



LOGAN GENERAL PLAN



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Our vision for Logan is an idyllic place to live where families can raise children in beautiful neighborhood surroundings with opportunities for association, friendship, and learning. Where people want to stay and contribute to the betterment of all people who live here. Where every neighborhood is beautiful, well kept, and provides for the intermingling of family, avoiding deterioration in any area. A place where a person or family, once established in a neighborhood, can be happy remaining through all phases of life. Our vision for Logan is a progressive community which maintains its hometown atmosphere. Our vision for Logan is one where business, industry, and residential development are accomplished with enduring quality and consideration for the entire community. We should foster an atmosphere where, citizens, property owners, and developers, alike, are caught-up in the same vision for a better community. Our vision for Logan is a gathering place where all people can join together in a full range of community activities. Our vision is the best place in the world to live, Logan, Utah.

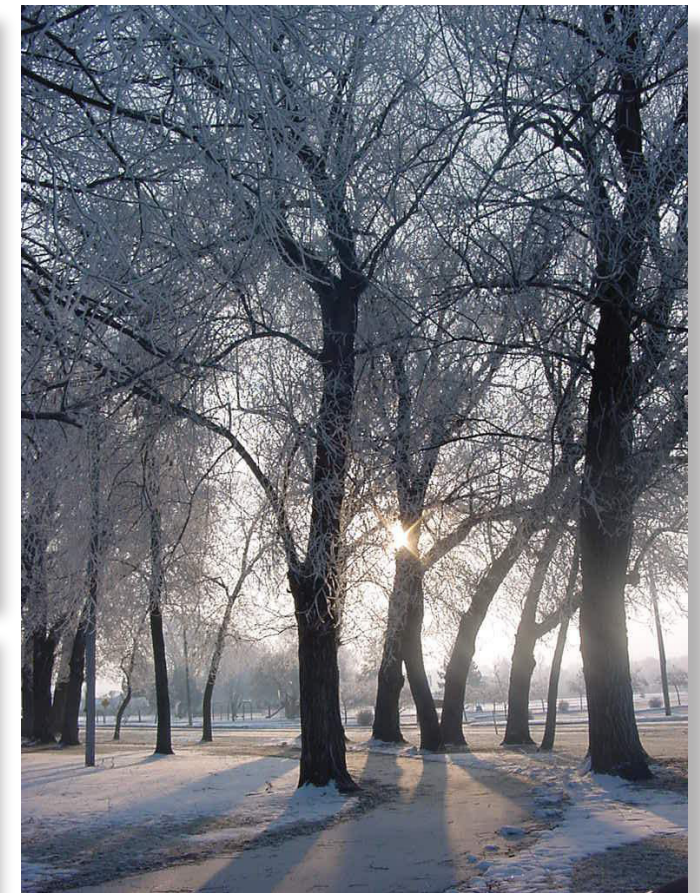
Our vision for Logan is one where people want to stay and contribute to the betterment of all people who live here.

Our vision for Logan is one where business, industry, and residential development are accomplished with enduring quality ...

Community vitality is largely defined by the magnitude of choices available to its citizens. Greater choices increase one's freedom to meet personal needs and thus increase quality of life. For example, increased choice in housing type, quality, and cost allows more people to choose the home that best meets their housing needs. As people travel, work, learn, shop, and play, having a choice between transportation options allows them to consider trade-offs between health, cost, and time benefits. The greater the range of choices available to citizens the greater the freedoms afforded to citizens.

Logan City has long been a desirable place to live in Cache Valley due, in no small measure, to the range of choices available to its citizens. Our historic downtown and shopping centers offer a wide variety of store types with a broad range of products and services. There are many diverse neighborhoods and house types available. Our parks system offers numerous recreation choices, and we have a robust employment sector that provide jobs at various skill levels, educational requirements, and pay scales.

Notwithstanding all of the above, Logan is faced with limits to escalating growth. Our natural constraints and the gradual growth of adjacent communities are reducing our growth options. As a result, our growth areas are limited and some parts of our community are showing signs of age. Meanwhile, newer communities up and down the valley offer large areas of "new" development on converted benchlands and farmlands. As we look to the future, we need to recognize that eventually Logan's growth and strength will have to be inwardly directed. While we develop the remaining vacant lands, we need to turn our attention to encouraging, upgrading, and redeveloping the areas within our community. As





we do so, we need to also recognize that in order to stay competitive, to continue to attract residents and businesses, Logan needs to continue to be attractive and livable. The primary challenges for the future will be: keeping the place we love, efficient utilization of our remaining resources, refocusing growth inward, and maintaining the highest level of livability.

This General Plan supports citizen and visitor efforts to conserve community resources, improve air quality, safeguard health, and reduce congestion. We recommend increasing recreational opportunity and enjoyment to allow citizens more choice in the type, location, cost, and pace of activities unique to their needs. Also, the culture of the community will be lifted as greater opportunities become available for residents to participate in a broader range of cultural activities.



This plan recommends that a large share of future growth occur within the already urbanized areas, inner suburbs, and other areas already served by infrastructure. This will greatly reduce pressure for sprawl on existing farmlands and in environmentally/culturally sensitive areas. Compact, transit accessible, pedestrian-oriented, mixed use development patterns, and land reuse are prevalent issues discussed in this plan. The plan recommends that any new areas be planned and developed according to solid traditional neighborhood principles that ensure quality growth. All levels of government, including all other municipalities in the valley, must coordinate efforts to manage growth, conserve resources, and maintain cost efficient infrastructure. Local policies must support urban investment, compact development, and land conservation.



QUALITY GROWTH PRINCIPLES

The Vision of the General Plan will be implemented through Quality Growth Principles. The Utah Quality Growth Principles, adopted by the Utah Quality Growth Commission as well as the Smart Growth Principles promoted by the American Planning Association, have been integrated into the General Plan to advance the Vision of the City. The following Quality Growth Principles will guide the growth and development of the City of Logan.

1. **A Valley-Wide View of Community.** Working together with other communities for our common good.
2. **Distinctive Community Character.** Define and preserve and build on the unique and irreducible qualities of the city.
3. **Healthy Life.** Ensure a safe environment for healthy living which encourages activity and enjoyment.
4. **Vital Economy.** Develop a sustainable economic environment for residents and businesses which keeps Logan the economic center of the valley.
5. **Efficient Infrastructure.** Insist on the wise and economical distribution, placement, and maintenance of the infrastructure that keeps the city viable.
6. **Transportation Choices.** Produce a sustainable transportation system that improves air quality, makes a more walkable community, and reduces miles traveled by automobile.
7. **Housing Choices.** Develop neighborhoods that have a diverse mix of residents with different economic classes, ages, and backgrounds.
8. **Conserve Resources.** Conserve the natural, cultural, and historical resources of the community which are the backbone to quality living in the city.
9. **Access to Government Decision-Making.** Ensure that all citizens, businesses, and visitors have a say in the shaping of the community.
10. **Central City Vitality.** Keep jobs, shopping, and residential life the focus of activity in central and Downtown Logan.

For more than 125 years the City of Logan has been the center of economic strength—jobs, shopping and education—for Cache Valley and the larger region of northern Utah. The last decade has been marked by unprecedented commercial and industrial growth in Cache Valley. Not only has Logan been growing, but now the surrounding communities in Cache Valley are also rapidly expanding.

As a result, Logan is at a crossroad. It is precluded on all sides from outward expansion — by adjacent communities to the north and south and by physical/environmental constraints to the east and west. In effect, Logan will achieve “buildout” when all the remaining, suitable vacant land is developed. At buildout, a variety of new planning considerations emerge that other communities, with expansion capacity, do not yet have to face. Without horizontal expandability, new growth must be achieved through infill and redevelopment. Both infill and redevelopment are more expensive than development on undeveloped lands called “green fields”. In turn, increasing development costs make it more difficult to attract new development. In order for redevelopment and infill projects to be competitive and financially feasible, they require higher densities and more intensive uses. This becomes a reality that cannot be ignored as new forms of development must occur.

Maintaining a strong and vibrant community is important for many reasons:

- preserving property values
- providing a strong tax base to sustain the public services and amenities on which we depend
- maintaining enjoyable neighborhoods and homes for current and future generations
- preserving current businesses and residents
- attracting new businesses and residents

As other areas in Cache Valley still have comparably less expensive “greenfields” they compete effectively for new development. Logan must embark on a course to maintain and improve its quality of life, to be an ever more attractive place to live and work. To do this we must conserve resources, produce efficient infrastructure, maintain a healthy economy, and provide greater housing choices. New plans must be developed to maintain the long-term sustainability of Logan’s economy as well as its critical natural, cultural, and physical resources.

This General Plan helps address new challenges and directs positive change in the City of Logan. The future of Logan and the valley will improve when managed change is embraced. The key instruments of change in this General Plan are:

- A long-term insistence on quality development
- Redevelopment of under utilized property to create new neighborhoods where people live, work, shop, and play
- Housing choices that induce diversity, compactness, and affordability
- Transportation that emphasizes walking, biking, and mass transit

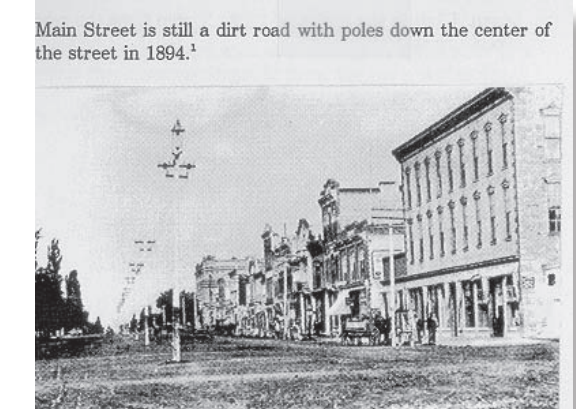
The ideas outlined in the General Plan, and implemented through City policies, are designed to retain the qualities of the city, to maintain the momentum for growth within the City, and to prevent sprawling growth in the countryside.

1.1 THE LEGAL REQUIREMENT FOR PLANNING

Title 10, Chapter 9a, of the Utah Code stipulates that each municipality shall prepare and adopt a comprehensive, long range plan. The code states that this plan may address the present and future needs of the municipality as well as plan for effective growth and development of the land within the municipality. The code states a General Plan may provide for:

- The health, general welfare, safety, energy conservation, transportation, prosperity, civic activities, aesthetics, and recreational, educational and cultural opportunities
- The reduction of waste of physical, financial, or human resources that result from excess congestion or excessive scattering of population
- The efficient and economic use, conservation, and production of the supply of food and water, drainage, sanitary, and other facilities and resources
- The use of energy conservation and solar and renewable energy resources
- The protection of urban development
- The protection and promotion of air quality
- Historic preservation

In summary, the Utah Code requires that cities effectively plan for all aspects of community. The Code also states that each municipality may determine the comprehensiveness, extent, and format of the General Plan.



1.2 WHAT IS A GENERAL PLAN?

Fundamental to the concept of a General Plan is the notion that a city can be “planned”. “Planning” refers to the process of creating an overall, general system of development that will bring about orderly and sustainable growth. At its most basic, orderly and sustainable growth is development that:

1. Avoids placing incompatible land uses next to each other.
2. Does not place undue financial burdens on the City or a particular neighborhood.
3. Assures that adequate public services and amenities are in place to create a livable community.

However, a General Plan is usually much broader than that. Sometimes referred to as a “Master Plan” or “Comprehensive Plan,” a General Plan is a community’s general guide for making land use decisions. The General Plan is a reflection of the community’s values. It is created after much public input. It describes how the community wants to grow, i.e. where the community wishes various land uses to take place and even what the community wants to look like.

A General Plan is the document that coordinates and sets the stage for other City plans. It sets the basic direction and is implemented through land development codes, building codes, capital improvement plans, park plans, street plans, utility plans, etc. In short, it helps coordinate the efforts and priorities of city departments that affect land uses. The General Plan is also a critical tool in economic development conveying the goals and direction of the City to potential businesses and residents.

The basic purposes of the General Plan can be summarized as:

- Expressing the citizens’ and businesses’ goals and visions for the City as a whole.
- Bringing consistency to and reconciling conflicts in the City’s policies, priorities, and directions that guide both public and private sector decisions regarding land use.
- Identifying alternatives and priorities for key decisions confronting the City. These include the locations of key public facilities and actions regarding annexations, affordable housing, resource conservation, economic development, etc.

The theme for the next phase of Logan’s growth must be efficient use of the remaining vacant land, quality redevelopment in developed areas, and restoration of existing neighborhoods.

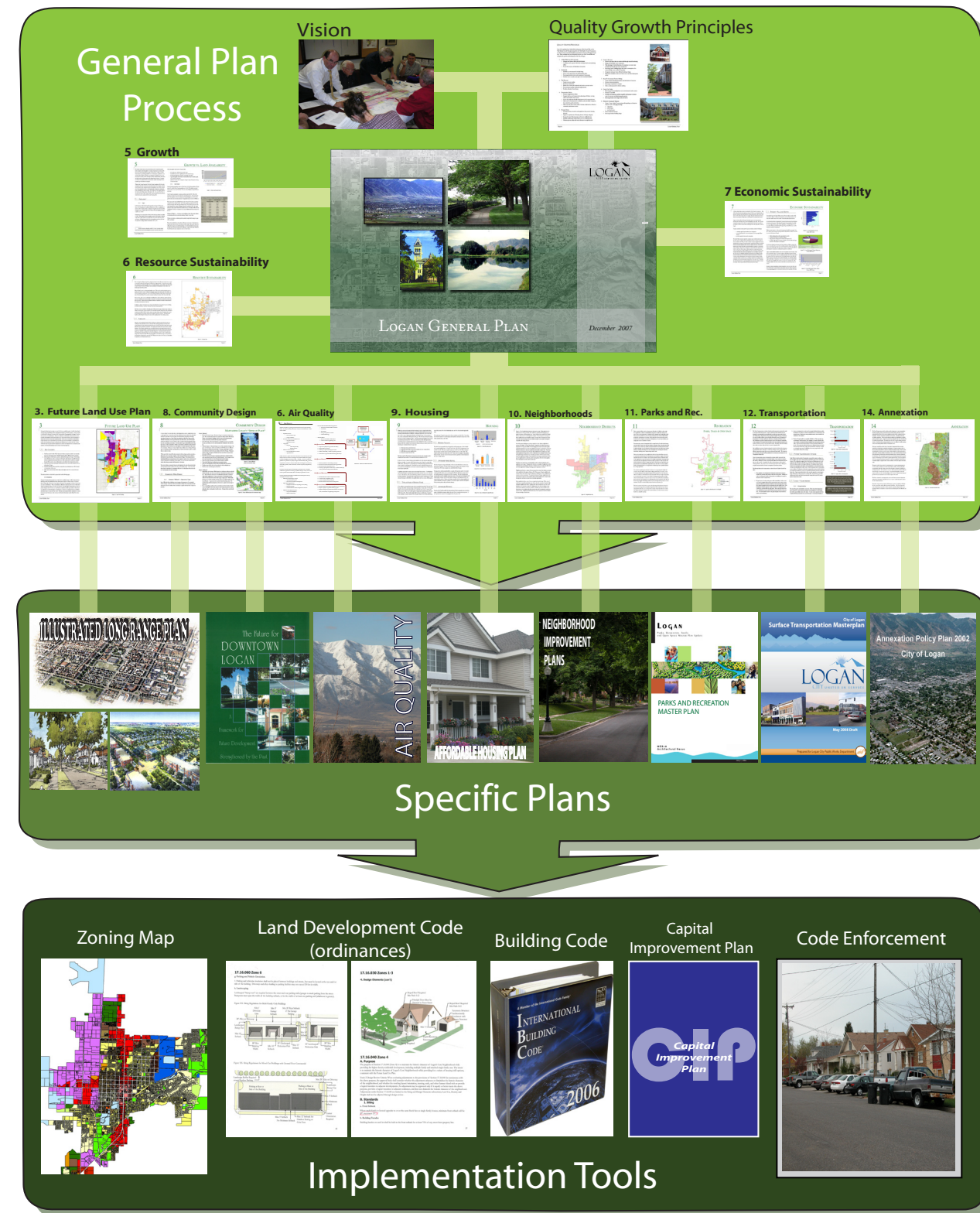


Figure 1-1: The General Plan is the core document of the city. It establishes the philosophy and the direction for other more detailed plans used by city departments to manage quality development. Collectively, these are the guiding documents of the City used to manage growth.



Figure 1-2: The General Plan is the Foundation for All Other Land Use Documents.



Figure 1-3: The General Plan Coordinates the Plans of Individual Departments.

1.3 THE BENEFITS OF HAVING A GENERAL PLAN

1.3.1 Long-Range Plans Help Accomplish a Vision

In 19th and 20th Century American city-building it is clear; great cities do not just happen. There are a myriad of forces at work that influence the direction and pace of development. If these forces are not coordinated, they often result in duplication of efforts or even conflicting outcomes. For example, if communities do not anticipate the necessity of major roadways and underground utilities and where these tie into regional systems, roadways and utilities have to be redone, sometimes several times, which is extremely expensive. A long range community vision established in a General Plan, helps avoid these pitfalls.

Great places result when thoughtful plans are implemented over a long period of time. Great cities consist of an integrated pattern of roads, buildings, and open space. The pattern of development dictates quality of life in the resulting community. The skillful design and layout of individual projects, i.e. buildings, streets, walkways, parking, signs, lighting, landscaping, and amenities over time, contributes to the quality of the overall community. Coordination of all the various elements to provide a quality living experience virtually dictates the need for planning.

Planning was fundamental in the establishment of Mormon pioneer communities. Virtually all Mormon pioneer towns and cities followed city planning concepts established in the “Plat of the City of Zion” by Joseph Smith. These patterns for development were first used in the layout of Nauvoo, Illinois, and then extensively used by Brigham Young throughout the west and for platting the City of Logan.

1.3.2 The City of Logan has Challenges and Opportunities that Need to be Addressed Comprehensively.

For the City of Logan, good planning is especially important. Logan is the largest and most influential municipality in Cache Valley. It has resources to address problems and issues that adjacent communities will also eventually experience. No other community in the Valley deals with the same scale and complexity of municipal government.

Through a well implemented General Plan, the City can also foster cooperative problem solving with the surrounding communities. A General Plan will ensure not only that Logan assumes a responsibility to manage its own growth, but also provides a forum for proactive regional approaches to change. This General Plan will help Logan to stimulate quality, sustainable growth within its own boundaries and in surrounding communities.

Other subjects that require comprehensive determination include preservation of the physical environment, promotion of the public interest while respecting individual

interests, facilitation of good public policy, and greater use of professional and technical knowledge in the decision making.

1.4 HOW THE GENERAL PLAN WAS CREATED

To be successful a General Plan must be based on public input, so that public policies taken from the General Plan will have the support of the community. Public input has been sought throughout the planning process to determine the needs and desires of the community. The General Plan is then strengthened by thorough and accurate research and data. Combining both public input and research analysis, goals, policies, directives, and actions are established to guide the decision making process for future city development.

1.4.1 The Logan General Plan public input process

The procedure for creating a General Plan is inclusive and serves as a proxy of public consensus. To ensure the inclusion of public opinion, a lengthy/comprehensive public input process is necessary. In January of 2002, the City of Logan began the public involvement process of the General Plan Update. During the next two years over 1,000 stakeholders participated in the community-wide survey conducted by Dan Jones and Associates, Inc., the Growth Challenge, the Transportation Challenge, the “sticky note” workshops, and/or numerous other public meetings held to gather General Plan feedback.

“Sticky Note” Interest Groups

In order to solicit public input the Community Development Department organized 25 interest groups. These groups drew over 300 participants and represent a full spectrum of the city’s populous. Groups were formed to represent Logan’s neighborhoods, City departments, developers, the environment, economic development, education, business, and other special interest groups (Table 1-3). These interest groups prioritized community issues and goals to help guide the formation of the City’s General Plan. A written survey was also administered at this public forum.

General Plan Process

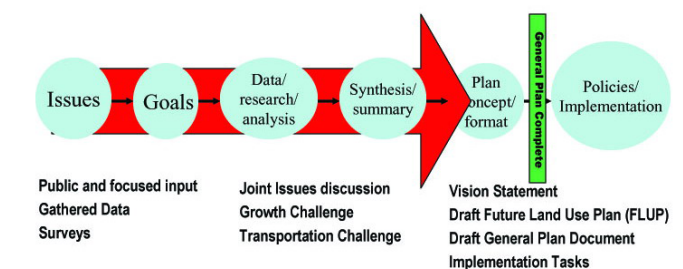


Figure 1-4: The General Planning Process

The “Growth Challenge” Chip Game

The chip game was an extensive public process. It involved over 150 people who used chips to distributed 33,000 future residents and 24,000 new jobs. During the games participants received chip pieces representing varied land uses and densities which were thoughtfully placed on maps of the existing and future city. Prior to starting each game, there was a presentation on the attributes of smart growth and sustainable development practices. Participants produced 28 different land use maps which were combined to create a final consensus map. Much dialog occurred within groups to arrive at compromise and agreement. The planning staff incorporated the ideas from all participants arriving at a true consensus based on a sophisticated computer model. The game helped gage how Logan’s citizens wanted the municipal landscape to take shape over a 50 year horizon. This gaming process helped the City understand participants concerns for critical lands, redevelopment, infill development, transportation plans, and future land use.

The Public Opinion Survey

To gather additional public input, a public opinion survey was designed and conducted. Complied by Dan Jones and Associates, Inc., the survey was used to summarize citizen’s attitudes about future development and the City’s current characteristics. A copy of the public opinion survey and condensed results are located in Appendix I. The 400 citizens/participants varied in income level, age, and background. Based on the sample size, the random survey represented 95 percent of the Logan population. The survey included information on neighborhood preferences, historic preservation, natural resources, and transportation.

1.4.2 Future Amendments/ Updates

The General Plan has a 50 year horizon. The planning process involved extensive effort to ensure the comprehensive nature of the plan. New, unforeseen objectives may arise as the goals and needs of the community change. The Planning Commission and Municipal Council must make periodic reviews, updates, and refinements of the General Plan to ensure its continued viability.

Two processes are available to modify the General Plan: the amendment and the update. An amendment is a revision and allows minor changes to the text and content of the Plan. An amendment requires public noticing, public hearing, and an administrative review. An amendment involves changes in the intent, policies, or direction of the General Plan. The General Plan may only be amended three times per year. An update is a major change in content or direction and necessitates public involvement similar to the public polling and participation process undertaken for this plan.

Every five years following the last update or update analysis, the Plan should be analyzed by staff and the Planning Commission. This analysis may produce three options: no revision, an amendment, or an update. An amendment may be initiated by any citizen, property owner, or city official or personnel. The scope and need for an update of the General Plan is determined by the planning staff. The authority to amend or update the General Plan is given to the Planning Commission for approval

and recommendation to the Municipal Council. The Municipal Council adopts the General Plan through its legislative authority.

1.5 HOW TO USE THE GENERAL PLAN

The General Plan helps facilitate both technical and political coordination in community development. While it is a general document, it can be used in specific ways by all city staff. First, and perhaps foremost, it provides staff with a vision of public desires. As such, the General Plan represents the public interest. Second, it contains technical research necessary to develop codes and it is most useful in the daily operation of the planning staff.

A General Plan is used by the City staff to:

- Establish a vision and direction for all departmental decisions
- Establish the baseline for all City of Logan administrative decisions
- Guide economic development and priorities for new business promotion
- Delineate future land use and provide the basis for plan implementation through zoning, subdivision regulations, and building codes
- Provide criteria to evaluate development proposals
- Outline the scope of capital improvements
- Make grant applications (many grants require consistency with the General Plan)
- Guide drafting of other policy documents
- Provide day-to-day guidance and reference for staff working with citizens, businesses, and developers

1.5.1 Goals, Policies, Directives, and Actions

The General Plan provides a vivid picture of what the City should look like and how it will grow. Then it takes the vivid picture and translates it into methods to achieve the vision. To do this, the Plan stipulates policies, goals, actions, and directives. The following definitions are important in the review of the General Plan:

1. **Goals** are general statements that represent big picture desires, i.e. the city will strive for quality development.
2. **Policies** are general statements that indicate what the city would like to achieve, i.e. all development will be quality development.
3. **Directives** indicate the actual measurable target, i.e. the must ensure that all developments will install and establish street trees in the public parkstrip at 30 foot spacing.
4. **Actions** are processes used to achieve goals, i.e. the city should establish and use a design review committee to advocate quality design and to review all development proposals.



Figure 1-5: A class of fifth graders explaining how the city should be planned and what the components of a good neighborhood should be.

TABLE 1-1: “STICKY NOTE” INTEREST GROUPS	
1. Adams Neighborhood	14. South Cities
2. Benson/College Ward	15. USU/Neighborhood
3. Cache Community Connection	16. Wilson Neighborhood
4. Comprehensive Interest Group	17. Woodruff Neighborhood
5. Economic Development	18. Youth City Council
6. Ellis Neighborhood	19. Parks/Recreation/Trails
7. Developers	20. Fire Department
8. Environment	21. Police Department
9. Hillcrest Neighborhood	22. Public Works
10. Landlords/Renters	23. Administrative Services
11. North Cities	24. Environmental Health Division
12. Neighborhood Non-Profit Org.	25. Light and Power Department
13. Senior Citizens	

TABLE 1-2: OPINIONS EXTRACTED FROM THE PUBLIC OPINION SURVEY RESULTS	
1. Transportation most needed improvement	
2. People here for jobs, USU, and family	
3. More transportation choices	
4. Grow internally where services exist	
5. Infill to accommodate growth	
6. Open space and appearance priority	
7. Important to preserve historic resources	
8. Neighborhoods want walking, home maintenance, trees, and close parks and schools	
9. 94% say planning is solution to problems	
10. 80% say more regulations for quality	

TABLE 1-3: TOP “STICKY NOTE” PRIORITIES IDENTIFIED	
1. Transportation	7. Environment
2. Quality of Life	8. Downtown
3. Economic Development	9. Growth
4. Parks and Recreation	10. Services
5. Government	11. Schools
6. Safety	12. Neighborhoods



Figure 1-6: Chip game being played at one of the public work sessions.

Some goals, policies, actions, and directives relate to specific elements of the General Plan. Others are overarching, that is, they apply to the whole General Plan. These are listed below:

GENERAL PLAN GOALS

1. Encourage mixed-use zones.
2. Protect agricultural land and green/open space.
3. Continue to promote community-wide and diverse cultural events throughout Logan that support positive intercultural relations.
4. Maintain Logan’s traditional atmosphere.
5. Prevent neighborhood deterioration and restore neighborhood vitality.
6. Promote beautification and improve the City’s overall cleanliness.
7. Improve accessibility throughout the City.
8. Support educational opportunities for all ages.
9. Revitalize Logan’s downtown.

GENERAL PLAN POLICIES

1. Create a planning system in which growth contributes positively to the quality of life in Logan.
2. Maintain current public safety levels and reduce the crime rate.
3. Improve the appearance of area and city-originated signs.
4. Avoid encroaching on rural land to ensure continued town separation.
5. Permit the continuation of legally existing, non-conforming land uses and buildings, but encourage transition to conforming uses whenever feasible.
6. Distribute, fairly, the cost of new transportation improvements.
7. Ensure a diversity of housing choices to guarantee the needs of Logan’s citizens are met including promoting additional affordable housing options throughout Logan.
8. Improve parking in the central business district and strive to improve the appearance of the “conventional” parking area.
9. Concerning the General Plan:
 - a. All land use policies adopted by the City must be consistent with the General Plan.
 - b. All departmental master plans must be consistent with the General Plan.
 - c. All capital improvement projects must be consistent with the General Plan.
 - d. The General Plan may only be amended three times per year.
 - e. Every five years following the last update or update analysis, the Plan should be analyzed by staff and the Planning Commission.

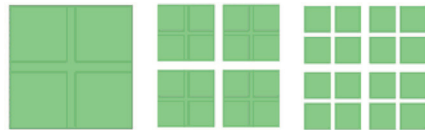
GENERAL PLAN DIRECTIVES

1. Develop municipal codes and methods to manage new growth which:
 - a. Efficiently employ existing land resources and encourage reuse of existing buildings.
 - b. Incentivize development within the current municipal boundaries.
 - c. Conserve agricultural and other critical lands.
2. Enhance design review standards for quality growth with emphasis on:
 - a. Aesthetic development review.
 - b. A streamlined review process.
3. Formally adopt a “consistency policy” that requires that zoning, capital improvements, departmental master plans, and other documents guiding land use decisions be consistent with the General Plan. If inconsistencies exist, either departmental documents or the General Plan must be brought into conformity.

