

CITY OF LOGAN
RESOLUTION NO. 13-29

A RESOLUTION ESTABLISHING A THE CACHE VALLEY SOUTH CORRIDOR
DEVELOPMENT PLAN

WHEREAS, the Municipal Council finds that the economic and physical condition of the State Route 89/91 corridor is of significant importance to the vitality of the City of Logan and Cache Valley; and

WHEREAS, the Cache Valley South Corridor Development Plan Logan recognizes the importance of the SR 89/91 corridor to all communities along this roadway; and

WHEREAS, the Cache Valley South Corridor Development Plan provides a framework for the physical development of private and public lands within the SR 89/91 corridor; and

WHEREAS, the Cache Valley South Corridor Development Plan represents a partnership between Logan City, Cache County, Nibley City and Wellsville City in managing new growth and development within the SR 89/91 corridor for the collective benefit of all communities; and

WHEREAS, the Cache Valley South Corridor Development Plan is consistent with, and actively promotes, the goals in the Logan General Plan; and

WHEREAS, a lengthy public process was utilized, including a steering committee consisting of local landowners, elected and appointed City officials, and community leaders, to develop and prepare this Cache Valley South Corridor Development Plan in order to ensure both property owners and Logan residents alike had a chance to actively participate; and

NOW THEREFORE, BE IT RESOLVED THAT THE LOGAN MUNICIPAL COUNCIL, hereby adopts the Cache Valley South Corridor Development Plan.

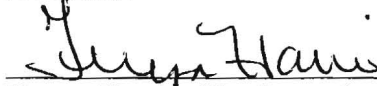
This resolution shall take effect immediately upon its adoption and approval.

PASSED BY THE LOGAN MUNICIPAL COUNCIL THIS 21ST DAY OF MAY, 2013.



Holly Daines, Council Chairperson

ATTEST:



Teresa Harris, City Recorder

2109



MEMORANDUM TO MUNICIPAL COUNCIL

DATE: May 7, 2013
FROM: Mike DeSimone, Community Development
SUBJECT: South Cache Corridor Development Plan – Plan Adoption

Summary of Planning Commission Proceedings

<i>Project Name:</i>	South Cache Corridor Development Plan
<i>Project Address:</i>	Citywide
<i>Recommendation of Planning Commission:</i>	Approval

On April 11, 2013, the Planning Commission, by unanimous vote, recommended that the Municipal Council approve the South Cache Corridor Development Plan.

Planning Commissioners, vote (6,0):

Recommend approval: Konrad Lee, David Adams, Amanda Davis, Heather Hall, Russ Price, Angela Fonsebeck.

Recommend denial: None.

Attachments:

Staff Report
Resolution 13-29
PC Meeting Minutes

PUBLIC NOTIFICATION

Legal notices were published in the Herald Journal on 3/28/13 and posted on the City's website and the Utah Public Meeting website on 3/25/13.

AGENCY AND CITY DEPARTMENT COMMENTS

As of the time this report was prepared, no comments had been received.

RECOMMENDED FINDINGS FOR APPROVAL

The Planning Commission bases its decisions on the following findings:

1. The South Corridor Development Plan is consistent with Utah State Law 10-9a-401.
2. The South Corridor Development Plan is consistent with the goals and objectives of the Logan General Plan.
3. Because the South Corridor Development Plan is a multi-jurisdictional project, it includes lands both within and outside of Logan City. The adoption of this plan by Logan City does not authorize nor relegate Logan's City land use authority to any other entity.
4. The public was invited to attend and participate during the plan preparation phase. The review and adoption process conducted by Logan City has ensured public notification requirements were met.

This staff report is an analysis of the application based on adopted city documents, standard city development practices, and available information. The report is to be used to review and consider the merits of the application prior to and during the course of the Planning Commission meeting. Additional information may be revealed by participants at the Planning Commission meeting which may modify the staff report and become the Certificate of Decision. The Director of Community Development reserves the right to supplement the material in the report with additional information at the Planning Commission meeting.

PC 13-008 South Corridor Development Plan Logan City is requesting to adopt the Cache Valley South Corridor Development Plan. The CVSCDP is a multi-jurisdictional (Logan, Nibley, Wellsville, Cache County) effort to provide a framework for the physical development of private and public land within the south corridor area (Hwy 89/91). The plan is intended to guide future growth and development in the corridor with eventual adoption and implementation the responsibility of each participating jurisdiction.

STAFF: The South Corridor Development Plan is a planning tool for the SR 89/91 highway corridor developed in cooperation with Logan City, Cache County, Nibley City, Wellsville City, UDOT and the CMPO. SR 89/91 is important from both a transportation and aesthetic standpoint. SR 89/91 provides access to points beyond Cache Valley while also affording tremendous views of the valley and surrounding mountain ranges. Future development, while important to each of the communities along this roadway, may also negatively impact both aspects of the corridor. The purpose of this plan is to provide a framework for the physical development of private and public land within this highway corridor. The plan evaluated current and future transportation needs, future population projections, current and future commercial needs and development patterns in order to identify and evaluate a preferred series of development alternatives. To summarize, the preferred alternative is to develop a series of commercial nodes at major intersections into each jurisdiction while maintaining a buffer along the highway. The purpose of the buffer is to limit direct access onto the highway while also maintaining the aesthetic opportunities afforded while traveling the corridor. The South Corridor Development Plan is important for both Logan City and other jurisdictions in defining future development along SR 89/91. Staff recommends the Planning Commission recommend approval of this plan to the City Council.

PUBLIC: None

COMMISSION: Commissioner Price asked if Logan City taking the lead would have any negative effects on other involved communities. Mr. DeSimone said this is going to be done as a partnership. Discussions with other cities have been very productive and they seem to agree with the concepts outlined in the plan.

Chairman Adams said he thought this was a great plan.

MOTION: Commissioner Price moved that the Commission forward a positive recommendation to the Municipal Council regarding adoption of the South Corridor Development Plan with the findings of approval as listed below. Commissioner Hall seconded the motion.

FINDINGS FOR APPROVAL

1. The South Corridor Development Plan (SCDP) is consistent with Utah State Law 10-9a-401.
2. The SCDP is consistent with the goals and objectives of the Logan General Plan.
3. The SCDP is a multi-jurisdictional project and includes lands both within and outside of Logan City. The adoption of this plan by Logan City does not authorize nor relegate Logan's City land use authority to any other entity.
4. Public was invited to attend and participate during the plan preparation phase. The review and adoption process conducted by Logan City has ensured public notification requirements were met.

[Moved: Commissioner Price Seconded: Commissioner Hall Passed: 5,0]

Yea: A. Davis, A. Fonnesbeck, H. Hall, K. Lee, R. Price Nay: Abstain:



Project #13-008 South Corridor Development Plan

REPORT SUMMARY...

<i>Project Name:</i>	South Corridor Development Plan
<i>Proponent/Owner:</i>	Logan City Community Development Department
<i>Project Address:</i>	Citywide
<i>Request:</i>	Plan Adoption
<i>Type of Action:</i>	Legislative
<i>Date of Hearing:</i>	April 11, 2013
<i>Submitted By:</i>	Mike DeSimone, Director

RECOMMENDATION

Staff recommends that the Planning Commission recommend **approval** to the Municipal Council of the South Corridor Development Plan.

REQUEST

The South Corridor Development Plan is a planning tool for the SR 89/91 highway corridor developed in cooperation with Logan City, Cache County, Nibley City, Wellsville City, UDOT and the CMPO. SR 89/91 is important from both a transportation and aesthetic standpoint. SR 89/91 provides access to points beyond Cache Valley while also affording tremendous views of the valley and surrounding mountain ranges. Future development, while important to each of the communities along this roadway, may also negatively impact both aspects of the corridor. The purpose of this plan is to provide a framework for the physical development of private and public land within this highway corridor. The plan evaluated current and future transportation needs, future population projections, current and future commercial needs, development patterns in order to identify and evaluate a preferred series of development alternatives. To summarize, the preferred alternative is to develop a series of commercial nodes at major intersections into each jurisdiction while maintaining a buffer along the highway. The purpose of the buffer is to limit direct access onto the highway while also maintaining the aesthetic opportunities afforded while traveling the corridor.

GENERAL PLAN

The South Corridor Development Plan is an extension of the Logan General Plan similar to a Neighborhood Plan. This plan further refines many of the concepts discussed in the General Plan especially as they relate to future development along a significant corridor. One significant difference is that the bulk of this plan addresses areas outside Logan City.

STAFF RECOMMENDATION

The South Corridor Development Plan is important for both Logan City and other jurisdictions in defining future development along SR 89/91. Staff recommends the Planning Commission recommend approval of this plan to the City Council.

PUBLIC COMMENTS

As of the time the staff report was prepared, no public comments had been received.

