Government to help preserve a 50' buffer all

along the corridor (this was proposed before). It would include a 50' buffer, a trail, and an agricultural road as a setback edged with a fence and dogwood plantings.

Other comments: UDOT needs this to have something to implement. Need partnerships with the state (USU), and perhaps some earmarked sales tax.

Following are the comments/responses from the Steering Committee.

- What about the buffers and compensation to the property owners? Compensation could be attained with density shifts, but the smaller parcels may be more impacted because there would be no place to shift the density on the individual parcel.
- Revise the map to just show that there is farmland and wetland adjacent to the highway and do not delineate the 1000' buffer. The agricultural land will stay agricultural.
- Are agricultural zones really true "agricultural zones" or are they just holding zones for future residential development? Need to designate agricultural land and then find the tools to make it happen. Need to let the property owners know that tools will be developed to adequately compensate if needed.

THE CONSULTANT RECOMMENDATION WAS PRESENTED.

- WELLSVILLE: Cannot support the 1000' buffer. The commercial district has been eliminated. They have already considered and implemented slope restrictions, view corridors. Wellsville cannot afford to pay for the valley views. The best place for commercial is on the highway. Wellsville is the "gateway" into the valley, and needs viable retail which is clustered.
- There is an opportunity to focus on light industrial as the rail is an opportunity. The amount of commercial acreage shown on the alternatives is what is viable and supportable based on Susan Becker's economic analysis.
- Look at the setbacks for commercial development – is there a dimension that ties directly to the parcel characteristics? The 1000' has some basis in keeping residential back because of noise. Look at property ownership and topography, and find a reasonable distance.
- How are sound barriers determined? They only go in if the majority of the property owners want it – that's UDOT policy. Kyle will confirm that that is indeed official UDOT policy.
- NIBLEY: Added lanes on the highway north of 3200 – this is in the CMPO – and will be about 20 feet, but there is also a need for additional lanes in the south. Need to take into consideration future interchanges too.
- Nibley has less commercial area zoned that is supportable. Their challenges include: they have an existing business park with utilities that is over 30 years old that is currently shown inside the 1000'

buffer. Roads would need to be removed. How do TDR's and density bonuses work for commercial, and how can the city and property owners be compensated for that loss of commercial? Perhaps, a TIF. Nibley doesn't really want commercial, they want parks – but they need a way to pay for them.

- At 2600 South and 3000 South there is a volatile group of residents who will be upset with the buffer. They are there and need to be treated fairly.
- The Team needs to look more closely at the Nibley Business Park.
- We need to meet with the city councils.
- We need to look at a longer period of time than 50 years.
- Rooftops need to be present to support commercial development.

SUMMARY

- Show farmland as farmland and explain the tools to be used to preserve it.
- Look at a viable setback based on UDOT, property lines, natural features, etc. – it should be equitable.
- Look at setbacks at USU and AWHC.
- Concentrate on implementation strategies for specific areas, i.e. agricultural.
- Add existing committed commercial.
- Include future width of the right-of-way for roads and interchanges. Look at the topography for interchanges.
- Meet with the city councils (Wellsville and Nibley) when the draft is complete, and then meet with the Steering Committee again.

PUBLIC SCOPING MEETING NOTES

Cache Valley South Corridor Development Plan – SUMMARY NOTES

Top Priorities

Transportation/Safety

- Transportation Conflicts & Flow (Safety)– NIBLEY
- Transportation – AWHC
- Traffic Flow – WELLSVILLE
- Trails and Other Modes of Transportation – AWHC
- Alternative Types of Transportation - WELLSVILLE

Land Use/Commercial/Cluster

- Focus Development at Town Centers – WELLSVILLE
- Lights at Commercial/Industrial Clusters – NIBLEY
- Commercial Locations (Cluster) – NIBLEY
- Buffering/Clustering, and Other Tools to Locate Development Properly – AWHC
- Identify Feasible Land Uses – NIBLEY
- Agricultural Preservation Along the Corridor - AWHC

Open Space/Visual

- Open Space/Rural - NIBLEY
- Views and Open Space (No commercial billboards) – AWHC
- Protect Open Space (easements, etc.) – WELLSVILLE
- Visual/Aesthetics – NIBLEY
- Visual (maintain open vistas, no billboards) - WELLSVILLE

Plan Process/Representation/Implementation

- Enforcement of Plan/Implementation (Fairness) – NIBLEY
- Balancing Private Property Rights with Public Needs – AWHC
- Incorporate All Voices into the Process - AWHC

Plan in General

Meeting Priorities

- Enforcement of Plan/Implementation (Fairness) – NIBLEY
- Balancing Private Property Rights with Public Needs – AWHC
- Incorporate All Voices into the Process – AWHC

Individual Comments

- 10th West project in Logan shifted burdens to other communities financially. How will this plan guarantee fair distribution of the burden? Where is the funding going to come from? Don't shift the burden unfairly.
- Enforcement of plan – how can you ensure that the common good will be met? Implementation strategies are needed.
- The distribution of open space vs. commercial should be fair to all of the communities. Should be equal /fair.
- Visual components are important – zoning requirements or design

guidelines for aesthetics.

- No more developments like Peterson's strip mall – seconded by another attendee. Design guidelines.
- Nibley resident – sister lives in Farmington – Shepherd Lane connector is going to impact houses. For this project, will people get warning that streets will become connectors and homes will be lost? Give notice. Better to avoid taking houses out.
- Corridor study width? Mile on each side is excessive. Driver's view ¼ mile each way. ½ mile total width is plenty, see from traveler's perspective.
- Mile width is good, but consider major roads that connect to 165.
- How limit growth? Freeze time.
- Process will help guide future land uses.
- How will this relate to Envision Cache? This process grows out of it. This plan may possibly recommend zoning changes to help ensure continuity.
- Will the partners in this process come out of it with a master plan? Yes, all of the communities involved have signed an agreement to cooperate with the process.
- Planning process will be done in July or August
- Money – the plan will allow the communities to go to the State legislature with a greater likelihood of securing funds.
- We'll get what we deserve. Will be more expensive to fix later, if we don't plan well now.
- Need a common goal.
- There will be more attendance at the workshops when there are ideas to look at.
- Heard about this meeting from letters in the mail, the paper, council email, or family and friends.
- What does maintaining agricultural uses do to property owners' rights?
- Unincorporated areas don't typically get involved. Make an effort to get that voice.
- Individual property rights vs. what's best for the community. Plan has to be followed by desire of individual property owners.
- Use tools from Envision Cache County – TDR's, conservation easements.
- Wellsville is committed to maintaining integrity of corridor.
- As decisions are made, ensure that a broad spectrum of the public is represented (other than traditional decision-makers).
- Important for the cities and county to have clear plans. A good example is 1000 West. Schools went in on a road that was going to be a bypass. Coordination is needed.
- USU has a South Campus Master Plan that includes the Dairy and the American Heritage Center. This will be provided to the consultant.
- The Cache Valley 2030 Study included a visual impact study – this area is more visible than any other area from more places. It

identifies the area.

- Open space all the way to Logan – cooperate to share the “burden”.
- County-wide cooperation is needed.
- Corridor belongs to everybody – visitors and residents.
- Boundary of the project – is one mile on each side of the highway a good distance? What do the experts say? Mountains create visual boundaries.

Land Use/ Open Space/ Urban Design (Landmark) Meeting Priorities

- Trails and Other Modes of Transportation – AWHC
- Alternative Types of Transportation – WELLSVILLE
- Focus Development at Town Centers – WELLSVILLE
- Lights at Commercial/Industrial Clusters – NIBLEY
- Commercial Locations (Cluster) – NIBLEY
- Buffering/Clustering, and Other Tools to Locate Development Properly – AWHC
- Identify Feasible Land Uses – NIBLEY
- Agricultural Preservation Along the Corridor – AWHC
- Open Space/Rural - NIBLEY
- Views and Open Space (No commercial billboards) – AWHC
- Protect Open Space (easements, etc.) – WELLSVILLE
- Visual/Aesthetics – NIBLEY
- Visual (maintain open vistas, no billboards) – WELLSVILLE

Individual Comments

- Rather than cluster commercial along the highway, move off of the highway and further into the communities.
- The distribution of open space vs. commercial should be fair to all of the communities. Should be equal /fair.
- Nibley resident – most people want rural character.
- Visual components are important – zoning requirements or design guidelines for aesthetics.
- No more developments like Peterson's strip mall – seconded by another attendee. Design guidelines.
- Needs to address residential land use. Noise and safety are issues. Land values are dropping. Needs to be viable. Residential is tough along the highway because of the noise and safety issues.
- Agricultural uses – slow moving traffic with agricultural uses . Need safe access.
- More feasible uses along highway would be commercial – not as sensitive to noise and safety concerns.
- Commercial vision? Way back – out of site.
- Reduce access – clustering to ease burden on traffic.
- Maintain open countryside atmosphere – encourage farmers address

their needs.

- What is rural? Open spaces, the smell of horse manure.
- Clusters? Where? How many? Nibley planned big development at west end of 3200 South. Will push this family out. They will move if development goes in. Millville and Nibley traffic is heavy through this area.
- 3 clusters – Wellsville, in the middle of corridor, and by Logan/Nibley at the upper end.
- Nibley resident – sister lives in Farmington – Shepherd Lane connector is going to impact houses. For this project, will people get warning that streets will become connectors and homes will be lost? Give notice. Better to avoid taking houses out.
- The fewer commercial clusters the better. Limit to key areas.
- Sensitive wetlands areas protected water will be big issue. Setbacks.
- Protect residential areas.
- Population – spreading out keeps demand down.
- Spaces between communities.
- Shari - Nibley 2010 census 5,400 people. 2000 census just over 2,000 people. Growth is biggest concern. Doesn't want to see it become State Street. Find balance between traffic flow and positive, attractive development. No development right on the highway. Cluster development. Other steering committee members from Nibley, including the mayor, agree.
- South Logan and Wellsville – where develop commercial? Hope to find common ground with visions of cities.
- Qualities to preserve: open space between cities, agricultural lands, functioning roads.
- Open space along highway is good. Keep it.
- Difficult to get agricultural equipment on and off highway. This issue needs to be addressed if keeping agricultural land along the highway.
- USU has located their agricultural experimental facilities along highway. Preserve agricultural uses around these facilities.
- As Wellsville grows, commercial will come. The south end needs more commercial to serve the southern end of the valley.
- Wellsville has a commercial zone around the Hwy 101 intersection.
- The highway serves as a gateway. Keep it so; Don't develop it like it is further north.
- The gateway should maintain agricultural and historical qualities.
- What does maintaining agricultural uses do to property owners' rights?
- Control existing signage along highway. Look at other projects to come up with good approaches.
- Is it possible to make the highway a scenic byway?
- Look at bicycle and recreation trails and how they intersect the highway. Incorporate and make safe crossings for those trails.
- Keep trails interlinked and connected.
- Maintain significant setbacks (120 meters) to preserve vistas (gateway qualities) and incorporate trails.
- Would like to see buffers between USU and American West area and the cities, as well as between the different cities.