GENERAL PLAN ACTIONS

1. Create higher property maintenance standards.
2. Revitalize Logan’s downtown by:
 - a. Improving access to downtown with mass transit, walks, and bikes.
 - b. Enhancing aesthetic quality, preserving historic features.
 - c. Developing a pedestrian friendly streetscape.
 - d. Allowing market demand to determine project priorities
 - e. Increasing residential uses.
 - f. Improving parking management and capacity.
3. Preserve and restore neighborhoods
 - a. Provide financial incentives to attract new families to settle in Logan
 - b. Ensure that all residential streets are “complete streets” with attractive and well maintained pavement, curbs, gutters, parkstrips with street trees, sidewalks, and bike lanes (where designated).
 - c. Enforce occupancy limits, parking regulations, and and encourage front yard maintenance.
4. Protect Logan’s traditional atmosphere by:
 - a. Planting new street trees throughout the city.
 - b. Conserving agricultural land within Logan’s area of influence.
 - c. Preserving historical sites.
 - d. Maintaining the surrounding views.
 - e. Keeping community buffers.
 - f. Restoring the grid system of streets, walks, and shady front yards.
5. Improve Logan’s accessibility by:
 - a. Improving pedestrian streetscape.
 - b. Adding sidewalks and trails.
 - c. Expanding transportation options.
6. Improve the City’s cleanliness, by:
 - a. Removing blighted areas.
 - b. Raising citizen and merchant awareness
 - c. Upgrading landscape maintenance on public and private lands.

2.1 INTRODUCTION



The Foundation Statement is the foundation of the General Plan. It is a summary of the principles derived from the General Plan participatory planning process. This foundation for the General Plan has been built over the last 4 years with the assistance of more than 1,000 stakeholders who participated in numerous Sticky Note Workshops, The Growth Challenge, A Public Opinion Survey, The Transportation Challenge, and many other public meetings held to receive feedback and to build a consensus for the future of Logan. As a result, the Foundation Statement is a reflection of the underlying community philosophy on growth, community sustainability, land use objectives, and the physical framework to guide development.

2.2 BACKGROUND

For more than 125 years the City of Logan has been the center of economic strength for Cache Valley and the larger region. All roads lead to Logan; literally and figuratively. The last decade has seen unprecedented commercial and industrial growth—not just in Logan but also in the surrounding communities. Today, Logan still remains the crossroads of Cache Valley for jobs, shopping, and education. And yet, the City of Logan is now at its own crossroad—bounded by smaller adjacent cities, in a relatively short time Logan will have used up the vacant, developable land within its current boundary. Having the capacity for continued growth of commercial and residential development is vital to any community in order to prevent stagnation and decline. Growth is change and positive change must be fostered by community leaders. To assure the long-term sustainability of Logan's economy we must develop new plans for growth—to efficiently utilize our current inventory of undeveloped land, to expand intelligently into the remaining available land adjacent to the city, and in so doing, to carefully, manage our critical natural, cultural, and physical resources. This General Plan establishes a course to produce more efficient infrastructure, to maintain a healthy economy, to conserve resources and open space, and to provide greater housing choices through the application of quality traditional design principles. Quality redevelopment and reuse of land and resources will be the theme for appropriate management of growth. Plans will be forged that will produce enduring quality growth.

2.3 GROWTH – NECESSARY REALITY AND POSITIVE OPPORTUNITY

Since 1890 the City of Logan has doubled in population approximately every 35 years. Today, each year brings more than 900 new residents accommodated by 300 new homes and 600 new jobs. Within Cache County, Logan is home to half of the population, home to 80 percent of the jobs and industry, and home to Utah State University and many other major destinations for valley and regional populations. This concentration of vital community activity is what keeps people moving to, staying, and coming back to Logan. This is an accomplishment that should not be ignored. The entire valley remains a better place to live because there is a focus of business, industry, entertainment, and shopping in Logan.

That is not to say that Logan stands alone. Cache Valley also contributes much to the beautiful character of the region that is enjoyed by all. Logan and the rest of Cache Valley must work together to maintain all the attributes that contribute to a desirable, sustainable valley-wide community. This will be accomplished by managing positive, quality growth. The future of Logan and the Valley will improve when managed change is embraced.

The General Plan focuses on those elements over which Logan has some control and influence. The instruments of change that will have the most enduring, positive effect are:

- An over arching goal that all development will enhance the character of our city and its desirability as a place to call home.
- An enduring insistence on quality development.
- Redevelopment of under utilized property to create new neighborhoods where people live, work, shop, and play.
- Housing choices that promote diversity, encourage compactness, and meet federal and state standards of affordable housing. Funds will be available to entice affordable housing in urban areas of the City, particularly downtown.
- Transportation choices with greater emphasis on walking, biking, and mass transit.

These new tools will help to maintain the momentum for growth within the City and will help prevent sprawling growth from covering our countryside.

The direction established for residential growth in the last 10 years was to provide more opportunities for ownership of homes increasing the percentage of owner occupied housing. This direction should continue. However, with a near depleted residential land base, large



Figure 2-1: The General Plan will help ensure the City maintains a high quality of life.

To assure community sustainability, we must efficiently use undeveloped land and intelligently expand into new land adjacent to the City. In doing so, the City must carefully manage critical natural, cultural, and physical resources.



Figure 2-2: Valley-Wide cooperation is necessary for municipal success.



Figure 2-3: Preserving and growing a vital economy is essential.

lot single family development will not meet this goal. New projects should encourage more efficient use of the remaining land. Approaches new to the valley must be developed to attract a greater proportion of home ownership. More compact, higher quality housing, elderly housing, and housing closer to jobs, services, and amenities will prove to achieve this goal. Affordable housing will also make these new standards consistent with the affordable housing goals.

Residential areas should contain a variety of residential housing types, densities, amenities, and activities which support a viable neighborhood. This strategy will ensure balance, diversity, and a more sustainable residential community.

The City has an obligation to be neighborly and to assist whenever possible. The City has acquired expertise and knowledge that should be shared to benefit other municipalities. There is a strong tradition of leadership within Logan evidenced by the many municipal services provided to the other municipalities and Cache County. The City has developed these services, reduced redundancy, and served other communities. Additional expertise can be shared with the valley by demonstrating better ways to grow and better ways to live. This will be done by assuming our responsibility to manage our own growth; by building better development projects, by conserving community resources, and by demonstrating to our neighbors that change can be a good thing. Growth can produce quality and this should be an endless pursuit.

2.4 CHOICE – COMMUNITY OPPORTUNITY

Community vitality is largely defined by the magnitude of choices available to its citizens. Greater choices increase freedom and quality of life. Increased choice in housing types, quality, and cost allow more people to make better choices to meet their housing needs. As people move about the community, a range of transportation options create long-term, sustainable benefits. Citizens and visitors will be supported in their efforts to conserve personal resources, improve air quality and health, and reduce congestion. Recreational opportunity and enjoyment is increased as citizens have more choices about the type, location, cost, and pace of activities unique to their needs. The culture of the community is lifted when greater opportunities are available to participate in a broader range of cultural activities. Choice is critical to the quality of life in the City of Logan.

2.5 GUIDING PRINCIPLES

Our vision for Logan is an idyllic place to live where families can raise children in beautiful neighborhood surroundings with opportunities for association, friendship, and learning; where people want to stay and contribute to the betterment of all people who live here; where every neighborhood is beautiful, well kept, and provides for the intermingling of family, avoiding deterioration in any area; and a place where a person or family, once established in a neighborhood, can be happy remaining

through all phases of life. Our vision for Logan is a progressive community which maintains its hometown atmosphere. Our vision for Logan is one where, business, industry, and residential development are accomplished with quality and consideration for the entire community. We should foster an atmosphere where citizens, property owners, and developers alike, are caught-up in the same vision for a better community. Our vision for Logan is a gathering place where all people can join together in a full range of community activities. Our vision is the best place in the world to live, Logan, Utah.

In support of this vision, the City of Logan embraces the Utah Quality Growth Principles adopted by the Utah Quality Growth Commission and espoused by the Envision Utah Process. The City also proposes to accept the Smart Growth Principles promoted by the American Planning Association as they have been adapted to uniquely apply to the City of Logan. These principles, the core of the General Plan, will guide growth and development of the City of Logan.

Community sustainability is the wise use and reuse of community resources to ensure that the City of Logan can maintain the health, safety, welfare, and community character of Logan far into the future. It is our belief that adherence to these principles will create a community capable of sustaining life, work, play, and commerce for many generations. Community sustainability also restores community character in areas where it has been compromised.

In contrast to prevalent development practices, quality growth promotes a larger share of regional growth to occur within central cities, urbanized areas, inner suburbs, and areas that are already served by infrastructure. This greatly reduces the proportion of growth that encroaches into existing farmlands and in environmentally/culturally sensitive areas. Smart growth principles are epitomized by developments that are compact, transit accessible, and pedestrian-oriented. Smart growth reuses land and ensures that infill development is compatible with neighborhood character. New development areas should be planned and implemented according to these principles that ensure quality growth. All levels of government, including all other municipalities in the valley, must coordinate efforts to manage growth, conserve resources, and maintain cost efficient infrastructure. Local policies must support urban investment, compact development, and land conservation.

The following assumptions underlie the quality growth principles of the City of Logan:

- Quality of life is important to those that live, work, play, and shop in Logan.
- Growth creates challenges and opportunities.
- Private property and other individual rights will be respected.
- Free market forces should be employed to address community growth and development challenges.
- Citizens value the unique character of Logan and its desirability as a place to call home.

2.6 THE LOGAN QUALITY GROWTH PRINCIPLES:

2.6.1 A Valley-Wide View of Community

The City of Logan is responsible for planning and land use decisions within our own jurisdiction. However, we must coordinate and cooperate with other municipalities, in their like responsibilities, to foster mutual benefits within the entire valley. The City of Logan recognizes the interdependence of neighborhoods and municipalities throughout the entire Cache Valley region. We will promote balanced, integrated development achieved through county and municipal planning coordination. One size does not fit all. We affirm that each municipality in the valley must develop its own approach to land use planning while at the same time integrating individual plans with Cache County, other municipalities, and private and non-profit entities. This may require a significant change in perspective and culture, but we are willing to do our part to bring about such changes in order to obtain the results of quality and sustainable growth.

2.6.2 Distinctive Character

Logan and Cache Valley have very distinctive characters that are recognized and revered by residents and visitors alike. This character is largely defined by our geography, buildings, natural features, climate, culture, historical resources, and natural environment. A loss or significant modification of these character builders results in a degradation of the community's quality and uniqueness. Design and development of new facilities and projects must incorporate the distinctive character of the city, the neighborhood, and its surroundings. See Section 6, Resource Sustainability and Section 8, Community Design for more particulars on the resources which form the distinctive character of Logan.

2.6.3 Healthy Life

A healthy life is a balance of physical and mental well being. Logan City is committed to promoting a healthy life for Logan residents by fostering an environment where people are safe, free from hazards to health, and where opportunity abounds for physical activity and enjoyment of the community. Parks, recreation, and open space are vital components of a healthy community. The lives of citizens are enhanced by access to parks and recreational facilities. Open space and public space should be provided for the benefit of all citizens. A broad selection of choices must also abound for citizens to experience cultural, historical, and social enrichment.

2.6.4 Vital Economy

The City of Logan has sustained itself for many years with a viable economy. This has occurred because the City is the regional center for jobs, industry, and shopping. The City must ensure that it can continue to provide a substantial share of jobs and services for its citizens. Our existing commercial and residential areas will deteriorate

if people no longer desire to live and work there. A vital city economy is essential to preserve and sustain quality residential neighborhoods, shopping, and jobs for a growing population.

2.6.5 Efficient Infrastructure

The City and the private sector will both benefit from development that promotes efficient use of infrastructure, water, and energy resources. Compact development, infill development, redevelopment, and the adaptive re-use of existing buildings will result in efficient utilization of land resources and more sustainable urban areas. Efficient use of public and private infrastructure starts with creating neighborhoods that take advantage of (and upgrade if necessary) existing infrastructure. In areas of new growth, roads, sewer, water, schools, and other infrastructure must be planned with comprehensive growth and investment strategies. Cooperation with the county and municipalities is required for large infrastructure investment to avoid inefficiency and redundancy.

2.6.6 Transportation Choices

We recognize that the quality of the City is largely determined by the number of choices we have to get from place to place. We further realize that walking with comfort and safety within the City is a measure of quality of life. The City of Logan promotes a balance of multi-modal transportation systems that result in increased transportation choices. To accomplish this we must provide more mass transit, bicycle, and walking choices. While safe and efficient movement of people and goods is vital to the success of this community, land use and transportation planning must be integrated to accommodate both pedestrians and vehicles in a safe, pleasant environment. Transportation development must also be pedestrian-friendly. All forms of transportation must be reliable, efficient, and user-friendly, providing full access by all segments of the population to housing, employment, education, community, and human services.

2.6.7 Housing Choices

Housing choices, including homes affordable to a range of incomes, are quality of life priorities. All levels of government need to work with the private sector to encourage an optimal mix. The City will ensure a greater mix of housing types in residential areas of the community. New mixed-use developments will include quality housing, varied by type and price, integrated with shopping, schools, community facilities, and jobs. Thoughtful architectural designs compatible with the existing neighborhood context and quality construction contribute to successful compact, mixed-use development. These factors also promote privacy, safety, and visual coherency.

2.6.8 Conserve Resources

The public sector, private sector, and individuals should cooperate to protect and conserve water, air, energy, sensitive lands, important agricultural lands, and historical, and cultural resources. Conserving critical resources will protect the natural



Figure 2-4: Water-wise landscapes can add quality to the community while conserving resources.



Figure 2-5: Development must appropriately marry the natural environment and man made elements.



Figure 2-6: Agriculture is one of the city's significant peripheral resources.



Figure 2-7: Rural open space is an irreducible quality of the City and the Valley.

environment that sustains life and enjoyment. They will ensure the integration of ecological systems and natural open space into the fabric of development. One of our critical resources is the excellent air quality that we enjoy most of the year. However, we must become very serious about managing air quality by taking actions today which will sustain breathable air in the future. Reduced vehicle miles and fuel consumption, more walking, more biking, and more dependence on mass transit are imminently critical. Resource conservation will encourage innovative storm water management. New resource conservation practices will be less consumptive and more protective of natural resources. Conservation can maintain or improve air quality and enhance water quality and quantity for future generations. Energy conservation results in a more sustainable community. New building practices can reduce natural resource consumption in the design, construction, and operation of buildings. Water conservation is a necessity and a major emphasis of City policy. Water conserving landscapes should become the practice for installation and retrofitting of landscapes throughout the city. The appearance of green landscapes is an important quality of the community. Natural green landscapes should be promoted. Manicured green landscapes should only be used to create a green image in highly visible areas that have a significant community purpose. All green areas should be designed with highly efficient irrigation systems to conserve water. The most effective method to create a green community is through disciplined installation and care of street trees. The public streets and entrances to the city should be dominated by green street trees and the shady oasis they produce.

2.6.9 Diverse and Equitable Access to Government Decision-Making

The City will have planning processes and regulations that promote diversity of housing types and quality growth principles. All planning processes, as well as the distribution of resources, must be inclusive. A diversity of voices must be included in community planning and implementation. Citizen participation will be promoted in all aspects of the planning process and at every level of city government. Appropriate citizen participation ensures that planning outcomes are equitable and based on collective decision-making. Planning processes must involve comprehensive strategies that engage meaningful citizen participation and find common ground for decision-making.

2.6.10 Central City Vitality

All government agencies and the private sector should reinvest in the existing urban center, particularly downtown, to re-use former commercial, industrial, and residential sites; to adapt older buildings for new development; and to bring quality/compatible new development to deteriorated and disadvantaged properties.

2.7 THE NEIGHBORHOODS OF THE CITY

We believe that the viability of a community is strongly dependent on families and youth. We need youth to live in all of our neighborhoods. We must do what we can to make them places where children desire to return to raise their families. Young parents today want the same for their children that they had, namely, homes and neighborhoods where they can have a sand pile, a trampoline, and a place to throw a ball, where there are other children and youth the same age to associate and play with. This is difficult to accomplish within a city that is essentially built out, but young families will continue to migrate away from the city when they can find a home on a lot with these amenities outside of Logan. Growth can occur by creating more small households or by allowing for the increase in the size of existing households. Neighborhood diversity is often interpreted as affordable housing or multi-family units, but the definition of neighborhood diversity should be broadened to include a full range of homes from large with expansive yards to small homes with very efficient shared open space. This will result in a neighborhood that is truly diverse and which caters to a broad range of income strata and family make-up. Residential development in the city should provide a broad range of housing types and sizes.

“New families must make old neighborhoods their new homes”

Existing neighborhoods should remain stable by ensuring that owners have housing options within their neighborhood that can meet their changing needs. Many neighborhoods now have a mix of owner occupied and rental housing. They contain a diverse balance of ages, incomes, backgrounds, and lifestyles. Most neighborhoods are stable and people coexist relatively well. An increase in rentals in these neighborhoods causes more homeowners to leave and will destabilize the existing population. Neighborhood deterioration will result. Many homeowners remain in these neighborhoods because they like where they live and they want to stay. Citizens should have the ability to choose to remain in their neighborhood throughout all phases of life. New growth on infill land must ensure quality developments that prove to be an improvement in design and construction and increase the portion of owner occupied dwellings.

New families must be attracted to make older neighborhoods their new homes. They must be convinced that these neighborhoods will be good places for their children to grow up. They must trust that their children can play safely in their surroundings and be able to walk to and from a good school. They must be able to trust that investment in older homes will make financial sense. A new atmosphere of neighborhood improvement must be restored to every neighborhood. This will not be accomplished overnight, but will require an enduring and long-term effort by citizens



Figure 2-8: Maintaining Logan’s ‘distinctive character’ will ensure it is a place people want to live.

and city officials to restore neighborhood vitality. Many larger communities have been down this same road of neighborhood aging. They have seen significant neighborhood deterioration. There are solutions. The key to progress is that city officials must be committed to a long and sustained drive for neighborhood revitalization.

Sustaining quality neighborhoods requires enduring commitment and continuity by citizens, elected officials, and staff. Cities which have protected their neighborhoods from deterioration have disallowed encroachment of offending uses over a long period of time. Logan, like some other college towns, has allowed some neighborhoods to evolve into a mixture of residential densities and uses. Erosion of the single family residential base has followed. Restoring these neighborhoods is complicated and costly, but must be done to ensure vitality of neighborhoods.

Positive changes in a neighborhood setting can be infectious. Facade changes, remodeling, landscaping, tree planting, and even holiday decorations enthusiastically installed on one person’s property often causes other surrounding properties to follow with their own efforts.

After many years of diligence, neighborhoods will, once again, have a healthy mixture of mature residents, growing families, and students attending Utah State University.

2.8 THE BUILDING BLOCKS OF THE CITY

The fabric of the community is composed of natural and man-made systems. The natural system is an ecological structure of people, water, air, soil, climate, plants, and animal life. The man-made systems are the collection of human activities, buildings, and infrastructure that is constructed by man. The combination of these systems creates the fabric of Logan. We believe that the fabric of Logan is good, and it can be even better if all systems are recognized as critical components of the community. These systems must be managed to preserve or enhance the quality of life valued by the citizens.

Nationally and regionally, over the last 50 years the trend in residential development has been toward cul-de-sacs (dead-end streets), longer blocks with fewer interconnecting streets, and designing roadways to optimize for traffic. Logan is fortunate to have avoided being ringed by decades of residential suburban sprawl. Many areas of the City can continue to grow within the distinguished, traditional block grid. This will result in a more sustainable transportation system, a better neighborhood environment, and a more walkable community. The City of Logan is committed to a return to the traditional system of square blocks with interconnecting streets and a streetscape dominated by walkways, street trees, and landscaping in front of homes and businesses. The return to traditional streetscapes will ensure that parking and pavement is not the dominant feature in front yards. Reinstatement of the grid blocks will greatly enhance emergency service access and way-finding throughout the city.

In order to accommodate new development patterns, an enhanced grid system will be used to reestablish the grid. The “building blocks of the city” will be composed of blocks, superblocks, and miniblocks. See 8.1.3 Building Block of the City.

2.9 ILLUSTRATED LONG-RANGE DEVELOPMENT PLAN

A extension of the General Plan will be an illustrated long-range development plan which will show the desired form and layout of the City over the next 50 years. This document will be a series of aerial sketches. It will be valuable for citizens to visualize what the city will look like in the future. It will prove to be valuable to developers to help them visualize the expectations of the city. It will differ from the General Plan’s Future Land Use Plan which shows the classification of future uses on the land. The Illustrated Buildout Design will illustrate existing and new development areas with roads, parking, buildings, open space, recreation facilities, preservation areas, street trees, other amenities, and long range transportation systems. This plan will not dictate the actual design of any one project, but will be a guide to the location of physical improvements and will establish the pattern to be developed in all neighborhoods and districts of the City. It is expected that necessity will require deviation in the plan over time. Experience has demonstrated that when a plan like this is used to guide the form of development, goals will be more fully achieved. To this end, the Illustrated Buildout Design will serve this community to realize, more precisely, the intent of the General Plan - the vision for our City.



Figure 2-9: New development can adapt to the older block framework of the city.



Figure 2-10: The illustrated long-range development plan will be a valuable tool to communicate the intent of the General Plan. This illustration was prepared for the redevelopment plan for the abandoned Stapleton Airport of 6000 acres.

One goal of future land use plan is to cast the City in a unified concept. In effect, future land use provides the guidelines that future development employs to fit that concept. A land use plan is traditionally composed of a map which communicates the geographic coverage of various land uses and a text definitions. Often, text definitions sufficiently communicate the ways in which development can fit future land use. In some cases however, a text description of future land use may not provide adequate detail. In this case, the Future Land Use Plan (FLUP) shows the extent of various land uses. Simulations and photographic examples of similar land uses become an effective and efficient way to convey the City's vision. The Future Land Use Plan includes simulations to convey the character the City desires in the Gateway, the Mixed Residential and the Mixed Use Retail land use. The FLUP differs from the zoning map, in that, the FLUP shows the preferred land uses far into the future, whereas, the Zoning Map shows the current zoning. Changes will be made in the zoning map over-time to ultimately appear the same as the FLUP.

3.1 KEY CONCEPTS:

1. The Future Land Use Plan (FLUP) shows new land use categories needed to accommodate long term community growth. The FLUP designates fifteen different land use categories
2. All development will be built around the traditional block pattern of Logan. New development will build new roads to continue the block grid. Redevelopment and infill will maintain the existing block system and where more roads, either private or public, are required the grid will be used in a more refined pattern as described in the transportation section.
3. Main Street will consist of primarily commercial uses with a town center located in the central portion of Logan.
4. Detached residential will surround this commercial area and industrial uses will be located on the perimeter of the town.
5. Public and recreational lands will be dispersed throughout the City to serve all of its residents.
6. Minimum and maximum residential densities are shown for each future residential land use. The middle of the range of densities will be used as the standard allowed density. The maximum density can only be achieved when a project demonstrates that exceptional quality and amenities accompany the project. Measurable incentives will be included in new ordinances which promise to ensure that when maximum density is achieved there will significant compensating improvements to the neighborhood and the city. For example: in the Detached Residential Land Use a range of 4 to 10 dwelling units per acre is shown. The standard "by right" density would be 5 dwelling units per acre. Ten dwelling units per acre may be allowed if amenities, common improvements, open space, and exceptional architecture have benefit to the neighborhood and larger community.

The land use districts are described in greater detail on the following pages.

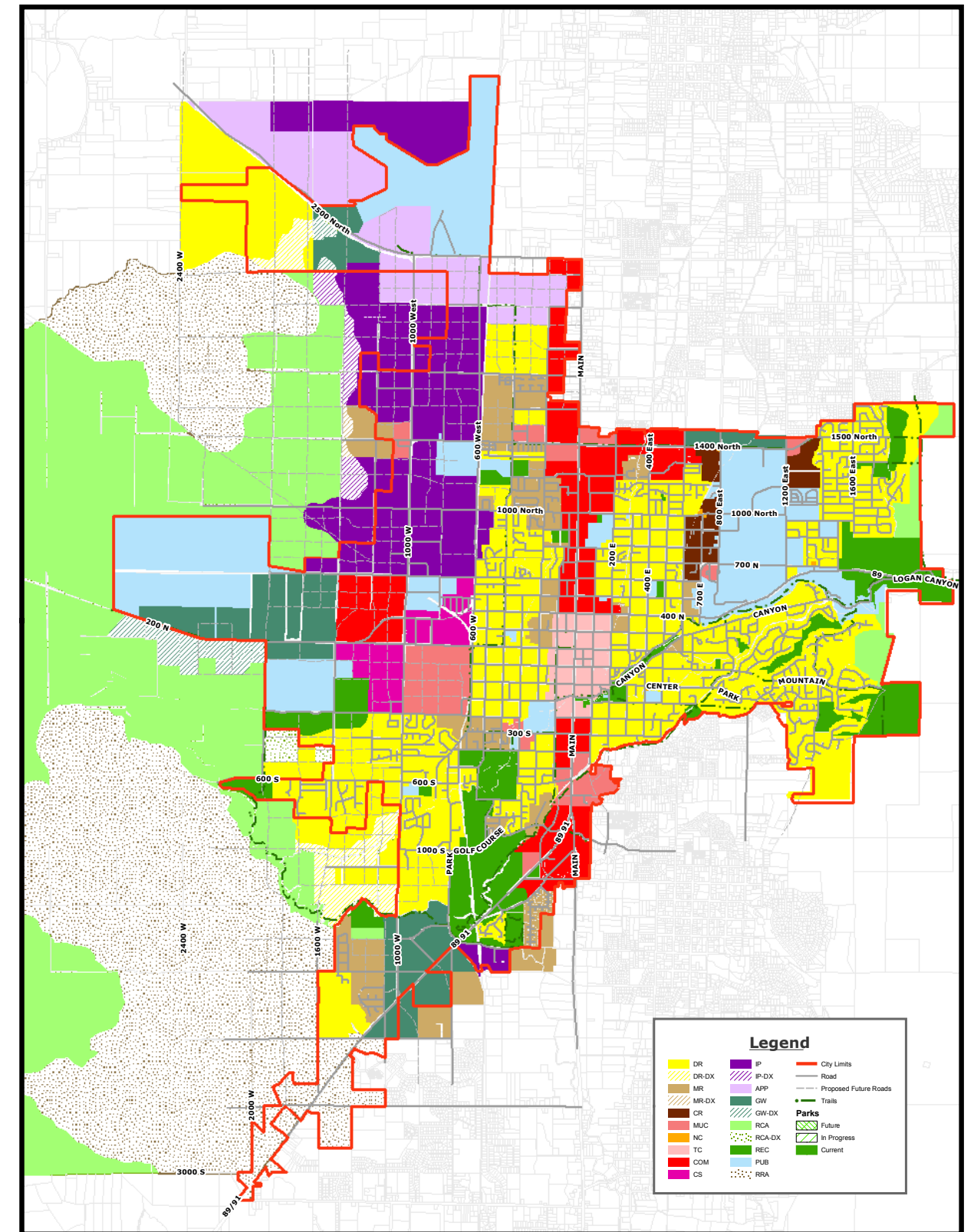


Figure 3-1: Future Land Use Plan (FLUP)

3.2 DR – DETACHED RESIDENTIAL

In areas designated Detached Residential (DR) all new development, whether infill between existing homes, replacement of existing homes or new development on vacant land, will be detached single-family structures. They may be developed at a density of 4 to 6 dwelling units per acre (net density). However, new housing innovation may be allowed if they maintain the intent of owner-occupancy and if they are part of a well-designed overall development that provides diversity within the project. These innovations must be clearly understood and codified in revisions to the Land Development Code. Within the allowed density range, compact lot design may be used to preserve open space, critical lands, and to avoid natural hazards.

While detached single-family homes will be the primary land use for this category, variety is very important. In order to create stable, diverse neighborhoods (as in the older existing neighborhoods of Logan) for new and infill development, it is desirable to have varied lot sizes and home sizes. Mixing these housing options will allow a variety of income levels and people with different backgrounds to live in the same neighborhood. A variety of housing options will allow families to remain in the neighborhood as they pass through different life stages (single, with children, empty nesters, and retired).

All new residential developments must create a traditional neighborhood character; that is, with the entrances of homes oriented towards public streets, garages setback behind the front façade of the home, and street trees and front porches that dominate the view down the street. Subdivision streets will be laid out similarly to the traditional lot/block pattern that is present in the older districts of Logan.

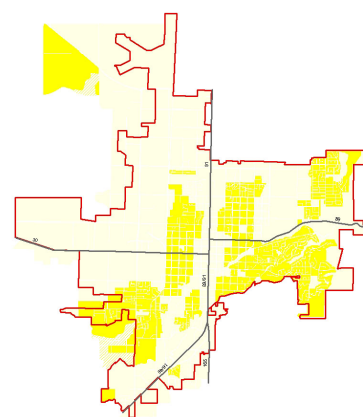
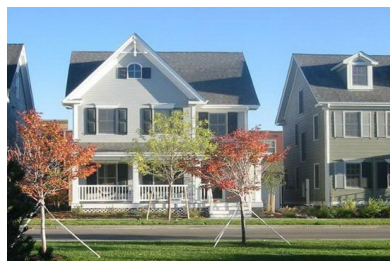


Figure 3-2: Detached Residential

3.2.1 Detached Residential Simulation

The simulations (below) were developed to show how development can attain the upper limits of density while maintaining the traditional detached residential character. The goal is to create stable yet diverse neighborhoods. There are two recommended development options for block residential infill: a green court option and a traditional porch front option. Each option maintains porches orientated toward a public space with a fair amount of trees. Each has some variety in lot sizes, structure sizes, and types.