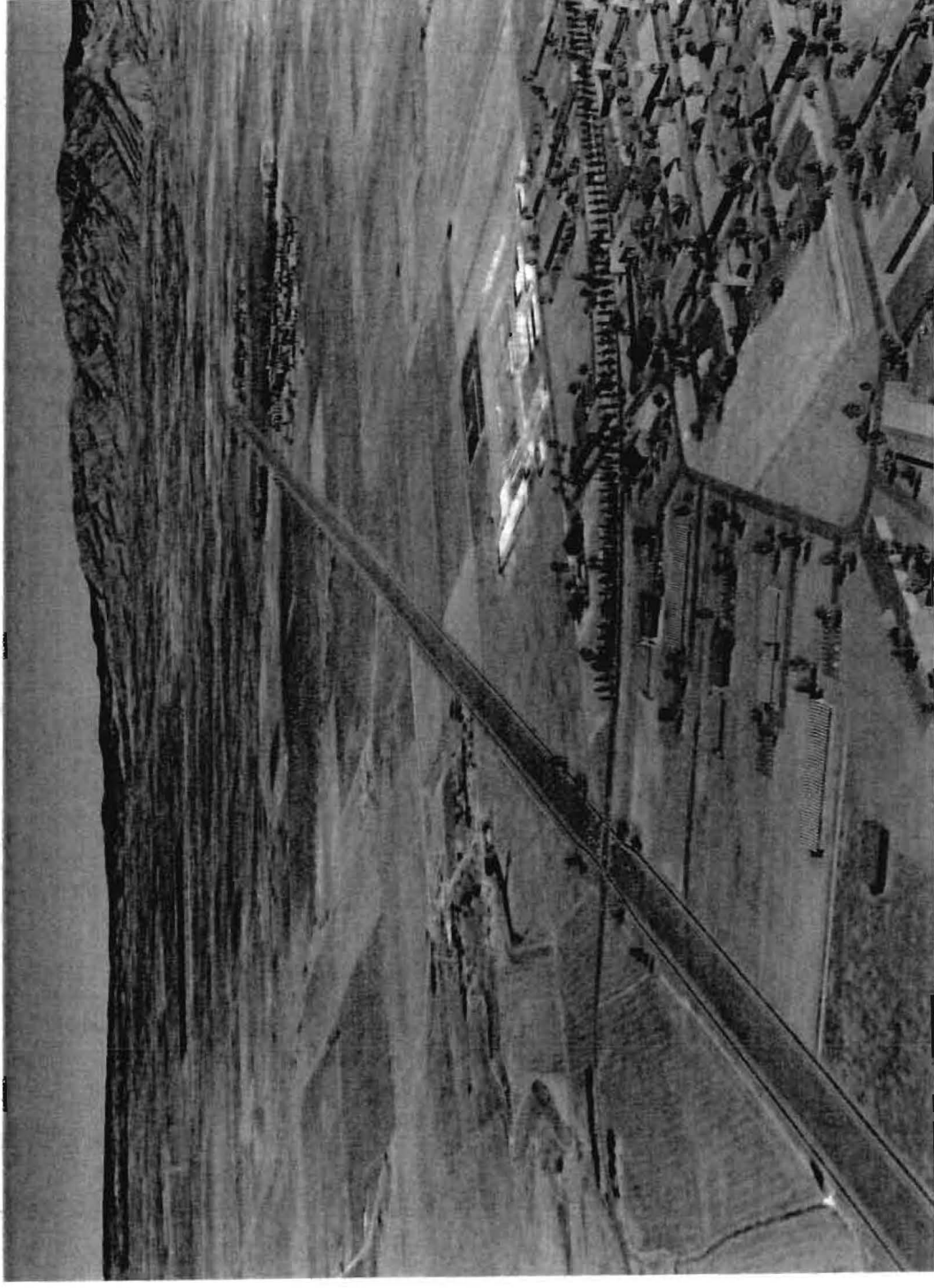
APPLICATION FOR PROJECT REVIEW

☒ Planning Commission ☐ Board of Adjustment ☐ Board of Appeals ☐ Other

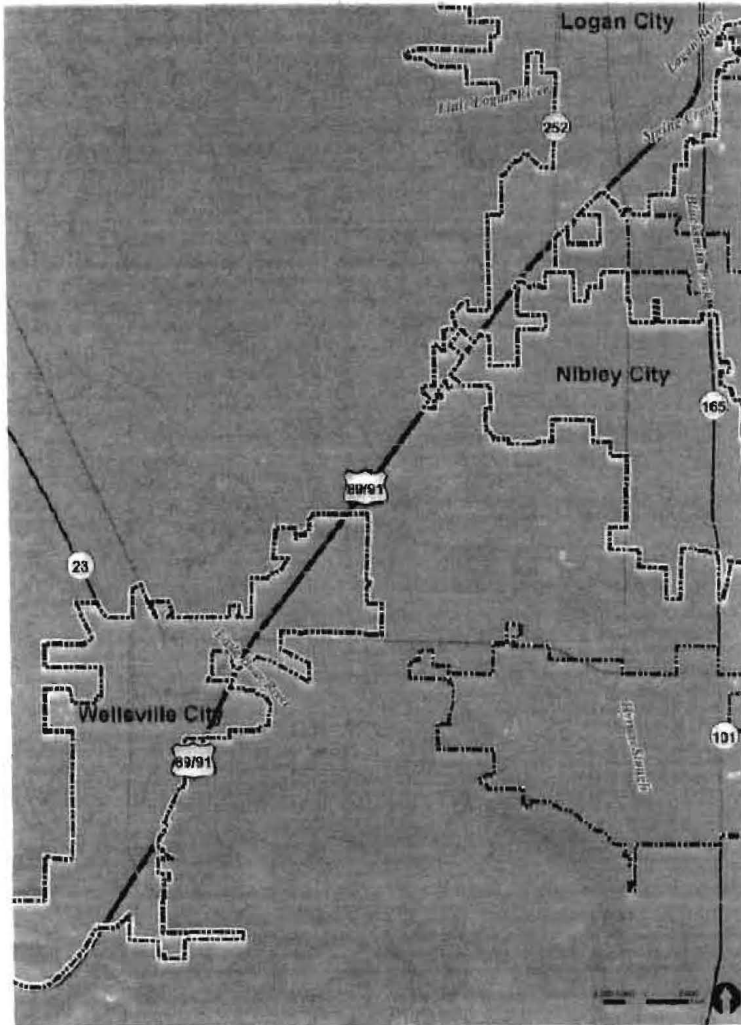
Date Received 3-11-13	Received By	Receipt Number	Zone	Application Number 13-008
<p style="text-align: center;">Type of Application (Check all that apply):</p> <p> <input type="checkbox"/> Design Review <input type="checkbox"/> Conditional Use <input type="checkbox"/> Subdivision <input type="checkbox"/> Zone Change <input type="checkbox"/> Boundary Line Adjustment <input type="checkbox"/> Code Amendment <input type="checkbox"/> Appeal <input type="checkbox"/> Variance <input type="checkbox"/> 4950' Design Review <input type="checkbox"/> Other _____ </p>				
PROJECT NAME				
PLAN ADOPTION – CACHE VALLEY SO. CORRIDOR DEVELOPMENT PLAN				
PROJECT ADDRESS				COUNTY PLAT TAX ID #
US 89/91 SOUTH SIDE OF LOGAN CITY				- -
AUTHORIZED AGENT FOR PROPERTY OWNER (Must be accurate and complete)				MAIN PHONE #
LOGAN CITY COMMUNITY DEVELOPMENT DEPARTMENT				(435) 716-9021
MAILING ADDRESS		CITY	STATE	ZIP
290 NORTH 100 WEST		LOGAN	UTAH	84321
EMAIL ADDRESS				
WWW.LOGANUTAH.ORG; MIKE.DESIMONE@LOGANUTAH.ORG				
<p>See link for document:</p> <p>www.loganutah.org/Community Development/Planning and Zoning/pdf/_Combined Complete Plan.pdf</p>				
DESCRIBE THE PROPOSED PROJECT AS IT SHOULD BE PRESENTED (Include as much detail as possible - attach a separate sheet if needed) ADOPT CACHE VALLEY SOUTH CORRIDOR DEVELOPMENT PLAN. THE CVSCDP IS A MULTI-JURISDICTION (LOGAN, NIBLEY, WELLSVILLE, CACHE COUNTY) EFFORT TO PROVIDE A FRAMEWORK FOR THE PHYSICAL DEVELOPMENT OF PRIVATE AND PUBLIC LAND WITHIN THE SOUTH CORRIDOR AREA (US 89/91). THE PLAN IS INTENDED TO GUIDE FUTURE GROWTH AND DEVELOPMENT IN THE CORRIDOR WITH EVENTUAL ADOPTION AND IMPLEMENTATION THE RESPONSIBILITY OF EACH PARTICIPATING JURISDICTION.				Total Lot Size (acres)
				Size of Proposed New Building (square feet)
				Number of Proposed New Units/Lots
I certify that the information contained in this application and all supporting plans are correct and accurate. I also certify that I am authorized to sign all further legal documents and permits on behalf of the property owner.		Signature of Property Owner's Authorized Agent		
I certify that I am the property owner on record of the subject property and that I consent to the submittal of this project. I understand that all further legal documents and permits will be sent to my authorized agent listed above.		Signature of Property Owner		

Planning Commission : Apr. 11
 M.C. Workshop : May 7
 M.C. Hearing : May 21

Cache Valley South Corridor Development Plan



Background and Setting



Ten Mile Corridor along
SR89/91.

- ✓Wellsville City
- ✓Nibley City
- ✓Logan City
- ✓Cache County

Scenic Panoramic Views
Agricultural Lands
Open Space

Urban & Rural Development

Purpose Statement

- Formulate a framework for the physical development of private and public land within the South Corridor area.
- Strike a balance between growing traffic and highway expansion, and the preservation of those unique qualities that make the corridor unique.
- Establish a common vision.
- Create a balanced transportation system on, and adjacent to, the corridor that meets all needs.
- Collaborative effort to manage corridor.

Vision Statement

"The South Corridor is a critical element of Cache County as a whole. In addition to facilitating the flow of goods, services and people along Highway 89/91 and destinations to the north and south, the corridor is a place of future growth and economic development for the valley as a whole, and for Nibley, Wellsville and Logan in particular. The corridor is a place that is defined by its beautiful setting, including the unique visual characteristics of adjacent fields, settlements and distant mountains which recall the historic roots of the area. As one passes through the corridor, one begins to understand the unique "sense of place" and the 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 natural conditions of the surrounding landscape."