- 4400 S.-Is it designated by UDOT as a major commercial corridor?
- Balance commercial and residential uses (cities need the revenue) with buffering between cities, etc.
- Other modes of transportation considered? When Front Runner extends to Brigham City, it will put development pressure on the south end of the valley. Consider compact development (clustering).
- Include public transportation nodes now to get to Brigham City Front Runner.
- How to address open space? Look at Envision Cache. Survey – rank current open space areas.
- Some areas are irreplaceable open spaces.
- A lot of properties are for sale currently.
- Development should occur on perpendicular roads rather than on highway
- Leave it alone. No building along the corridor. No traffic lights. Don't make it like Main Street Logan or like State Street in Salt Lake City.
- Commercial development – if not on corridor, will have to be in cities; purchase open space to keep open (dealing with private property owners).
- No strip malls; no more commercial.
- Clean up existing commercial, especially vacant and abandoned commercial properties.
- Need commercial to survive; Wellsville is a bedroom community.
- Wellsville plans on having commercial set back from the highway.
- Commercial is needed for tax revenue.
- How do we compensate private property owners to keep open space?
- Concentrate commercial in Wellsville to town – make it a walkable community.
- Air quality is a concern – a bike trail along the corridor would be nice.
- Public transportation for the valley would help with air quality. Studies haven't justified it at this point.
- USU runs shuttles from Main Campus to Brigham City – there could be an opportunity to partner.
- Denser development at city centers (as in Europe) to leave open spaces between cities.
- Would like solar and wind farms visible as you come into the valley.
- Visitor Center in Wellsville.
- Noise reduction along the highway – no sound walls; maybe through design; trees
- Truck brakes, in particular, create noise
- How do you deal with noise in increased traffic volumes in the future? Vegetation or man-made? Less impacts than walls. Trees and vegetation as a barrier.
- Maintenance of vegetative solutions can be an issue.
- If development occurs – limit types of commercial development (form and look). No big box. Conducive to the historic environment.
- Restriction on billboards is needed. State roads – billboards have to meet state requirements. Requirements are not that stringent. NO BILLBOARDS!

- No electronic sign boards.
- Don't want the corridor cluttered like the Logan to Smithfield section.
- Cluster development in appropriate places.

Transportation and Traffic (Civil Science)

Meeting Priorities

- Transportation Conflicts & Flow (Safety)– NIBLEY
- Transportation – AWHC
- Traffic Flow – WELLSVILLE
- Trails and Other Modes of Transportation – AWHC
- Alternative Types of Transportation – WELLSVILLE
- Lights at Commercial/Industrial Clusters – NIBLEY

Individual Comments

- Highway 89/91 intersection with Highway 101 to Hyrum – How does the light function? Which is supposed to take priority? Traffic flow on 89/91 is impeded – favors east/west traffic. What times? Early in the morning around 4am, light is red for traffic on main highway, even when no one is traveling east/west.
- Live on west end of 3200 South – Heritage Elementary opened up, and now the kids that live within 2 miles of the school have to walk. There are no bus stops, and conditions are unsafe for kids to walk (no sidewalk, semis driving right next to where kids are walking, no shoulder, semis are in bike lanes).
- How do we get semis off of 3200 South?
- One courtesy stop is allowed per bus route for schools, and homes are too far apart for all the children within the 2 mile zone to gather at one stop.
- Trucks from Millers are in conflict with pedestrian and bikes – width is an issue.
- Providence resident – other busy routes need to be considered in the big picture. Other corridors feed into 89/91. Highway 65 is a busy north/south route, for example. Consider state highways in the planning process. Like I-15, use side feeder routes.
- Study how to get better feeders. 3200 South has heavy traffic, 2600 South could be an alternate.
- Will 89/91 be staying as-is most likely. Idea is to maintain as high-speed corridor. Need access control and feeders. Factor in all routes – overall picture.
- Efficient transportation well into the future while preserving critical open space.
- Different intersection configurations/interchanges possibilities. Examples on I-15 in Utah County, SPUI or double diamond diverging.
- Cross traffic and flow through both need to work.
- No extra lanes are planned on the highway – needs to function 30 years into the future with what we have.
- Agricultural uses – slow moving traffic with agricultural uses. Need safe access.

- Reduce access – clustering to ease burden on traffic.
- Clusters? Where? How many? Nibley planned big development at west end of 3200 South. Will push this family out. They will move if development goes in. Millville and Nibley traffic is heavy through this area.
- 3 clusters – Wellsville, in the middle of corridor, and by Logan/Nibley at the upper end.
- 2600 South – has a school along it –speed limits need to be adjusted. Not a good main road.
- Consider other land uses.
- 2600 South – sidewalks missing in parts.
- Specific recommendations on how to tie roads in.
- 2600 South would become a main feeder if paved.
- As we grow, will be more demand from access to highway.
- Population – spreading out keeps demand down.
- Population will grow regardless, growth will impact traffic.
- 3200 South is hard to get on.
- Volume will increase – growth will likely be to the east side of the highway.
- Agree that 3200 West is a challenge.
- More efficient intersections, at least a light.
- Crossing the highway is dangerous.
- What's the biggest pressure? Growth? Speed? Use? Growth is greatest pressure.
- Keep highway functional.
- When will a third lane be added to each side of 89/91?
- Will bog road down if replicate what happened between Logan and Smithfield north of 1400 north.
- Will reach capacity eventually.
- Studies on traffic flows will be used by consultants.
- Workshop will have data, scenarios, and ideas.
- Can we utilize highway 165 at the south end of the valley to relieve pressure on 89/91? The idea has been talked about, but it unlikely to happen soon.
- Qualities to preserve: open space between cities, agricultural lands, functioning roads.
- It's nice to have fewer stop lights.
- Flow vs. access (access is dangerous right now).
- Put fewer traffic lights along the highway.
- Corridor agreement between UDOT, Cache County, Nibley, Hyrum, Wellsville, and Logan – worked with engineers on how to maximize the flow while providing safe access. Four additional lights came out of that process. Indicates the general area of the lights, though final location can be adjusted slightly. The lights are well-spaced.
- Unnecessary lights can produce more accidents – state and federal law provides a uniform code for whether an area qualifies for a light.
- 1700 South at Highway 165 will probably be put in this spring or sooner.
- Traffic flows along both roads needs to be considered.
- On the traffic map, green lines indicate access spacing at the UDOT standard of 1000' for a highway. Red lines indicate that UDOT has obtained control of the access rights, and that access is limited pretty much to the existing access points. In the red other, other solutions will be required, such as clustering access to existing points.
- Another agreement was developed for Highway 165.
- Who sets the speed limits on Highway 165? It's a state road, so they are set by UDOT. There are more kids along the road now than there used to be. Speed studies are conducted to determine what speed will be safe. You can request through your city to have it studied again.
- Future concepts – lights, access across with bridges, intersection treatments, etc.
- Solutions need to be viable.
- College Ward: Angle entry to highway is difficult. 20th West intersection in particular.
- No traffic lights in unincorporated areas-check UDOT policy
- Difficult to get agricultural equipment on and off highway. This issue needs to be addressed if keeping agricultural land along the highway.
- A frontage road—if economically viable—could be a solution to the above issue. Consider both east and west sides of the street.
- Other areas have used frontage roads. Frontage roads typically serve all uses (residential/commercial/agricultural).
- Access to the commercial and residential uses need to be controlled, particularly how they enter and exit the highway.
- What is UDOT's plan for the highway? Is it a limited access highway?
- Response: A study has been done by UDOT. This study looked at bypassing Logan with another road. A study hasn't been done for entire corridor.
- Does UDOT have authority to use eminent domain?
- Response: Yes, depending on the project/area. Requires showing a need and the laws are pretty specific.
- What about for the frontage roads?
- Response: UDOT would probably partner with local jurisdictions.
- Control existing signage along highway. Look at other projects to come up with good approaches.
- Is it possible to make the highway a scenic byway?
- Are overpasses—with on and off ramps as an alternative to stoplights—being considered? Dedicated turning lanes are another option.
- A safe crossing for moving between the American West and USU Ag Ed facilities with agricultural equipment, horses, etc.
- 4400 S. should be a designated trucking corridor (taking the traffic away from 2300 S. and the residential uses on that street).
- Hyrum's (to Miller Packing Plant) main trucking route is along a residential area. It is important to have designated roads for trucks.
- 4400 S. doesn't go through currently. There isn't residential uses along 4400 S. currently.
- 4400 S. wouldn't be a state road.
- A signal has been planned between SR-101 and 4400 S.
- Residential development could be possible along the highway could make their own frontage road. Would have to get traffic to an intersection.
- Currently avoid highway because it feels really busy.
- Vista from highway is just as important as having the highway function.
- Other modes of transportation considered? When Front Runner extends to Brigham City, it will put development pressure on the south end of the valley. Consider compact development (clustering).
- Include public transportation nodes now to get to Brigham City Front Runner.
- Development should occur on perpendicular roads rather than on highway
- Turn lanes/access roads need to be of sufficient length to get on/off high speed highway.
- 3900 South (by American West Heritage Center) – stay a dead end; area around it should stay open and in agricultural uses.
- Leave it alone. No building along the corridor. No traffic lights. Don't make it like Main Street Logan or like State Street in Salt Lake City.
- Are other access points beyond where signals are allowed in this plan? On the transportation map, the red lines at the south end designate limited access – no more access beyond what currently exists will be allowed.
- An interchange is shown near the carpool area – what would it be like?
- Would like underpasses/overpasses – especially at 10th west.
- The Corridor Agreement already allows for an overpass at the Center Street intersection on the highway.
- Maintain traffic speeds. Keep traffic lights to a minimum.
- Y intersection to 3200 South – UDOT is looking at expanding it to 6 lanes.
- Access is limited – traffic lights in Wellsville plan.
- Public transit to the south end of the valley? CVTD may have something planned to connect to front runner. Service would be based on sales tax.
- At the Y, bottlenecks currently when those unfamiliar with lane splits. Need better signage to help people navigate this intersection better. Can there be two lanes in each direction at the Y? Studies have been done and have concluded that the existing design is the best it can be given the existing site conditions.
- Expand limited access lines? UDOT would have to purchase the access areas. Acquire property now at limited access points.
- Air quality is a concern – a bike trail along the corridor would be nice.
- Public transportation for the valley would help with air quality. Studies haven't justified it at this point.
- USU runs shuttles from Main Campus to Brigham City – there could be an opportunity to partner.
- 3900 South to 3000 West – don't continue the road through.