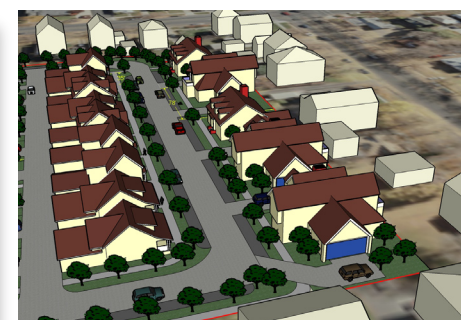
Original Site



Detached Residential Green Court Infill



Detached Residential: Traditional Neighborhood Development #1



Detached Residential: Traditional Neighborhood Development #2

Figure 3-3: Detached Residential Simulation

3.3 MR – MIXED RESIDENTIAL

Mixed Residential (MR) areas will provide a range of housing options for all stages of life and levels of income—including students, single adults, both young and mature families, and retirees. New developments will provide a diversity of housing types to meet these needs. MR areas are located near employment centers, service areas—allowing residents to be within walking distance of many services and/or employment centers—and where transportation choices are (or will be) available. This form of housing will contribute to efficient, sustainable development of the valley, which preserves the open lands surrounding Logan and minimizes traffic congestion.

Structures in this zone will range from small single-family homes to townhouses and apartments developed at 15-30 dwelling units per acre. All new and infill development will have a mix of housing types avoiding repetitious rows of the same size houses, same floor plans, and same lot size. All new residential developments must create a traditional neighborhood character with the entrances of homes oriented towards public streets, garages setback behind the front façade of the home, and street trees and front porches that dominate the view down the street. Subdivision streets will be laid out similarly to the traditional block pattern that is present in the older districts of Logan.

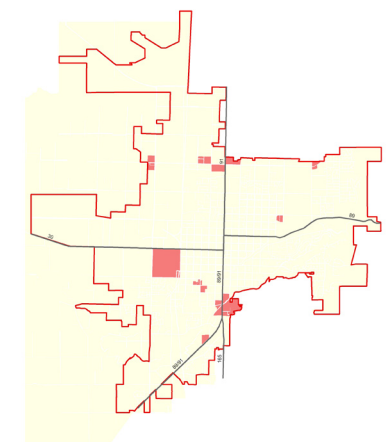


Figure 3-4: Mixed Residential

3.4 CR – CAMPUS RESIDENTIAL

Campus Residential (CR) areas are adjacent to the large educational and employment centers. This designation permits the highest density development in the city. The largest of the CR districts is located next to Utah State University where it is intended to relieve the student housing pressure on traditional single-family neighborhoods. CR can also be located near a large employment campus (such as the Icon/Hyclone area), to help provide employee housing.

CR developments may develop at a density over 30 and up to 50 dwelling units per acre. High quality building design and materials will be required as well as usable open space and adequate parking. Traditional design features such as building entrances that face the street, screened parking, street trees, and parking terraces will be associated with these developments.

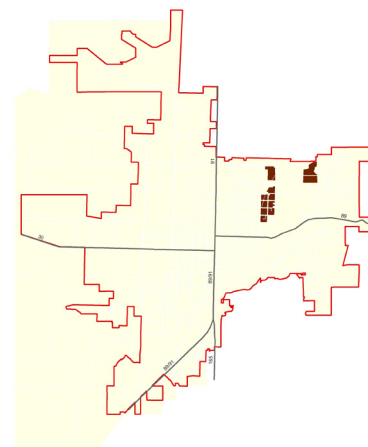
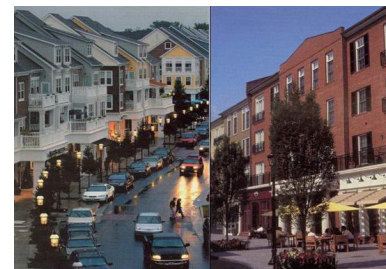
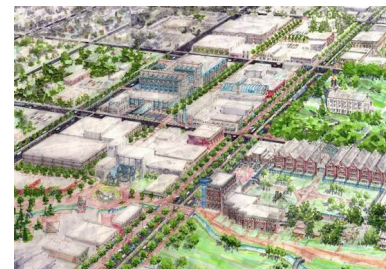


Figure 3-5: Campus Residential

3.5 TC – TOWN CENTER

The intent of the Town Center (TC) designation is to promote and compliment Logan's downtown, the area that contains the majority of the community's historic and cultural resources. In order to maintain the downtown as the central hub for both Logan and Cache Valley, the Town Center will have a mix of retail, office, residential, and civic uses in addition to entertainment and cultural activities. The Town Center will be developed according to the visioning document "The Future for Downtown Logan Plan" adopted in 2003. A specific and more detailed plan for the development of Downtown Logan should be completed to more fully guide improvements for the downtown.

In order to be the hub of the community, the Town Center will also include quality civic spaces that provide gathering places for the residents of Cache Valley. New buildings will be more than one story, constructed of traditional building materials, and will be designed to be architecturally complementary to the existing downtown historic structures. New (or renovation) projects that provide the greatest mix of complementary uses for the downtown will be given the highest priority in allocating community resources. Density in TC districts may range from 0-30 dwelling units per acre.



Credit: Patrick Schneider

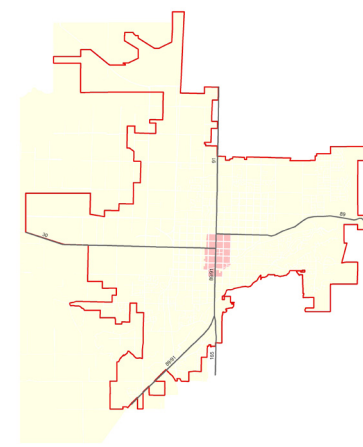


Figure 3-6: Town Center

3.6 COM – COMMERCIAL

The Commercial (COM) district will allow commercial development without a mandatory residential component. COM areas are intended to be for retail, service, and hospitality businesses that serve city-wide or regional populations. COM uses are located on high capacity roads and are served by mass transit. Residential development is encouraged so long as it is integrated into the design of the commercial project (not free standing residential structures). Multi-story buildings are encouraged to maximize the density of development. Residential development is encourage in the COM districts as an integral part of commercial develop when above retail or when designed to prevent a significant reduction in commercial development.

New, infill, and redevelopment projects will have buildings that meet high architectural standards, are constructed of quality building materials, and are laid out with an emphasis on pedestrian-orientation (i.e. connectivity and quality pedestrian ways) and with attractive landscapes that provide shade, interest, and screen the visual impacts of parking.

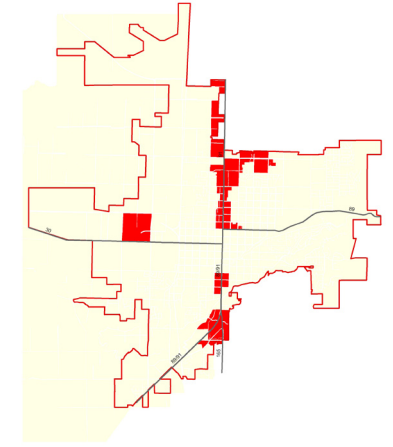
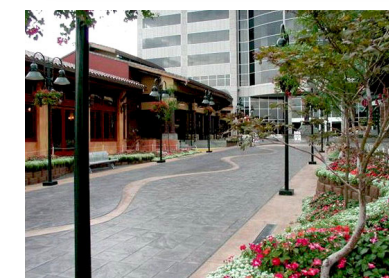


Figure 3-7: Commercial

3.7 MUC – MIXED USE CENTER

Mixed Use Centers (MUC) have concentrations of commercial and office uses—with residential uses integrated (MUC developments are required to have both residential and commercial components). Residential development is allowed with the range of 7 to 20 dwelling units per acre. Structures in MUC areas will typically be multi-story, with office and residential uses above commercial uses. MUC's are compact—designed for people to live, work, and play within a walkable center. Existing or future mass transit is also integrated into MUC centers, providing multiple options for transportation. The MUC district is intended to be somewhat self-sufficient—it provides its own customers to support commercial businesses—reducing dependence on drive-to traffic. As a result, MUC development will be pedestrian-oriented with an emphasis on quality urban design and landscaping. The MUC category can be applied to encourage the redevelopment of out dated, one-story shopping areas.

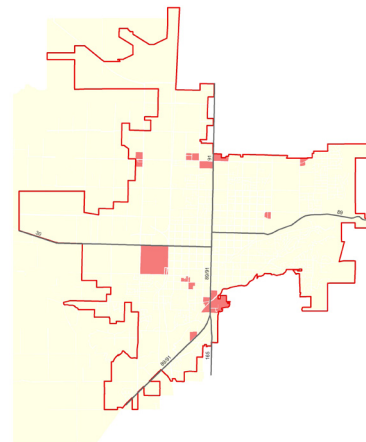


Figure 3-8: Mixed Use Center

3.3.1 Mixed Use Center Simulation (Campus)

Mixed use land use will take a few forms. This simulation conceptualizes future mixed use center in the vicinity of the campus. Design will be compact and pedestrian oriented. Rapid transit will serve these areas. Student oriented commercial will be encouraged, including coffee shops, book stores, and student services. Buildings will have minimal setbacks with subterranean parking or parking structures. Buildings in this area will generally be 2-3 stories, with ground floor retail.



Original Site



Mixed Use: Center (campus) #1



Mixed Use: Center (campus) #2

Figure 3-9: Mixed Use Center Simulation (Campus/Darwin Avenue Area)

3.3.2 Mixed Use Center Simulation (Strip)

In this area, a pedestrian environment will supplant many commercial strips. This simulation conceptualizes the City's desired transition to a mixed use land use in many retail auto-oriented commercial strips. Perhaps the largest departure from strip commercial is moving the buildings to the street with minimal setbacks. Parking will be located in the back of these centers with proper signage. The streetscape will be pedestrian focused, i.e. well marked pedestrian crossings. Facades will be continuous. Buildings in this area will generally be 2-3 stories, with ground floor retail.



Original Site



Mixed Use: Center (strip) #1



Mixed Use: Center (strip) #2



Mixed Use: Center (strip) #3



Mixed Use: Center (strip) #4

Figure 3-10: Mixed Use Center Simulation (400 North and 100 East)

3.8 GW – GATEWAY

The purpose of the Gateway (GW) designation is to develop quality highway entrances to the City. Gateways are important to the overall character of the City (“you never get a second chance to make a first impression”). Visitor-oriented commercial uses, corporate campuses, and recreation opportunities will be the primary uses found in the Gateways. Residential development will be permitted when incorporated into visitor-oriented commercial projects.

Gateways are characterized by attractive buildings with large setbacks from the primary roadway, highlighted by gracious landscapes or natural areas. Gateway development will preserve open spaces and vistas in order to reinforce the picturesque setting of Cache Valley. High quality site and building design are imperative to ensure Logan’s first impression as “a place you want to call home.”



Credit: USU Innovation Campus Master Plan

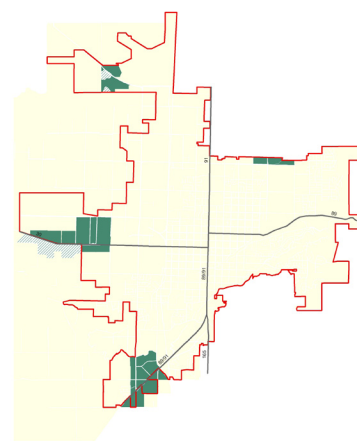


Figure 3-11: Gateway

3.8.1 Gateway Simulation

The Gateway simulation is intended to help express the vision described in the Gateway land use. The future land use will utilize large setbacks, with parking in the rear, the preservation of open vistas, the use of berms and walls, walkways, and landscaping. Controlled access is a theme in image three where the buildings are all accessed from one curb cut into the major arterial. High quality design is a focus in the Gateway land use. The welcome to Logan sign indicates the type of monument sign which will be used in this area.



Original Site



Gateway #1



Gateway #2

Figure 3-12: Gateway Simulation (Highway 89/91 and 1800 South)

3.9 NC – NEIGHBORHOOD CENTER

The designated Neighborhood Centers (NC) are currently providing a modest level of convenience-oriented commercial services to their surrounding neighborhoods. Additional Neighborhood Centers are permitted, provided they are comprised of low-intensity retail (and/or service) business that serves residents and employees within a five minute walk. Residential development is encouraged to develop in and adjacent to Neighborhood Centers so long as it is compatible with, and makes a smooth transition to, the surrounding neighborhood.

NC development will be pedestrian-oriented. They will create a traditional neighborhood character—with the entrances of structures facing public streets, minimal and screened parking and street trees that dominate the street scene.

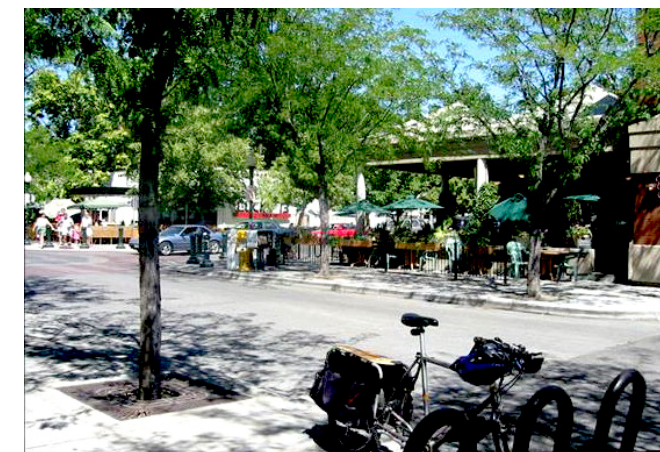
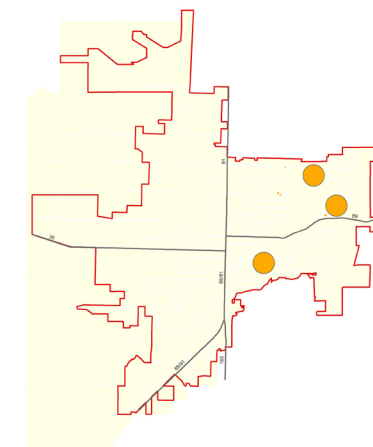


Figure 3-13: Neighborhood Center

3.10 CS – COMMERCIAL SERVICE

Commercial Service (CS) designations fill a need that is between Industrial and Commercial land uses. CS areas provide alternative locations for light manufacturing, or wholesale/warehouse uses and uses that support construction and manufacturing trades that are typically service oriented. Compared to COM or IP areas, CS uses will typically be smaller, will have higher quality site and building design, and will have a greater emphasis on landscaping. CS areas are not intended for residential development.

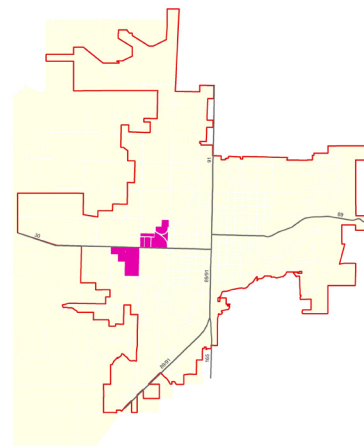


Figure 3-14: Commercial Service

3.11 IP - INDUSTRIAL PARK

Industrial Park (IP) areas support employment and production uses with related offices, services, and storage. IP-suited developments will typically have large, well-designed buildings and attractive landscaping (where viewed from public roads). Adjacent uses will be buffered from negative impacts (yard storage, heavy equipment, noise, lights) through site planning, screening, landscaping, and building design. IP areas are not intended for residential development.

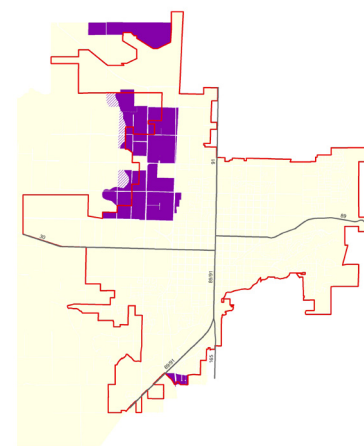
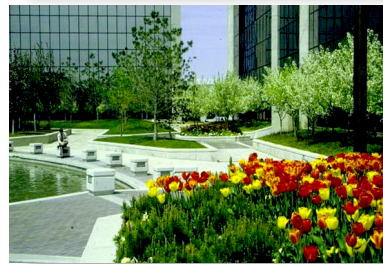


Figure 3-15: Industrial Park

3.12 AP – AIRPORT

The Airport (AP) district is specifically intended to promote the development and enhancement of the Logan Airport. The Airport Park is also a gateway (an opportunity for a “first impression”) to Logan, North Logan, and Utah State University and thus design quality is important in the AP area. The Airport Park includes business, research, and industrial activities and it forms a bridge between the Innovation Campus of Utah State University and the Airport. Uses in the AP designation include commercial uses that typically support airports (e.g. hotels, restaurants) as well as offices and industrial uses that typically require proximity to an airport. The Airport area will foster entrepreneurial business opportunities, research, and development. These districts are not intended for residential development, but some adjacent residential is appropriate.

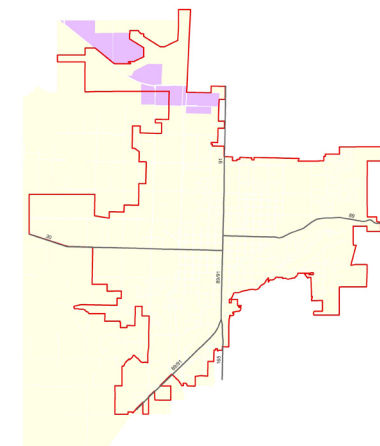


Figure 3-16: Airport

3.13 REC – RECREATION

Recreation (REC) lands are primarily recreation and park facilities. They are typically publicly-owned, but may also include privately owned recreation facilities such as campgrounds, golf courses, and RV parks (long-term residential use is prohibited). This district includes both active and passive recreation (ball fields as well as areas for walking and sitting). The REC designation is a companion district to the Gateway District in that future public open space in gateways may be designated Recreation.

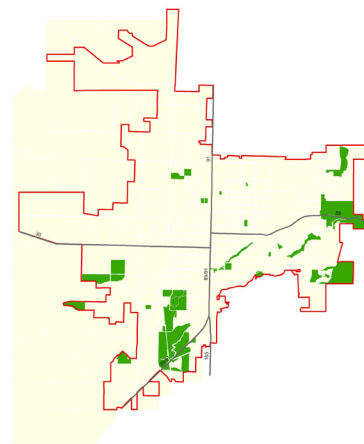


Figure 3-17: Recreation

3.14 PUB/USU – PUBLIC/UTAH STATE UNIVERSITY

The Public/USU designation is reserved for lands on which public facilities (schools, government offices, fires stations, etc.) are, or will be, located. This designation also includes the campus of Utah State University. Note that publicly-owned land that is permanently preserved for non-development uses (such as land conservation) is designated as RCA.

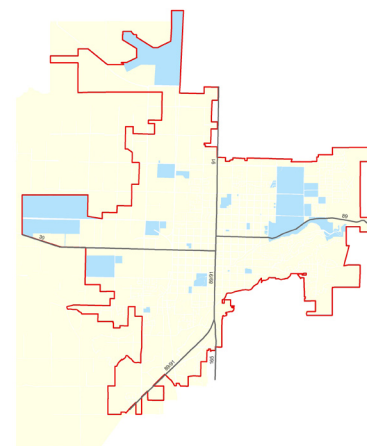


Figure 3-18: Public/Utah State University

3.15 RCA – RESOURCE CONSERVATION AREA

Resource Conservation Areas (RCA) are lands protected from development. The RCA includes highly productive agricultural lands, areas of high visual value (i.e. views and view corridors), and sensitive environmental resources. They are lands that give a unique identity to the areas as well as lands that support natural functions essential to the sustainability, health, safety, and welfare of our community. The City will take appropriate and feasible steps to preserve the Resource Conservation Area, including special zoning requirements, methods to purchase or transfer development rights, conservation easements, and the creation of special development standards.

Development in RCA's should be limited to no more than 1 dwelling unit per 20 acres unless it can be demonstrated that a higher density is consistent with the resource conservation in that particular area. Compact clusters of multiple homes will be encouraged to further maximize resource preservation.

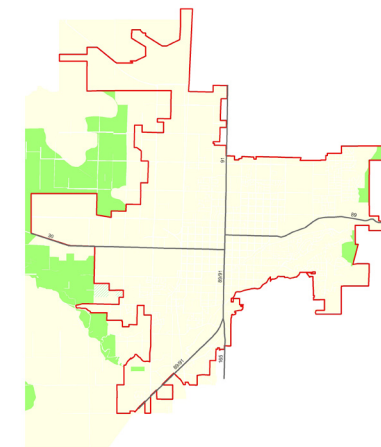


Figure 3-19: Resource Conservation Area

3.16 RRA – RURAL RESERVE AREA

The purpose of the Rural Reserve Area (RRA) is to provide a rural separation between the City of Logan and other incorporated communities. The RRA designation is placed on land located adjacent to Logan City in unincorporated Cache County that is suitable for low density development and which preserves significant portions in agricultural or open space use. Much of the land in this designation contains agricultural soils of state and national significance.

All development in this area will be required to preserve, to a large extent, the agricultural and natural character of this area. New residential development will be limited to 1 dwelling unit per 5 acres. All development must be clustered and will minimize impacts on existing agricultural and/or rural residential properties. Where this designation is adjacent to existing arterial roadways, vehicular access points will be extremely limited and development will be required to be clustered to preserve open space and away from total arterial frontage.

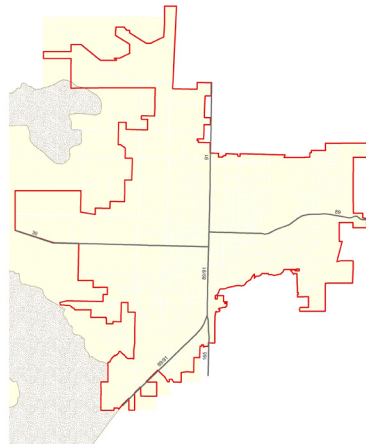


Figure 3-20: Rural Reserve Area

3.17 DX – DEVELOPMENT WITH EXEMPTION

As Logan grows, it will expand along the City's western boundary, from the northwest to the southwest. Some of these lands are sensitive lands which, without some action to modify, are undevelopable. Other portions could potentially be developed with the proper care (i.e. mitigating environmental impacts). Development Exemption for wetland areas (DX) are lands that must undergo the application of the exemption under section 404(f) of the Clean Water Act (CWA) in which wetlands are mitigated. Other exemptions are those sensitive lands as identified within the General Plan. In the Future Land Use Plan these lands are identified with a cross-hatch pattern.



Figure 3-21: Mitigation is necessary to avoid natural hazards and reduce environmental impact within the DX designation.

3.18 GF – DEVELOPMENT OF GREENFIELDS

Some larger undeveloped land areas (called greenfields) exist within the City and are development opportunities for the City to provide more complete neighborhood developments. Existing within these greenfield areas is the potential for the creation of viable and sustainable residential neighborhoods containing a mix of uses, housing densities and types catering only to the local neighborhoods. This could allow the creation of appropriately-scaled neighborhood centers. Allowing a mix of uses in these areas will prevent the proliferation of sprawling, identical subdivisions and reduce the impact of new development on infrastructure systems.

Elements crucial to the success and stability of neighborhood centers in greenfield areas are the allowance of a variety of housing choices and limited office and commercial uses, built at a scale and designed with recognition of the dominant detached residential character of the area.

Development of Greenfield areas with a mix of housing and uses is allowed as outlined with an overlay on the Future Land Use Map as "Greenfield Residential." It is the intent of the Plan that approval of developments within this area will be based on the merits of smaller, area-specific plans. Each property development plan can then be reviewed for compliance with the specific plan, existing topography, geography, contextual adaptation and design schemes. In no case may a plan proposal exceed the overall Greenfield Residential density of 8 units per acre.

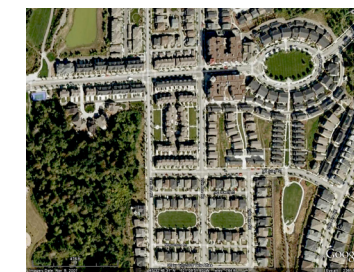


Figure 3-22: Examples of Greenfield Development where community resources have been preserved in concert with building new quality neighborhoods.

TABLE 3-1: LAND USE COMPARISONS					
	FUNCTIONS	DENSITY	USES	DESIGN CHARACTERISTICS	OTHER ATTRIBUTES
AIRPORT (AP)	<ul style="list-style-type: none"> ➔ Bridges (Innovation Campus and Airport) ➔ Gateway 		<ul style="list-style-type: none"> ➔ Commercial airport support (hotels, offices, restaurants, industrial uses) ➔ Offices ➔ Business ➔ Research ➔ Industrial 	<ul style="list-style-type: none"> ➔ High quality ➔ Landscaped setbacks ➔ Concealed parking ➔ Integration of natural amenities 	
COMMERCIAL (COM)	<ul style="list-style-type: none"> ➔ Regional Services 		<ul style="list-style-type: none"> ➔ Retail ➔ Services ➔ Hospitality 	<ul style="list-style-type: none"> ➔ Pedestrian-oriented ➔ Quality landscape ➔ Minimize visual parking impact ➔ No over parking 	<ul style="list-style-type: none"> ➔ Served by transit
COMMERCIAL SERVICES (CS)	<ul style="list-style-type: none"> ➔ Transition between commercial/ industrial 		<ul style="list-style-type: none"> ➔ Permitted (Commercial, Industrial) ➔ Typically (Service-oriented, light manufacturing, wholesale/warehouse, incubator/start-up business), smaller operations than IP or Com) 	<ul style="list-style-type: none"> ➔ High quality (landscape, building design, screened parking) 	
CAMPUS RESIDENTIAL (CR)	<ul style="list-style-type: none"> ➔ Housing (primarily student, other employee housing) 	<ul style="list-style-type: none"> ➔ Minimum density 30 du/ acre 	<ul style="list-style-type: none"> ➔ Residential 	<ul style="list-style-type: none"> ➔ Usable open space ➔ Vertical living ➔ Parking (Terraces, Screened) ➔ Streetscape (Street trees) 	
DETACHED RESIDENTIAL (DR)	<ul style="list-style-type: none"> ➔ Create stable, diverse neighbor-hoods 	<ul style="list-style-type: none"> ➔ Maximum density 6 du/ acre 	<ul style="list-style-type: none"> ➔ Residential 	<ul style="list-style-type: none"> ➔ Variety (in lot sizes, structure sizes, structure types) ➔ Preserve/Create traditional neighborhood character (oriented towards public streets, garages setback /behind home front, front porch) ➔ Streetscape (street trees) ➔ Subdivision design should mimic the traditional block layout ➔ Dwelling type (established neighborhoods; <i>only detached single family structures allowed, greenfield development; encourage clusterings, allow alternative owner occupied housing types allowable</i>) 	
GATEWAY (GW)	<ul style="list-style-type: none"> ➔ A place to call home 		<ul style="list-style-type: none"> ➔ Residential ➔ Visitor-oriented commercial ➔ Corporate campuses ➔ Recreation opportunities 	<ul style="list-style-type: none"> ➔ Large Setbacks ➔ Open Landscapes ➔ Natural Lands ➔ Vista Preservation ➔ High quality design 	
INDUSTRIAL PARK (IP)	<ul style="list-style-type: none"> ➔ Industrial production with related storage, offices, services 		<ul style="list-style-type: none"> ➔ Industrial 	<ul style="list-style-type: none"> ➔ Large scale ➔ Landscape viewed from public road ➔ Visual/noise impact reduction 	
MIXED RESIDENTIAL (MR)	<ul style="list-style-type: none"> ➔ To provide housing for all 	<ul style="list-style-type: none"> ➔ Maximum density 30 unites/ acre 	<ul style="list-style-type: none"> ➔ Residential ➔ Diversified stock (including apartments, town homes, detached single family, accessory dwelling units) 	<ul style="list-style-type: none"> ➔ Preserve/create traditional neighborhood character (oriented towards public streets, garages setback/ behind home front, front porch) ➔ Streetscapes (street trees) 	<ul style="list-style-type: none"> ➔ Accommodates all ages ➔ Transit choices
MIXED USE (MU)	<ul style="list-style-type: none"> ➔ Encourage infill/redevelopment of soft structures 		<ul style="list-style-type: none"> ➔ Required (Residential, Commercial) ➔ Allowed (Residential, Retail, Office) 	<ul style="list-style-type: none"> ➔ Compact ➔ Minimum two-story ➔ Pedestrian-oriented 	
NEIGHBORHOOD COMMERCIAL (NC)	<ul style="list-style-type: none"> ➔ Provide local services to neighbor-hood residents 		<ul style="list-style-type: none"> ➔ Retail ➔ Service 	<ul style="list-style-type: none"> ➔ Pedestrian-Oriented ➔ Entrances oriented to public streets ➔ Preserve/create traditional neighborhood character ➔ Character (low intensity, serves surrounding residential) 	
PUBLIC/UTAH STATE UNIVERSITY (PUB/USU)	<ul style="list-style-type: none"> ➔ Public use 		<ul style="list-style-type: none"> ➔ Public facilities (schools) ➔ Preserves ➔ Conservation 		
RESOURCE CONSERVATION AREA (RCA)	<ul style="list-style-type: none"> ➔ To exhaust remedies in resource protection 		<ul style="list-style-type: none"> ➔ Resource protection (agricultural, vistas, recreational, environmental) ➔ Includes (transfer development rights, conservation easements, special development standards) ➔ Residential 		<ul style="list-style-type: none"> ➔ Precludes urban devel-opment
RECREATION (REC)	<ul style="list-style-type: none"> ➔ Provide recreational opportunities ➔ Partner with gateway land use 		<ul style="list-style-type: none"> ➔ Passive and active recreation ➔ Campgrounds ➔ Golf courses ➔ RV parks 	<ul style="list-style-type: none"> ➔ Agricultural ➔ Open space ➔ Very low density residential 	
RURAL RESERVE AREA (RRA)	<ul style="list-style-type: none"> ➔ Preserve an agricultural/rural environment 		<ul style="list-style-type: none"> ➔ Agricultural ➔ Open space ➔ Very low density residential 	<ul style="list-style-type: none"> ➔ Preservation of agricultural/natural qualities ➔ New development must (Project existing rural properties) ➔ Arterial access will be extremely limited ➔ Urban development (must cluster, preserve open space) ➔ New development 	
TOWN CENTER (TC)	<ul style="list-style-type: none"> ➔ Promote/compliment historic/cul-tural resources ➔ Maintain central hub/Cache Valley center (civic, commercial) 		<ul style="list-style-type: none"> ➔ Office ➔ Retail ➔ Residential ➔ Civic 	<ul style="list-style-type: none"> ➔ Traditional materials ➔ Complimentary to historic design ➔ Minimum two story 	

4

ILLUSTRATED LONG-RANGE DEVELOPMENT PLAN

The Illustrated Long-Range Development Plan will be a new component of the General Plan that will show the desired form of the City over the next 50 years. Whereas the Future Land Use Plan shows the classification of land uses, the Illustrated Long-Range Development Plan will show a more detailed view of the desired form and pattern of the City in the future, the Illustrated Long-Range Development Plan will be comprised of bird's eye perspectives and other three-dimensional illustrations that portray existing and new development areas with roads parking, buildings, open space, recreation facilities, preservation areas, street trees, other amenities, and long range transportation systems. The plan will also include views of certain development and redevelopment areas to assist citizens, decision makers, and developers to better understand the expectations for development. The Illustrated Long-Range Development Plan will incorporate all the directions of the General Plan¹ into one comprehensive vision of the City.