PROCESS

▣ Phase 1 – Data Gathering Phase

Stakeholder meetings, stakeholder interviews, public scoping meetings, day long public workshop, web page development, etc. Developed Steering Committee. Signed partnering agreement.

▣ Phase 2 – Preliminary Plan

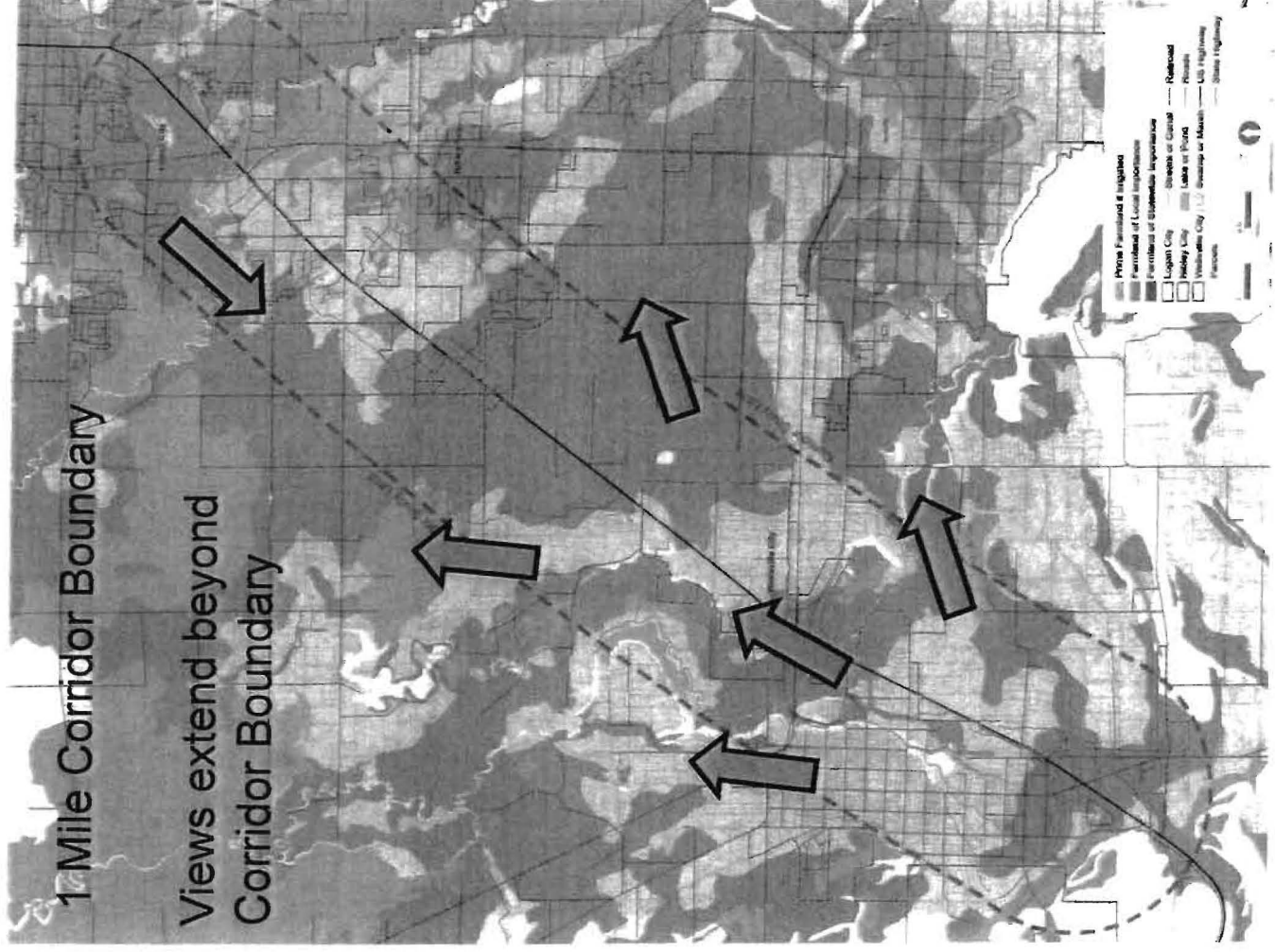
Synthesize land use opportunities. Public workshops, hands-on design workshop, define preferred land use plan.

▣ Phase 3 – Implementation

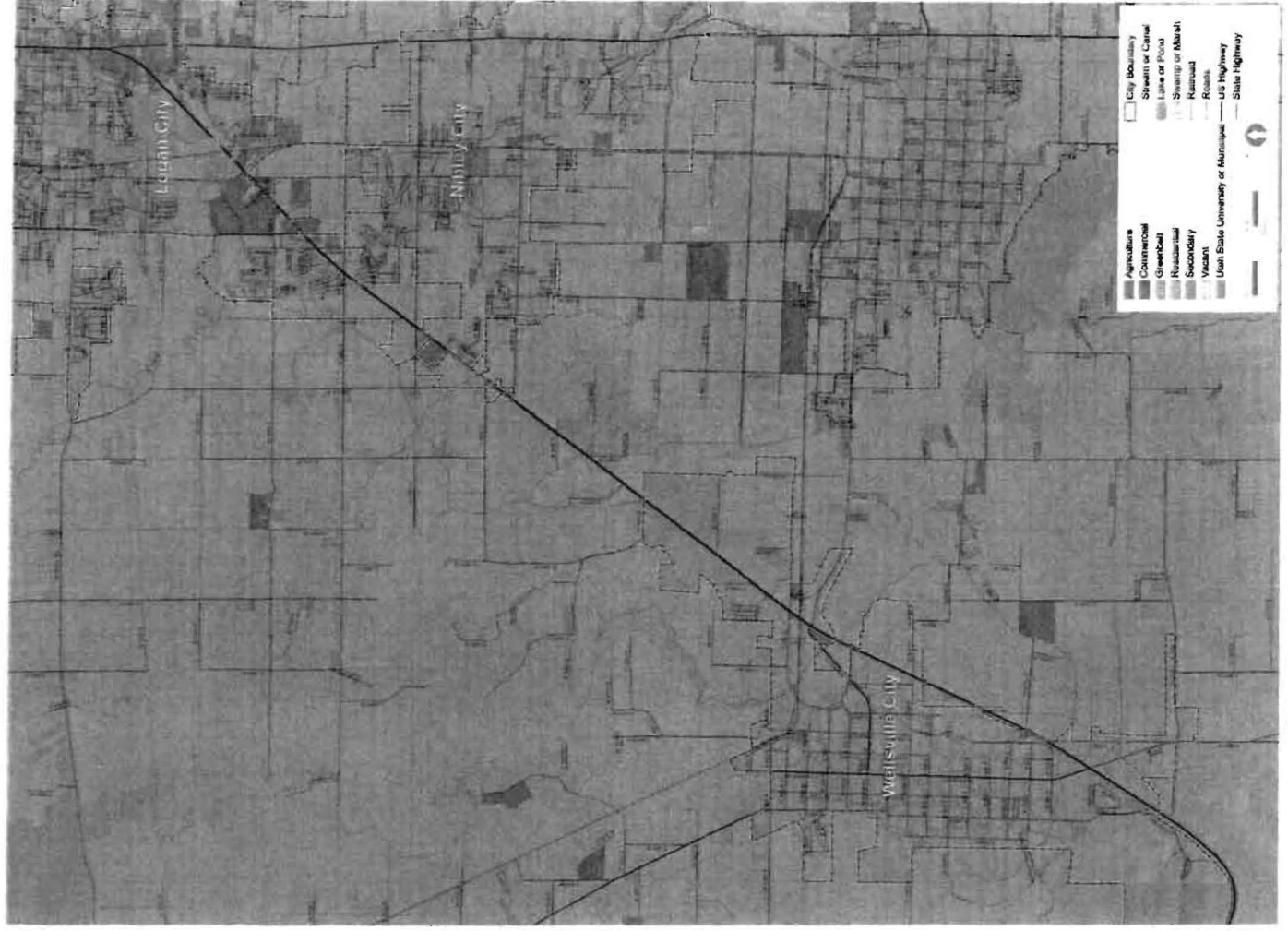
Plan Adoption and initiate Implementation Strategies.