- Noise reduction along the highway – no sound walls; maybe through design; trees
- Truck brakes, in particular, create noise
- How do you deal with noise in increased traffic volumes in the future? Vegetation or man-made? Less impacts than walls. Trees and vegetation as a barrier.
- Maintenance of vegetative solutions can be an issue.
- How will traffic be addressed at 10th west? Most likely will have a traffic light in the future.
- Will 10th West have higher speeds?
- Special paving to reduce sounds on highway?
- Consider roundabouts instead of traffic lights.
- Keep traffic flowing.
- 3200 South is a good location for an overpass – eliminates the need for a light here.
- Alternative routes to 89/91? Possible western alternative goes from 3200 South to Smithfield. Is being studied.
- Consider east-west traffic as well – road dedicated to move traffic – need appropriate land uses to do that.
- Traffic needs to flow!
- Fence maintenance along highway – who is responsible? It is often not repaired. In limited access areas at the south end, it would be UDOT. At northern end, UDOT usually installs and then turns maintenance over to the land owner.
- Safety issues – accessing and crossing the highway. Raised medians are an option – they create right-in and right-out only turns at intersections.
- American Heritage Center is specifically tricky. Looking at how to concentrate access by Caine Dairy.

Public Services and Utilities (Civil Science)

Meeting Priorities

Individual Comments

- Keep infrastructure out of site – bury power lines.
- Would like solar and wind farms visible as you come into the valley.

Economics and Market Considerations (LYRB)

Meeting Priorities

- Focus Development at Town Centers – WELLSVILLE
- Commercial Locations (Cluster) – NIBLEY
- Identify Feasible Land Uses – NIBLEY
- Agricultural Preservation Along the Corridor – AWHC
- Protect Open Space (easements, etc.) – WELLSVILLE
- Visual/Aesthetics – NIBLEY
- Visual (maintain open vistas, no billboards) - WELLSVILLE

Individual Comments

- Commercial vision? Way back – out of site.
- Maintain open countryside atmosphere – encourage farmers address their needs.
- Clusters? Where? How many? Nibley planned big development at west end of 3200 South. Will push this family out. They will move if development goes in. Millville and Nibley traffic is heavy through this area.
- 3 clusters – Wellsville, in the middle of corridor, and by Logan/Nibley at the upper end.
- The fewer commercial clusters the better. Limit to key areas.
- South Logan and Wellsville – where develop commercial? Hope to find common ground with visions of cities.
- As Wellsville grows, commercial will come. The south end needs more commercial to serve the southern end of the valley.
- Wellsville has a commercial zone around the Hwy 101 intersection.
- What does maintaining agricultural uses do to property owners' rights?
- Balance commercial and residential uses (cities need the revenue) with buffering between cities, etc.
- Other modes of transportation considered? When Front Runner extends to Brigham City, it will put development pressure on the south end of the valley. Consider compact development (clustering).
- Development should occur on perpendicular roads rather than on highway
- Leave it alone. No building along the corridor. No traffic lights. Don't make it like Main Street Logan or like State Street in Salt Lake City.
- Commercial development – if not on corridor, will have to be in cities; purchase open space to keep open (dealing with private property owners).
- No strip malls; no more commercial.
- Clean up existing commercial, especially vacant and abandoned commercial properties.
- Need commercial to survive; Wellsville is a bedroom community.
- Wellsville plans on having commercial set back from the highway.
- Commercial is needed for tax revenue.
- How do we compensate private property owners to keep open space?
- Public transit to the south end of the valley? CVTD may have something planned to connect to front runner. Service would be based on sales tax.
- Concentrate commercial in Wellsville to town – make it a walkable community.
- Would like solar and wind farms visible as you come into the valley.
- Visitor Center in Wellsville.
- Don't want the corridor cluttered like the Logan to Smithfield section.
- Cluster development in appropriate places.

Urban Design, Architecture and Built Form (S+M)

Meeting Priorities

- Focus Development at Town Centers – WELLSVILLE

- Commercial Locations (Cluster) – NIBLEY
- Buffering/Clustering, and Other Tools to Locate Development Properly – AWHC
- Protect Open Space (easements, etc.) – WELLSVILLE
- Visual/Aesthetics – NIBLEY
- Visual (maintain open vistas, no billboards) - WELLSVILLE

Individual Comments

- Nibley resident – most people want rural character.
- Visual components are important – zoning requirements or design guidelines for aesthetics.
- No more developments like Peterson's strip mall – seconded by another attendee. Design guidelines.
- More feasible uses along highway would be commercial – not as sensitive to noise and safety concerns.
- Commercial vision? Way back – out of site.
- 3 clusters – Wellsville, in the middle of corridor, and by Logan/Nibley at the upper end.
- Spaces between communities.
- The highway serves as a gateway. Keep it so; Don't develop it like it is further north.
- The gateway should maintain agricultural and historical qualities.
- Control existing signage along highway. Look at other projects to come up with good approaches.
- Is it possible to make the highway a scenic byway?
- Would like to see buffers between USU and American West area and the cities, as well as between the different cities.
- Buildings, type of architect etc. important? Yes. Steamboat Springs, Colorado is good example of maintaining a special architecture.
- Development should occur on perpendicular roads rather than on highway
- Leave it alone. No building along the corridor. No traffic lights. Don't make it like Main Street Logan or like State Street in Salt Lake City.
- Concentrate commercial in Wellsville to town – make it a walkable community.
- Air quality is a concern – a bike trail along the corridor would be nice.
- Architecture needs to “look nice”
- Noise reduction along the highway – no sound walls; maybe through design; trees
- Truck brakes, in particular, create noise
- How do you deal with noise in increased traffic volumes in the future? Vegetation or man-made? Less impacts than walls. Trees and vegetation as a barrier.
- Maintenance of vegetative solutions can be an issue.
- IF development occurs – limit types of commercial development (form and look). No big box. Conducive to the historic environment.
- Restriction on billboards is needed. State roads – billboards have to meet state requirements. Requirements are not that stringent. NO BILLBOARDS!

PUBLIC WORKSHOP NOTES

- No electronic sign boards.
- Don't want the corridor cluttered like the Logan to Smithfield section.
- Cluster development in appropriate places.

South Corridor Development Plan Public Workshop

Date: May 4, 2011,

Location: American West Heritage Center

Time: 12:00 to 6:00 p.m.

Number of Recorded Attendees: 46

Number of Comments Forms Received: 16

Number of Verbal Comments (Recorded at the Workshop): 6

Number of Comments Received via the Web Page or Email: 5

Summary of Responses

1. After reviewing all of the information presented at today's meeting, which of the alternative concepts do you prefer? Why? Which do you prefer the least and why? Are there parts of one or more of the concepts that you like best?

In general, most respondents liked the idea of limiting commercial to key areas. The Off-Highway Alternative was the most preferred alternative. The In-Town Alternative closely followed with several people suggesting a mix between the two (Off-Highway and In-Town).

The following is a summary of input regarding the four alternatives presented:

1) Current Direction

Only one respondent felt like the Current Direction was the best direction. The majority of the comments cited the Current Direction as the least preferred direction. The reasons stated included: (1) the current direction lacked planning between communities; (2) desirable views could be lost; and (3) congestion would increase. Others felt that the current direction would make it difficult to maintain an open corridor and avoid undesirable development patterns (as has occurred along Hwy 89/91 from Logan to Smithfield or State Street in Salt Lake City).

2) On-Highway

Respondents liked that the On-Highway Alternative clustered businesses at key intersections and felt this approach allowed easy access to commercial areas while maintaining open space/agricultural lands. They felt that this alternative prevented sprawl and focused utilities/infrastructure in centralized areas. They also felt this alternative minimized impact to existing uses.

3) Off-Highway

Respondents preferred this option because it maintains open views of the corridor and keeps development off the highway. They liked that commercial nodes were still accessible from the highway, but that

they became destinations that travelers could get off the highway and experience. They liked that they were located by cities and that those cities could potentially benefit from commercial development. They also appreciated that focusing commercial activity into designated areas allowed for the continuation of agricultural lands. Additionally, they appreciated that residential development was kept off of the highway (buffered), therefore, eliminating the need for concrete walls/noise barriers.

Several respondents thought mixed-use type development would be the best direction at the commercial nodes and that retail-only commercials won't have a big enough drawing power.

4) In-Town

Respondents preferred the In-Town option because it preserves agricultural uses along the corridor and saves current open views. They also liked the idea of keeping commercial in the cities—to strengthen the city's tax base and make the cities more walkable—and encouraged the idea of having mass transit that goes to those commercial areas.

Respondents felt like the following concerns weren't addressed in any of the alternatives:

- In-Town Alternative—Would commercial be economically viable?
- On-Highway Alternative—The buffer may disconnect businesses from the highway and people may want to put billboards in the buffer.
- Who would maintain the proposed buffers?
- Access from the highway to commercial nodes was also a concern (respondents suggested "jug handle" highway entrances/exits at commercial nodes and cable dividers between lanes of traffic)

2. Based on population projections to the year 2035 and 2060, there is currently far more land zoned for future retail/commercial/office development than can be supported economically. Where is the best location for future retail/commercial/office development? Should it be equally distributed between Logan, Wellsville, and Nibley or focused in one or more of the communities?

Several people thought that development should occur in existing commercial centers (e.g. infill) and existing junctions (e.g. the junction of Hwy 89 and Hwy 101) and should reuse/infill in existing downtowns and built areas. If additional commercial development is needed, it should be focused in one or two areas. Cluster development should occur in select locations, unless it occurs at existing town centers. Essential services (e.g. grocery stores) should be encouraged in each community.

While the exact location varied from person to person, there were several

suggestions to locate commercial where the population would be able to support it, and where it would be most viable.

Several respondents felt that additional commercial development should occur at the southern end of the valley, while a fair number of others felt that it should be equally divided between Wellsville, Nibley and Logan in order to distribute the tax revenue and reduce driving distances by allowing people to work and shop closer to where they live.

3. Is residential development appropriate adjacent to the highway corridor?

About half of respondents replied “yes” and the other half “no”. Most responses supporting residential development along the highway supported it with a caveat (residential is okay with buffering and/or locating residential development far enough away from the highway to avoid sound barrier walls.) Recommendations for the width of the buffer varied from several hundred feet to 1000 feet. They also felt that access points on the highway should be limited or not allowed. Respondents who felt that residential development was not appropriate along the highway cited reasons such as noise, pollution, safety and aesthetics (“it compromises the rural beauty of Cache Valley” was one comment).

4. What are appropriate kinds of development or land uses located adjacent to the highway corridor?

- Commercial if clustered and/or off the highway, and done well (no strip malls or commercial that competes for visual attention—e.g. car dealerships); Several felt mixed-use developments were the most appropriate.
- Agricultural uses (and associated structures—e.g. barns)
- Recreational Uses: Trailheads/parking for trailheads, paths for pedestrians and cyclists, parks (if far enough away from the highway), etc.
- Open Space
- Other suggestions: Light industrial, cultural (like the American West Heritage Center), rest stops

5. There is general agreement that views of the valley and mountains are important and that those views and open spaces comprise the essence of Cache Valley. What can be done to ensure that those views and open spaces are maintained into the future?