The purpose of the Illustrated Long-Range Development Plan is not to dictate the actual design of any one project, but rather to be a guide to the location and character of physical improvements that will establish the pattern to be developed in all neighborhoods and districts of the City. It is expected that actual projects may deviate somewhat from the form and layout shown in the Illustrated Long-Range Development Plan. However, experience has demonstrated that when a master plan provides guidance for the form of development, goals and objectives of the master plan will be more fully achieved. To this end, the Illustrated Long-Range Development Plan will serve this community to realize, more precisely, the intent of the General Plan - the vision for our City.



Credit: Forrest City Development Inc.



Credit: Duany Plater-zyberk & Company



Figure 4-1: Examples of the type of images envisioned for the Illustrated Long-Range Development Plan. This Plan will portray the general pattern, bulk, and mass desired for critical areas of the City.

¹ Land protection, land uses, transportation, annexation, parks and open space, etc.

This chapter outlines historic and projected characteristics of population growth, land consumption, and demographics. In summary, Logan's past economic growth has been associated with population growth. Today, however, within our existing City boundaries open land ("greenfields") for new development, (residential or commercial) is almost depleted. Therefore a new approach is required if we are to continue historic economic growth. This chapter provides technical baseline information that will be useful to decision-makers when making land use decisions. It includes an evaluation of historical population and projections, and the relationship between population growth and land consumption.

Within Cache County, Logan has 50% of the County's population, 80% of its jobs and industry, the bulk of retail and recreational destinations for the Valley, and Utah State University a major employer/attraction and population center. This concentration of vital community activities is what keeps people staying home, coming back home, and finding new homes in Logan. Due in large part to the ongoing vitality of the City, the entire Valley remains a better place to live. It is a goal of the City to retain the City's and the Valley's unique natural, commercial, and recreational character, therefore this section examines both City and County growth.

5.1 POPULATION¹

5.1.1 Logan

In the last ten years the City of Logan has grown by an average of 2.4% per year. Since 1890, the population of Logan has doubled every 35 years to a population of 42,670 in 2000. Projections show a continued 2.1% growth rate for the City. If the population were to continue at this rate, by the year 2050, the population of Logan would be over 115,000.

During the ten year census period of 1990 to 2000, 9,963 new residents were added to Logan. That population increase included a growth of 4,099 students enrolled in college. Thus, college students accounted for forty-one percent of the city's population increase. During that period the City's total population growth was 30% and the proportion of college students increased from 28% to 31%.

¹ The data in this section is collected from the 2000 U.S. Census, City of Logan estimates, Logan School District research, and the demographic and economic sources from the State of Utah.

Other demographic characteristics of Logan include:

- The median age is well below the national average.
- Household size (at 2.91) is significantly above the national average.
- The minority population is growing as a percentage of the whole.
- Logan demographic characteristics are heavily influenced by the student population of Utah State University.
- Population increases due to immigration is largely composed of people returning to their native home.

5.1.2 Cache County

Logan is the largest population center in Cache County. In 2006, the population of Logan was 47,359, and the Cache County population was 105,671. This includes more than 20,000 students, who attend Utah State University and Bridgerland Applied Technology Center.

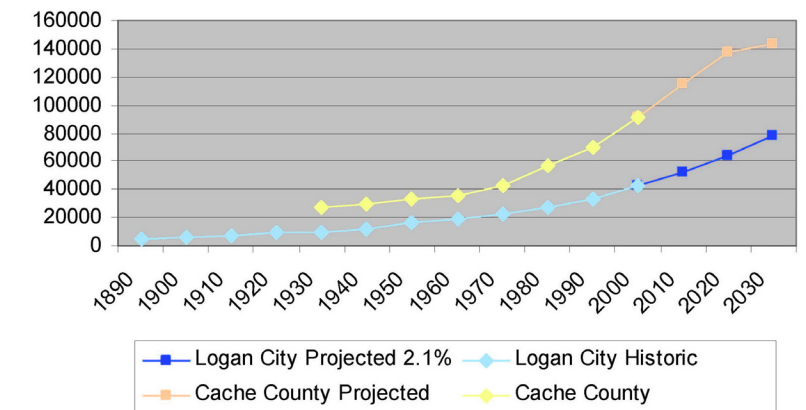
Cache County has maintained a consistent growth rate since the 1950's. Most of the growth has primarily been located within the Logan Urbanized Area. During the 1960's and 1970's the population of the non urbanized area declined slightly, but since the 1980's growth in these areas has steady increased. The population data are shown in TABLE 3-2.

The County growth trend established between the 1950 and 1970 (2.2%) is expected to continue for at least another 20 years, most of that population growth will occur north and south of Logan (still in the Logan Urbanized Area). The northern growth tier of the Logan Urbanized Area, includes Smithfield, Hyde Park, and North Logan. The southern growth tier of the Logan Urbanized Area includes the cities of Providence, Nibley, Hyrum, and Wellsville. The lack of a municipal sewer system in Millville will limit development in this area.

The recent widening of US Highway 91 to four lanes from Smithfield to Idaho will stimulate additional residential growth in the north valley including, Franklin County, Idaho. New growth will occur on the north and increase accessibility to Logan for employment.

Without new initiatives, residential growth (particularly single family housing) in Logan will be very limited.

The growth and distribution of population will impact transportation. Substantial population growth will occur both to the north and south of Logan. This growth will increase traffic and create greater automobile dependence. Avoiding dramatically increased congestion will require increased north/south travel efficiency. Logan and the Logan Urbanized Area will remain the major employment center in Cache County.



Graph 5-1: Historic and Projected Growth

TABLE 5-1: POPULATION TRENDS IN THE CACHE COUNTY AREA

	LOGAN URBANIZED AREA	NON-URBANIZED AREA	CACHE COUNTY TOTAL
1950	23,524	10,012	33,536
1960	26,353	9,435	35,788
1970	32,390	9,941	42,331
1980	42,507	14,669	57,176
1990	52,929	14,254	70,183
1995	63,573	18,878	82,451
2000	69,706	21,685	91,391
2002	75,346	22,648	97,994
2003	87,625	13,045*	100,670

* in 2003, the urban and non-urbanized border were adjusted. The loss to the non-urbanized area was gained in the urbanized area.

Source: U.S. Bureau of Census, CPDO; Annual Report of Socio-Economic Characteristic, 2003

5.2 LAND CONSUMPTION

5.2.1 The problem: per capita land consumption is increasing

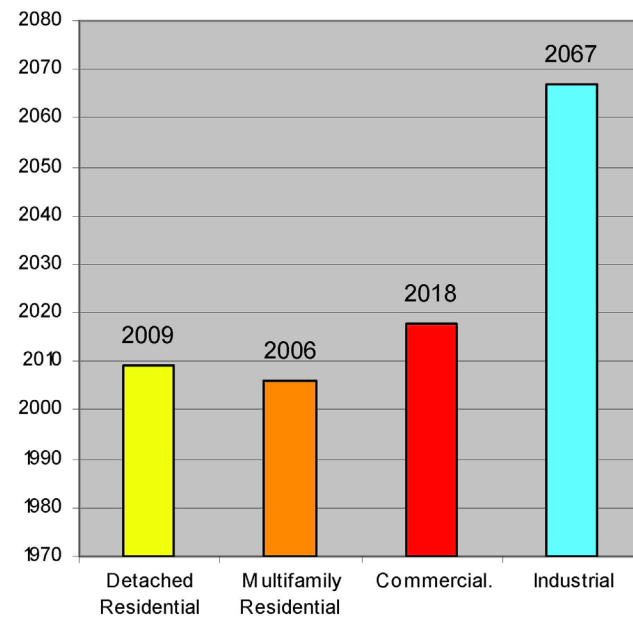
While the population of Logan has grown steadily, the City's consumption of land has grown at a greater rate. In other words, per capita land consumption is rising. From 1952 to 1993, while the population of Logan increased by almost 100%, land consumption increased by over 200% (see Figure 5-4). In real terms, this means that every new resident of the Logan Urbanized Area is requiring twice as much land to live, work, and shop than did their progenitors. Logan's increase in per capita land consumption can be attributed to suburban, large-lot development (sprawl), combined with 'leapfrog' development (jumping out into undeveloped land rather than growing incrementally). Sprawl and leapfrog development consume land voraciously, make the intervening agricultural land unsuitable for agricultural uses and increase the cost of infrastructure (construction and maintenance) through longer road and utility extensions. Sprawl and leap frog development also increase air pollution because travel time increases.

The scarce remaining land within Logan's existing boundary is being developed for a variety of uses. Every year more than 900 new residents are added to the City accompanied by 300 new dwelling units and 600 new jobs. At this rate, the City has virtually reached residential build-out already. Commercial build-out will be reached by 2014 and there will be no more room for employment and manufacturing facilities by the year 2053.

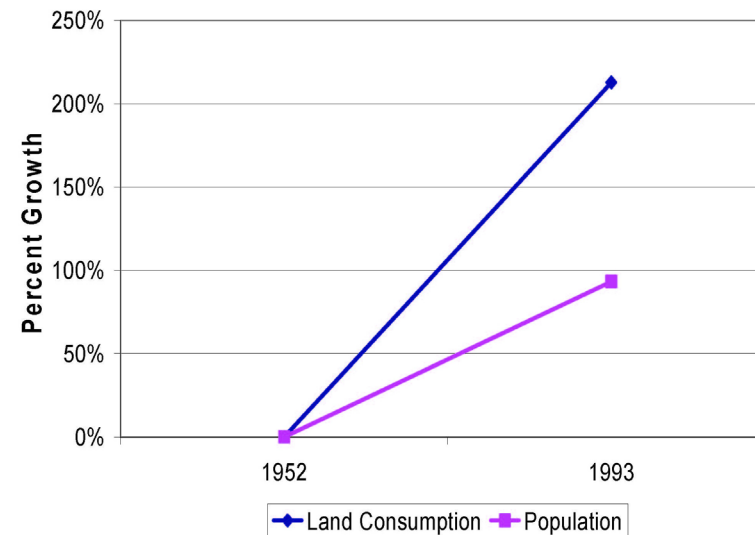
To avoid a stagnating economy, there is a need to ensure that the City of Logan is able to provide opportunities for a full range of development opportunities. A failure to provide opportunities for development is likely to result in increases in land prices, elevated development cost, shrinkage of the tax base, and stagnation in the City's economy—which will in turn force buyers and developers alike to seek other possibilities surrounding Logan.

5.2.2 Three solutions: compact growth, infill, and redevelopment

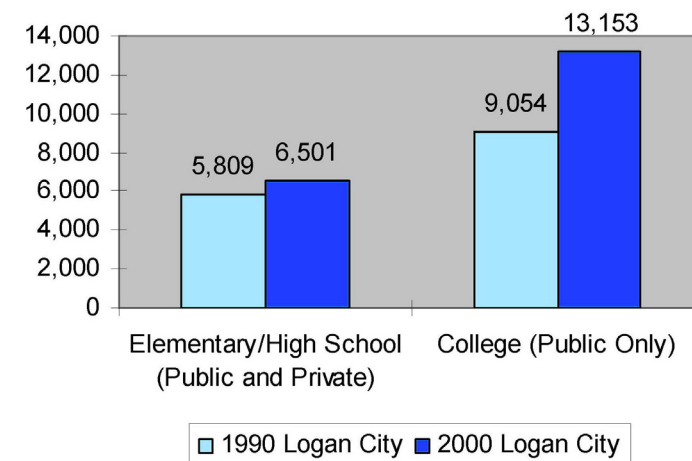
The City of Logan must grow, but must manage growth to insure a long term development horizon, reduce expenditures, protect natural resources, and preserve quality of life. In order to truly accomplish quality development goals, the city must become more compact. Quality compact developments create more attractive cities supported by less expensive infrastructure and far more successful transportation systems. To achieve more compact quality development, the City should reduce dependence on vehicular transportation, avoid excessive parking for new projects, require multi-story buildings, adjust street standards, and emphasize quality development on less land.



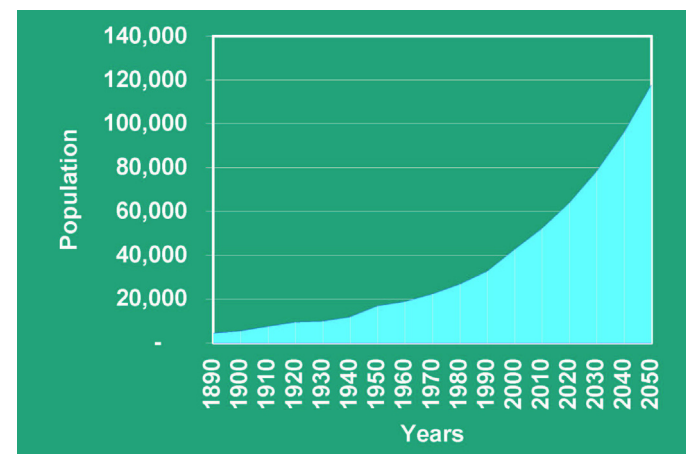
Graph 5-2: Credible Buildout Year



Graph 5-3: Land Consumption vs. Population



Graph 5-4: School Enrollment



Graph 5-5: Population Projections

GROWTH MANAGEMENT GOALS

1. To maintain a steady rate of growth that will support the Logan economy and allow the City to provide amenities that assure an attractive City in which people want to live.
2. To manage growth so that it does not outstrip our resources and results in a place people want to live.
3. To provide services for the full spectrum of demographic needs.

GROWTH MANAGEMENT POLICIES

1. The City will take steps within its purview to maintain steady, quality growth of the local economy.
2. The City encourages efficient use of infrastructure by developing and redeveloping lands in and near existing utilities and roads.
3. The City prefers compact development to more efficiently use available developable land.
4. The City supports higher density development in specific areas within its boundaries to reduce the pressure to sprawl into adjacent lands with important natural, visual, and agricultural resources.

GROWTH MANAGEMENT DIRECTIVES

1. Reduce the rate of land consumption relative to population growth.
2. Encourage compact development that conserves lands for beneficial purposes.
3. Expand the City boundaries to make available areas that are suitable for additional growth (i.e. with appropriate infrastructure and that minimize environmental impacts).
4. Encourage infill development and redevelopment to take advantage of under-utilized land.

GROWTH MANAGEMENT ACTIONS

1. Develop annexation policies and guidelines, including staged priorities.
2. Analyze zoning requirements to identify obstacles to quality redevelopment and amend ordinances accordingly.
3. Assess the need for, and feasibility of, creating incentives for infill development and redevelopment.
4. Develop specific criteria for the extension of infrastructure that will encourage compact and infill development.

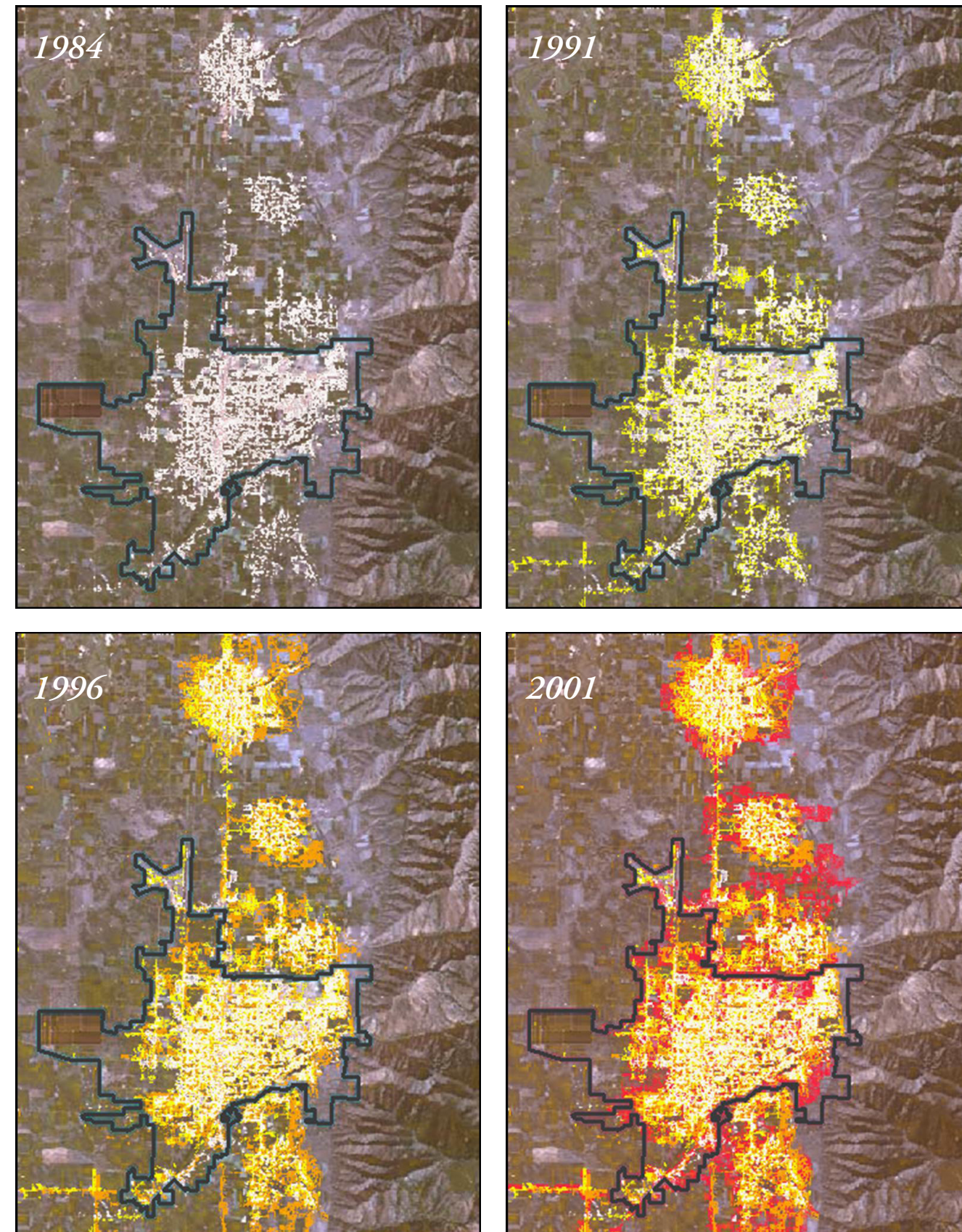


Figure 5-1: Historical land consumption in the Logan Urbanized Area.

6

RESOURCE SUSTAINABILITY

Due to its location and history Logan has a rich mix of natural, visual, urban, and social resources. Logan is surrounded by prime farm lands, green foothills and towering mountains. Its natural resources include rivers and streams, mountain and valley vistas, and working farmlands. Logan residents enjoy the benefits of nearby National Forests and Wilderness Areas, including the breathtaking views and outdoor recreational opportunities they provide.

Many of Logan's resources are appreciated simply as views. These can be seen from prominent vistas or merely as one travels to, from, or within the community. Logan's scenic setting in Cache Valley is one of the City's primary aesthetic assets. Views of the Wellsville Mountains, Logan Canyon, and the mountains of the Cache National Forest provide a dramatic backdrop for all parts of the City and the Valley.

Closer to home, urban resources include historic buildings/sites, eclectic architecture, public and private open space, parklands and recreation facilities, mature trees, tree-lined streets, and the historic block and grid street system. Numerous historic buildings and older homes contribute to neighborhood identity, architectural diversity, and the overall character of the City.

In addition to physical and visual resources, Logan also benefits from strong cultural resources including the Utah Festival Opera, Utah State University, and a diverse ethnic population.

All of these resources contribute to the high quality of life enjoyed by Logan residents. These residents are willing to accept growth so long as it preserves the extraordinary physical setting of the community, revitalizes neighborhoods, and enhances quality of life. In order to preserve our unique urban, natural, visual and social resources new development must carefully consider and be designed around these resources. Following Logan's Quality Growth Principles will ensure that new growth compliments the City's existing resources.

6.1 FARMLANDS

Logan has a strong agricultural heritage. Pasture and farm uses dominate much of the open space surrounding the City, particularly to the west and south. The remaining agricultural areas still provide a strong and pleasant contrast with the developed urban areas of central Cache Valley and provide a natural buffer that separates individual communities. Beyond the pastoral setting, these areas provide a working landscape. Most of Logan's agricultural areas are small/local farms that encourage diversity in the local economy. As Logan's dependence on global farm markets increases the valley will become less self-sustaining and more vulnerable to transportation and market disruptions. Concerned about this trend, other communities have instituted programs to protect local agricultural resources in order to locally produce a larger share of their food needs. With increasing emphasis on bio-fuels, local crops can even provide an increasing share of energy needs. Logan and Cache Valley must be cautious not to lessen our sustainability by supporting our local agricultural resources.

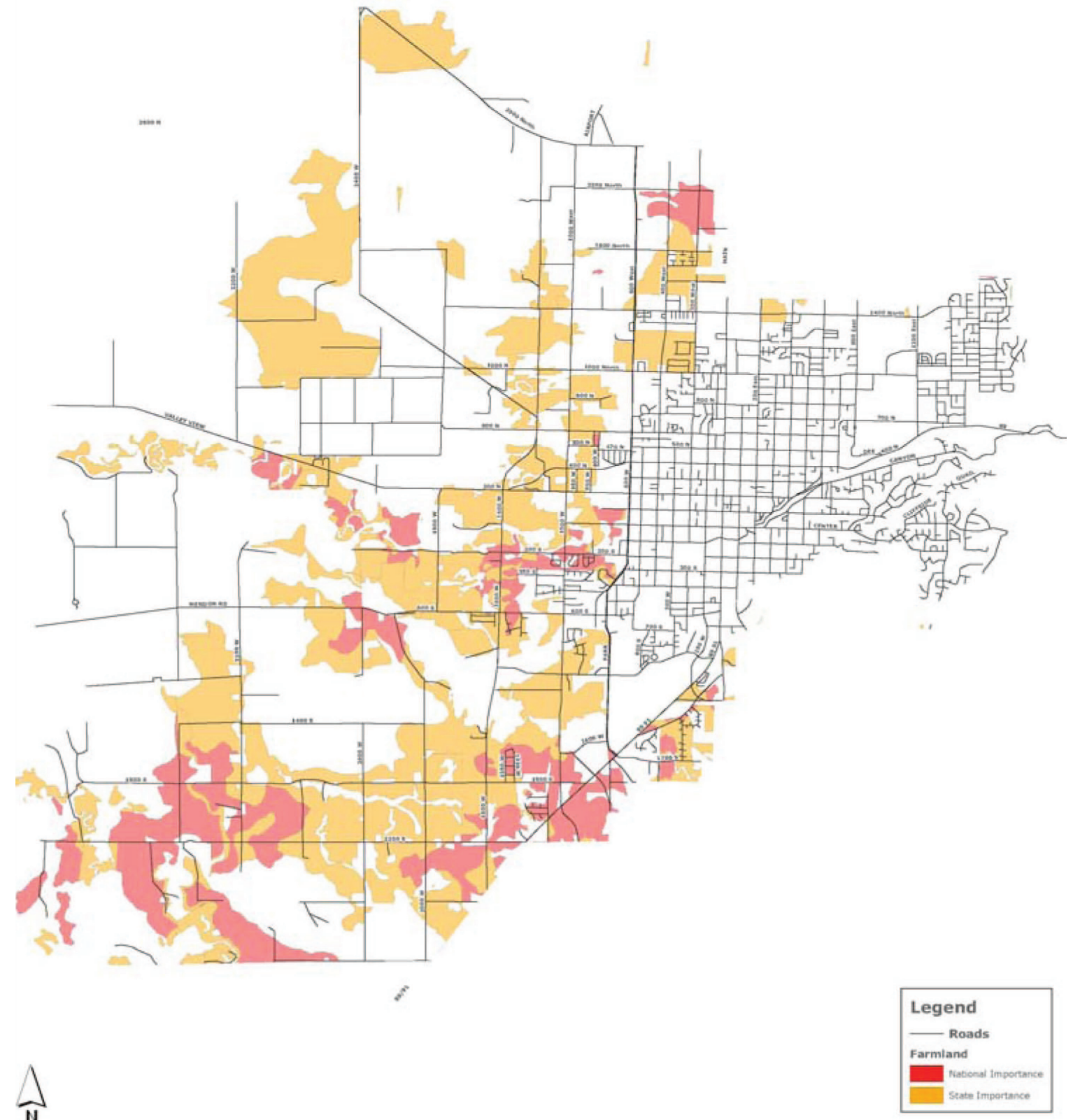


Figure 6-1: Farmlands Map

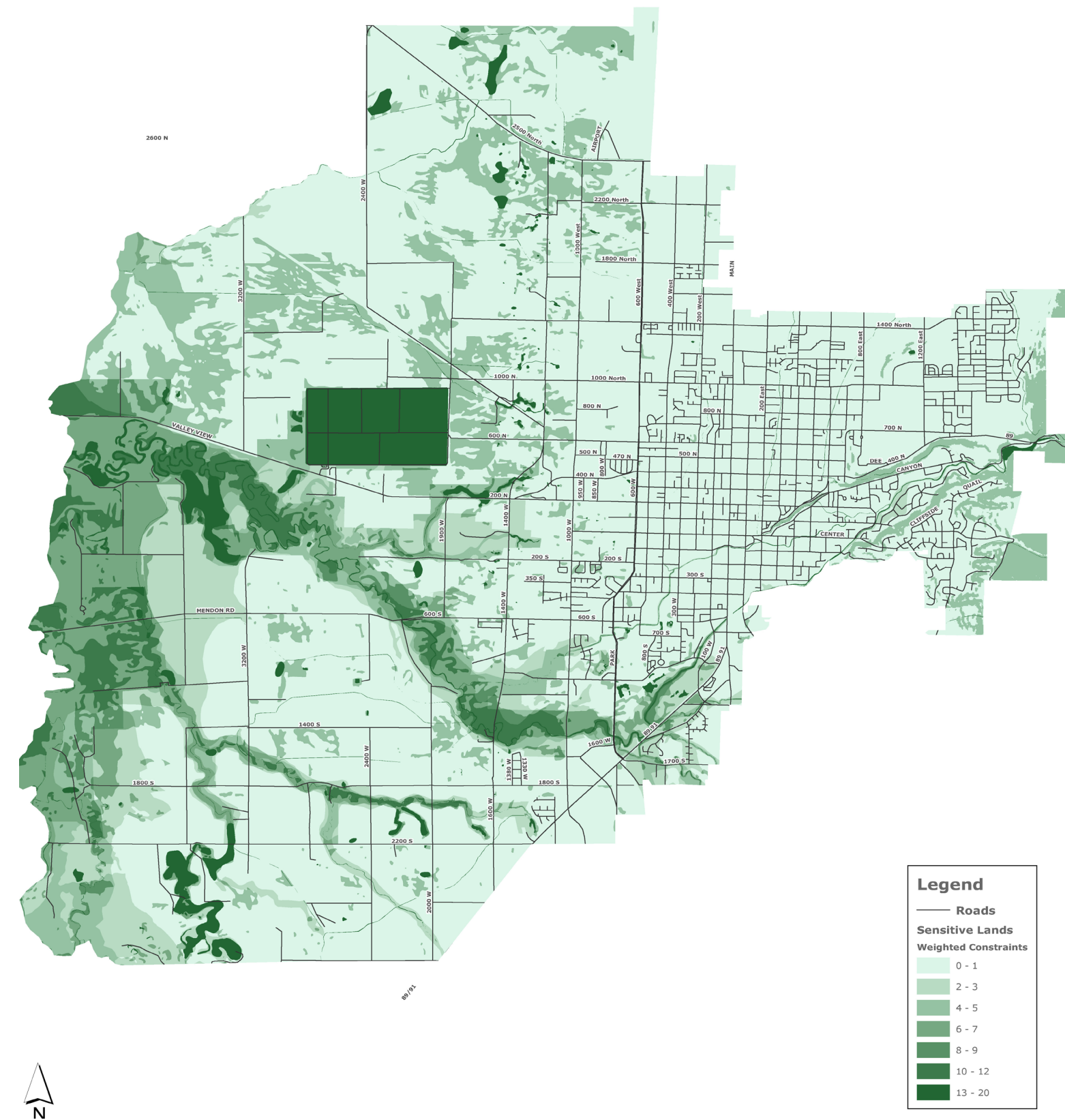


FIGURE 6-2: SENSITIVE LANDS MAP

6.2 NATURAL AREAS

Logan's natural areas are important to the City and its citizens. From vital ecological functions, to aesthetic backdrops, natural areas provide many benefits to the City.