Existing Conditions and Analysis

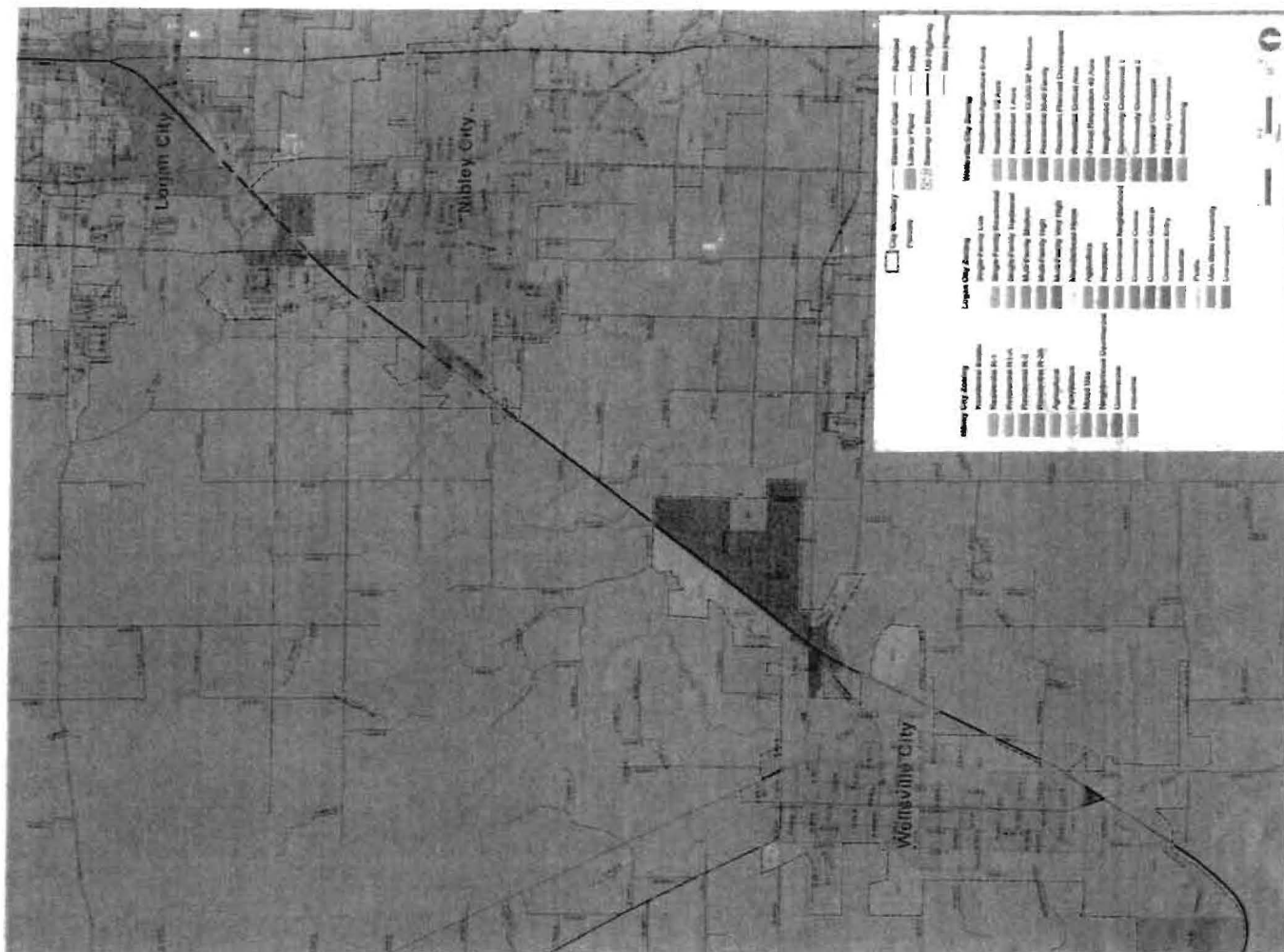
Corridor Limits



Existing Land Uses



Existing zoning

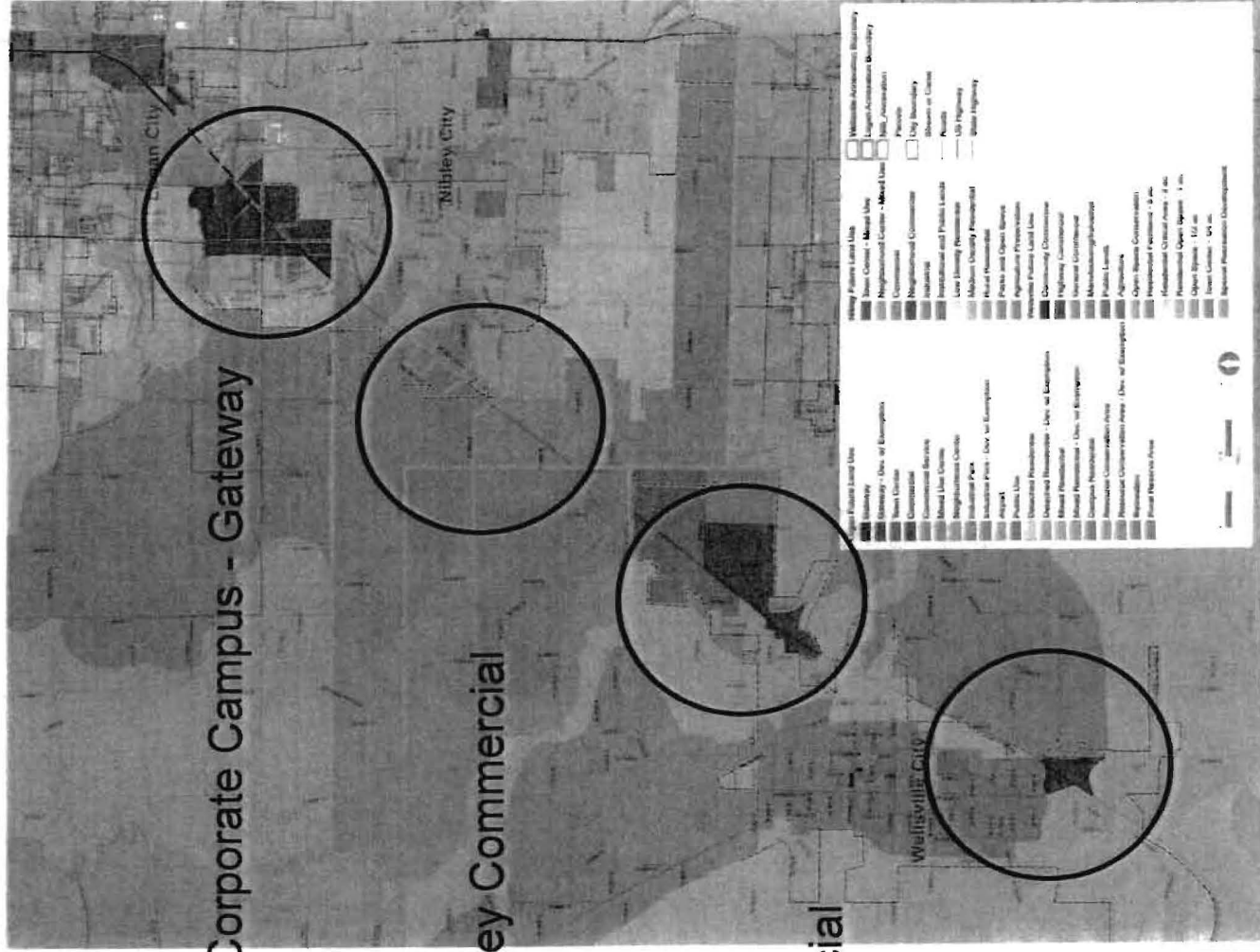


Future Land Use

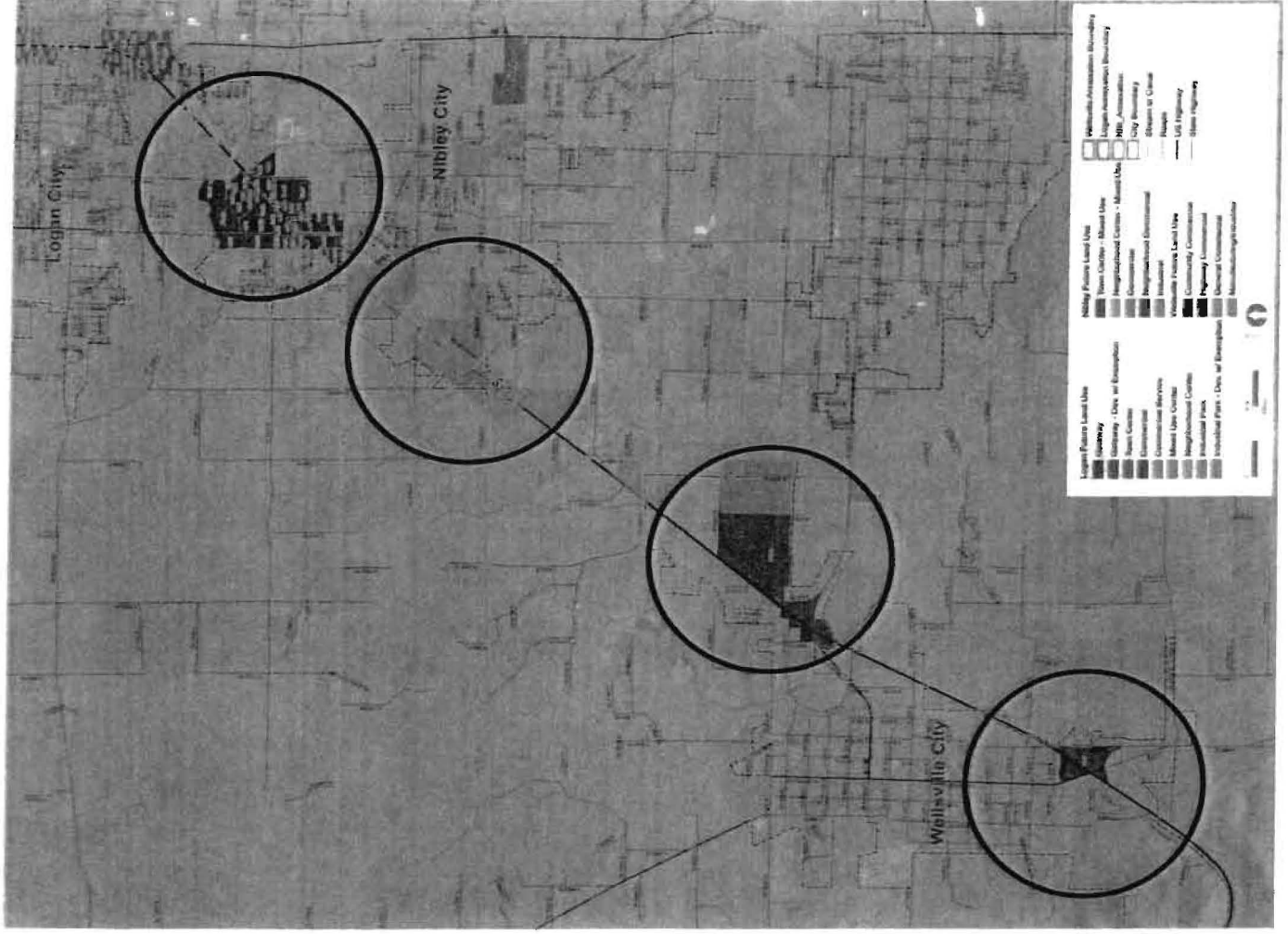
Logan Corporate Campus - Gateway

Nibley Commercial

Wellsville Commercial



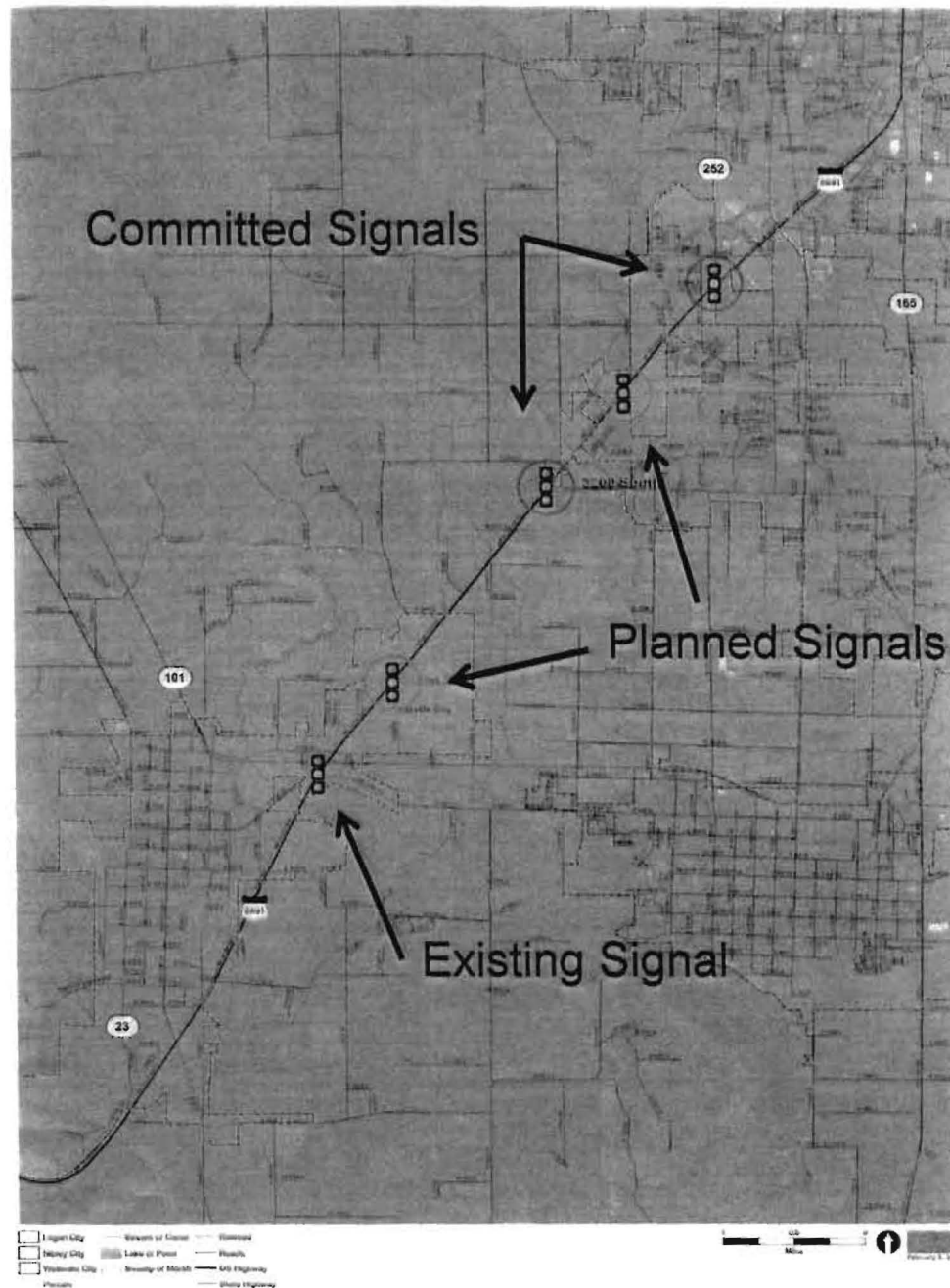
Commercial Acreage exceed 50 year demands



Current SR 89/91 Corridor Agreement

Agreement to signalize
specific intersections
based on warrants:
3200 South – Nibley
1000 West - Logan

Two more dependent
upon corridor/access
management



plan and pursue roadway projects to fulfill the Preferred Options and Key Recommendations, as outlined in the related *South US-89/91 Transportation Corridor Study* (December 30, 2005.)

DEMOGRAPHICS AND MARKET

DEMOGRAPHIC PROJECTIONS

Cache Corridor demographic projections are based on several sources: recently released 2010 Census population figures at the block and place level; Utah Governor's Office of Planning and Budget (GOPB); and traffic area zone (TAZ) data prepared by the Cache Metropolitan Planning Organization (CMPO). Projections were made for two 25-year periods, beginning with Census 2010 data; therefore, for the years 2035 and 2060.

2010 Census Data

Recently released 2010 Census data was used to establish the baseline from which future growth projections were made for the County. Future projections were then based on the 2010 Census data, using growth rates from the GOPB and TAZ as described. This comparison demonstrates how 2010 Census data compares to GOPB projections. It also illustrates how growth rates have changed over years, experienced growth that was greater than anticipated (i.e., the GOPB projections for 2010). The two cities that had greater than anticipated growth were Nibley and Providence.

TABLE 1-1 - COMPARISON OF GOPB POPULATION PROJECTIONS WITH 2010 CENSUS DATA

	2010 GOPB Estimate (2008 Baseline Projections)	2010 Census
Cache County	117,758	112,656
Hyde Park	3,992	3,833
Hyrum	8,342	7,609
Logan	52,776	48,174
Millville	2,027	1,829
Nibley	4,224	5,438
North Logan	8,432	8,269
Paradise	982	904
Providence	6,795	7,075
River Heights	1,705	1,734
Smithfield	9,808	9,495
Wellsville	3,575	3,432

Traffic Area Zone Data (TAZ)

The Cache Metropolitan Planning Organization (CMPO) makes long-term socioeconomic forecasts through 2040. The CMPO data is based on

traffic area zones. Because TAZ boundaries do not match the municipal boundaries, the TAZ areas have been aggregated and/or subdivided as closely as possible to conform to the existing municipal boundaries.