- Buffer/screen between development and the highway.
- Use zoning (down zone, rezone, etc.) to maintain views and limit commercial development to specific areas.
- Limit building heights.
- Promote and/or provide incentives cluster development, infill development, and developing in existing economic/social centers.
- Use conservation easements.

6. The Highway 89 south corridor will need to expand and change to accommodate future transportation needs, i.e. adding lanes, improving intersections, expanding and modifying intersections, better public transit, etc. What is your highest priority for improving transportation and mobility in the valley?

- Improve/invest in public transportation. Provide connections to FrontRunner station at Brigham City, make it—and market it as—convenient and nice to use (e.g. offer free wi-fi), etc.
- Provide safe bicycle/pedestrian pathways. (These pathways could possibly be used as agricultural access as well, if designed well.)
- Provide employment opportunities closer to home.
- Avoid adding stop lights to the highway; use alternative intersection treatments (e.g. roundabouts, overpasses, etc.)

Other Comments, Questions or Ideas

- Keep individual communities from growing together in order to maintain individual identities.
- If zoning/land uses are changed, work with State property ombudsman to make sure property owners are fairly compensated.
- Take full advantage of the huge amount of work and money that has already been invested in planning for Cache Valley’s future. The studies have been done, the plans have been drawn . . . it’s time to actually do something positive before there’s nothing left to protect.
- Highway 89/91 thru town is a huge barrier for pedestrians. Pedestrians often cannot safely cross the highway to access trails. Also, existing trails are often disconnected because development has been allowed where trails had been planned.
- When adding lanes, please be aware of the need for farm equipment to access fields. As development occurs, consider a buffer zone between “smelly” agriculture businesses so everybody is happy.
- Consider using one road/trail to serve both agricultural transportation needs and trail uses. These uses could share one road safely, if done correctly.
- Bigger setbacks and berms should be used, rather than sound walls. Sound walls often create a “tunnel effect”, compromise the sense of openness and block desirable views.
- Conservation easements, TDRs, added density/clustering, and open space bonds (purchasing open space) are tools that should be considered to ensure fairness to the property owner while preserving open space and desirable views.
- Consider building vertically in order to preserve open space.
- Wellsville currently needs more vehicular access points.
- Frontage roads are often unsightly and non-functional (e.g. the frontage road in front of Peterson’s commercial development).
- Research the location of the future high school and consider how traffic to and from the high school will impact the corridor.

KEY PLANNING ISSUES

The following ideas and issues are the result of public input, focus interviews, and a review of previous plans and studies.

Top Priorities

Land Use

- Focus development at town centers
- Create commercial clusters; add traffic lights only at commercial clusters
- Use buffering, clustering, and other tools to help locate and design development properly
- Identify and consider feasible land uses only
- Preserve agricultural uses along the corridor

Open Space/Visual Impacts

- Maintain open space/rural character/views
- Protect open space using appropriate tools (conservation easements, clustering, etc.)
- Keep corridor free from billboards/other signage

Planning Process/Implementation

- Create and implement a plan that is fair to all communities involved
- Balance private property rights with public needs
- Incorporate all voices into the planning process

Transportation

- Minimize transportation conflicts/maintain safety
- Keep traffic flowing
- Incorporate alternative transportation types and modes



Transportation and Traffic

Safe Access/Access Points

- Diagonal intersecting roads are unsafe and need to be modified.
- Consider the use of frontage roads for linking adjacent land uses between signalized intersections.
- Implement "limited access" concepts where possible.
- Consider "clustered development" to promote traffic flow and safe vehicular movement.

Adjacent Land Uses/Access

- Only consider uses that won't "bog down" the highway.

Traffic Flow/Traffic Lights/Traffic Light Alternatives

- Maintain traffic speeds/keep traffic flowing.
- Ensure the existing Corridor Agreement is incorporated into the Plan.
- Limit the number of traffic lights to a minimum.
- Consider alternatives to traffic lights (Roundabouts, underpasses/overpasses, etc.)

Public Transportation/Air Quality

- Include public transportation nodes that connect to potential city centers and future Brigham City Front Runner station.
- Consider alternative modes of transportation to help meet population needs.

Alternative Routes to Reduce Pressure/Whole-System Approach

- Consider the highway as part of a holistic system of interconnecting roads.
- Consider highway impacts on nearby neighborhoods and residences.



Economics and Market Considerations

Commercial Development and Tax Revenue

- Commercial development is needed for survival/tax revenue, particularly for bedroom communities like Wellsville and Nibley. There is a need to balance vision with future needs.

Create a Balance/Common Vision

- Need to develop plan for locating commercial uses that works for all corridor cities.
- Need to balance commercial and residential uses – "commercial follows rooftops".
- Need to provide buffers between cities and preserve open space while fairly-compensating land owners.

Type of development

- Many people feel that no new commercial uses should be allowed, while others would like to control future uses better. There is a general consensus that strip mall developments are not appropriate.



Urban Design, Architecture and Built Form

Design Guidelines

- Visual aspects of the highway are important. There is a need to implement zoning/design guidelines to improve aesthetics and prevent poor development.
- The corridor should have special architecture that reflects the "sense of place" and history of the valley.
- Consider limiting future development to forms that are conducive to the historical environment.

Maintain gateway/rural character

- The corridor serves as a gateway and should maintain agricultural and historical qualities.



General Concerns

- Develop implementation strategies that encourage cooperation and coordinated implementation.
- Coordinate and utilize information and tools contained in past studies and plans.
- Develop tools and ideas that promote economic and land use equity.
- Strike a balance between individual property rights and community interests.
- Be sensitive to existing residences/neighborhoods along the corridor.



Land Use/Open Space

General Land Use

- Balance the different land use ideas and visions of the corridor communities.
- Consider clustering new development along intersecting roadways or within communities.
- Forbid or greatly curtail future highway residential uses – these are no longer appropriate uses along the highway.

Commercial Land Use

- Commercial development provides essential tax revenue to the adjacent communities. Need to ensure that future commercial development opportunities are provided while protecting the qualities of the highway.

Agricultural Uses

- Maintain agricultural uses along the highway and consider agricultural uses/needs along highway (getting slow-moving farm equipment on/off highway).
- Maintain USU agricultural facilities along the corridor.

Bicycle/Recreational Trails

- Incorporate an interconnected bicycle/recreation trail system into corridor design.
- Incorporate safe buffers and crossings for trails.

Noise

- Locate residential uses far enough from the highway to avoid noise impacts.
- Avoid the use of walls, berms and vegetation for mitigating noise – these will have significant impact on the visual qualities of the highway.

Visual Integrity

- Roadside aesthetics and maintaining positive views are important considerations. Ensure that new development is attractive and fits in with the surroundings.
- "Clean up" vacant, abandoned and dilapidated highway properties.
- Carefully control directional signage and either prohibit or limit advertising signs.
- Maintain the "gateway" quality of the corridor intact through wise development.

Sensitive Lands and Open Space

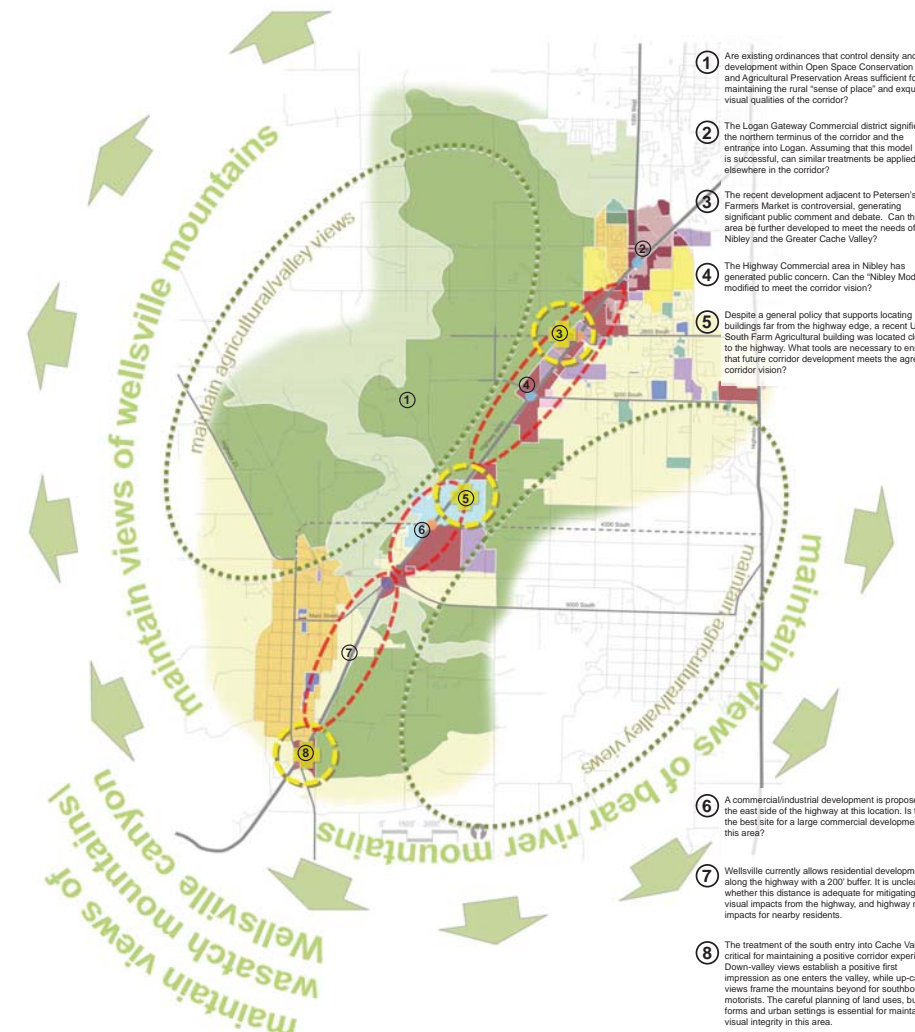
- Cluster new development in order to maintain rural character/open atmosphere.
- Protect sensitive wetlands and identify/preserve "irreplaceable" open spaces.
- Consider purchasing key lands as a means of preserving critical lands and open space qualities.
- Don't allow the corridor to be "cluttered" with development (like it is from Logan to Smithfield)

SUMMARY ANALYSIS

Vision Statement

"The South Corridor is a critical element of Cache County. In addition to facilitating the flow of goods, services and people along Highway 89/91, the corridor is a place of future growth and economic development for Nibley, Wellsville, Logan, Cache Valley and the region as a whole. It is a place that is defined by its beautiful setting, the unique visual characteristics of adjacent fields, settlements and distant mountains recalling the historic roots of the area. As one passes through the corridor, one begins to understand the unique "sense of place" and future potential of the place and its surroundings.