Logan's rivers, streams, and canals serve a variety of functions:

- Providing local recreational opportunities,
- Enhancing the beauty of the City,
- Providing habitat that supports fish and wildlife,
- Encouraging tourism.

Containing natural wildlife migration corridors, Logan's waterways provide ecological connectivity. Furthermore, Logan River's mature tree groves provide a major visual backdrop as they meander through the City. All waterways provide visual interest and relief from development.

Logan residents want to maintain these natural resources in order to help preserve the natural systems and reduce potential environmental hazards. Floodplains are a good example, the floodplains of the Logan River and its tributaries help reduce damage from flooding. Logan's wetlands assist in the preservation of water and air quality. These protections are especially important in light of recent air quality findings. Reducing development near rivers or adapting it to flooding will reduce potential loss and protect the essential functions these natural areas create.

Finally, natural areas are valuable as they create an interesting, livable city with a unique character and a true sense of place. Protecting these areas will help protect the quality of life in the City. Hillsides, lowland meadows, and wetlands are critical natural resources that should be protected from development. Many waterways course through the city and should be more fully used to enhance public spaces throughout the city.

6.3 CULTURAL, SOCIAL, HISTORIC RESOURCES

The cultural fabric of the City, and part of our identity, is composed of heritage resources as well as programs and activities that allow citizens to participate in community events. Heritage resources recall the City's history and include landmarks, historic building and sites and venues for cultural activities and programs. Important heritage resources in Logan are Tabernacle Square, the Logan Temple, St. John's Episcopal Church, the Ellen Eccles Theater, the Lyric Theater, the Historic Downtown, Utah State University, and some of our older parks. To diminish these resources by allowing the decline of their context (the downtown) would result in a significant cultural and social cost. Choosing to have quality managed growth will allow the city to maintain its identity and sense of place.

6.4 VISUAL RESOURCES

The visual resources of Logan, Cache Valley and the region are endearing qualities and must be protected. What is seen from highways, from homes, from neighborhoods, from trails and walkways is indispensable and establishes, in large part, the way citizens feel about their community. These critical visual resources are:

- The view of surrounding mountains and foothills
- Riverways supporting large groves of old willow and poplar trees
- The open lands and agricultural fields
- Natural hillsides separating the ‘island area’ from the benchlands to the north and the south
- Natural hillsides separating the ‘island area’ from the benchlands to the north and the south
- Streets that are shaded by mature, evenly spaced trees arching over the street
- Individual historic buildings throughout the Valley and City
- Historic districts containing many older structures
- Parks facilities

Of particular significance, publicly owned trees and street trees are critical components of a quality community. Preserving and increasing the number and quality of street trees throughout the City will increase the sense-of-place and will build on the long tradition of tree-lined streets in Logan.

Visual quality is critical to the way we intuitively feel about where we live. Many of these character building resources help distinguish our community from adjacent cities. A sense of pride and confidence occurs when citizens can see familiar scenes and quality views that are preserved. These scenes of beauty cannot be compromised without significant loss of community quality and image.

RESOURCE SUSTAINABILITY GOALS

1. Maintain local food production to preserve a level of sustainability and access to fresh foods
2. Conserve, protect and improve the quality of environmental resources and the natural functions they perform (i.e. water, air, wildlife habitat, wetlands, etc.).
3. Reduce energy consumption.
4. Increase green footprint for the city

RESOURCE SUSTAINABILITY POLICIES

1. The City of Logan supports and encourages local production of agricultural products in order to lessen local vulnerability to global markets and to provide a supply of fresh produce to local consumers.
2. The City recognizes the value of the natural functions that open lands perform at no cost.

3. Logan will use natural features throughout the city to provide an aesthetically pleasing urban landscape.
4. Enhance the traditional image of Logan through timeless design.
5. The City will seek to preserve agricultural areas and farmland in and around the city.
6. The City will expand growth beyond current municipal boundaries only where resources can be protected.
7. Promote the use of “green” energy resources and conservation technique
8. Promote Green Building and Site Development Practices

RESOURCE SUSTAINABILITY DIRECTIVES

1. Manage development and existing properties in order to ensure standards in air quality, noise levels, landscaping, and aesthetics are met.
2. Preserve, protect and enhance historically significant buildings and sites, i.e. Center Street Historic District.
3. Increase recycling opportunities and alternative energy use.

4. Increase green footprint for the city.
5. List and define the critical lands of the city.

RESOURCE SUSTAINABILITY ACTIONS

1. Protect and conserve critical natural resources.
2. Improve and monitor environmental quality (i.e. air, water) and reduce resource consumption (i.e. water).
3. Create partnerships that preserve and enhance the quality of the natural environment, the City’s scenic setting, and their combined role in bringing people to the Logan area.
4. Develop incentives for adaptive reuse of under utilized lands within the City.
5. Require less pavement and hard surface coverage of developed sites.
6. Institute a city-wide forestation program
7. Increase landscape requirements for all development projects
8. Protect and enhance the urban forest.
9. Implement LEED Silver Certification for all new city facilities.
10. Adopt or amend ordinances to protect critical lands and resources.

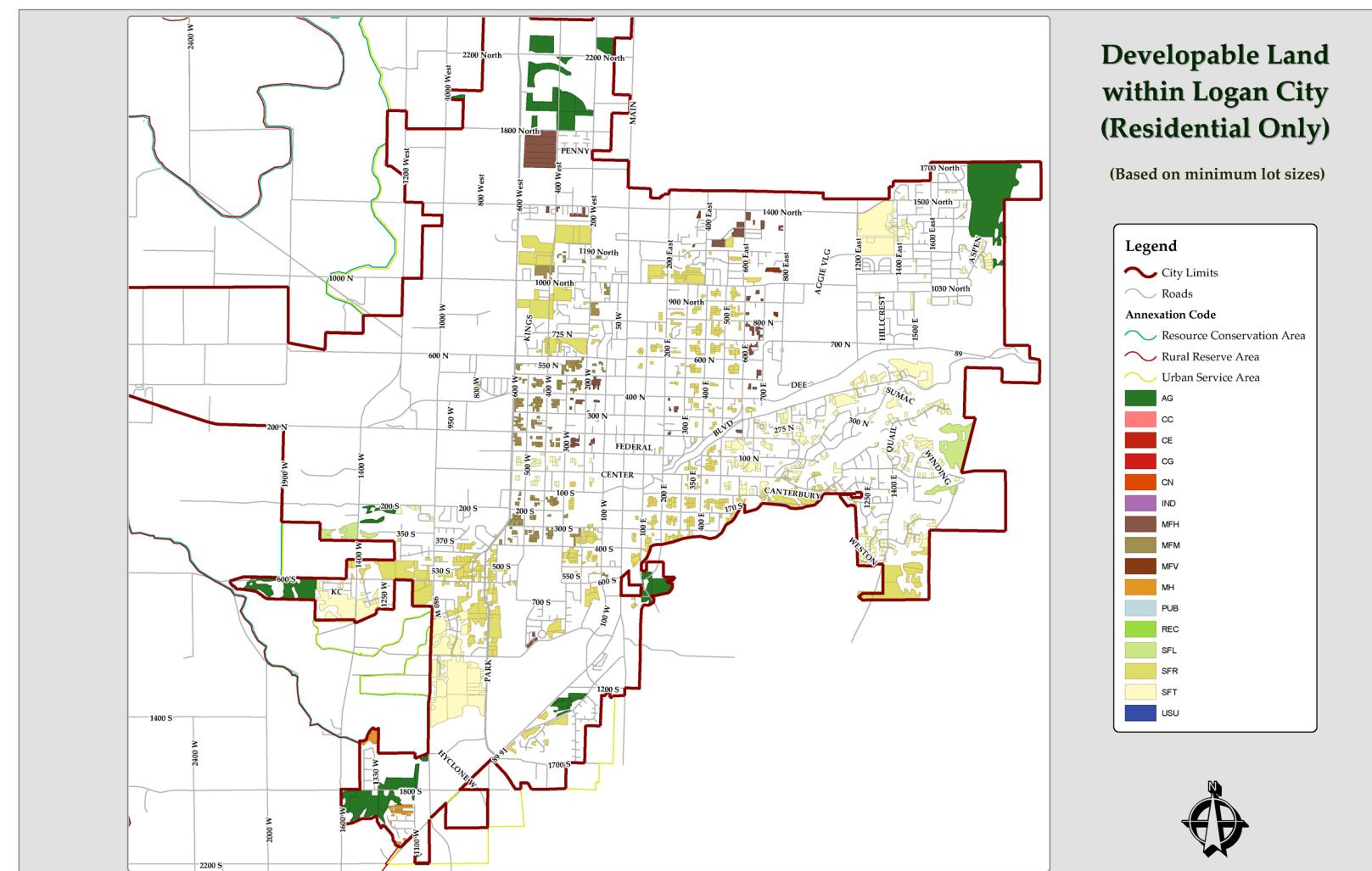


FIGURE 6-3: DEVELOPABLE RESIDENTIAL LAND WITHIN CURRENT BOUNDARIES.

6.5 AIR QUALITY

Ambient air quality is a growing environmental concern in Logan and Cache Valley. Air quality is directly affected by a variety of contributory factors. These factors include:

- Population increase
 - Increased vehicle trips
 - Longer commutes
- Increased commercial and industrial uses
 - Large diesel trucks
 - Industrial emissions
- Topography
 - Inversion
 - “Bowl” shaped valley
 - Weather patterns
- Historic Land Use Patterns
 - Increased dependence on vehicle
 - Agricultural uses

If little attention is paid to these factors and others as they interrelate, the Cache Valley airshed is in threat of exceeding the U.S. National Ambient Air Quality Standard (NAAQS); particularly for $PM_{2.5}$. The $PM_{2.5}$ is the most recognized pollutant as it pertains to air quality in Logan and Cache Valley. $PM_{2.5}$ and other air pollutants can lead to a variety of health effects including, but not limited to, reduced lung function, asthma, bronchitis, and other respiratory and pulmonary disorders.

It becomes clear that Logan and surrounding communities must coordinate collaborative approaches to reducing air pollution through a variety of means, in order to promote better health, welfare, and safety for generations to come.

General principles that should be included in all new development and any redevelopment activities include:

- Pedestrian-oriented design concepts
 - Trails/Sidewalk network
 - Interconnection between developments
- Mass Transit Opportunities
 - Employer incentives for car pooling, bus use, biking
 - Rideshare program
 - Establish bike lanes within transportation corridors
- Mixed-Use Development Projects
 - Incorporates Walkability
 - Reduces Vehicle Trips

- Promote Alternative Renewable Energy Sources
 - Alternative Fuels/Fuel-Efficient Vehicles
 - Solar Power
 - Wind Power
 - Energy Star products in homes
 - Geothermal Energy

- Alternate Routes
 - Reduce truck traffic on Main Street
 - Connect roads to neighboring cities

AIR QUALITY GOALS

1. Improve air quality in Logan and Cache Valley.
2. Reduce Pollution Sources.
3. Reduce per capita vehicle trips year round.
4. Reduce, dramatically, vehicular trips during inversions.
5. Protect those at greatest health risk during bad air days.

AIR QUALITY POLICIES

1. Promote pedestrian-oriented design concepts.
2. Increase mass transit & alternative transit opportunities.
3. Provide alternate transportation routes.
4. Develop a specific plan for bad air days to reduce vehicle trips and to protect those with greatest health risks.

AIR QUALITY DIRECTIVES

1. Establish bike lanes within transportation corridors.
2. Connect roads to neighboring cities.
3. Connect sidewalks and trail network.
4. Provide interconnections between developments.

AIR QUALITY ACTIONS

1. Provide incentives for energy-star products in new construction.
2. Require employers to provide rideshare programs.
3. Require developers to provide interconnection of roads, drive aisles, and sidewalks to neighboring developments.

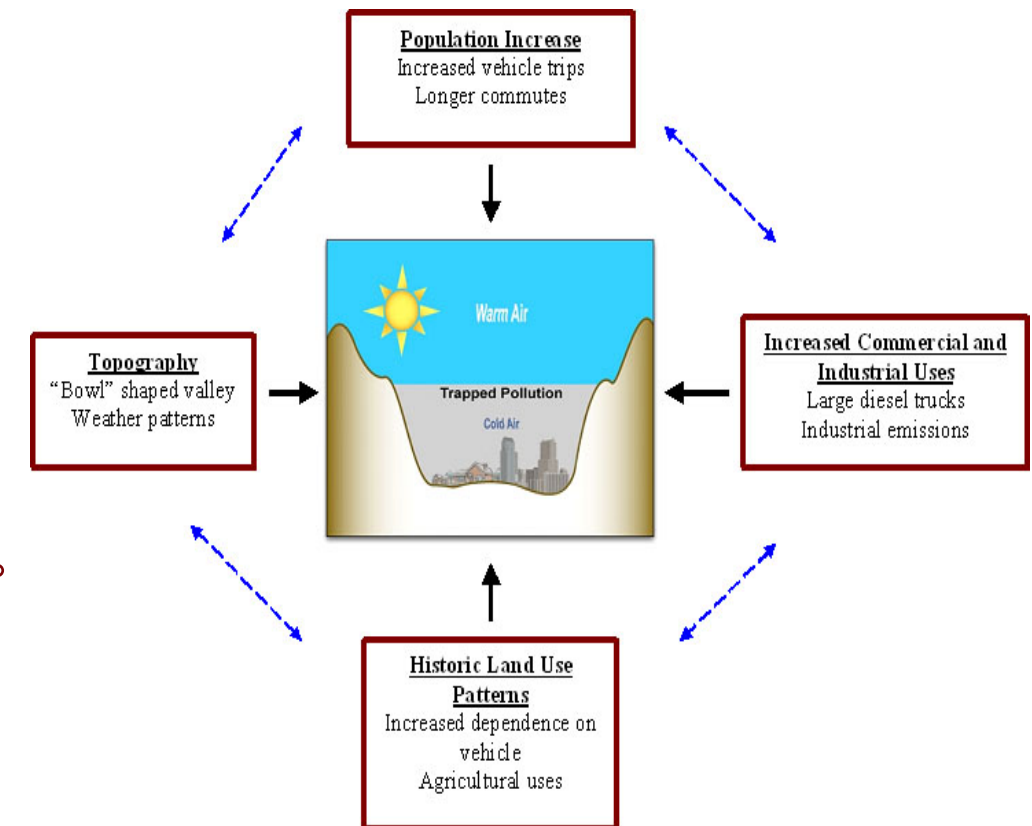


FIGURE 6-4: DIAGRAM OF WINTER INVERSIONS

A vibrant and growing economy has sustained the City of Logan for many years. Since 1987, sales tax has been increasing by an average of 5.04% a year. During this time, residential, commercial, and vacant lands have continuously sold above their assessed value and over 94% of the housing units were occupied. Economic downturns have historically been less dramatic in Logan than on the Wasatch Front and national recessions.

Logan not only provides a full range of municipal services to its citizens, but also provides many municipal services to other municipalities in the valley. The City needs continued economic growth to allow it to maintain the level of services it provides to its residents (as well as to many citizens of the region who work, shop, and/or recreate in Logan).

To pursue sustained economic growth Logan must address a number of challenges:

- A shrinking supply of land available for new development,
- An increasing demand for services and amenities by an increasingly affluent citizenry,
- Growing competition from nearby communities.
- A sustainable revenue stream

The Cache Valley economy is expected to continue to grow at the historical rate, but the City cannot be complacent about maintaining its position as the primary provider of sales tax and jobs in the valley. In order to retain its economic strength, local economic growth must be encouraged. Economic growth is a product of several factors: increased retail sales, increased population and/or income to support retail sales, and increased property taxes revenue from either an increased number of properties or an increased value of properties. New business development in Logan will provide employment for both City and Cache Valley residents. Additional primary job generating businesses (such as manufacturing or offices) will help increase the concentration of jobs in Logan. Generally, the office and manufacturing employment sectors pay higher wages than the service sector. As individual and family incomes increase, the resulting economic prosperity benefits the retail community through increased purchases of all levels of consumer products. Maintaining a positive growth environment in balance with the community's ability to provide services is an effective method of encouraging business development and in turn improving the financial base for the entire City. To maintain the current level of service to a growing population, the City must continue to increase its revenue, which is in part a function of more jobs and increased income for its citizens.

7.1 DIVERSITY = BALANCED GROWTH

Currently, the Logan and Cache Valley economy is diverse enough to provide a stable economic base. Figure 7-2 illustrates that Logan has several very large employers and many other smaller businesses that provide a broadly diversified employment base.

It is vital that this diversity be maintained. Economic diversity protects from downturns in certain economic sectors. Balanced growth requires that opportunities be provided for a broad range of business types, without neglecting or overemphasizing one sector over another. This means that the City will support large and small businesses as well as businesses in all types of employment.

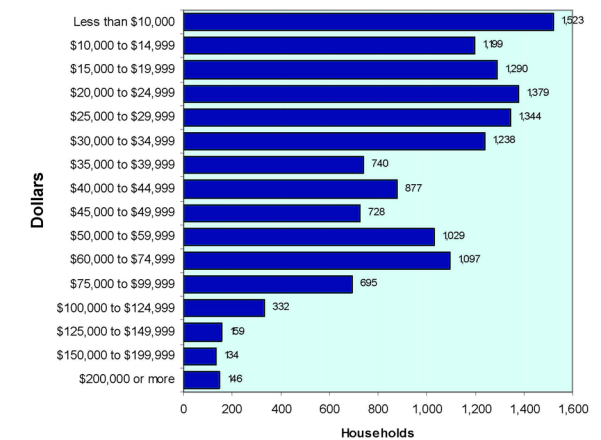
While economic diversity is a City goal, all economic growth will be encouraged. In order to support and encourage economic growth the City itself must continue to be active in economic development, through:

- Effective planning that provides opportunities for growth,
- Consistent enforcement of community standards,
- Being responsive and supportive for business development, and
- Providing a high quality of amenities and public services that will make Logan attractive to both employers and employees.

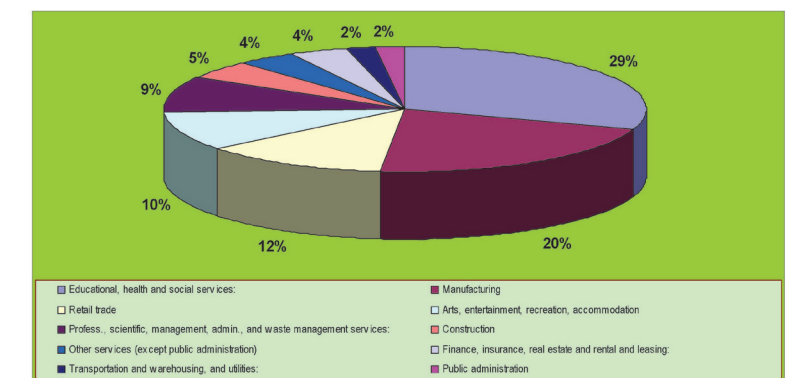
It is clear from all public involvement that Logan residents are willing to accept restrictions on outward growth to preserve the extraordinary physical setting of the valley that enhances their quality of life. This places greater emphasis on inward growth (infill and redevelopment) to maintain the overall growth required for a healthy city.

Logan is currently highly dependent on sales tax for its primary source of revenue. Sales taxes are extremely sensitive to economic conditions and during economic downturns sales taxes are apt to decline much more rapidly than property taxes. This in turn reduces the capacity of the City to maintain service levels during downturns, which affects the ability supply services and to support programs for citizens. This also affects the city's success to staff positions, attract new employees, and to retain quality staff. To rectify this problem, Logan should reduce its dependence on sales taxes (and income from enterprise funds). To do this it must gradually shift its reliance to property taxes and impact fees. This would give stability to the City's revenues, with which it can sustain the provision of services.

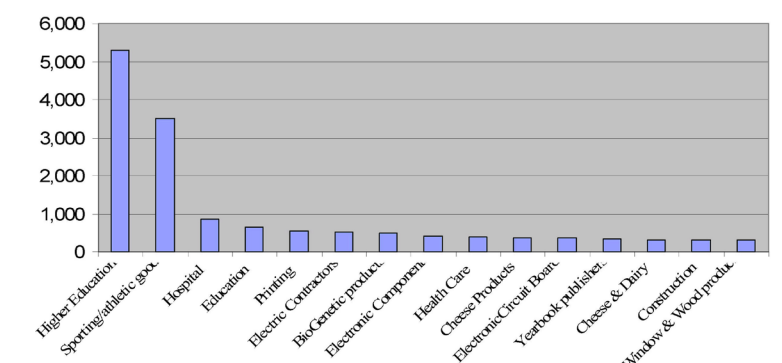
Inasmuch as many municipalities are heavily dependent on sales taxes, they often compete with each other to attract businesses that generate sales taxes. This gives businesses



GRAPH 7-1: LOGAN HOUSEHOLD INCOME.
SOURCE: 2000 CENSUS



GRAPH 7-2: LOGAN EMPLOYMENT PROFILE, PERCENTAGE.
SOURCE 2000 CENSUS



GRAPH 7-3: LOGAN EMPLOYMENT PROFILE, PEOPLE.
SOURCE: 2000 CENSUS

a strong negotiating position to extract fiscal concessions from communities. The result often leads to inefficient use of land. For example, businesses that generate sales tax (e.g. shopping centers) are often located where they can achieve the greatest financial concessions rather than in locations that are the most convenient to the population (thereby reducing driving distances). The City of Logan should actively pursue a more balanced source of tax income to reduce its vulnerability during economic downturns.

7.2 FISCAL ANALYSIS OF EXISTING LAND USES

Tables 7-2 and 7-3 analyze the balanced growth opportunities of the Future Land Use Plan. Table 7-2 projects jobs, housing, and population at buildout within the current boundaries of the City. Table 7-3 projects jobs, housing, and population assuming the expansion of the City boundary as shown in the Future Land Use Plan. Note that buildout is achieved in 2025 within the current City boundary (Table 7-2) and in 2050 with expansion of the City limits (Table 7-3).

7.3 AN INCREASED FOCUS ON QUALITY GROWTH

Infill development and redevelopment of properties is typically more expensive than developing vacant land. As the City of Logan is using up its relatively less expensive vacant land (“greenfields”) options, the City must develop a new strategy to compete effectively (for employers, stores, and residents) with other communities that still have abundant vacant lands to offer. One effective way to do this will be to offer a superior “product” (community) that is worth the added expense of infill development. To do this, the city must become more selective in the types and quality of development it seeks. Logan must increasingly pursue new development that creates a unique aesthetically pleasing place that people want to visit, live, and work. The City must become even more committed to aesthetics and higher design review standards. Protecting Logan’s unique social, natural, and economic character through design review will augment the quality of the product offered by Logan and allow it to compete with other municipalities through quality development. Design review to improve quality is itself reinforcing. Economic growth together with quality development ensures the preservation of a quality community, which in turn will attract even more quality growth. In sum, the City must provide both balanced economic development as well as quality development.

- When evaluating potential development projects, the City should use three main criteria:
- 1. The degree to which the project creates or augments quality growth.
 - 2. The degree to which the project integrates with the natural, economic, and social resources in Logan.
 - 3. The degree to which the project stimulates economic development in Logan.
 - 4. The degree to which a project conserves energy and resources.

ECONOMIC GOALS

- 1. Foster quality development that increases the quality of life and attractiveness of Logan.
- 2. Sustain high quality, diverse economic growth.
- 3. Take a leadership role in the prosperity of the Cache Valley region and maintain a substantial share of jobs and services.
- 4. Stabilize City revenue sources.
- 5. Increase median family income.

ECONOMIC POLICIES

- 1. The City will maintain an environment in which a diversity of commerce and business can grow and flourish, balanced with the ability of the community to provide services.
- 2. The City promotes improving communications among and building positive relationships between business development and the City of Logan Government.
- 3. The City will retain a leadership role in the prosperity of Cache Valley.
- 4. The City will seek to increase the median income of its residents.
- 5. The City will endeavor to expand the Cache-Logan airport with additional service.
- 6. Foster growth and expansion in and around the Cache-Logan airport, building an economic base in the northwest of the city.
- 7. The City will give priority to development projects that increase the City’s share of primary career-generating businesses.

ECONOMIC DIRECTIVES

- 1. Develop strategies including incentives (i.e. expedited development review, public private partnerships) to sustain diverse economic growth that attracts:
 - a. Industries with a large percentage of high paying careers, not just jobs, while fostering economic growth in all segments of the economy.
 - b. Businesses that add shopping, dining, and entertainment diversity without duplication of large retail businesses.
 - c. Businesses that reuse, by means of quality redevelopment, under utilized parcels.
 - d. Businesses that address community needs.
 - e. Businesses that develop using sound energy and resource conservation practices.
- 2. The City will maintain pride in business and industry by:
 - a. Maintaining and developing public infrastructure.

- b. Enforcing environmental quality, landscaping, and aesthetic standards to ensure attractive commercial and industrial zones.
 - c. Creating gateway areas that emphasize visitor services and employment centers.
- 3. Improving the appearance of area gateways.
- 4. Reducing dependence on sales taxes.
- 5. Gradually balancing revenue streams with property taxes and impact fees.
- 6. Actively pursue a more balanced source of tax income to reduce its vulnerability during economic downturns and to reduce city-to-city competition for businesses that generate sales tax revenue.
- 7. Becoming even more committed to aesthetics and higher design review standards which attracts higher quality development.

ECONOMIC ACTIONS

- 1. Avoid increasing municipal operating costs, employ cost-benefit analysis to evaluate growth, i.e. cost-of-services (water, fire, etc.) balanced with revenues gained (taxes).
- 2. Evaluate Logan’s dependence on sales tax and profit transfers as well as increasing property tax and impact fees.