While the forecasts prepared by CMPO are controlled at the County level by the GOPB's projections, CMPO has the authority and flexibility to adjust and allocate growth figures to different areas within the County. Because of CMPO's greater familiarity with local conditions, it is able to make more accurate projections in order to calculate the population growth rates from 2010 to 2040, as shown in Table 1-2.

TABLE 1-2 - 2035 POPULATION PROJECTIONS

	Census 2010 Population	TAZ 2010 Population Estimate	TAZ 2010 - 2040 AAGR*	2035 Population Projections
Cache County	112,656			
Hyrum	7,609	7,880	2.30%	13,922
Logan	48,174	50,770	1.18%	**75,000
Mendon	1,282	2,060	1.85%	3,257
Millville	1,829	2,600	2.78%	5,161
Nibley	5,438	5,760	4.69%	18,115
Paradise	904	1,090	1.31%	1,509
Providence	7,075	6,330	1.50%	9,173
River Heights	1,734	2,020	0.60%	2,348
Wellsville	3,432	4,270	2.47%	7,852

*AAGR = Average Annual Growth Rate

**Projection based on input from Logan City, not based on TAZ AAGR from 2010-2040

GOPB Projections

GOPB makes projections for a 50-year period – through 2060. This is 20 years longer than the TAZ projections which extend through 2040. Therefore, while TAZ growth rates are applied to the entire first 25-year period (2010-2035), TAZ growth rates are only applied to the first five years of the second 25-year period. In other words, TAZ rates are applied to 2035-2040, and then GOPB growth rates are applied to the period from 2040 to 2060. These two rates are combined in Table 1-3 to make projections for the period from 2035-2060.

These projections are critical information, particularly for the establishment of realistic commercial acreage projections that follow.

TABLE 1-3 - 2060 POPULATION PROJECTIONS

	2010 Census Population	2010- 2040 AAGR* (TAZ)	2035 Population Estimate	2040 Estimate**	GOPB AAGR 2040- 2060	2060 Population Estimate
Cache County	112,656					
Hyrum	7,609	2.30%	13,922	15,800	1.94%	22,898
Logan	48,174	1.18%	75,000	80,000	1.95%	117,819
Mendon	1,282	1.85%	3,257	3,570	1.99%	5,298
Millville	1,829	2.78%	5,161	5,920	2.44%	9,596
Nibley	5,438	4.69%	18,115	22,780	2.20%	39,231
Paradise	904	1.31%	1,509	1,610	1.99%	2,380
Providence	7,075	1.50%	9,173	9,880	2.95%	17,670
River Heights	1,734	0.60%	2,348	2,420	0.33%	2,585
Wellsville	3,432	2.47%	7,852	8,070	1.62%	12,229

*AAGR = average annual growth rate

**Based on TAZ projected growth rates from 2010-2040

PUBLIC INVOLVEMENT PROCESS

As detailed in the Appendix and summarized below, the public involvement process was extensive.