The South Corridor should be a place that grows responsibly without compromising the values and cherished features of this special place. In order to strike a balance between corridor growth, development and preservation, a united approach and a cooperative spirit is required by all participating parties. The result will be a comprehensive vision that facilitates the smooth flow of traffic through the valley, creates a safe and efficient transportation corridor, minimizes traffic conflicts, maximizes positive development potentials, and aligns local community needs and desires with those of the county, region and the natural condition of the surrounding landscape."



Visual Integrity of Corridor Properties

As illustrated in these photographs, the upkeep and general condition of many corridor properties is less than stellar. An important function of this plan is to identify opportunities tools to help improve the condition of sub-standard properties as part of enhancing the unique, rural feel of the corridor.



The Impact of Highway Noise

Highway noise is an undesirable by-product of our life. It can be annoying, can interfere with sleep, work, or recreation, and in extremes may cause physical and psychological damage. While noise emanates from many different sources, highway noise is perhaps the most pervasive and difficult to avoid.

Locating homes and businesses away from the highway is the best option for mitigating highway noise. If this is not possible, barriers can be introduced to reduce noise by blocking the direct travel of sound waves from the highway, forcing the waves over the top or around the barrier. The barrier must be high enough and long enough to block the view (line of sight) of the highway.

Noise barriers do very little good for homes on a hillside overlooking a road or for buildings which rise above a barrier. Openings or gaps in barriers for driveway connections or street intersections reduce barrier effectiveness. Furthermore, it is important to note that barriers are not designed to eliminate or block all noise.

As illustrated in the following photo simulations, the visual impact of noise barriers along the Cache Corridor would significantly impact the look and integrity of the South Corridor landscape.



IMPLEMENTATION GOALS

Based on an analysis of existing conditions and key issues, the Cache Valley South Corridor Plan must achieve the following to be successful:

1. Create a design for transportation, on and adjacent to the corridor, which facilitates the efficient flow of goods, services, and travelers to sustain business and industry in Cache Valley for many years to come.
2. Ensure the participation of all government entities within the planning area toward a comprehensive vision and the coordinated management of future growth along the corridor.
3. Create a plan which directs new growth consistent with the principles of the Envision Cache Valley process and is specific regarding future land uses, future roadways, and vehicular access points.
4. Maintain the sweeping views of adjacent landscapes and destinations along the corridor.
5. Support thoughtful development at key intersections along the corridor that make a strong and lasting impression about this special place.
6. Establish an appropriate buffer between the highway and development in the three communities.
7. Preserve and protect sensitive lands in order to maintain the integrity of the surrounding environment, and the experience of traveling through the corridor.
8. Preserve prime farmland and sensitive lands in order to maintain the rich agricultural heritage of the corridor and valley. This will be a challenge as population grows and highway traffic increases.

ALTERNATIVE PLANNING CONCEPTS

A wide range of ideas and planning concepts were investigated as part of creating a Preferred plan for the South Corridor. As summarized below and detailed in the following drawings, sketches and illustrations, four concepts were presented for initial public input and scrutiny.

1 CURRENT DIRECTION (BASELINE)

The baseline concept represents the current development direction in the South Corridor, as depicted in the General Plans of Wellsville, Nibley, Logan and Cache County. The four plans are in general agreement regarding the need to preserve critical open space and sensitive lands along the Little Bear River and other waterways. There is also general agreement on the need to preserve prime agricultural land and limiting development to low-density rural residential uses in these areas. However, there are significant differences regarding commercial and residential uses, the use of buffers and the need to focus development in clusters. Furthermore, the amount of commercial roadside development and the amount of commercial acreage far exceeds projected future needs.

2 ON-HIGHWAY NODES

This concept illustrates the establishment of clustered development nodes at the following key intersections along the highway:

- 2600 South in Nibley
- 3200 South in Nibley
- 4400 South in Wellsville
- 5000 South in Wellsville
- Center Street in Wellsville

3 OFF-HIGHWAY NODES

This concept investigates the establishment of clustered development 400' from the highway edge at the following key intersections:

- 2600 South in Nibley
- 3200 South in Nibley
- 4400 South in Wellsville
- 5000 South in Wellsville
- Center Street in Wellsville

4 IN-TOWN DEVELOPMENT

This concept illustrates shifting commercial development away from the highway and into the adjacent communities. The concept helps strengthen the rural feel of the corridor while establishing Nibley and Wellsville as corridor “places”, destinations and towns.

REFINING THE ALTERNATIVES

The four Alternative Planning Concepts were presented at a Public Workshop, where comments and ideas were solicited. The results were then presented to the Steering Committee for additional input and direction. Based on these contributions, the Landmark Design Team developed a preliminary preferred option, (see Design Team Recommended Direction page A-17 for details) which combines elements of the four alternatives with ideas and suggestions provided. Some of the key ideas contained in the Design Team Recommended Direction include the following:

- Limits highway development to “clustered nodes” at the following existing and proposed controlled intersections:
 - SR23/Center Street (Wellsville)
 - Main Street/5000 South (Wellsville)
 - 4400 South (Wellsville)
 - 3200 South (Nibley)
 - 2600 South (Nibley)
 - 1000 West Gateway Commercial Area (Logan);
- Establishes a 200' Open Space buffer on each side of the highway adjacent to the nodes;
- Establishes 1,000' Open Space buffers on each side of the highway between the nodes. This is intended to maintain the unique views and connections with the surrounding landscape, thereby avoiding the need for noise barriers. It also encourages traditional agricultural uses and practices to continue within the buffers;
- Incorporates a continuous multi-use path within the 1,000' buffer;
- Encourages the integration of residential, commercial, mixed use and industrial uses within the cities, thereby eliminating excessive development adjacent to the highway;
- Prohibits strip development along the highway;
- Prohibits the development of new residential uses along the highway with the open space buffers and at each node; and
- Reduces the amount of land earmarked for commercial uses at each node to meet realistic market projections.

Current Direction

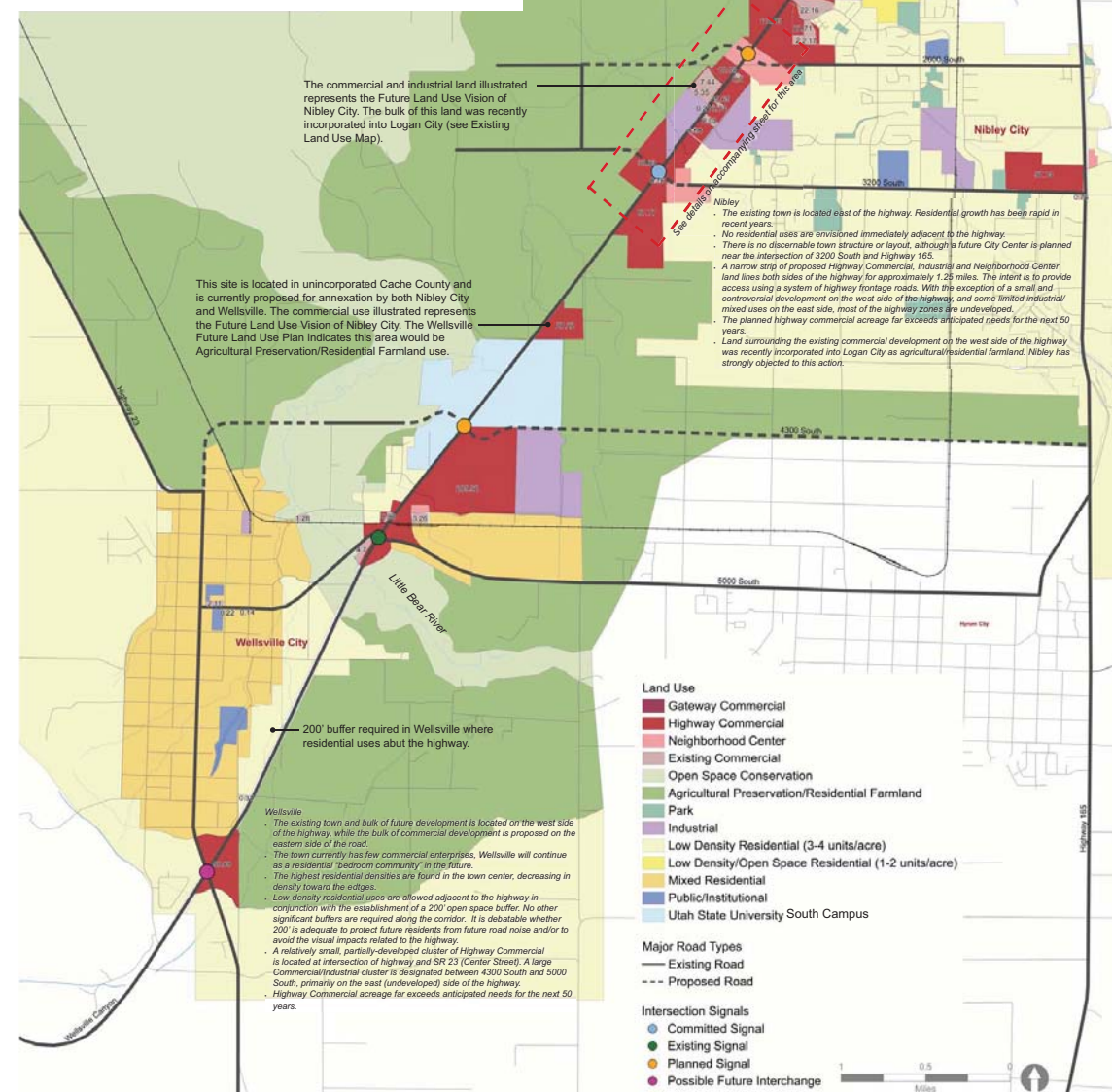
Overview

This plan illustrates the current South Corridor development direction as represented by the Future Land Use plans of Wellsville, Nibley, Logan and Cache County. The plans are in general agreement regarding the conservation of sensitive lands along the Little Bear River and other waterways, the preservation of prime agricultural land, and the aptness of low-density rural residential uses in these areas. However, there are significant differences between the treatment of commercial and residential development.

Summary

Having agreement on the conservation of sensitive and prime agricultural lands is indicative of the cooperation and unified planning vision that is necessary to maintain the special qualities of the South Corridor. The vision of large swaths of highway commercial development will significantly impact the highway experience, which will be exacerbated by the fact that the amount of land designated for these purposes in Wellsville and Nibley far exceeds long range needs. Similarly, allowing residential development along the highway, even with 200' buffers, can have significant negative impact on residents and highway motorists alike, particularly if sound walls and berms are eventually required.

Since only a small portion of the highway commercial and residential land has been developed, opportunity exists to reconsider the amount, location and type of development along the corridor. Roadblocks for achieving such a vision include the lack of cooperation between the three communities, an inability to make compromises, and the difficulty of considering new ideas.



Current Direction - Details

The area between 2600 South and 3200 South along Highway 89/91 in Nibley has been selected to illustrate the detailed implications of the four development alternatives.