TABLE 7-1: ECONOMIC GROWTH			
	1990	1995	2000
Total Non-Farm Employment	21,487	27,994	41,840
Construction	694	1,097	2,358
Manufacturing	5,129	7,034	10,513
Transportation, Communication, & Public Utilities	344	499	996
Trade	4,374	5,835	8,230
Finance, Insurance & Real Estate	515	708	922
Services & Miscellaneous	3,798	5,005	8,739
Government	6,632	7,817	10,082
Construction	694	1,097	2,358
Manufacturing	5,129	7,034	10,513
Transportation, Communication, & Public Utilities	344	499	996
Trade	4,374	5,835	8,230
Finance, Insurance & Real Estate	515	708	922
Services & Miscellaneous	3,798	5,005	8,739
Government	6,632	7,817	10,082

TABLE 7-2: PROJECTED BUILDOUT

CURRENT CITY BOUNDARY										
1	2	3	4	5	6	7	8	9	10	11
Zoning District	Description	Total Existing (acreage)	Developed (acreage)	Vacant (acreage)	Percent Developed	Jobs	Jobs/Acre	Housing Units	Population	Buildout Date
AG	Agricultural	354	182	172	52	n/a	n/a	15	44	n/a
CC	Commercial	105	101	4	97	870	8.29	335	975	2018
CE		74	60	14	81	90	1.22	4	12	
CG		909	605	304	67	7802	8.58	409	1190	
CN		15	7	8	49	118	7.87	0	0	
IND	Industrial	1728	754	975	44	8096	4.69	22	64	2067
SFL	Residences	100	54	46	54	3045	0.81	0	0	2009
SFR		1466	1088	378	74			5090	14812	
SFT		1357	1017	340	75			3070	8934	
MH		95	88	7	92			440	1280	
MFH		351	304	47	87			3143	9146	2006
MFM		358	277	81	77			2255	6562	
MFV		44	41	3	94			675	1964	
PUB	Public	1477	1387	90	94	124	0.08	2	6	
REC	Recreation	697	696	1	100	60	0.09	6	17	
USU	University	455	452	3	99	6195	13.62	734	2136	
TOTAL		9,585	7,113	2,472	74	26,400	2.75	16,200	47,142	2025

- 1 - Current Zoning Districts
- 2 - Categorized Zoning Districts
- 3 - Acreage by zone from GIS
- 4 - Developed acreage by zone from GIS
- 5 - Vacant or underdeveloped acreage by zone from GIS
- 6 - Percentage of acreage already developed by zone
- 7 - Jobs by zone from 2002 Economic Census, categorized and divided based on industry and percentage area
- 8 - Jobs per acre from jobs/total acreage by zone
- 9 - Housing Units from GIS Database
- 10 - Population based on a 2.91 average household size (2000 Census - population/housing units)
- 11 - Buildout based on 2.5 (Residential & 3.5% (Commercial/Industrial) AARC

TABLE 7-3: ANALYSIS OF PROJECTED BUILDOUT ACCORDING TO THE FUTURE LAND USE PLAN												
Projected Growth and Population Distribution to 2050												
Future Land Use Plan												
1	2	3	4	5	6	7	8	9	10	11	12	13
Land Use	Description	Proposed Land Area (ac)	Proposal Land Area (Sq miles)	Vacant/ Undeveloped (ac)	Redeveloped (ac)	Total Jobs from Proposed Land Area	Jobs/ Acre	Residential Density (units/ acre)	Housing Units Generated	Existing Population in Redeveloped Areas	Population Nighttime	Population Daytime
COM	Commercial	706	1.10	194	141	5651	8.0	15	1931	311	5309	n/a
CS	Commercial Service	196	0.31	98	n/a	1570	8.0	n/a	n/a		n/a	n/a
TC	Town Center	175	0.27	8	35	1398	8.0	30	1285	375	3367	n/a
MU	Mixed Use	230	0.36	106	46	1843	8.0	20	3035	59	8771	n/a
NC	Neighborhood Center	3	0.00	0	0.59	23	8.0	10	6	3	14	n/a
APP	Airport Park	777	1.21	518	n/a	4854	6.25	n/a	n/a		n/a	n/a
GW	Gateway	712	1.11	269	n/a	5693	8.0	n/a	n/a		n/a	n/a
GW-AX	Gateway - AX	166	0.26	130	n/a	1328	8.0	n/a	n/a		n/a	n/a
IP	Industrial Park	1660	2.59	992	n/a	7472	4.5	n/a	n/a		n/a	n/a
IP-AX	Industrial Park - AX	103	0.16	52	n/a	462	4.5	n/a	n/a		n/a	n/a
CR	Campus Residential	128	0.20	50	26	256	2.0	50	3771	1001	9974	n/a
MR	Mixed Residential	827	1.29	311	n/a	827	1.0	15	4667		13580	n/a
MR-AX	Mixed Residential - AX	14	0.02	13	n/a	14	1.0	15	94		274	n/a
DR	Detached Residential*	3376	5.28	1246	n/a	1688	0.5	6	7474		21749	n/a
DR-AX	Detached Residential - AX*	222	0.35	87	n/a	111	0.5	6	262		762	n/a
RRA	Rural Reserve Area	4777	7.46	3604	n/a	n/a	n/a	0.20	721		2097	n/a
PUB	Public	1893	2.96	144	n/a	189	0.1	n/a	n/a		n/a	n/a
REC	Recreation	832	1.30	43	n/a	83	0.1	n/a	n/a		n/a	n/a
RCA	Resource Conservation Area	9187	14.36	5030	n/a	0	0.0	n/a	n/a		n/a	n/a
TOTALS		25,983	40.60	12,894	248	33,462	1.3	N/A	24,665	1,746	65,897	72,091
										Current Population	47,142	47,142
										Total 2050 Population	113,039	123,664

* 2000 Population + 2.0527% growth rate estimates 117,853 population for 2050

* For existing Zoning Areas see *Projected Buildout* table

*n/a = Not Applicable or Not Available

1 - Future Land Use Designations

2 - Land Use Descriptions

*AX = Sensitive lands that, upon legal mitigation, can be annexed and developed under the base land use standards

3 - Proposed Acreage by Land Use Designation (GIS)

4 - Proposed Area in square miles

5 - Vacant or Underdeveloped acreage of Land Use Designation (GIS)

6 - Future Redeveloped Acreage assuming that 20% of proposed area will be redeveloped

7 - Total Jobs generated from proposed land area x jobs per acre

8 - Jobs per acre from existing jobs per acre and considering land use designation changes

9 - Future Density for housing units in residential/mixed commercial designations (from General Plan)

*Detached Residential & DR-AX density for new development is 6 units/acre (infill in existing neighborhoods is 6 units/acre)

10 - Housing Units generated based on (density)x(vacant acreage)+(density)x(redeveloped acreage)

* Housing units in AX designations generated based on a 50% development potential

*Housing units in COM designation generated with 50% redeveloped acreage and 30% vacant acreage

11 - Existing Population to be replaced in redeveloped areas

12 - 2050 Population based on (2.91% average household size)x(# of generated housing units)

* Current Population total = Approximately 47,142

13 - Daytime Population includes a 9.4% population change due to commuting (from city-data.com and Cache County)

MAINTAINING LOGAN’S “DISTINCTIVE CHARACTER”

The distinctive character of Logan is a term, sometimes also called “sense of place”, that refers to the sense of comfort and security that a person feels about a certain area (i.e. a space, neighborhood, city and/or region). An area has a distinctive character if it can be described and if it is memorable. A sense of place can be derived from many factors; the large scale physical setting (e.g. Cache Valley surrounded by the Bear River Range and the Wellsville Mountains), a creek, open farm land, tree-lined streets, and even the details of historic architecture. A sense of place is what, in a person’s mind, distinguishes Logan from the surrounding communities. It is what makes Logan visually different from Ogden, Provo, or other communities. Clearly a sense of place is subjective and is perceived differently by various observers, but sense of place is a critical component of the success of a community. If there is no “sense of place” there is likely to be no feeling of belonging to a community, and the community does not become one’s home or place to which there is a desire to return.

While much of the General Plan deals primarily with facts, figures, policies and goals—things that can be measured in numbers—the Community Design element addresses the subjective issues of aesthetics. The attractiveness of Logan - from its panoramas to individual buildings is an important part of our appeal as a place to live, work, shop, and recreate. The purpose of defining a “distinctive character” or “sense of place” is to provide the parameters within which design standards will ultimately be developed.

This section defines community character and emphasizes the major characteristics that the City should maintain and those that the city should discourage. A true test of the places that are important to a community will prove to be those places that are the subject of photographs and artistic paintings.

8.1 COMMUNITY-WIDE DESIGN

8.1.1 Community “Billboards” — Impressions of Logan

Just as billboards along a highway convey messages, the appearance of a community sends a message – about how well the community is doing, about community and individual pride, about the ability of the community to regulate itself, and where it places its priorities.

Positive “Billboards”

- Historic Downtown Logan—Downtown Logan is an impressive urban downtown. The central business district has retained its vitality with the Ellen Eccles Theater, restored historic buildings, and few vacant stores and particularly, because of old anchor retailers that keep people coming back.
- The LDS Temple—The Logan Temple is a magnificent structure, surrounded by open areas which serve as a visual amenity and a landmark to the entire valley.
- Tabernacle Square—Tabernacle Square is one of the irreducibles of Logan. The green tree-lined square and the restored historic LDS Tabernacle is a billboard that impresses residents and visitors alike. Its integral relationship to the historic downtown is vital to the sense of place for the City of Logan. Tabernacle Square is at the convergence of federal and state roads where everyone enjoys this positive billboard.
- The USU Innovation Campus is the quintessential image of quality development and pleasant scenes that the City should promote. As the campus continues to grow it promises to be one of Logan’s great positive images.
- Open view of the mountains in their relatively pristine condition.
- Views of the valley from benchlands and mountain locations.
- Open view of farmlands and open lands from public lands and roadways.
- Residential streets whose grand street trees arch over the roadways and provide welcome shade.
- The rivers, canals, and their riparian vegetation that wind through the city and the valley floor.

Negative “Billboards”

- Multi-family tract housing—While Logan has a rich history of diverse and well built households, some previous practices have diminished the quality of housing. These include the dominance of multi-family households in traditional single family neighborhoods. Large concentrations of multi-family housing reduce the historical diversity that makes Logan a unique place. Multi-family housing is not of itself a mistake, but large projects of a single dwelling type can be problematic. Logan must strive to provide mixed housing options. Balanced housing entails increasing houses that cater to a greater income range in all projects.
- Front yard parking—parking in front yards reduces the functionality of public streets, adds blight to front yards, reduces value of adjacent properties, and significantly reduces visual quality of public streets. Parking in front yards should be reduced.
- Some dilapidated business properties dominated by asphalt and void of upkeep and landscaping.



Figure 8-1: Utah State University contributes to a positive image of the City.



Figure 8-2: Many historic residences add positive billboards.



Figure 8-3 Downtown Logan is an icon of positive community character recognized throughout the state.

8.1.2 Elements Contribute to Logan’s “Distinctive Character”

- Historical buildings and places.
- Traditional Logan neighborhoods—Traditional neighborhoods are typically defined by a diverse housing stock, densities higher than rural residential areas, separated sidewalks with park strips, setback garages, and tree lined streets. Such neighborhoods create a sense of place, which encourage pedestrian interaction hence community.
- Timeless building design—Timeless building design is integral to the reuse of buildings. Timeless building concepts include the construction of buildings that can accommodate a variety of uses over time. Buildings that can support changes in density should also be encouraged.
- Gateways and entries.
- The natural setting— rivers, canals, views of nature that surround us.

8.1.3 Building “Blocks”: Preserving Logan’s Traditional Street Pattern

It is a long established truth that great places do not just happen. Great places result when thoughtful plans are implemented over a long period of time. All great cities of the world were conceived as a pattern of roads, buildings, and open space. It is also clear that the pattern of development dictates the quality of development.

The skillful design and layout of sites, architectural design, streets, walkways, parking, signs, lighting, landscaping, and amenities determines the quality and pattern of any one project. Over time, a collection of projects makes a community. The successful design of each project contributes to the quality of the community. While communities are built one project at a time they can also deteriorate one project at a time. Examples of this principle are evident in rural areas where homes are allowed to encroach into the middle of large agricultural fields one lot at a time and one subdivision at a time. Gradually this practice consumes the very quality (open space) that attracted home buyers in the first place. To achieve a great community there must be a relentless commitment to the preservation, or creation, of a quality community. This commitment realizes that every project matters, every lot matters, every building matters, and every decision matters.

The original design for the City of Logan came from the tried and true model called the “Plat of the City of Zion” conceived by Joseph Smith and fully implemented by Brigham Young. This settlement pattern guided the development of the City of Nauvoo, Illinois, Salt Lake City, Logan, and more than 500 other communities throughout the western states, Canada, and Mexico. The pattern of blocks, roads, buildings, and open space established a quality that remains in these communities today. Much of the quality of Logan remains in the older areas that were originally planned with the grid system of blocks, connecting streets, sidewalks, and street trees with homes and businesses facing public streets. In 1996, this model for development, the “Plat for the City of Zion,” received a

National Planning Landmarks Award from the American Planning Association for its vision, planning genius, and for being uniquely original to America. A renowned architect and planner once described the organizational genius of Mormon communities: “Not even George Washington...compares with the indigenous originally creative community design gifts of Joseph Smith and Brigham Young, who, in fact, stand lonely in the far-flung American scene, where no native, non-colonial, non-imported community expression has ever been found again.”¹

In addition to Mormon Communities, by the early 1900’s many communities had adopted a grid pattern of streets. Gradually, however, especially in the last 50 years, the trend in residential development throughout the U.S. turned away from the traditional grid pattern and toward cul-de-sacs (dead-end streets), longer blocks with fewer interconnecting streets or roadways designed to optimize for traffic.

In the last decade communities across the U.S. have discovered that there are negative consequences of this sprawling land use pattern:

- The downtown core of the community is now isolated because there are not enough interconnecting roadways to get people from where they live, in the suburbs, back to the center of the City.
- Traffic funneled to a few collector roads has made them undesirable for living and they have become “walled streets” faced with the back fences of homes.
- Front yards have become dominated by garages and driveways and far less friendly to walking and outdoor activities.

In the resulting sprawling suburbs neighbors spend less time in the front yard, less time socializing with each other and fewer people are seen walking in neighborhoods – partly a result of the pattern of cul-de-sac streets and blocks that occurred in the last 50 years.

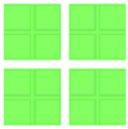
Logan’s core area is fortunate to have avoided being ringed by decades of residential suburban sprawl. All areas of the City can continue to grow within the distinguished, traditional block grid. This will result in a more sustainable transportation system, a better neighborhood environment, and a more walkable community. The City of Logan is committed to a return to the traditional system of square blocks with interconnecting streets and a streetscape dominated by walkways, street trees, and landscaping in the front of homes and businesses. The return to traditional streetscapes will ensure that parking and pavement is not the dominant feature in front yards.

8.1.4 Logan’s Building Blocks

In new development areas, an enhanced grid system will be used to reestablish the grid. The “building blocks of the city” will be composed of blocks, superblocks, and miniblocks. The enhanced grid will be defined as follows:

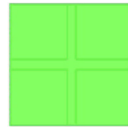
1 Richard J. Neutra, “The Mormons and the American Community” 1960.

Blocks



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

Superblocks



Superblocks are combinations of standard blocks into larger 20, 30, or 40 acre development parcels. The arrangement of superblocks will align with the 10 acre grid framework, but would be allowed to reduce public roads on the interior of a superblock to accommodate large scale buildings or structures. Typical development types requiring superblocks would be large commercial projects, industrial complexes, airports, municipal utility complexes, and large regional parks. Superblocks will offer opportunities for transit oriented developments, interconnected pedestrian friendly walkways, open space, and intense landscaping.

Miniblocks



Blocks may be divided into quarter blocks whenever size of development parcel or density requires more roadway area. Development of miniblocks is encouraged to create smaller scale neighborhoods. The result will be a network of roads, walkways, and street trees that create greater connectivity and quality public streetscapes.

COMMUNITY-WIDE DESIGN GOALS

1. To repeat successes (i.e. positive billboards).
2. To create quality design and provide an aesthetically pleasing urban scape.
3. To protect the traditional design in Logan and encourage Logan’s traditional street pattern.

COMMUNITY-WIDE DESIGN POLICIES

1. The City of Logan will support quality development.
2. Logan will support development which preserves the City’s historic character and the City’s “Sense of place”.
3. The City will encourage development which:
 - a. Contains timeless buildings.
 - b. Emphasizes the natural setting.
 - c. Preserves or enhances Logan’s traditional street pattern.

1. The best assurance for quality growth is achieved by insistence on better design. Therefore the City should implement form-based codes which:
 - a. Properly place more on design than on use.
 - b. Encourage timeless buildings that can accommodate a variety of uses.
 - c. Employ traditional neighborhood concepts.

8.2 PRESERVING AND IMPROVING THE HISTORIC DOWNTOWN

It is critical for Downtown Logan to reinvent itself. This process began with a community-wide planning and visioning effort called “The Future for Downtown Logan”². Many pertinent directives resulted from the effort. Proposals to design and construct new facilities will be guided by the directives for downtown. Redevelopment plans will be structured to follow these guidelines.

“The Future for Downtown Logan” is a long-range vision and a framework for development. Public and private initiatives for the historic downtown will be built around this framework. Proposals to design and construct new facilities will be guided by the visions and objectives contained in this document. Redevelopment plans will be structured to reflect these principals. A broad coalition of downtown interests created this vision which will accomplish the following:

8.2.1 *Make Downtown Logan a thriving center of living where many people work, shop, eat, play, and reside.*

A. Increase downtown connectivity to other activity centers by all forms of transportation.

Downtown Logan must become more connected to other activity centers and linked by all forms of transportation. It must be connected to Utah State University. Initially, an express bus should run between the center of campus activity and downtown during peak hours. Communities in the valley should be connected to the downtown by mass transit. Recreational trails, bike routes, and walkways should all connect to the downtown.

In the long-term, downtown should become more connected to employment centers, schools, other retail centers, and residential neighborhoods. Over time, less dependence should be placed on the automobile and more emphasis should be made on walking within the downtown. Ultimately, downtown should be connected through a wide variety of transportation types allowing multiple choices for accessing activities in the downtown.

B. Strengthen the vitality of downtown by “incentivizing” the following marketing anchors:

1) New & Existing Retail

Attract new retail anchors to locate in existing buildings or to construct new space. Selected national retail stores should be given incentives to locate in the downtown. This new retail must enhance existing businesses by increasing the customer draw to the downtown. New retail anchors should be placed in locations that will strengthen existing downtown retail. A high priority should be placed on new retail in the downtown rather than peripheral locations.

2) Conference Center

An opportunity may exist for larger banqueting and mini-conferencing in downtown. This facility will help to stabilize some existing businesses and will create retail opportunities for new and existing businesses.

3) Hotel

A hotel such as boutique hotel, would be a positive addition to downtown and should be promoted to add depth and additional support for tourists and patrons of the arts, theater, and opera.

4) Tourist Facilities - including parking, rest rooms, conveniences, and food

A great opportunity exists to expand the tourist and visitor market in the downtown. Parking, visitor information, rest rooms, and conveniences have been provided in the new renovated Cache County Courthouse. These facilities will attract visitors to walk the downtown, shop, visit historical sites, and purchase food and other guest services. Visitors should be made to feel welcome in the downtown.

5) Food Services - including restaurants, a grocery store, and expansion of farmers market

A variety of additional food services should be attracted to the downtown as it continues to grow. Additional, quality restaurants are needed to accommodate cultural and entertainment activities, an expanding office worker population, hotels and B&Bs near the downtown. Evening dining opportunities must be improved and expanded to meet the needs of people staying in the downtown for longer periods of time. A grocery store is needed to serve existing and future residents. The farmers market can continue to serve the area and should be supported to relocate and to grow in its service to a large portion of the resident population.

6) Entertainment - extending shops, galleries, and restaurants hours

The downtown enjoys several entertainment anchors in the downtown. The Eccles Theater, the Lyric Theater, and the newly opened Utah Theater host a wide range of cultural and entertainment functions.



Figure 8-4: A farmer's market in the downtown brings vitality and weekend activity.



Figure 8-5: An enjoyable, pedestrian friendly environment is critical to inviting more customers.

2 The Future for Downtown Logan, <http://www.loganutah.org/site/id/futuredowntown.htm>



Figure 8-6: The downtown pedestrian environment should be inviting.

At night these functions are largely unsupported by extended hours by merchants. More shops, galleries, and restaurants must stay open to serve the needs of these patrons. An opportunity exists to expand movie theaters and bring movie-goers downtown. Movie theaters need to modernize with more viewer amenities such as stadium seating. In the long-term, Downtown Logan should maintain and strengthen its position as the entertainment district of Cache Valley.

7) *Expand Government Offices*

Approximately 3,000 government workers currently spend their day-time life in or near the downtown. Downtown Logan must remain the center for government for the valley. The City of Logan has made a strong commitment to downtown by continuing to improve the “city block”. Cache County completed a new county office building on Main Street and renovated the County Courthouse. These and other obligations to downtown are critical to its future and they must remain. Future expansion of compatible city and county facilities must continue to locate in the downtown. Federal and state government facilities should be attracted to relocate in the downtown near other government facilities.

8) *Expand Corporate Offices through enhancements*

Cache Valley is the home of many large national corporations. Enhancements should be provided to these corporations to locate corporate offices and headquarters in the downtown. The corporations and the downtown will benefit from the heightened image and sophistication as the business center of the valley. This will strengthen all retail markets in downtown and substantially expand the population base for downtown. It will also add Class-A office space for other related companies and businesses.

9) *Preserve Existing Residential - Develop New Residential*

Incentivize and, if necessary, develop new residential living inside and surrounding the downtown that will bring all income levels to downtown residency.

C. *Improve parking availability, accessibility, & management*

To promote Logan’s downtown as a place for people to work, shop, eat, and visit, parking must be improved for visitors and employees alike. At the same time, parking facilities must be situated and managed to reduce negative visible and traffic effects on the downtown area.

Clear signs with directions to parking areas help to emphasize the existing parking. Additional parking on the blocks to the east and west of Main Street could help with traffic flow and reduce parking visibility from Main Street. In certain areas, it will be desirable to provide limited-term parking

to help increase parking stall turnover and availability. Parking also needs to be pedestrian-friendly and convenient for pedestrians by being located close to shops, walkways, and sidewalks. Long-term, each block will have its own mixed use parking structure accesses respectively from 100 East and 100 West.

D. *Manage vehicular traffic for compatibility with the downtown*

Reducing automobile-pedestrian conflicts and encouraging pedestrian movement in Downtown Logan will increase the number of people that visit downtown businesses and shops. A number of traffic management measures will be used to calm traffic and facilitate better traffic flow. For example, signs with clear directions to easy-to-find parking areas will help visitors park near their intended destinations. Properly located pedestrian islands on Main Street would facilitate pedestrian crossings without unnecessarily impeding traffic.

E. *Preserve highways where “all roads lead to downtown”, including all multi modal transportation*

Today, all roads lead to downtown. All transportation routes and modes should be centered in or very near historic downtown. When new modes of transportation are developed, priority should be placed to develop transportation centers downtown. Similarly, expansion of existing transportation networks should maintain a focus on the downtown. Downtown Logan must become “the happening place” where merchants and customers want to locate, to shop, to eat, and to be entertained.

F. *Retain Downtown as the Government Center of Cache Valley*

A City Hall, Courthouse, or other signature government building in a downtown area often serves as a downtown anchor due to their employees and visitors. Government offices (for example, the County Courthouse) often are historically or architecturally significant and through their mere presence add to the quality of downtown.

In Logan, the historic downtown area is currently the government center for Cache Valley. Government buildings and offices bring government employees and visitors into the downtown area. The hundreds of people that work in and visit these offices provide an additional downtown population for lunches, breaks, meetings, after-work shopping, and events.

G. *Increase hours of operation*

One of the most common elements of a vibrant downtown is the opportunity in the evening for people to shop, dine, and socialize. Having shops, restaurants and other businesses remain open past 6 p.m. creates reasons and opportunities for people to be downtown. Cultural events such as art shows and concerts provide opportunities to remain in and visit the downtown in the evening. For example, Logan’s downtown has the Eccles Theater and

Lyric Theater facilities which bring large crowds downtown to attend plays, operas, and other events. In turn the events, by increasing customer traffic, support the increase in business hours in downtown shops and provide safety and security for all visitors and residents.

8.2.2 *Develop Downtown Logan to be a place of enjoyment throughout the year.*

A. Make downtown “pedestrian friendly” by accomplishing the following:

- 1) The street front must be inviting to pedestrians through the presence of display windows, building openings, sitting areas, architectural details, and street level retail activities. Blank walls are unfriendly and are not places where people want to linger.
- 2) The front of new buildings must be placed at the front property line, adjacent to public walkways. Shops and stores should dominate the street scene and parking and service functions should be located in less visible areas of blocks.
- 3) Sidewalks, street trees, streetlights, and other pedestrian amenities must be uniform and continuous from one block to the next. This visual continuity will add greatly to the quality of the downtown district.
- 4) Some open space must be preserved on the interior of each block for civic and social interchange. The open space should, at a minimum, contain the following elements: 1) green space, 2) seating, 3) natural light, 4) adjacent shops or offices, 5) separation from parking and roadways, and 6) lighting.
- 5) Inner-block open space should be connected from one block to another.
- 6) Space between storefronts and curb-side parking should be designed and maintained as a public walkway to meet the comforts of shoppers, citizens, and visitors. The basic elements of a streetscape that will attract pedestrians are: 1) green landscape, 2) shade, 3) natural light, 4) seating, 5) directional and informational signs, 6) trash receptacles, 7) cleanliness, 8) safety, 9) special paving materials and patterns, 10) flowers and interesting landscaping, 11) drinking fountains, 12) street-side convenience vendors, 13) artwork, and 14) shelter in inclement weather.
- 7) Pedestrian crossings at intersections should be improved to make crossings safer and more comfortable.
- 8) Cars should continue to park on the street surrounding each block.

B. Create green civic space(s) for gathering and activities.

Downtown parks or other civic green space provide casual places to meet friends and family and a place to host large and small community events. People will attend special events held in the downtown parks and will then visit downtown shops and restaurants. The downtown park also becomes a natural meeting location, providing places for downtown workers and visitors to eat lunch and opportunities for casual recreation. Additional amenities such as amphitheaters, gazebos, and other structures will add to

the importance and use of downtown open space.

C. Find ways to use existing water features to enhance the quality of downtown.

Downtowns with water features such as creeks, rivers, ponds, and lakes often take advantage of this natural setting with lakeside parks or riverside walks. These open spaces often draw people to the downtown to enjoy a shady, cool bench along the water. Logan is fortunate to have a major irrigation canal flowing through the historic downtown area. Greater advantage should be taken here. Portions of a public trail also parallel the canal for a block (from Main Street to 100 East). This trail should be extended to follow the canal to the east and the west of downtown. Ultimately, this trail system should connect residential neighborhoods to the downtown.

D. Maintain security and safety to continue vitality of the downtown.

Ensuring a secure downtown will allow more residents to feel comfortable spending their evenings and weekends shopping, eating and gathering in the downtown. The best insurance for a secure downtown will be to keep people in the downtown with crowds on lighted streets late into the nights.

E. Increase residential living opportunities.

Downtown should be a dynamic urban center, including a mix of residential, civic, and commercial uses. Increasing residential living in the downtown will strengthen the viability of civic facilities and businesses. The downtown currently has opportunities for residential development, particularly in the upper floors of downtown buildings and in certain vacant buildings.

F. Provide services and conveniences for everyone in the downtown.

In the past, downtown Logan had a full range of retail and residential services. These services made it possible for people to live and shop in the downtown. The viability of Downtown Logan will require a restoration of these services, which must include convenience items for the entire daytime and nighttime population.

G. Program activities in the downtown year-round.

Many communities strive to enhance their downtown areas by focusing efforts on programming activities in the downtown year-round. Organized events such as street festivals and farmers’ markets should continue to expand. A tradition of winter activities and seasonal events must be created as a celebration of the place where we live.

H. Increase the weather friendly downtown by providing shade in the summer and impeccable snow/ice maintenance.

Logan’s warm summers and cold winters result in the need for weather amenities to encourage visitors to be downtown.

I. Place public and private art in the downtown to enhance image and attract interest.



Figure 8-7: Historic buildings throughout the downtown should be preserved.



Figure 8-8: The Logan Tabernacle and surrounding parklike block are critical to the image and quality of the entire City.



Figure 8-9: An aerial view of downtown showing City Block (foreground) and the County Block (upper center) a long term plan to increase occupied space in the downtown core by more than 300 percent.



Figure 8-10: An aerial view of downtown looking northward showing a treelined main street and a future civic plaza south of the Eccles Theater (lower center).

The placement of public art in the downtown will enhance the “quality of place” and will add greatly to the attraction of more people to the downtown. Public art should be placed on the walkways and within open space on each block. Corporate sponsors and businesses should be encouraged to participate in public art programs. New government facilities should include public art as part of each development.

8.2.3 *Preserve the historic character and qualities of Downtown Logan*

- A. *Protect and maintain the irreducible structures, spaces, and skylines.*
 There are historic buildings and features within the downtown that, if lost, would have a devastating, negative effect on the quality of Historic Downtown Logan. These icons of tradition are irreducibles. The character of Logan and its downtown are dependent upon them. The LDS Tabernacle, Blue Bird, County Court House, Tabernacle Square, St. Johns Episcopal Church, and many other buildings and spaces are worthy of preservation because they define the place we call downtown. The magnificent views of the valley and mountains from the upper floors should be managed to allow the maximum exposure to these amenities. New development will be required to work around these irreducibles with designs that are compatible with these important features, consistent with the existing historic district.
- B. *Maintain the downtown historic district with a priority to preserve historical resources.*
 The Historic District established to preserve the history of downtown must continue. The purpose of the district and the Historic Preservation Committee is to preserve the historic character of the downtown and the adjacent residential neighborhood. Currently the Federal Guidelines for preservation are used to evaluate development proposals. New guidelines should be adopted which streamline approvals, where possible.

- C. *Develop new buildings consistent with Historic Preservation Guidelines in the period of 1890-1930*
 The historic appearance of downtown is the basis for the quality image that it enjoys. The bulk of existing buildings in the downtown were established during the growth years from 1890 to 1930. This image must be maintained and further enhanced. Where practical, existing buildings must be preserved or restored to their original condition. New buildings must be designed to be visually compatible with this historic period. Architects must not slavishly replicate historic architecture, but rather design buildings and spaces that build upon the historic quality of Downtown Logan. New guidelines must be adopted for historic preservation for a new phase of growth for the historic downtown.