INTERVIEWS

At the beginning of the planning process, interviews were conducted with key staff members and the leadership of Wellsville, Nibley, Logan, Cache County, Bear River Association of Governments, UDOT and others. The purpose was to clearly understand the current vision and ideas for the South Corridor in each community and key groups.

STEERING COMMITTEE

Project steering committee meetings were held on four occasions, in order to provide direction and guidance to the planning team as the plan was developed. The committee was chaired by Wendell Morse, and included representatives of Cache County, Logan, Nibley and Wellsville, in addition to UDOT, the Chamber of Commerce, agricultural interests, Utah State University, the transportation industry, the State Legislature, the American West Heritage Center, nearby property owners, and other members of the public. Each representative signed a *Partnering Agreement* (see Appendix) at the beginning of the study, which defines the purpose of the committee, and provides a consensus vision statement. The steering committee approved the following Vision Statement, which described the intent of the plan:

Key Planning Issues

GENERAL

- Develop implementation strategies that encourage cooperation and coordinated implementation by Wellsville, Nibley, Logan and Cache County;
- 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; and
- Be sensitive to existing residences and neighborhoods along the corridor.

Key Planning Issues

TRANSPORTATION

- Minimize transportation conflicts and maintain safety;
- Keep traffic flowing; and
- Incorporate alternative modes of transportation such as public transit, bicycle paths, pedestrian uses, shared frontage roads, etc.

Key Planning Issues

LAND USE

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

Key Planning Issues

OPEN SPACE/VISUAL

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

Key Planning Issues

PLANNING PROCESS/IMPLEMENTATION

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

Preferred land use plan

Preferred Land Use Plan

Plan Elements

- ✓ Controlled Access
- ✓ Commercial Nodes
- ✓ Buffers along Highway
- ✓ Pedestrian Accessibility
- ✓ Viewshed Preservation
- ✓ Intersection Realignment
- ✓ Open Space

Figure 2-1
Preferred Land Use Plan

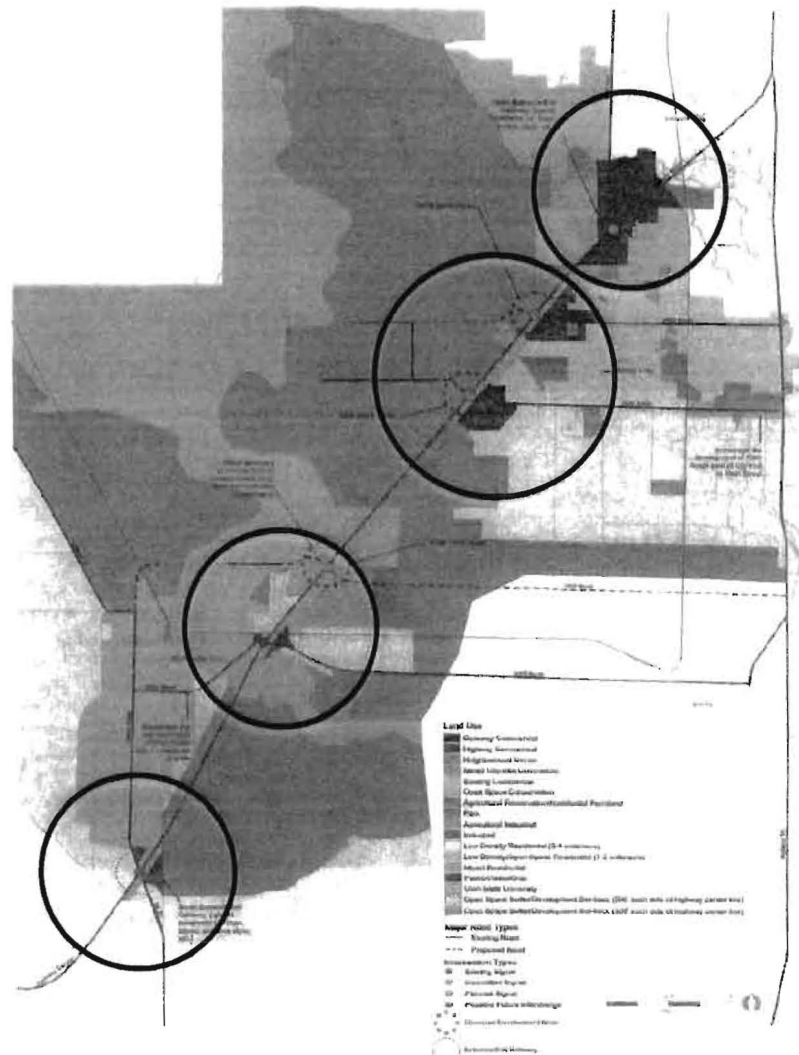




Figure 2-2 Corridor Overview, Looking North Above Wellsville Toward Nibley

Corridor From 4400 South

The 4400 South development nodes should focus on light industrial and agricultural industries at the edges, with commercial/retail and residential mixed uses in the center of the node.

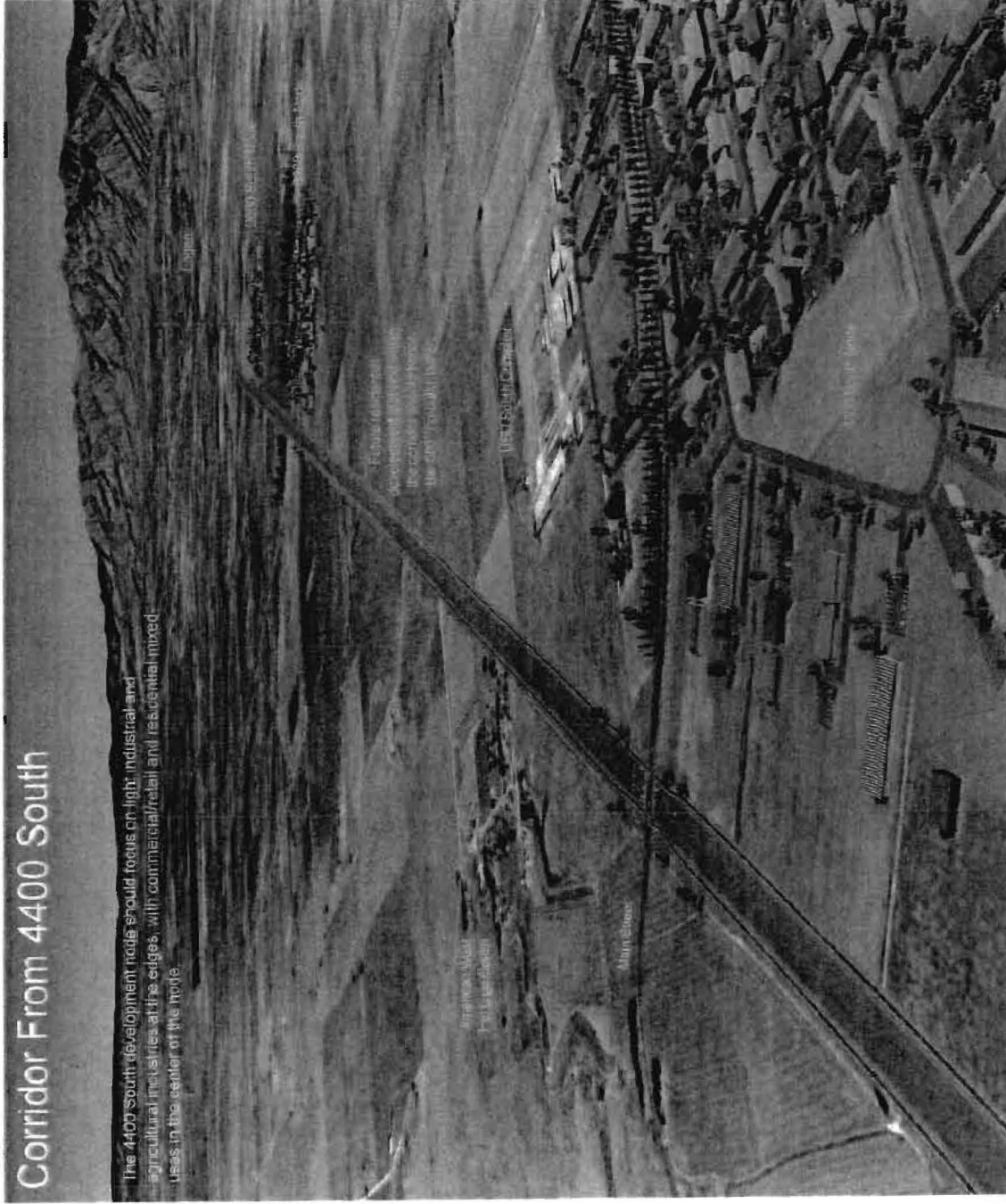


Figure 2-3 Aerial View Looking North from 4400 South Node. (Note the distinctive agricultural/industrial uses at the Wellsville nodes.)



Figure 2-4 Aerial View Overlooking 4400 South Node. (Note how uses become mixed-use and denser in the core of the development.)