The possible scale, form and layout of the Current Direction are illustrated in the plan drawing. Please note that the plan illustrates buildout in 2060 as depicted in the Nibley Future Land Use Plan, including the excess amount of commercial land. The amount and continuity of commercial uses would likely be significantly less than depicted.

The perspective sketches illustrate the three-dimensional characteristics of the concept near the 3200 South intersection. Views are provided both from the air and at ground level.

Images of appropriate building forms and architecture are also included.



Birdseye view looking northeast from 3200 South intersection toward Logan.



Highway view looking northeast along the highway toward Logan. Vantage point is 600' south of the 3200 South intersection

On-Highway Alternative

Overview
This alternative illustrates the clustering of commercial uses at the following key intersections along the highway:

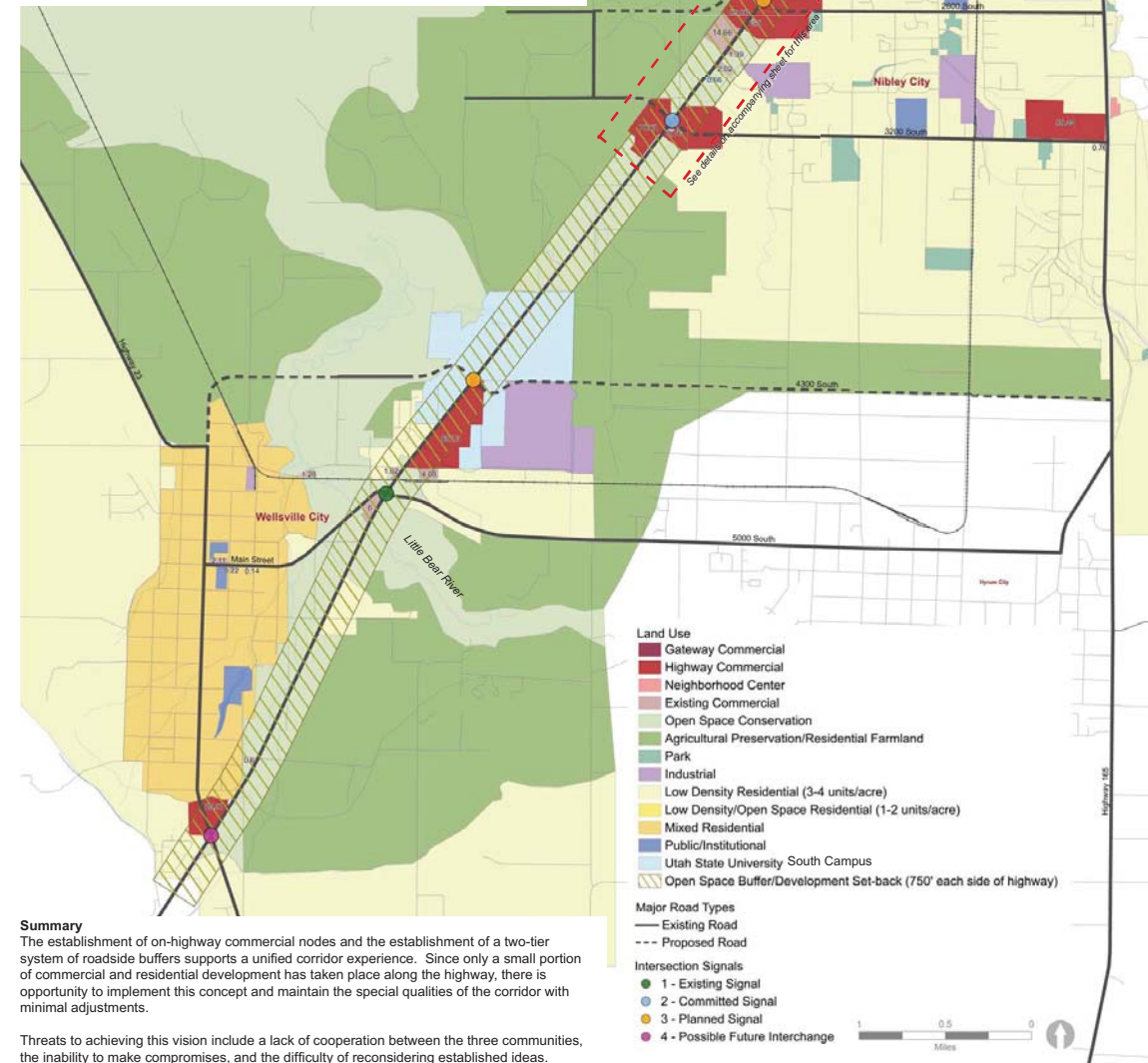
- 1000 West in the Logan (Existing Gateway Commercial)
- 2600 South in Nibley
- 3200 South in Nibley
- 4300 South in Wellsville
- Center Street in Wellsville (Modified Highway Commercial)

The total amount of commercial land has been reduced to reflect projected long-term needs in 2060. Commercial uses in Nibley are clustered on both sides of the highway at the 2600 South and 3200 South intersections; the largest amount of development is illustrated on the eastern "town" side of the highway. Existing commercial uses such as Petersen's Farmers Market are incorporated into the overall design. Other existing uses could be retained or phased out in the long-term as the highway is expanded and improved.

Commercial Development in Wellsville is located on the west side of the highway at the Center Street intersection, and on the east side of the highway adjacent to the proposed 4300 South intersection.

A 200' highway open space buffer/development setback is proposed on each side of the highway within the new commercial clusters, helping to minimize the visual impact of development from the highway, while allowing each intersection to become a discernible commercial destination and a positive community gateway.

Beyond the commercial intersections, a 750' open space buffer/development setback is proposed to maintain existing views of the surrounding landscape, and to help avoid the need for unsightly walls, berms and vegetation to mitigate the effects of traffic noise.



Summary
The establishment of on-highway commercial nodes and the establishment of a two-tier system of roadside buffers supports a unified corridor experience. Since only a small portion of commercial and residential development has taken place along the highway, there is opportunity to implement this concept and maintain the special qualities of the corridor with minimal adjustments.

Threats to achieving this vision include a lack of cooperation between the three communities, the inability to make compromises, and the difficulty of reconsidering established ideas.

On-Highway Alternative - Details

The area between 2600 South and 3200 South along Highway 89/91 in Nibley has been selected to illustrate the implications of the On-Highway alternative.

The possible scale, form and layout are illustrated in the plan drawing. The perspective sketches illustrate the three-dimensional characteristics of the alternative around 3200 South, both from the air and ground vantage points.

Images of appropriate building forms and architecture are also included.



Off-Highway Alternative

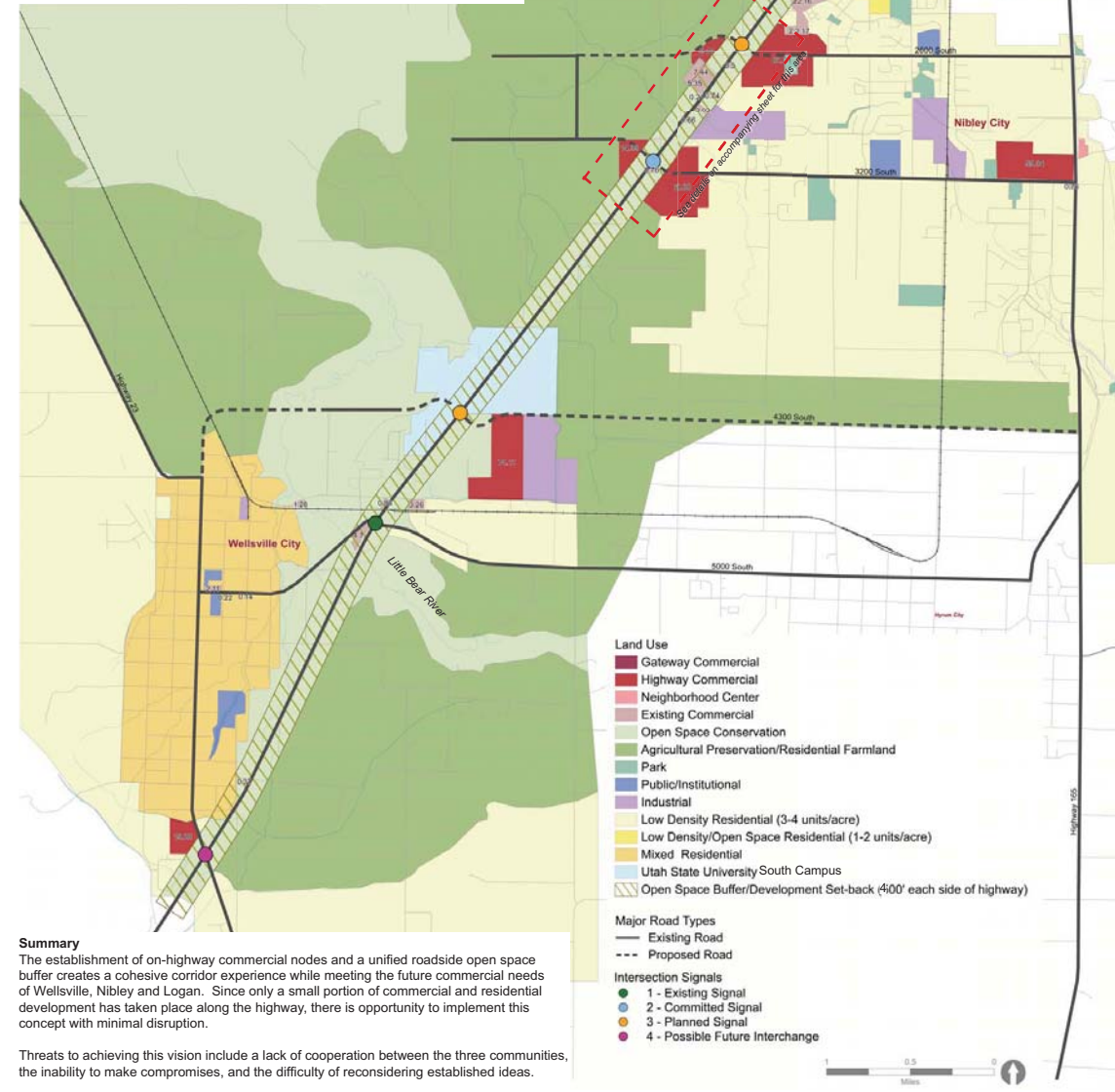
Overview

This alternative illustrates the establishment of Off-Highway commercial clusters at key intersections along the highway as follows:

- 1000 West in the Logan (Existing Gateway Commercial)
- 2600 South in Nibley
- 3200 South in Nibley
- 4300 South in Wellsville
- Center Street in Wellsville (Modified Highway Commercial)

The total amount of commercial land has been reduced to reflect projected long-term needs in 2060. Commercial uses in Nibley are concentrated on the east (town) side of the highway, with limited development on the west side of the 2600 South intersection to "complete" the existing commercial development located there. Commercial Development in Wellsville is located on the west side of the highway around Center Street, and on the east side around 4300 South. East side commercial has been moved away from the highway to maintain the visual integrity of the surroundings.