8.2.4 *Create a lasting and outstanding appearance for Downtown Logan*

- A. *“Green” the streets and walkways with trees, landscaping, and amenities.*
 Shade and trees on streets, walks, and within civic spaces is essential to a vibrant downtown. In order to accommodate pedestrians in all seasons, especially in the hotter summer months, trees and landscaping are indispensable. The tree canopy is visually attractive and provides shade for shoppers, guests, and residents in the downtown. Along with trees, other landscaping should be added to streets, sidewalks, and storefronts.
- B. *Create a quality signage system that fits the historic theme and reduces the dominance of signs.*
 The city should develop a new* downtown sign design system that fits the City’s historic character while providing businesses the opportunity to advertise. These sign systems should have a theme or certain look to help identify downtown businesses. The signage system for downtown should help to establish a look for the downtown that is distinctive.
- C. *Develop downtown entrance gateways on Main Street that invite and welcome.*
 Downtown Logan must be clearly identifiable as a special place. This could be done in a variety of ways ranging from a literal gateway arching across the highway to something as simple as a change in highway paving or the addition of landscaping. There should also be a distinct improvement in the street landscape and street furnishings. New historic street lights should be installed on both sides of Main Street to continue the pattern newly implemented. At the gateway entrances, flowers and colorful landscaping should be added to the median and in the sidewalk areas. Over time, it may be appropriate to construct gateways, pillars, or some other architectural features as the gateway to downtown. Large buildings developed at the gateways will also help to distinguish the downtown as a unique area.
- D. *Enhance existing store fronts.*
 Building appearance is a key part of the first impression a visitor is given of a downtown. Well–designed and maintained store fronts, facades, and windows can all be eye–catching and visibly pleasing components of a downtown area, interesting to pedestrians as well as to passing vehicles. The City of Logan’s Design Review process is in part intended to improve the appearance of stores in the downtown by ensuring that new construction or exterior renovations contribute to an improved appearance. Programs should be established to assist existing businesses to enhance store fronts. Sidewalk elements such as planters, trees, and seating all add visual interest and attractiveness; more could be added. Frequent litter cleanup is a simple but necessary component of an attractive downtown, and this cleanup can be expanded to include periodic building facade and sidewalk washing. Portable planter pots near store entrances and window planters are relatively simple, inexpensive enhancements. Window displays–seasonal and otherwise–are another relatively simple store front improvement that adds visual interest to a downtown. Stores that are unoccupied should be enhanced

with window displays for civic or other purposes. A vacant window program should be established.

The directives illustrated here are a result of the work of many dedicated citizens who believe in the value and strength of a viable Downtown Logan. For more details about plans for Downtown Logan visit the planning document the “Future for Downtown Logan” on the city website at <http://www.loganutah.org/site/id/futuredowntown.htm>.

DOWNTOWN GOALS

- 1. To improve the appearance, quality, vitality, and functionality of Logan’s downtown.
- 2. To preserve the history of the downtown.
- 3. To create a pedestrian friendly downtown.
- 4. To ensure a secure downtown.

DOWNTOWN POLICIES

- 1. Logan supports downtown design which:
 - a. Improves parking availability, accessibility, and management.
 - b. Develops downtown’s pedestrian streetscape elements.
 - c. Uses existing water features and art.
 - d. Promotes “greening” streets and walkways—with trees, shrubs, and amenities.
- 2. The City supports the development of downtown’s character by:
 - a. Encouraging businesses that increase hours of operation for shops and restaurants.
 - b. Supporting amenities and services which reduce the negative climate effects, i.e. shelter for rain, trees for heat, etc.
 - c. Encouraging businesses to upgrade retail store fronts to make them more inviting and compatible with the downtown as a whole.
- 3. The City of Logan seeks to preserve the historical character of the City by:
 - a. Promoting the protection and maintenance of irreducible structures, spaces, and skylines.
 - b. Encouraging new buildings that are consistent with historic buildings.
 - c. Preserving of historical resources in the Historic District.
- 4. The City of Logan will continue its economic growth by:
 - a. Maintaining downtown Logan as the government center of Cache Valley including city, county, state, and federal facilities.
 - b. Providing services and conveniences for everyone in the downtown.
 - c. Promoting year-round activities in the downtown.
 - d. Supporting quality development.
- 5. Logan will encourage downtown transportation by:
 - a. Maintaining or improving connectivity to other activity centers.

- b. Preserving a system of highways where “All roads lead to downtown”.
- c. Maintaining vehicular compatibility with the downtown by:
 - i. Providing easy access to downtown.
 - ii. Reducing automobile–pedestrian conflicts.
 - iii. Encouraging walking throughout.
 - iv. Incentivizing alternative transportation to downtown.
- 6. In order to preserve and protect character consistent with the downtown, the town will restrict vertical growth by mandating that:
 - a. No new building in the downtown shall exceed 5 stories.
 - b. No new building in the downtown shall be less than 2 stories.
 - c. In general, the City encourages new buildings in the downtown to be 2 to 3 stories. Additional height may be granted based on incentives related to compliance with guidelines.

DOWNTOWN DIRECTIVES

- 1. Revise the land development code to address the issue of parking in the central commercial zone. The new code will:
 - a. Stipulate residential development within the central commercial zone must provide adequate parking for residential units as prescribed in the Land Development Code.
 - b. Allow commercial redevelopment projects to develop with minimal or no parking requirements.

DOWNTOWN ACTIONS

- 1. Employ preservation guidelines from the period of 1890-1930.
- 2. Create a quality signage system that fits the historic theme and reduces the dominance of signs.
- 3. Improve entrance gateways to Logan’s downtown.
- 4. The City will encourage the following marketing anchors:
 - a. New and existing retail
 - b. Tourist facilities
 - c. Expanded food services (more and larger capacity)
 - d. Entertainment
 - e. Government administrative services and library services
 - f. Corporate headquarters
 - g. Offices
 - h. Hotel
- 5. Logan will utilize redevelopment powers and other incentives to
 - a. Enhance the pedestrian streetscape including:
 - i. Green landscape
 - ii. Shade
 - iii. Natural light

- iv. Seating
- v. Trash receptacles
- vi. Special paving materials and patterns
- vii. Flowers and interesting landscaping
- viii. Drinking fountains
- ix. Artwork
- x. On-street parking
- b. Encourage the operation of pedestrian friendly streetscape by:
 - i. Creating safe and comfortable pedestrian crossings.
 - ii. Increasing shelters for inclement weather.
 - iii. Increasing street-side convenience vendors.
 - iv. Using directional and informational signs.
 - v. Maintaining or creating adequate lighting.
 - vi. Creating green civic space(s) for gatherings and activities.
 - vii. Ensuring security, safety and cleanliness.
- c. Pursue economic development projects which use Tax Increment Financing and other sources of public funds.
- d. Acquire funds for the Downtown area in order to maintain the appearance of the area and encourage non-contributory buildings to restore or remodel to support the overall character of Downtown Logan.
- 6. The City will create downtown design standards which:
 - a. Mandate new building designs be complementary to existing adjoining preservable structures and the overall character of the block and neighborhood in which a project is located.
 - b. Mandate all signage, lighting, awnings, and outdoor furniture in the downtown to be of a design which will reflect and enhance the character of the area.



Figure 8-11: Preserving historic resources is essential to the downtown’s success.

Within the current city boundary the land remaining for large-lot single family development will not meet the cities housing goals or needs. Housing developments must use the remaining residential land more efficiently. Development approaches, new to the Valley, that contain compact, high-quality, affordable and elderly housing, in close proximity to jobs, services, and amenities will help achieve this goal. This will reduce the rate of land consumption and achieve a more sustainable use of the available land. Increasing development efficiency alone cannot accommodate projected growth. While some small parcels provide infill opportunities, vacant land zoned for residential development is almost depleted. In order to accommodate future growth, both residential and commercial, while preserving our natural resources and enhancing our community character Logan must:

- 1) Redevelop existing underutilized sites.
- 2) Redistribute land within current City boundaries into new zoning districts.
- 3) Infill within current neighborhoods.
- 4) Annex new property into the City allowing additional residential expansion.

The Future Land Use Plan (chapter 3) demonstrates how these four principles provide enough growth opportunities to accommodate projected population to 2050.

In the last 10 years, to balance the large rental population, the City increased opportunities for home ownership. A program called “Welcome home - own in Logan” was started with CDBG funds. The intent was to prevent homes in transition from being transitioned from owner occupied to rental properties. Some funds were used to subsidize closing costs and down payments and helped place new homers in threatened neighborhoods. This direction should expand significantly.

A significant opportunity is arising to house the retiring “baby boomers”. Condominiums and attached housing is a growing market for developers, but there seems to be a reluctance to move in this direction. The city should develop methods to incentivize new housing for the elderly population. Particularly, older neighborhoods would be excellent places to build retirement housing to add stability to the neighborhoods and to use vacant, infill properties.

9.1 TYPE AND AGE OF HOUSING STOCK

A few attributes concerning the housing stock are particularly noteworthy. First, the Logan housing stock exhibits a high percentage of rental properties. Second, only 41% of housing within the City is detached single family homes while 49% of the units are within multi-family structures. There is also a small segment of single family attached housing (6%) and mobile homes (4%). Most attached single family housing is rental housing. Compared to the remainder of Cache County, the City of Logan contains 50.6% of the total housing

units of the county, 91% of the multi-family units, and 72% of the attached single family units.

The median age of Logan’s housing stock is 32 years (median year built 1973). Census data shows that the number of units developed each decade has continued to increase since 1940, with a noticeable drop in the 1980’s.

9.2 HOUSING VACANCY

The 2000 Census reported the City of Logan had 14,692 housing units, 13,902 of which were occupied dwelling units, or a vacancy rate of 5.4%. The owner occupied vacancy rate in 2000 was 2.3%. The renter occupied vacancy rate in 2000 was 4.8%. Recent estimates show an increase in rental vacancy rate with county-wide vacancy to 7.3% in 2005. The student rental vacancy rate remains above 10%. Vacancy rates were higher in this typically balanced market and rent concessions became noticeable, especially in older developments that cater to single students.

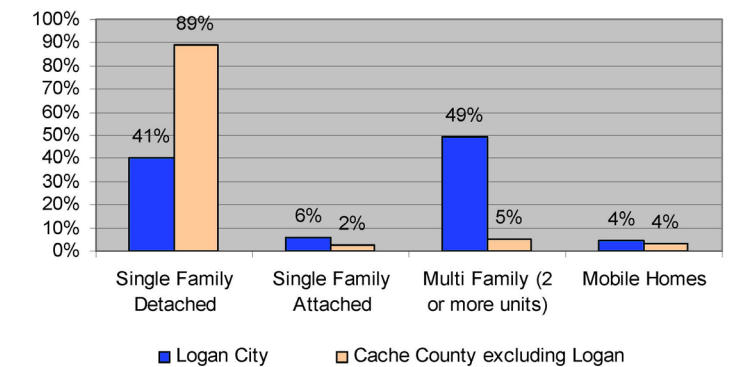
9.3 OWNERSHIP VERSES RENTAL

The City of Logan has a large rental market, with 6,112 units (44%) that are owner occupied and the remaining 7,790 units (56%) being renter occupied. The remainder of Cache County has an 86% owner occupancy rate, nearly double that of Logan.

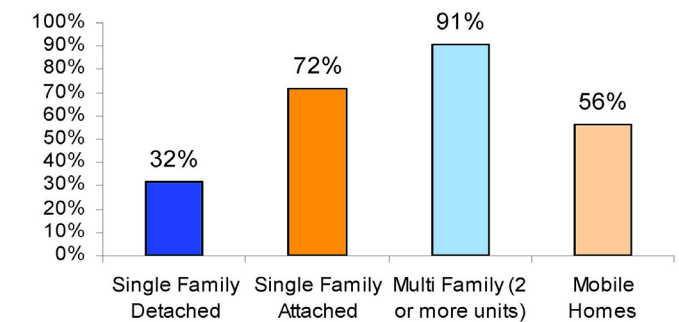
Housing choices and housing affordability are quality of life priorities and the City should cooperate with the private sector to encourage both. The City will ensure a greater mix of uses and housing types in residential areas of the community. New and existing housing areas should be served by multiple transportation modes. New mixed use developments will include quality housing, varied by type and price, integrated with shopping, schools, community facilities and jobs. Human-scale design compatible with the existing neighborhood context and quality construction contribute to successful compact, mixed-use development. It also promotes privacy, safety, and visual coherency.

9.4 AFFORDABLE HOUSING

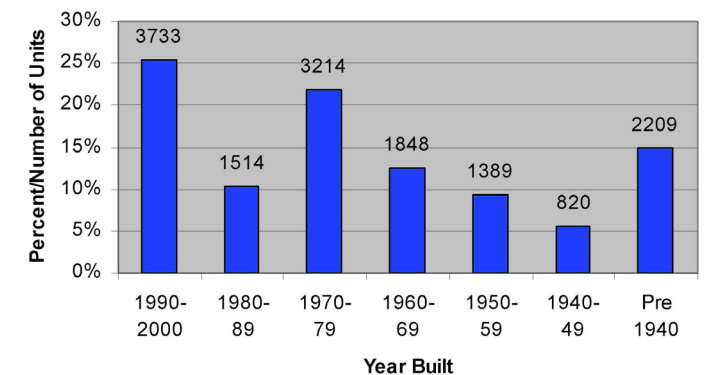
Passed in 1996, Utah House Bill 295 delineated that all Utah communities must study their supply of affordable housing and address the needs of low to moderate-income persons. It also stipulated the creation of a housing plan before December 1998.



GRAPH 9-1: UNITS PER STRUCTURE



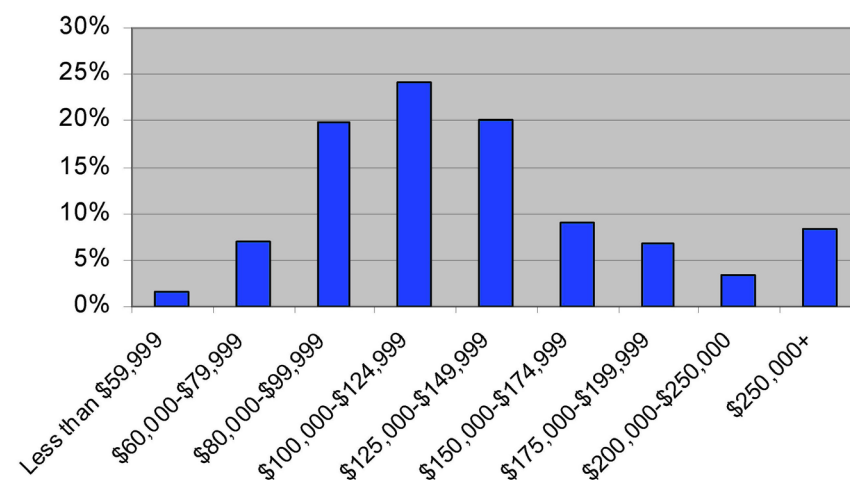
GRAPH 9-2: LOGAN’S HOUSING IN CACHE COUNTY



GRAPH 9-3: AGE OF OWNER OCCUPIED HOUSING



GRAPH 9-4: GROSS RENT IN LOGAN CITY



GRAPH 9-5: VALUE FOR OWNER OCCUPIED HOMES

TABLE 9-1: PERCENT MEDIAN INCOME SPENT ON HOUSING	
Percent Median Income	Per Month Housing Expenditures
80%-50%	\$528
50%-30%	\$330
below 30%	\$198

The bill defines moderate income housing as: “Housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area for households of the same size”. The United States Department of Housing and Urban Development (HUD) further divides households earning less than 80% of the area median income (AMI) into three groups:

- households between 51 and 80 percent of median income.
- households between 31 and 50 percent of median income.
- households below 30 percent of the area median income.

HUD has further determined that if more than 30% of family income has to be dedicated to housing and utilities, then the family does not have adequate funds for other expenses.

9.4.1 Affordable Housing in Logan

In 1998 Logan released its affordable housing plan. The plan is a working/action plan. It is to be amended as needed. The plan identified the maximum expenditures per month for the three HUD income levels:

The affordable housing plan revealed that 55 percent of the Logan population was below the 80% median income.

As Logan is the center of employment, services, and since low income households typically locate close to employment centers, it would logically follow that Logan would have the majority of the affordable housing in Cache Valley. The 1998 affordable housing study produced the following findings:

- Logan has 46.7% of the Cache Valley population.
- Logan has over 88% of the Cache Valley multi-family dwellings.
- Among Cache Valley communities, Logan had the fastest increase in multi-family housing.
- Logan has a greater supply of multi-family housing than single family housing.
- Logan has about 80% of the renter-occupied housing in Cache Valley.

HOUSING GOALS

1. To increase home ownership opportunities and housing diversity for all ages, family sizes, and income levels.
2. To increase maintenance and upkeep of the housing stock.
3. To create neighborhood stability.

The General Plan also incorporates the following goals of the current (1998) Affordable Housing Plan:

1. Provide moderate and low income homeownership opportunities.
2. Increase supply of affordable housing units.
3. Increase opportunities for residents in need of affordable housing.

HOUSING POLICIES

1. The City of Logan promotes diverse housing and increased home ownership, it will do this by encouraging development that:
 - a. Upgrades its entire housing stock.
 - b. Provides a thorough housing mix, including affordable, median, market rate, and executive housing that caters to people in all family sizes and ages.
2. Logan will promote neighborhood stability through development standards and maintenance enforcement.
3. The City of Logan seeks to serve all residences with multiple transportation modes.
4. To ensure the goal of growth management, the City will promote compact housing.

HOUSING ACTIONS

1. Create residential design and development standards that:
 - a. Promote privacy, safety, and visual coherency.
 - b. Avoid multi-family housing concentration.
 - c. Promote neighborhood stability.
2. Extend the “Welcome home own in Logan” program.
3. Regularly review and revise the Affordable Housing Plan for the City of Logan.
4. Increase housing maintenance and upkeep throughout the City by increasing enforcement options.

One of the greatest challenges in growing compactly is to also enhance neighborhood character and stability. Creating and enhancing a neighborhood's residential character is important for its long term stability. By encouraging more attractive and creative quality residential developments we ensure that neighborhood character is maintained or improved. This helps hold property values and neighborhood desirability at higher levels.

Background

Logan is a City of neighborhoods that have developed over time. Each neighborhood is distinctive, due to the age and style of its architecture, predominant housing type, geographic boundaries, and demographic mix. Over the last ten years, nearly all older neighborhoods in Logan have been down zoned to single family districts. These actions resulted from citizen outcry to preserve the integrity of traditional neighborhoods. Citizens also insisted on increased zoning enforcement to resolve abuses of parking, occupancy, and illegal conversions. The Neighborhood Improvement Division was created by the Municipal Council in response to citizen desires to take back their neighborhoods. Enforcement actions have increased substantially. Citizen trust has also increased as a result of these initiatives.

The Situation

Logan's residents desire neighborhood stability and the enhancement of overall neighborhood quality. The older single family neighborhoods of the City are deteriorating to the point that young families no longer desire to make their homes in these areas. New families are not buying many of the older homes when residents mature and move away. Older residents are also choosing to leave because they have seen many homes in their neighborhood converted to apartments. Many of these conversions have caused deterioration, blight, and strained sociality among neighbors. One of the greatest contributors to deterioration has been illegal parking in the landscaped parkstrip and front yards. Many homeowners find themselves surrounded by homes with minimal maintenance and no accountable owner living on the property. These units are often over occupied homes with parking covering the front yard with no hope of recovery. When owners decide to leave they sell to a buyer with intent to rent or they rent the property themselves. They seldom sell as a single family home to a single family buyer because of lower selling prices. Elementary schools in these neighborhoods are shrinking from diminished population. Logan School District is forced to bus to older schools for lack of students in neighborhoods surrounding certain schools.

Many neighborhoods have a mix of owner occupied and rental housing. While a mix of rental/owner occupied housing helps ensure choice, when the proportion of rentals is high enough that the neighborhood reaches a "tipping point", that encourages the rest of the ownership units to be converted to rentals. The "tipping point" ratio varies according to maintenance levels and types of occupancy (students vs. families), but when reached it causes homeowners to lose confidence that their property values will be maintained, caus-

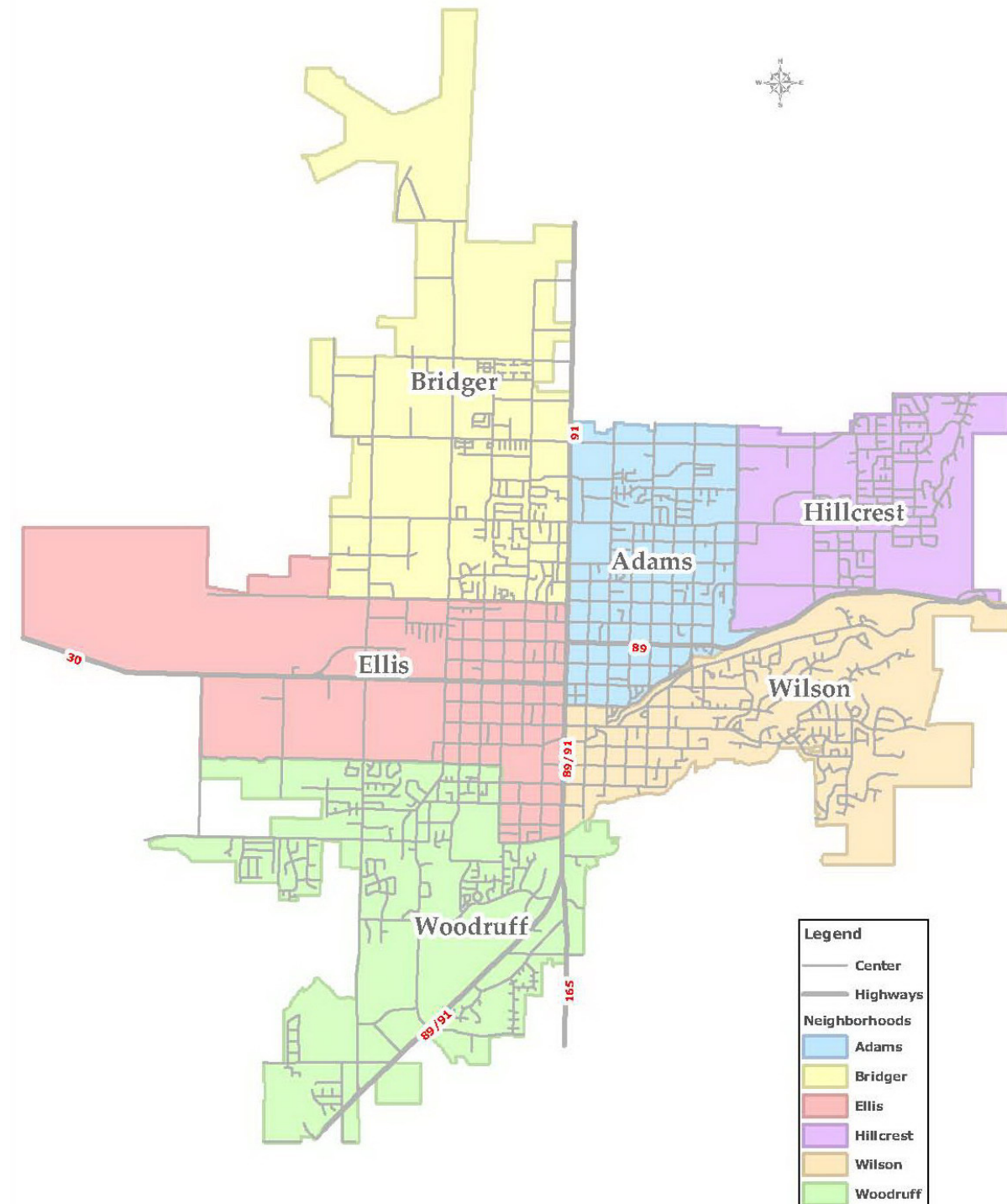
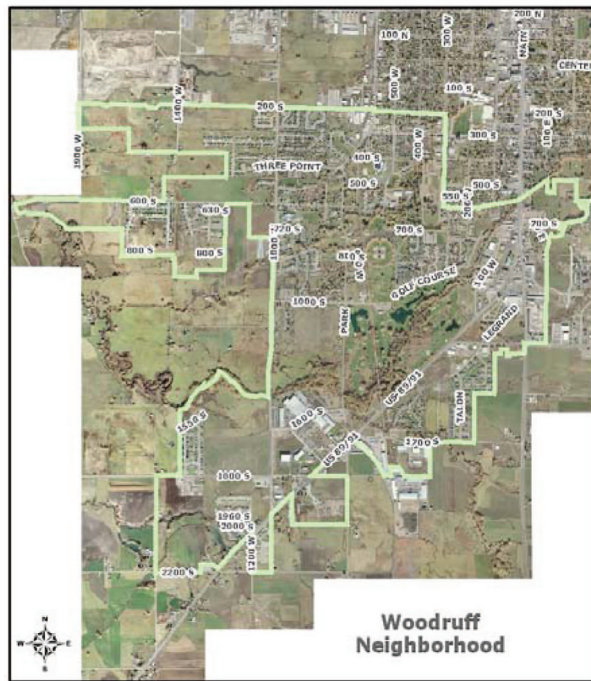


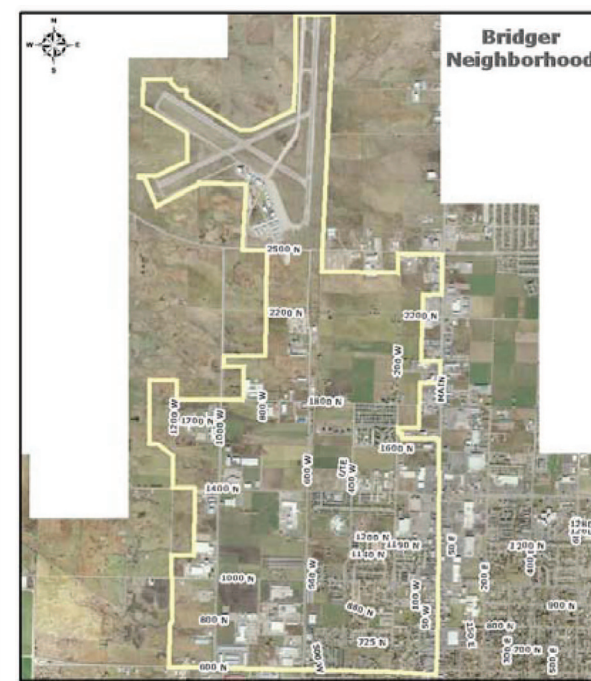
Figure 10-1 Neighborhoods Map



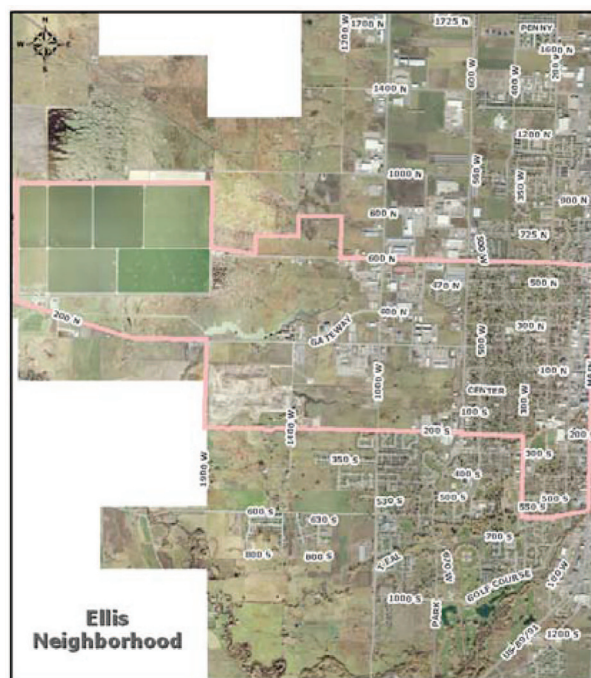
WOODRUFF NEIGHBORHOOD



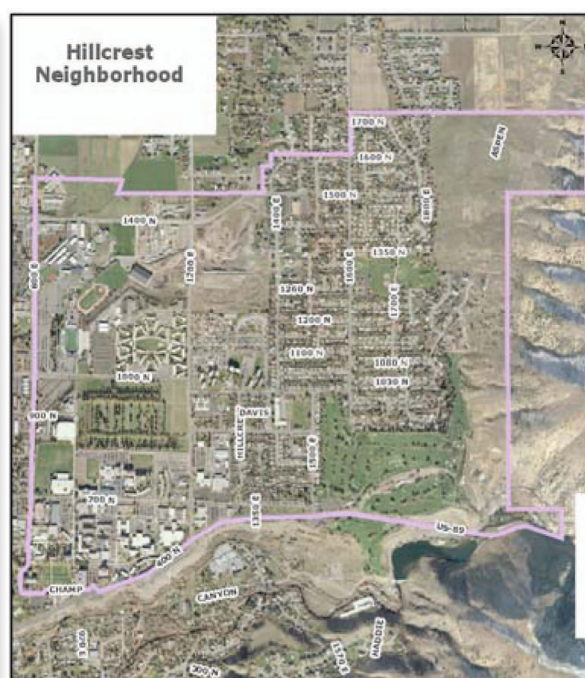
ADAMS NEIGHBORHOOD



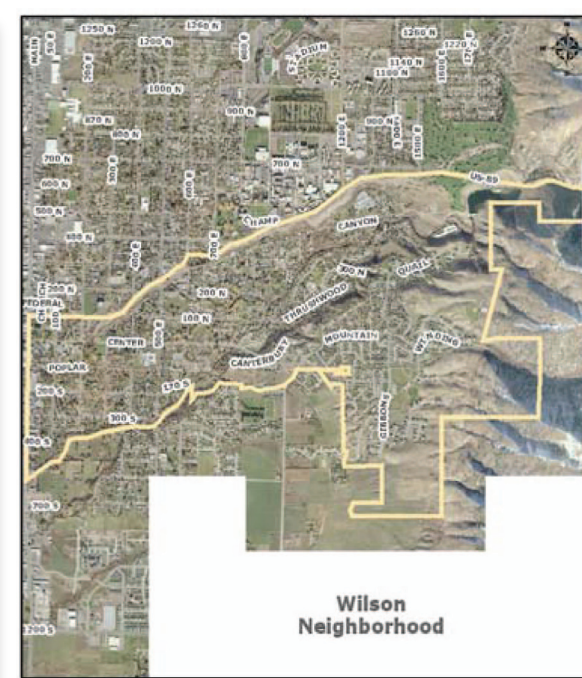
BRIDGER NEIGHBORHOOD



ELLIS NEIGHBORHOOD



HILLCREST NEIGHBORHOOD



WILSON NEIGHBORHOOD

Figure 10-2: Specific Neighborhood Boundaries

ing homeowners to leave. Neighborhood deterioration may result. Logan must strive for a balance of home ownership and rental units. Neighborhoods that have a mixture of home types and sizes ensure that residents can remain in the neighborhood throughout all phases of life. Today, many of Logan's neighborhoods contain a diverse mix of ages, incomes, backgrounds, and lifestyles. In most neighborhoods vacancy rates vary with the economy and the cycles of apartment building in the city. For the most part, this diversity is good and appreciated by many residents. However, there must be a stable base of single family residences to maintain a quality neighborhood. The City should encourage new home building within existing neighborhoods retain a choice housing and create increased home ownership opportunities.