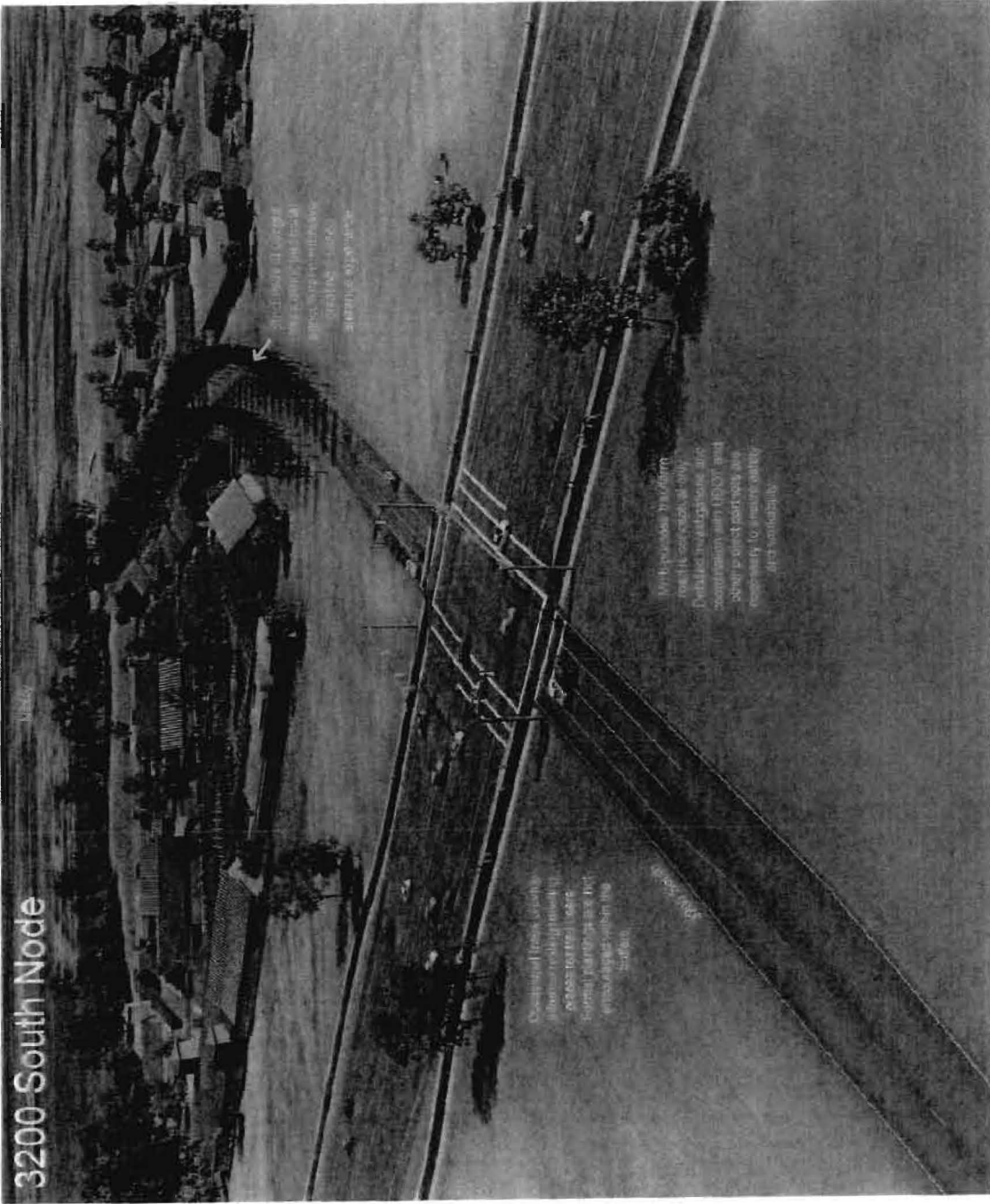


Figure 2-5: Proposed View of 3200 South Node, Looking East from this section. (Note how well landscaped parking lots and vegetation by the side create an inviting place.)

3200 South Intersection

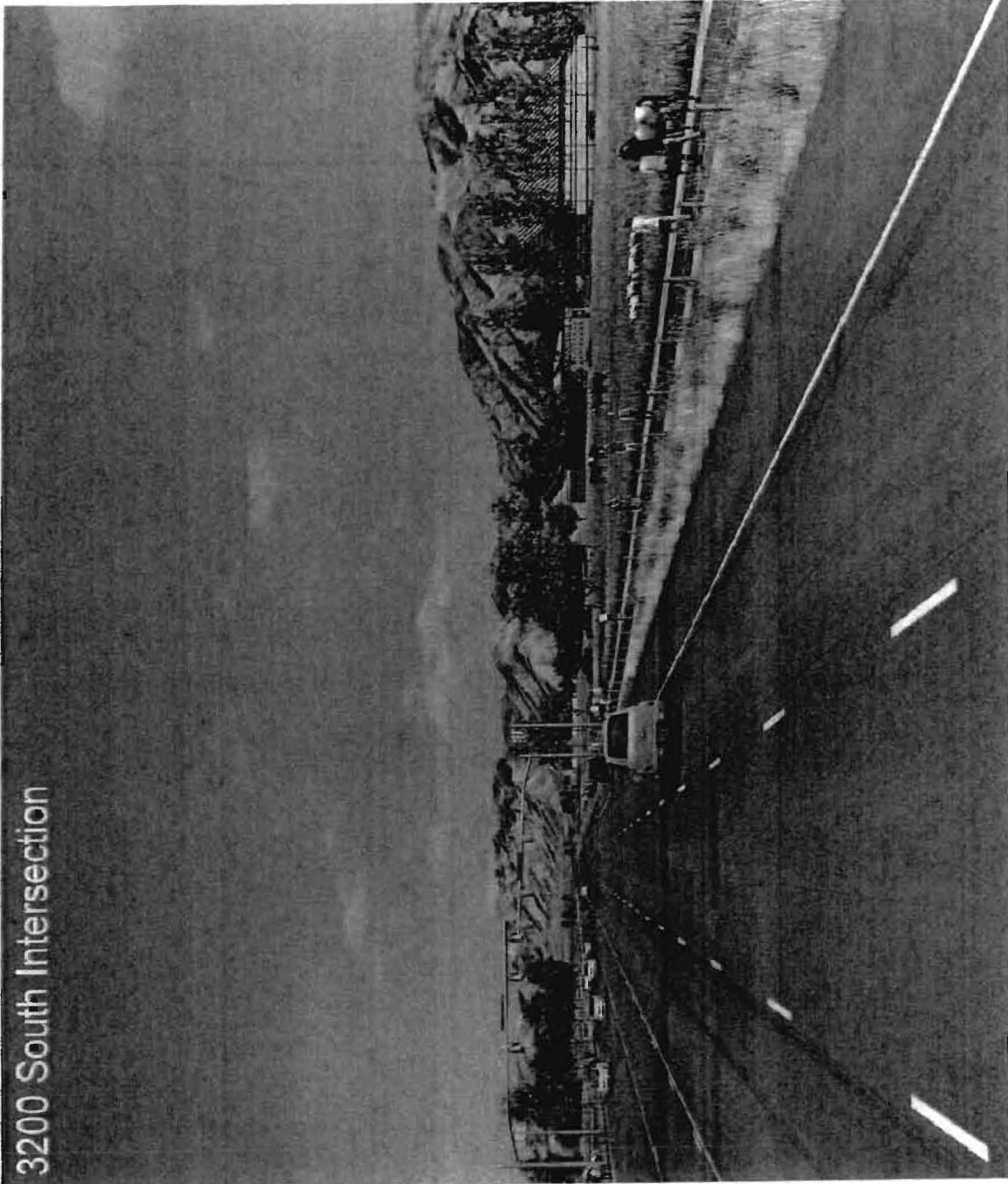


Figure 2-10 Motorist's View of 3200 South Intersection, Looking North

transportation

be considered include the need to integrate existing irrigation and water quality features into the cross-section

INTERSECTIONS

The most notable change to the intersections along the corridor during the short-term will be the installation of the signals at SR-252 (1000 West), 2600 South (or 2300 South), 3200 South, and 4400 South. Since the implemented *Corridor Agreement* prohibits any additional signals, once traffic increases, other innovative methods will need to be utilized to improve intersection operations. One such technique is the installation of acceleration and deceleration lanes for right turn movements. These will remove the slower (accelerating and decelerating) vehicles from the main flow of traffic

Another Level of Service enhancement on US-89/91 is the coordination of signal phasing at each signal location. This will require the interconnection of signals via a fiber-optic network that will integrate with UDOT's traffic management network. UDOT is already developing these networks on other state routes in the valley including SR-30 and SR-252, which will afford interconnection opportunities for valley wide management

As the end of the short-term period approaches, the need will arise to further enhance the operational capacity and effectiveness of the signalized intersections. There are several innovative variations of the standard signalized intersection that are designed to provide additional enhancements. Information on several of these variations is provided below. Specific selections will be made by the study/design to be implemented at the

Jughandle Intersection

Jughandles work because the turning queues are moved away from the main flow of traffic. This eliminates the need for left turn lanes in the median.

One drawback to Jughandle Intersections is that the additional arm requires more land than a traditional intersection. This means that right-of-way acquisition would be required along the corridor. Another concern is that drivers would need to be educated on how to use a Jughandle Intersection.

Continuous Flow Intersection (CFI)

CFI's have been implemented successfully in other locations in Utah to improve traffic flow. A CFI works because the left-turning vehicles are moved opposite of on-coming thru traffic.

A drawbacks to CFI's is that they require more right-of-way than traditional intersections, which increases the impacts to adjacent property

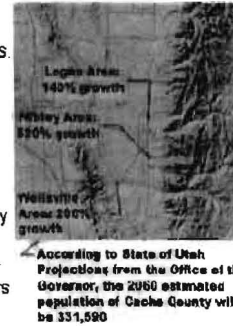
owners. Another concern of CFI's is that vehicle movement is unnatural, so additional signage will be required to mitigate driver confusion. Additional driver education may be required to ensure fluid use of a CFI.

More in-depth analysis would be required prior to any specific implementation of either of these or other intersection options.

LONG-TERM IMPLEMENTATION STRATEGIES

TRAFFIC

An analysis of planned growth of the valley out to the year 2060 provides a basis for projecting the amount of traffic on the US-89/91 corridor. The map to the right shows the anticipated growth within the study area.