Existing commercial uses can be incorporated into the overall design where feasible. A 400' open space buffer/development setback is proposed on both sides of the highway throughout the corridor, including the commercial clusters. In addition to minimizing the visual impact of the development from the highway and avoiding the need for sound walls and berms, this will promote a unified corridor experience.

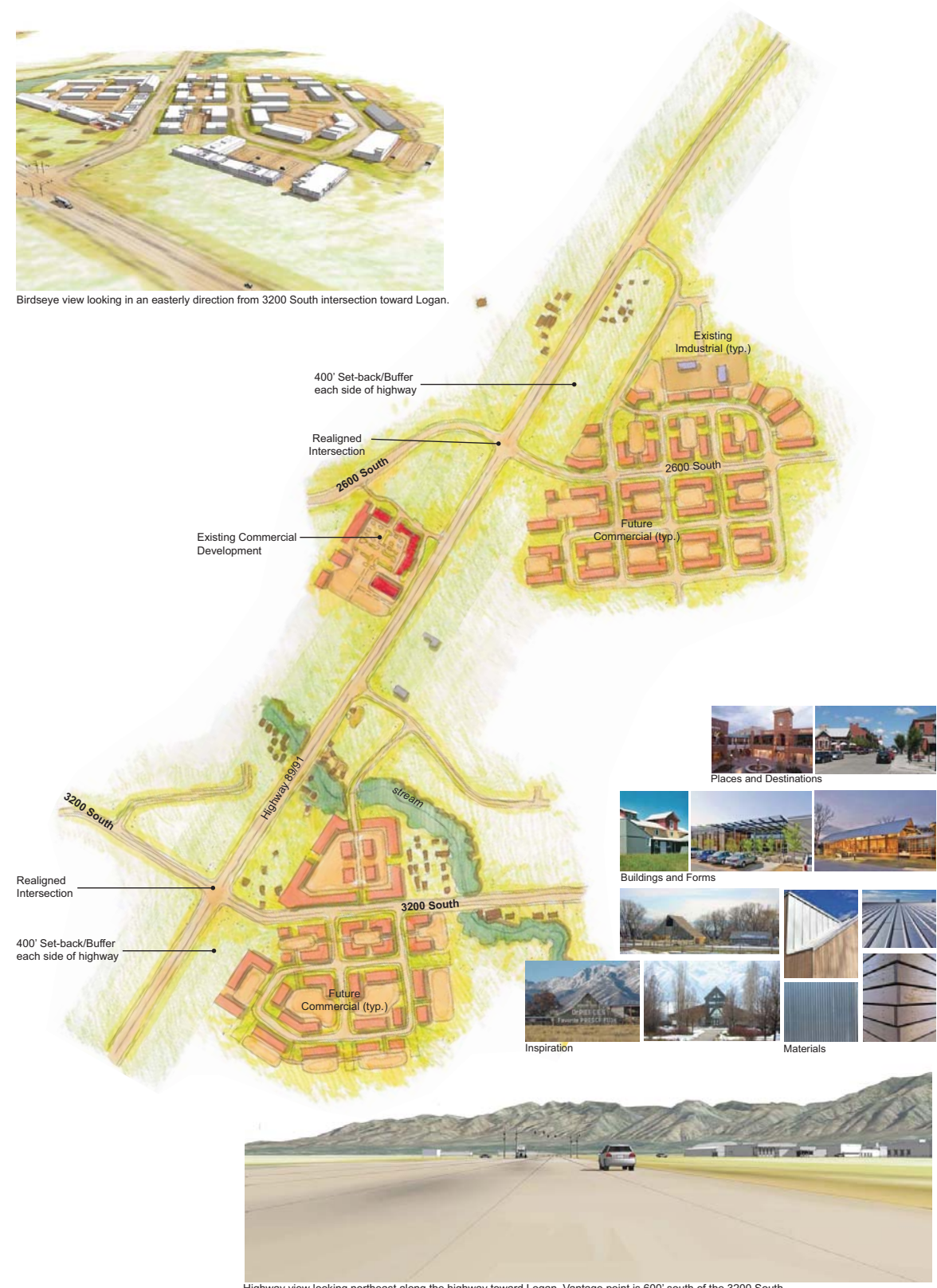


Summary

The establishment of on-highway commercial nodes and a unified roadside open space buffer creates a cohesive corridor experience while meeting the future commercial needs of Wellsville, Nibley and Logan. Since only a small portion of commercial and residential development has taken place along the highway, there is opportunity to implement this concept with minimal disruption.

Threats to achieving this vision include a lack of cooperation between the three communities, the inability to make compromises, and the difficulty of reconsidering established ideas.

Off-Highway Alternative - Details



Highway view looking northeast along the highway toward Logan. Vantage point is 600' south of the 3200 South intersection

In-Town Alternative

Overview
This alternative illustrates the possibilities of moving commercial development from the highway into the adjacent communities. This will help unify the corridor while strengthening Nibley and Wellsville as "places" and destinations.



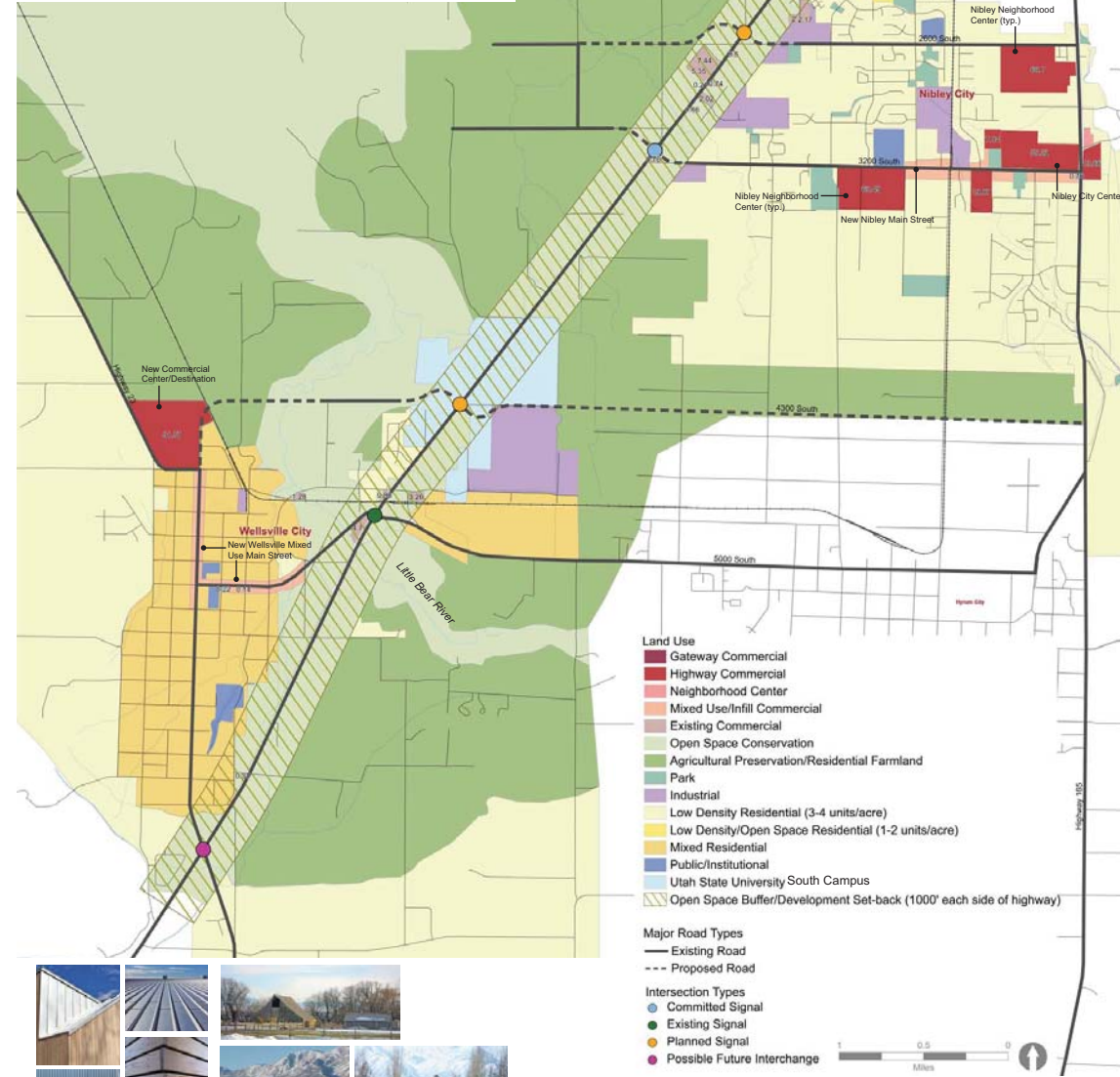
In-town commercial development in Nibley is concentrated along 2600 South and 3200 South from approximately 1000 West eastward. The concept illustrates linking new neighborhood centers and a town center along mixed-use Main Street (3200 South). A similar concept applies to Wellsville, where Main Street would be developed into a mixed use corridor, extending northward along Center Street toward a new commercial center located on the east side of Highway 23.

The total amount of commercial land has been adjusted to reflect projected long-term needs in 2060. Existing uses along the highway could be incorporated into the overall design where feasible.

A 1000' open space buffer/development setback is proposed along each side of the highway. This will minimize the visual impacts of the highway, avoid the need for sound walls and berms, and help create a holistic corridor expression and experience.

Summary
The In-town development concept represents a major departure from existing plans and community development visions. The concept is holistic, minimizing the impacts of growth and increased highway traffic, while reinforcing the importance and function of the towns. This concept requires broad acceptance and strong political will.

Threats to achieving this vision include a lack of cooperation between the three communities, the inability to make compromises, the difficulty of reconsidering established ideas, and the lack of community acceptance.

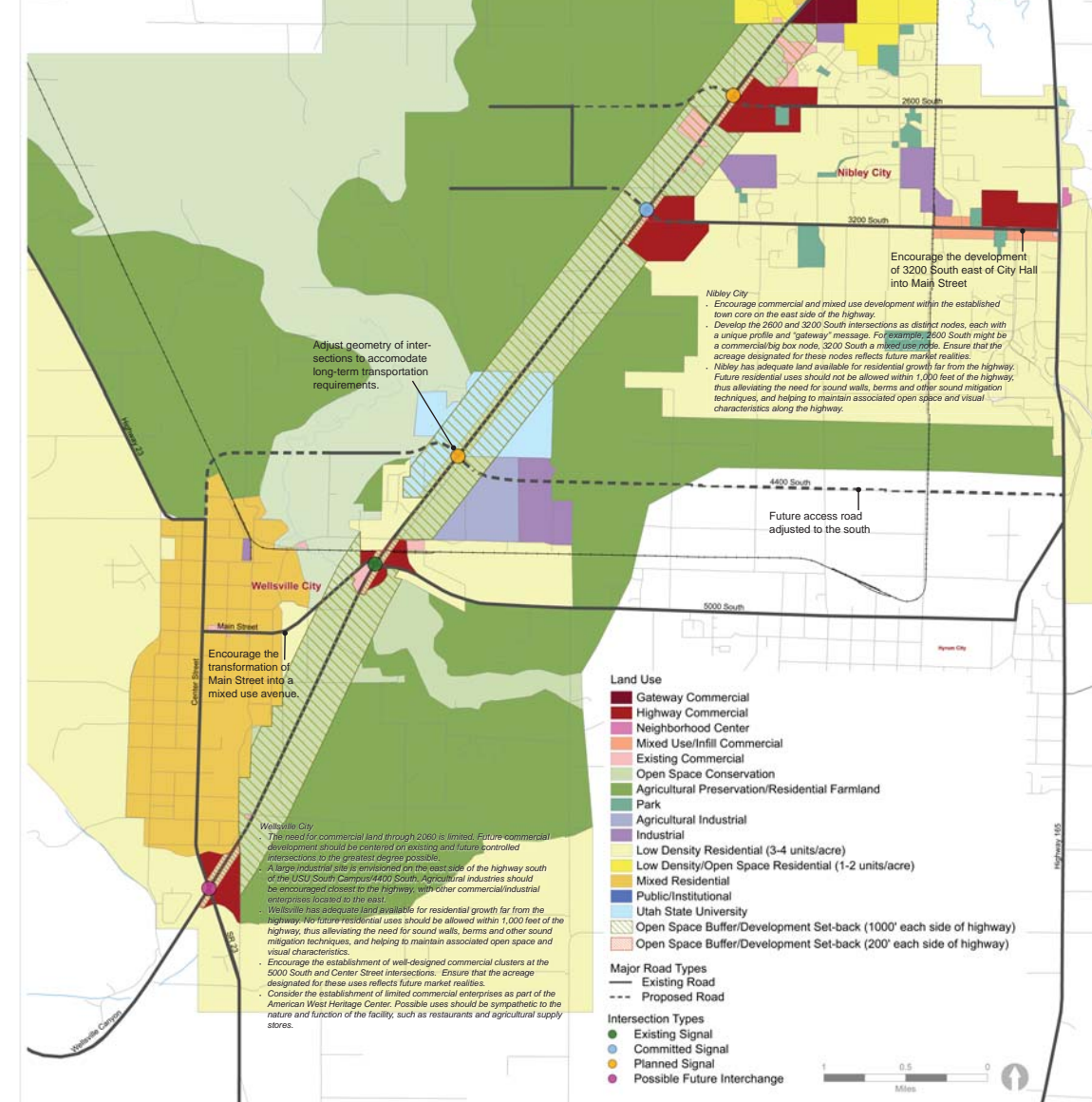


Design Team Recommended Direction

This concept combines elements of the On-Highway, Off-Highway, and In-Town alternatives with ideas received from the public as part of the Workshop process. The result is a comprehensive development vision for the corridor.

A summary of the key ideas and elements of the concept follows:

- Encourage the integration of residential, commercial, mixed use and industrial uses within the existing towns of Wellsville, Nibley and Logan to the greatest degree possible.
- Do not allow strip development along the highway.
- Do not allow additional residential uses to be developed along the highway. This will alleviate the need for sound walls, berms and other obtrusive buffering techniques, and help preserve the character and visual attributes of the surrounding landscape.
- Adjust the amount of land earmarked for commercial uses to match realistic market projections.
- Limit highway development to "clustered nodes" at existing and proposed controlled intersections, as follow:
 - SR23/Center Street (Wellsville)
 - Main Street/5000 South (Wellsville)
 - 4400 South (Wellsville)
 - 3200 South (Nibley)
 - 2600 South (Nibley)
 - 1000 West Gateway Commercial Area (Logan)
- Encourage each node to be designed in a comprehensive manner, reflecting the development vision of each community. For example, 2600 South might primarily be a commercial/big box node, 3200 South a mixed use node, and 4400 South an industrial node.
- Establish a 1,000' Open Space buffer on each side of the highway between the controlled intersections/nodes. This will help maintain the unique views and connections with the surrounding landscape, and continuation of traditional agricultural uses and practices.
- Establish a 200' Open Space buffer on each side of the highway within the controlled intersection/nodes. This will enhance the sense of arrival and the establishment of these locations into distinct places and community gateways.
- Incorporate a continuous multi-use path within the 1,000' open space buffer. This facility will link other county pathways along the corridor, and facilitate movement of agricultural vehicle and farm equipment along the corridor.



RETAIL DEVELOPMENT

The following are definitions of shopping center characteristics from the ULI study, which help illustrate why community and neighborhood uses are most appropriate within the corridor.

SUPER REGIONAL

Super regional shopping centers generally have three or more anchors, and provide a full depth of shopping goods, including clothing and accessories, home furnishings, gifts and specialty items, and electronics. Increasingly, they also provide food, personal services, and entertainment. While traditionally anchors have been department stores, new-generation anchors include food courts, large off-price category killers, megaplex cinemas, and specialized, large-scale entertainment attractions. **These uses are not envisioned within the corridor.**

REGIONAL

A regional mall has a similar function to a super regional mall, but with fewer anchors and somewhat smaller range and strength in attracting customers. **These uses are not envisioned within the corridor.**

COMMUNITY

Community centers were initially developed around a junior department store or large variety store as anchor tenants (in addition to a supermarket). Of all the basic center types, community centers have undergone and continue to undergo the most changes. Anchors today have a wide range of possibilities including discount stores (such as Target), strong specialty stores such as hardware, building/home improvement, and category killers (expanded format stores specializing in such items as books, sporting goods, and office supplies). **These types of centers may be appropriate in the corridor, depending on the specific role and function of the given cluster.**

The most popular types of community centers are described below.

POWER CENTER

A power center contains somewhere around four category-specific anchors of 20,000 or more square feet that account for roughly 85 percent of the total building space. These anchors often include consumer electronics, sporting goods, office supplies, home furnishings, home improvement goods, bulk foods, drugs, health and beauty aids, toys, and personal computer hardware/software. **These types of centers may be appropriate in the corridor, depending on the specific role and function of the given cluster.**

TOWN CENTER

A town center contains at least two pedestrian streets with street-front retail and public space. Many town centers also have residential or civic

uses integrated with the site. **These types of shopping centers can be appropriate.**

OUTLET CENTER

An outlet center contains manufacturers' and labels' own branded stores where products are sold directly to the public. General requirements are for a population ranging between one million and two million within a 100-mile radius, good traffic counts and visibility, at least 20 miles distance from a regular shopping center, and fairly high tourism levels. Cache County does not meet these requirements and will not do so in the near term. **These types of centers may be appropriate in the corridor, depending on the specific role and function of the given cluster.**

OFF-PRICE CENTERS

Off-price centers focus on stores that offer out-of-season, surplus stock, or discontinued items at discounted prices. Apparel and general merchandise are common items sold at off-price centers. **These types of centers may be appropriate in the corridor, depending on the specific role and function of the given cluster.**

LIFESTYLE CENTER

A lifestyle center typically contains upscale national chain specialty stores, dining and entertainment in an open air setting. It is usually not anchored by a single large tenant but rather by a grouping of highly branded stores, as well as tenants such as bookstores and cinemas. There is a stronger emphasis on design, landscaping, and outdoor amenities (i.e., fountains and street furniture). **These types of shopping centers can be appropriate.**

SALES LEAKAGE ANALYSIS

A sales gap (aka "leakage") analysis evaluates the total purchases made by residents inside and outside of a community (hence, the term "leakage" for sales lost outside the community). Lost sales represent opportunities for communities to attract local shoppers back to their area.

This type of analysis first identifies sales within the State of Utah for each major Standard Industrial Classification (SIC) code category and then calculates the average sales per capita in each SIC category. Per capita sales in the community are then compared to average per capita sales statewide in order to estimate what portion of resident purchases are being made within the study area boundaries, and what amount is leaving the study area. The resident purchases being made outside of the area represent an opportunity for the community to recapture some of these lost sales.

CACHE COUNTY AND LOGAN

The per capita sales for communities within Cache County were estimated using the historic retail sales for each community and the historic population figures (calculated from the 2000 and 2010 Census figures). The per capita sales were then compared to the State to determine the leakage within these communities. Not surprisingly, there is little leakage occurring in the County, with Logan experiencing a positive capture rate in overall sales. This is likely due to Logan serving as a regional hub for the County.

YEAR	POPULATION PROJECTIONS			AAGR 2000-2010
	2000	2010 Census	2009 Estimate	
Cache County	91,897	112,656	110,385	2.1%
Hyde Park	2,955	3,833	3,734	2.6%
Hyrum	6,316	7,609	7,469	1.9%
Logan	42,670	48,174	47,593	1.2%
Millville	1,507	1,829	1,793	2.0%
Nibley	2,045	5,438	4,934	10.3%
North Logan	6,163	8,269	8,030	3.0%
Paradise	759	904	888	1.8%
Providence	4,377	7,075	6,743	4.9%
River Heights	1,496	1,734	1,709	1.5%
Smithfield	7,261	9,495	9,244	2.7%
Wellsville	2,728	3,432	3,353	2.3%

SALES LEAKAGE BY ZIP CODE

Sales leakage is more difficult to estimate for smaller communities as detailed data is not available publicly from the Tax Commission (unless there are ten or more outlets in a retail category). Zip code level sales data was used to determine the sales leakage for surrounding areas; however, zip code boundaries do not always follow municipal boundaries precisely. The Tax Commission provides sales tax figures for the following zip codes within the study area.

ZIP CODES IN STUDY AREA		
City	Zip Code	2009 Population
Hyde Park	84318	3,734
Hyrum	84319	7,469
Millville	84326	1,793
Providence	84332	6,743
Smithfield	84335	9,244
Wellsville	84339	3,353
North Logan	84341	8,030

Considering the differences between zip code boundaries and the comparison of sales within zip codes to population within municipal boundaries, this process provides only a rough estimate of sales leakage for these areas for comparative purposes.

SALES LEAKAGE ANALYSIS				
	Per Capita Leakage 2008	Per Capita Leakage 2009	Capture Rate 2008	Capture Rate 2009
Hyde Park	(\$8,021)	(\$7,831)	33%	28%
Hyrum	(\$9,797)	(\$8,262)	18%	24%
Millville	(\$9,024)	(\$8,607)	24%	21%
Providence	(\$4,062)	(\$3,126)	66%	71%
Smithfield	(\$6,475)	(\$5,524)	46%	49%
Wellsville	(\$10,634)	(\$10,108)	11%	7%
North Logan	\$39,782	\$36,692	435%	437%