The resulting 2060 estimated traffic volumes by US-89/91 segment are described in Table 2-3.

Location	2010 Traffic Volume (Est.)	2060 Traffic Volume (Est.)
Wellsville Canyon to 4400 South	23,674	74,800
4400 South to SR-252	25,173	74,800 - 85,700
SR-252 to Logan Main St	27,453	85,700-88,500

CORRIDOR

As shown in Figure 2-19, the increased traffic will necessitate the extension of the six lane cross-section from 3200 South to the mouth of Wellsville Canyon. To address the large traffic volumes that are anticipated, new and larger scale improvements are proposed. These improvements include interchange features at the locations shown on Figure 2-19

INTERSECTIONS/INTERCHANGES

As the area and traffic volumes continue to grow, it will become essential to reduce the amount of stoppage along the corridor. This will require eliminating the intersections (signalized and un-signalized) and replacing them with grade separated crossings and interchanges. Visual impacts of potential interchanges were extensively discussed as part of the planning process and are shown in Figures 2-20 through 2-22. The photo-

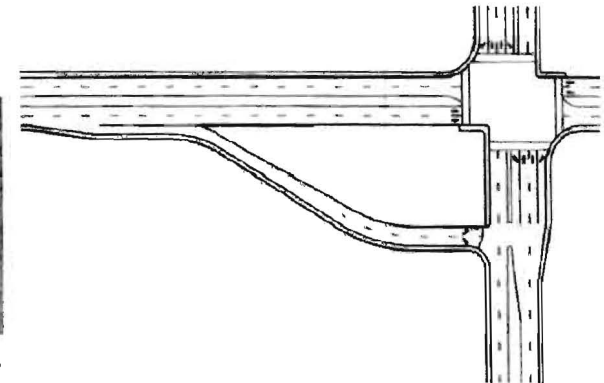
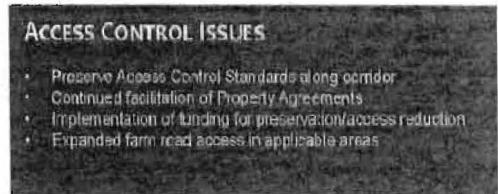


Figure 2-17 Jughandle Intersection



Figure 2-18 Continuous Flow Intersection

- Bus Rapid Transit (BRT)/Intermodal Center Connectivity
- Multi-Use Trails (Underpasses & Overpasses)
- Total Demand Management (TDM)
 - Continue coordination & shuttle service options with large employers along the corridor



29 Cache Valley South Corridor Development Plan

Note: The US-89/91 Highway Right-of-Way should be widened to incorporate all elements illustrated, including the multi-purpose trail

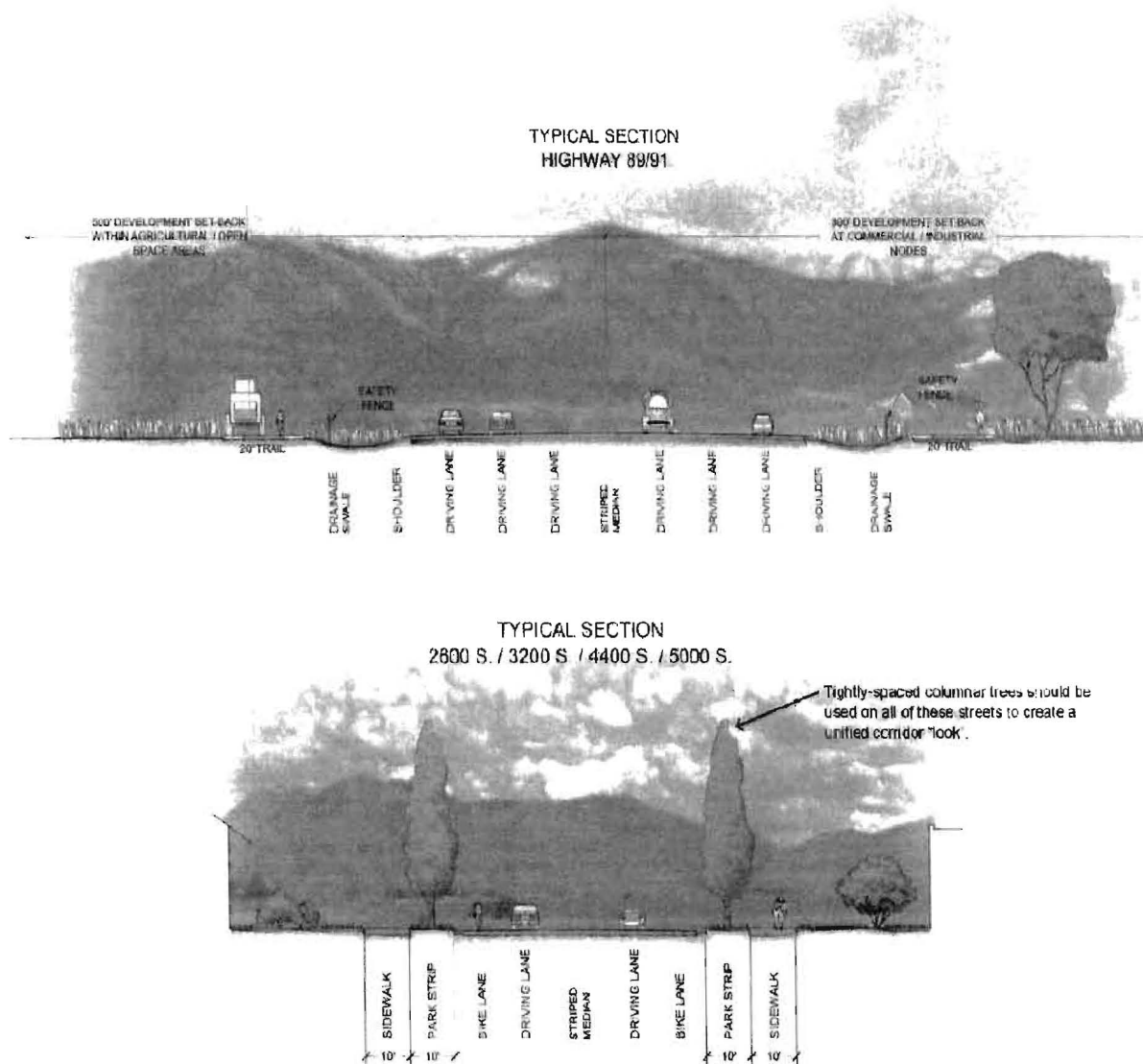


Figure 3-1 Typical Highway and Road Sections

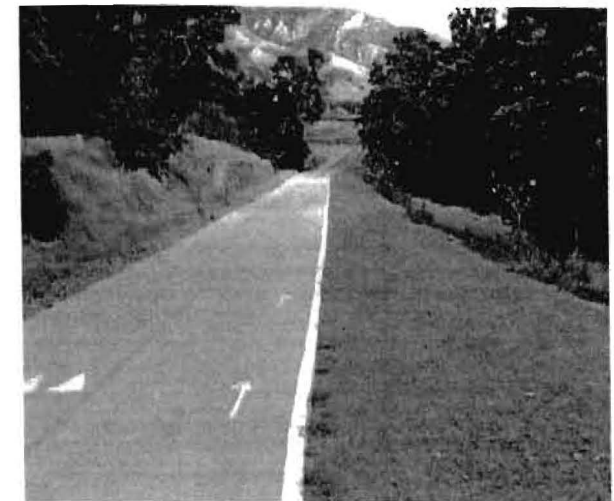


Figure 3-2 Example of Multi-Purpose Trail that Serves Multiple User Groups

City Council

Evaluate Plan & Concepts
Questions

Ratification of Plan



**PUBLIC
HEARING
PLANNING COMMISSION**

**THURSDAY
April 11, 2013**

5:30 PM

**MUNICIPAL COUNCIL CHAMBERS
LOGAN CITY OFFICES
290 North 100 West**

AMENDMENTS & PLAN ADOPTION

The Logan City Planning Commission will hold a public hearing to receive input on the following:

PC 13-006 The Factory Apartments – Code Amendment Michael Culwell/Nelson Bros. Meadow View LLC, authorized agent/owner, request an amendment to the Land Development Code allowing 80 units per acre in the Campus Residential (CR) zone; currently 40 units per acre are allowed.

PC 13-007 Commercial Zone Code Amendment Logan City is requesting to amend the Land Development Code to restrict residential uses in the Commercial (COM) zone.

PC 13-008 South Corridor Development Plan Logan City is requesting to adopt the Cache Valley South Corridor Development Plan. The CVSCDP is a multi-jurisdictional (Logan, Nibley, Wellsville, Cache County) effort to provide a framework for the physical development of private and public land within the south corridor area (Hwy 89/91). The plan is intended to guide future growth and development in the corridor with eventual adoption and implementation the responsibility of each participating jurisdiction.

PC 13-009 Tandoori Oven Expansion Design Review/Code Amendment. Jatin/Sham Arora, authorized agent/owner, request an approximately 1,000 SF expansion/addition to the existing structure; and an amendment to the Land Development Code (LDC) to lower the setbacks in the Neighborhood Center (NC) zone from 10' to 6' at 720 East 1000 North in the Neighborhood Center (NC) zone; TIN 05-032-0017

The Municipal Council is tentatively scheduled to hold a **workshop on these items on Tuesday, May 7, 2013**, and a public hearing on **Tuesday, May 21, 2013**. Both meetings will be held in the Logan City Municipal Council Chambers at 290 North 100 West at 5:30 pm. Contact the Department of Community Development at 716-9022 for more information or www.loganutah.org

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- posted on City web 3/14/13