The lack of maintenance of existing properties within residential neighborhoods is an issue in Logan. Throughout the City, there are examples of neighborhoods where residential units are permitted to deteriorate. The deterioration of a single home affects the rest of the neighborhood. Upkeep of existing homes is important to everyone. Neighbors and the City should participate to ensure that deterioration of any property does not advance to adversely affect adjacent properties.

The Need

Enforcement and down-zoning alone will not bring back vitality to these older neighborhoods. New families must be attracted to buy and make these neighborhoods their home. They must be convinced that these neighborhoods will be good places for their children to grow up. They must trust that their children can play safely in their surroundings and be able to walk to and from a good school. They must be able to trust that investment in older homes will make financial sense. A new atmosphere of neighborhood improvement must be restored to every neighborhood. This will not be accomplished overnight, but will require an enduring and long-term effort by citizens and city officials to restore neighborhood vitality.

A Solution

Many larger communities have been down this same road of neighborhood deterioration. There are solutions. Maybe the most important key is that city officials must be committed to a long and sustained drive for neighborhood revitalization. The following steps can bring significant, positive improvement to our neighborhoods:

1. Increase number of owner occupied dwelling units. This can be accomplished by taking the following actions:
 - a. Improve the economic environment for home buying families. Use federal and private money to give incentives to homebuyers in the form of:
 - i. Low interest mortgage loans
 - ii. Down payment and closing cost assistance
 - iii. Rehabilitation loans and grants
 - iv. Weatherization grants and loans
 - b. Prevent encroachment of new multifamily units.
 - c. Reduce illegal multi-family units through enforcement of zoning laws.
 - d. Convert stressed (over-occupied and under parked) rentals to single family homes through out-right purchase or gap financial assistance.

- 2. Restore the physical condition of streets and front yards in neighborhoods.
 - a. Remove illegal parking from city rights-of-way
 - i. Assist in relocation
 - ii. Review winter street parking regulations
 - b. Relocate illegal parking from front yards.
 - i. Assist in relocation
 - ii. Parking is not allowed in the front yard, however, currently paving is not regulated in front yards. Vehicular paving should be limited to legal parking only to ensure that front yards are green.
 - iii. Institute an ordinance change to prevent paving in front yard.
 - c. Restore curbs, gutters, parkstrips, landscape, and trees along streets.
 - d. Improve walkability of neighborhoods with continuous and connected walks everywhere.
 - e. Install street lights in neighborhoods. Where inadequate, install new lights. Repair and upgrade existing street lights.
 - f. Rebuild streets that are in poor repair.
 - g. Provide meaningful penalties to discourage further violators.
- 3. Prevent encroachment of non-single family uses.
- 4. Accomplish a series of Model Streets Projects. The city should initiate an on-going project which will restore neighborhood streets to their single family character, with well maintained roadway pavement, walks, curbs, gutters, parkstrips, street trees, landscaped front yards, and home facades. This will include new installation of street improvements where necessary.
- 5. Implement a Good Neighbor Program.
 - a. Cleanup, fix-up initiatives.
 - b. Prevent disrepair.
- 6. Stay the Course. Sustaining quality neighborhoods requires long range commitment and continuity by citizens, elected officials, and staff. Cities which have protected their neighborhoods from deterioration have disallowed encroachment of offending uses over a long period of time. In Logan, as with other college towns, some portions of neighborhoods have been allowed to transition to mixed residential development. Erosions of the single family residential base always follows. Restoring these neighborhoods is complicated and costly. More significant is the reality that restoring requires a sustained commitment by city officials for many years.

The Result

Positive changes in a neighborhood setting can be infectiousness. Facade changes, remodeling, landscaping, tree planting, and even holiday decorations enthusiastically installed on one persons property often causes other surrounding properties to follow with their own efforts. The same positive infectiousness is expected to result when individual properties, streets, and entire blocks are enhanced. By utilizing more traditional neighborhood design policies, such as front porches, garages setback from the front of the home, traditional roof forms and shapes, and setbacks that match older neighborhoods, home ownership opportunities will be increased ensuring long-term neighborhood stability. The “curb appeal” of streets and neighborhoods will

improve significantly. Value of single family and legal multi-family properties will increase. More children will be able to attend schools in their own neighborhoods, less busing will occur, and existing schools can be repopulated. After many years of diligence, neighborhoods will, once again, have a healthy mixture of mature residents, growing families, and students attending Utah State University.

New Neighborhoods

The development of new neighborhoods must be flexible enough to encourage diverse development in order to provide a diverse housing stock, but controlled enough to ensure quality development compatible with existing character. The development of new design standards must encourage new neighborhoods to implement the positive visual qualities of the City’s older neighborhoods including front porches and tree lined streets.

10.1 EXISTING NEIGHBORHOODS

As of 2006, Logan has six general neighborhoods broadly defined by the Logan School District boundaries. There are three neighborhood districts west of Main Street; Bridger, Ellis, and Woodruff, and three neighborhood districts east of Main Street; Adams, Hillcrest, and Wilson. Each of these broader districts can and should be defined into smaller “neighborhood” areas. A specific plan for each neighborhood should be prepared as an extension of the General Plan. Each neighborhood would greatly benefit from the preparation of its own neighborhood plan specific to its uniqueness and circumstances. City planning staff should work closely with each neighborhood to develop individual Neighborhood Plans enumerating the goals, policies, and improvements critical to sustain its qualities.

10.1.1 Bridger

The Bridger neighborhood is located in northwest Logan and has developed predominantly with multi-family housing units over the last 20 years. Manufacturing and other industrial properties dominate this area of town with the residential portion of this district located between 600 West and Main Street. When compared to the other districts, this district has the highest percentage of rental units in Logan. However, the single family detached structures in this district are well maintained and typically owner-occupied, although this is a small portion of the total residential structures in this area.

10.1.2 Ellis

The Ellis neighborhood, located in west-central Logan, contains the majority of the Center Street Historic District. The entire area is defined by predominantly single family detached structures which were developed between the early 1900’s and 1950’s. When compared to the other neighborhoods of the same age, this district has the higher percentage of owner-occupied units. However, a portion of the Ellis neighborhood is currently zoned for multi-family dwellings. The predominance

of single family structures in the district suggests that multi-family zoning is not compatible with the neighborhood. The majority of this neighborhood was recently changed to a single family detached classification as shown on the Future Land Use Plan.

10.1.3 Woodruff

The Woodruff neighborhood is located in southwestern Logan and has a large diversity of housing types including large-lot (agriculture) single family detached homes, manufactured housing, new single family subdivisions, and apartments. The majority of the housing within this district was built within the last 20 years.

The areas in the southwest have developed rapidly over the last few years as more residential land is available here than in any other neighborhood of the City. The majority of the new growth has been in smaller single-family owner occupied units.

10.1.4 Adams

The Adams neighborhood is located between Main Street and the University. Since the 1950’s, this area has changed from a predominantly owner-occupied area to a high concentration of rental units. This is due, primarily, to its proximity to the University. The majority of homes in this neighborhood were built between 1940 and 1970 as single family structures. Many of the larger blocks have been in-filled with multi-family structures. Infill opportunities are limited in this district. This neighborhood needs to be stabilized to prevent further deterioration of the single family component of the neighborhood.

10.1.5 Hillcrest

The Hillcrest neighborhood is located on the Northeast bench of Logan, east of the University. Most homes in this area were built Post World War II and are predominantly owner occupied single-family units. The Hillcrest area is built-out and because of the areas historic development pattern does not have infill opportunities like most other neighborhoods. Occupancy enforcement actions by the City indicate that this area is at risk. Absentee owners of single family homes nearest the university will continue to over occupy and vigilant enforcement will be required. The intention for this district is to remain single family detached housing.

10.1.6 Wilson

The Wilson neighborhood is comprised of three smaller areas. The Island area is defined by geographic boundaries, specifically, the Logan-Richmond Pioneer Canal, the Logan River, and the northeast and southeast benches. This area is mixed and represents building periods throughout the 20th Century. Although the Island has areas where the predominant land use is single-family owner occupied homes, there are also areas where older single-family units are mixed with multi-family units. The Island neighborhood was in decline for several years, but is now being reinvigorated by the movement of young couples and families buying homes that were previously rentals. This area has space for additional housing in inner block areas. Also in the

Wilson Neighborhood is the Southeast bench, known as Cliffside. In the 1990's this area was the fastest growing residential neighborhood. This growth has slowed as there are very few building lots remaining. In addition, the City of Logan has strict development guidelines for properties above the 4950' elevation line and on properties with a slope greater than 25 percent. Large single-family homes are the majority land uses in the Cliffside area. This neighborhood has very limited space for additional housing.

10.2 COMMERCIAL AREAS

The City of Logan's commercial areas are predominantly along Main Street, 1400 North, and 200 North. All but two of the neighborhoods, Wilson and Hillcrest, have areas which include commercial zoning. The majority of large employment areas, zoned Industrial, are located in the Ellis neighborhood.

10.3 GROWTH AREAS

Logan has some areas that are fully developed and others that are still undergoing development. Growth areas are primarily on the west side of town, both the southwest and northwest. Like every city, neighborhoods in Logan go through a cycle of construction, aging and renewal. Families tend to move from the west side of the city to the east side as their incomes increase and their kids grow older. Over time, the eastern side of Logan has attracted higher income residents. Many households have older children, either in middle or high school, and many other households are "empty nesters" or retirees. Over time, the western side of Logan has attracted a more moderate income, younger, and newer residents. Many of these households are couples with young toddlers or elementary aged children. Many properties on the west side are rental or first-time buyer homes. West side homes and lots tend to be smaller and neighborhoods have a mix of densities.

Each neighborhood has a dominant housing type that attracts a large percentage of people in certain life stages and demographics. The neighborhoods can be typified as follows:

- Southwest Logan (Woodruff School) is growing fast with many new subdivisions of owner-occupied, single-family residences and many school-aged children.
- Northwest Logan (Bridger School) is also growing fast, with a mixture of primarily apartments, twin homes, and condo developments—both rental and owner-occupied. The area is home to many couples with very young children, many pre-school aged.
- Central Logan (Wilson, Adams, and Ellis School) is built-out with very little new growth – mostly from building conversions and infill. Residents are a

mixture of families and students with many long-established home-owners.

- Northeast and southeast neighborhoods (Hillcrest and Wilson) have limited new growth possibilities. Southeast Logan attracts mature couples with kids in middle and high school.

10.4 CONCLUSION

Overall, the City of Logan's neighborhoods are at a pivotal point where reinvestment and additional housing will result in a community with a high quality of life where people remain throughout their lives adding stability and continued investment to this community.

NEIGHBORHOOD GOALS

1. To balance home ownership and rentals.
2. To encourage new home building in existing neighborhoods.
3. To stop neighborhood deterioration.
4. To maintain safe neighborhoods.

*"New families must
make old neighborhoods
their new homes"*

NEIGHBORHOOD POLICIES

1. Logan seeks to maintain or enhance neighborhood integrity, identity, and character to make neighborhoods more desirable and help stabilize and improve property values.
2. Logan seeks to maintain itself as a community of stable neighborhoods that families can enjoy in comfort and where children can play in safety.
3. The City promotes a mixture of quality uses in all neighborhoods that serve the needs of Logan citizens.
4. The City promotes neighborhood involvement on City decisions and inter-neighborhood cooperation that result in positive decisions for the entire City.
5. The City encourages new neighborhoods which mimic the positive visual qualities of the City's older neighborhoods.
6. The City supports preserving and restoring the character and architecture of Logan's neighborhoods, particularly older neighborhoods located near Utah State University.

NEIGHBORHOOD ACTIONS

1. A specific plan for each neighborhood should be prepared as an extension of the General Plan the results of which will be to bring families back to the neighborhoods.
2. To stop neighborhood deterioration the City will develop maintenance standards for front porches, tree lined streets, right of ways, rental properties, and vacant lots.
3. To encourage diversity in design, the City will create flexible development policies, i.e. as minimum parcel size and density concepts.
4. The City will create design standards and other development policies that:
 - a. Preserve historic structures, neighborhood character, and coherency.
 - b. Reduce the parking nuisance.
 - c. Encourage unique, attractive, and creative housing options.
 - d. Promote traditional neighborhood development elements, i.e. front porches, tree lined streets.
 - e. Provide housing diversity of type, size, density, and cost.
 - f. Emphasize quality landscapes including tree lined streets.
 - g. Mimic the positive visual qualities of the City's older neighborhoods.

PARKS, TRAILS, & OPEN SPACE

Parks, recreation facilities, trails, and open spaces offer places for children to play, neighbors and families to celebrate, and individuals and groups to simply enjoy being out of doors. They are vital components of a healthy, livable community and a high quality of life. They are proven contributors to the economic growth and success of cities and the health, productivity, and happiness of its citizens. Many studies have shown parks and recreation are key factors for companies and employees deciding where to locate. Sports facilities and unique parks can also contribute to tourism.

Recreation reduces crime by keeping kids safely occupied and out of trouble while learning important skills. It helps older adults stay healthier and happier. Parks and public places help promote a sense of democracy, equality, and shared identity by providing a place for people to gather and build a sense of community. Parks and open spaces also perform many natural functions, including: absorbing storm water, cleaning the air, moderating the urban heat island effect, reducing erosion, and protecting sensitive lands.

Parks are an essential part of every neighborhood and every home should have easy access to a park and recreation facility. New development areas should have a supply of recreation amenities that service new residents. Such recreation amenities need to consider the needs of the neighborhood—today and tomorrow. For example, young families need playgrounds and pocket parks and neighborhoods with older adults need places to walk and parks with benches and passive recreation to simply spend time in. Town homes and apartments need proportionately more parkland than single family homes with yards. Over time, neighborhoods go through transitions—as one generation of residents ages and is gradually replaced by a younger generation.

Over and above specific parks and trails, the entire city is an opportunity for health and recreation. An active lifestyle, which includes walking and bicycling for errands, to work, to recreation destinations, and simply for pleasure, has been proven to be one of the most effective contributors to individual and community health. The City of Logan must provide an environment that encourages an active lifestyle, including shaded sidewalks, a healthy urban forest (in particular, a continuous canopy of street trees), public plazas and gathering places, bike lanes, and safe vehicle access and parking that respects pedestrian needs. The city has also long-struggled with helping residents stay active through the long winters as it only maintains one indoor recreation facility and just closed its only indoor pool.

Parks and recreation closely relate to many other planning and development decisions in the city and need support from the different departments. Bicycle and pedestrian trails also serve as transportation corridors. Open lands add to the community identity and beauty. City parks and recreation facilities are used for festivals, concerts, health fairs, and public meetings.

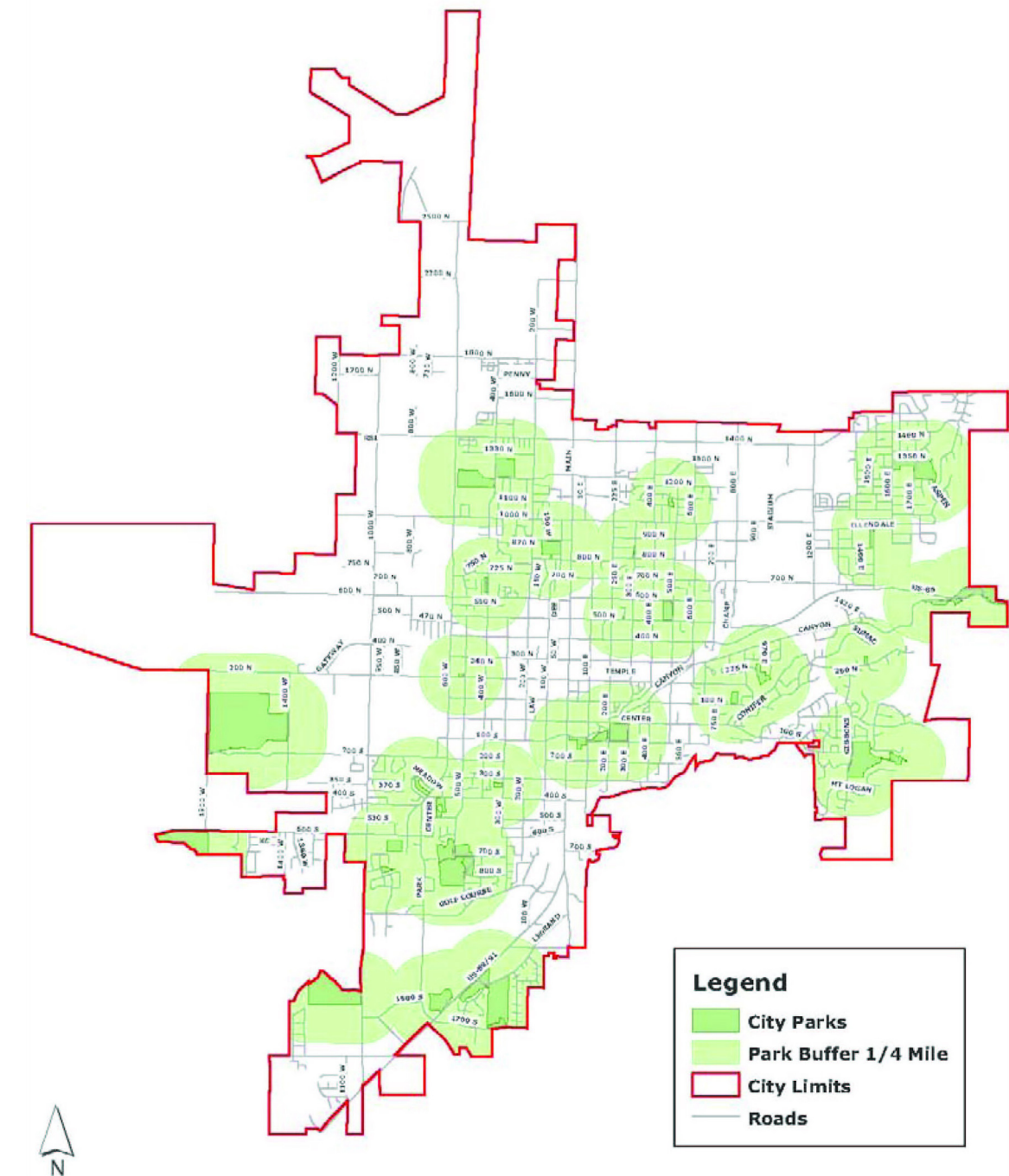


Figure 11-1: Logan City Parks Map with 1/4 mile buffer.

Demographic changes lead to different recreation demands. The City of Logan has a growing population and more cultural diversity than ever – which will require more and different recreation opportunities. For example, Logan has recently begun to attract residents accustomed to big-city amenities. Increasingly, residents are asking for a higher level of recreation, indoor, and outdoor activities, such as modern recreation centers, skate parks, and dog parks. As Cache Valley’s economy and population continues to grow, these facilities in Logan will become regional resources.

11.1 PARKS

The City of Logan has earned a good reputation for its parks and recreation offerings including playing fields, sports leagues, and many traditional parks. The City manages a variety of parks and natural areas, numerous recreation services and programs, and several unique special-use facilities. Nearly 10% of the land within the City boundaries is park and recreation land (1,093.34 acres of city-owned parks and open space within 17.05 square miles).

Using the national standards as a guide, the City of Logan adopted new standards for parks, open space, and trails in its 2005 Master Plan (see Table 11-1). Logan is slightly below the desired park acreage needed to meet the needs for 2010 (an additional 54 acres) and significantly below the parks needs for 2050 (an additional 600 acres needed).

The city also has a number of unique amenities, including the County fairgrounds, a small zoo, a beautiful golf course, and several open space areas.

Many new residential developments constructed in recent years have not provided new parks or recreation for their residents. With few financial resources, the City of Logan has been unable to provide parks and recreation amenities for these neighborhoods. The City cannot address these needs until new funding sources are found. The City must enact realistic impact fees, capital improvement budgets, and subdivision and development requirements to provide for new parks in order to meet its growing demand.

The City of Logan must keep up with growth by providing new parks in growing areas of town and by increasing the scope of recreation offerings as the city and valley grow. As the heart of the upcoming Cache Valley metropolitan area, and with a large youth population, Logan should offer modern facilities with a diversity of activities. Key recreation objectives are:

- A new indoor recreation center and pool.
- Sports complexes with playing fields for the major sports (soccer/lacrosse/football and softball/baseball).
- A variety of specialized facilities (kayak park, nature learning center, dog park). It also must establish a core network of trails and bike lanes to extend out into the rest of the valley.

11.1.1 Park Land Acquisition

The City of Logan needs to prepare for growth by acquiring park land today. In the future park land will be significantly more expensive and there will be less land available.

An interconnected system of parks, greenways, sensitive lands, and natural areas, public facilities (including schools, cemeteries, public lands, and other public property) should be protected across the city to become its “green infrastructure.” This greenway system will encourage recreation, enhance walkability, protect the environment, and conserve the important places and resources that lend Logan its unique character.

Potential locations for future parks and greenway elements are shown on Map 11-2. Future Neighborhood Parks have been located to meet the goal of being within walking distance of all residences. The approximate locations of Community Parks were also selected in locations where larger areas of land are available and large PUD developments are more likely. Community Parks have larger service areas. Greenways should be located to take advantage of existing natural and manmade features that lend themselves to recreation uses.



Figure 11-2: Eliason Park

PARKS AND RECREATION GOALS

1. To provide a safe, convenient parks system for people of all ages, genders, abilities, cultures and interests connected by trails and built in an environmentally sensitive manner which protects vulnerable lands, while promoting citizen ownership and stewardship in the people they serve.
2. To develop a recreation system that serves the unique needs of different neighborhoods.
3. To increase passive recreational opportunities within the city limits.
4. To create safe and convenient access to the parks system, specifically trails.
5. Encourage public and private facilities and amenities that provide recreation opportunities year-round, especially in the winter months.

TABLE 11-1: RECOMMENDED RECREATION STANDARDS

TYPE	CITY STANDARD	NEED 2050*	NEED 2010**	CURRENT SUPPLY	+/- 2010	NOTES
Parks	6 acres/ 1,000 residents	900 acres	300 acres	245.28	(-54.72)	Includes developed parkland*
Open Space	12 acres / 1,000 residents	1800 acres	600 acres	494.47	(-105.53)	Protected open space tha can be accessed for recreation. Includes the golf course, cemeteries, natural open spaces, trailheads, and the fairgrounds.
Trails (urban)	0.5 miles per 1,000 residents	75 (miles)	25 (miles)	6.47	(-18.53)	Paved, separated trails
Trails (primitive)	0.5 miles per 1,000 residents	75 (miles)	25 (miles)	2.34	(-22.66)	Gravel, dirt primitive trails
Distance to a park	1/4 mile max.	n/a	n/a	66% of city complies *	(-34%)	Every resident should be within 1/4 mile of a primitive or urban trail.
Distance to a trail	1/4 mile max.	n/a	n/a	25% of city complies*	(-75%)	Every residence should be within 1/4 mile of a primitive or urban trail.

* Estimated 2010 population of 50,000 residents, 2050 population of 150,000 residents

** Measured by percentage of population not area of city

PARKS AND RECREATION POLICIES

- 1. The City promotes increasing the overall supply of parks, recreation, open space, and trails in the city to meet citizen expectations and the goals of the 2005 Parks and Recreation Master Plan.
- 2. The City promotes the economic well-being of the City of Logan through a first-rate parks and recreation system.
- 3. Logan will utilize parks and recreation to protect environmental health, such as improving air quality and protecting important resources.
- 4. The City will seek to benefit human health and welfare by supporting measures to promote active living.
- 5. The City will improve parks budgeting and parks planning.

PARKS AND RECREATION DIRECTIVES

- 1. Build a recreation system that allows every resident in the city to be within ¼ mile of a park, ¼ mile from an urban trail, and ¼ mile from a primitive trail.

PARKS AND RECREATION ACTIONS

- 1. Update development standards and the capital improvements budget to:
 - a. Develop neighborhood parks.
 - b. Promote walkability.
 - c. Enhance the public realm by including street trees, sidewalks, friendly streetscapes, and safe pedestrian routes.
- 2. The City will focus parks acquisition through the following:
 - a. Focusing new park land acquisition and park development in growing areas of town in anticipation of growth pressure or in areas with parks deficits as opportunities arise.
 - b. Increasing the amount of open space and trails that are available for recreation city-wide.
 - c. Extending the current network of parks, trails, and open space county-wide and connect it to adjacent systems.
 - d. Planning for the future use or reuse of city properties that could serve parks and recreation purposes, such as the landfill.
- 3. Logan will improve parks budgeting by:
 - a. Explore alternative funding sources such as impact fees and other sources.
 - b. Securing ongoing budget appropriation for existing recreation programs and their expansion each year to meet the needs of a growing and changing population and recreation trends.
 - c. Secure new funding sources for parks, trails, open space, and other recreational amenities, acquisitions, and construction, such as impact

fees, financial partnerships, grants, private donations, and bonding for capital improvements.

- 4. Improve parks planning by:
 - a. Including the Parks and Recreation staff and/or Advisory Board in the development approvals process for projects with an impact on Parks and Recreation. To begin with, the City will develop a memorandum of understanding to consult the Parks and Recreation Advisory Board on development decisions that impact parks, recreation, trails, and open space.
 - b. Adding a Planning Commission staff member to the Parks and Recreation Advisory Board.
 - c. Developing an action plan with other City departments to include joint projects and joint funding.
 - d. Developing an acquisition team and plan with other city departments to identify properties suitable for future parks and open space.
 - e. Involving the community in planning for the city’s parks, open space, and recreation programs through boards, outreach meetings, workshops, etc.
- 5. Develop partnerships:
 - a. With different agencies, organizations, and departments to help expand and improve parks and recreation offerings and achieve other recreation goals. Examples of agencies, organizations, and departments include: Parks and Recreation, Community Development, Economic Development, the school district, health department and hospitals, county government, public safety, the University, and cultural groups like the Hispanic community.
 - b. Between the Planning Department and the Parks and Recreation Department to identify and protect future recreation opportunities.



Figure 11-3: Open lands are a vibrant part of the City of Logan’s identity, creating an indelible impression as one arrives into the valley

11.2 OPEN SPACE

11.2.1 Importance of Preserving Open Space

Why is it important to protect open space when there is already so much public land around Logan. Quite often, the most visible open space that we see and interact with every day, such as river corridors, wetlands, historic farms, and beautiful groves are owned privately. We assume, and often take for granted, that they will remain undeveloped. Our citizens and community as a whole benefit from their preservation and have expressed a desire and a willingness to pay to protect many of these very special places in perpetuity. Many of these lands can remain privately owned and cared for, but can have a conservation easement placed on them to ensure their protection for public benefits.

Open lands are a vibrant part of the City of Logan’s identity, creating an indelible impression as one arrives into the valley. Logan residents have long identified with the landscape of Cache Valley and feel strongly about protecting lands that create this “sense of place”. Most agree that there is inherent value in open, undeveloped land.

Open lands serve many different purposes and have numerous tangible and intangible benefits. Open lands are an important ingredient of a healthy and prosperous community.

- Farm land makes Cache Valley more sustainable as a community capable of providing for its own needs.
- Farming generates revenue for the farmers and contributes to the regional economy as a primary local industry.
- Open land also performs valuable natural functions, such as cleaning our water and air.
- They also act as a “bank account” for the future, preserving options for the long-term if future generations and future technologies determine better ways to use open lands.

Once open lands are developed or surrounded by incompatible uses, their inherent value is lost or diminished. These lands are irreplaceable. They are too important to be squandered.

“For more than 150 years, the cities of Cache Valley were small islands amidst a sea of green and golden agriculture. Cache Valley is now reaching the point where farms and other open lands are islands in a sea of development.”

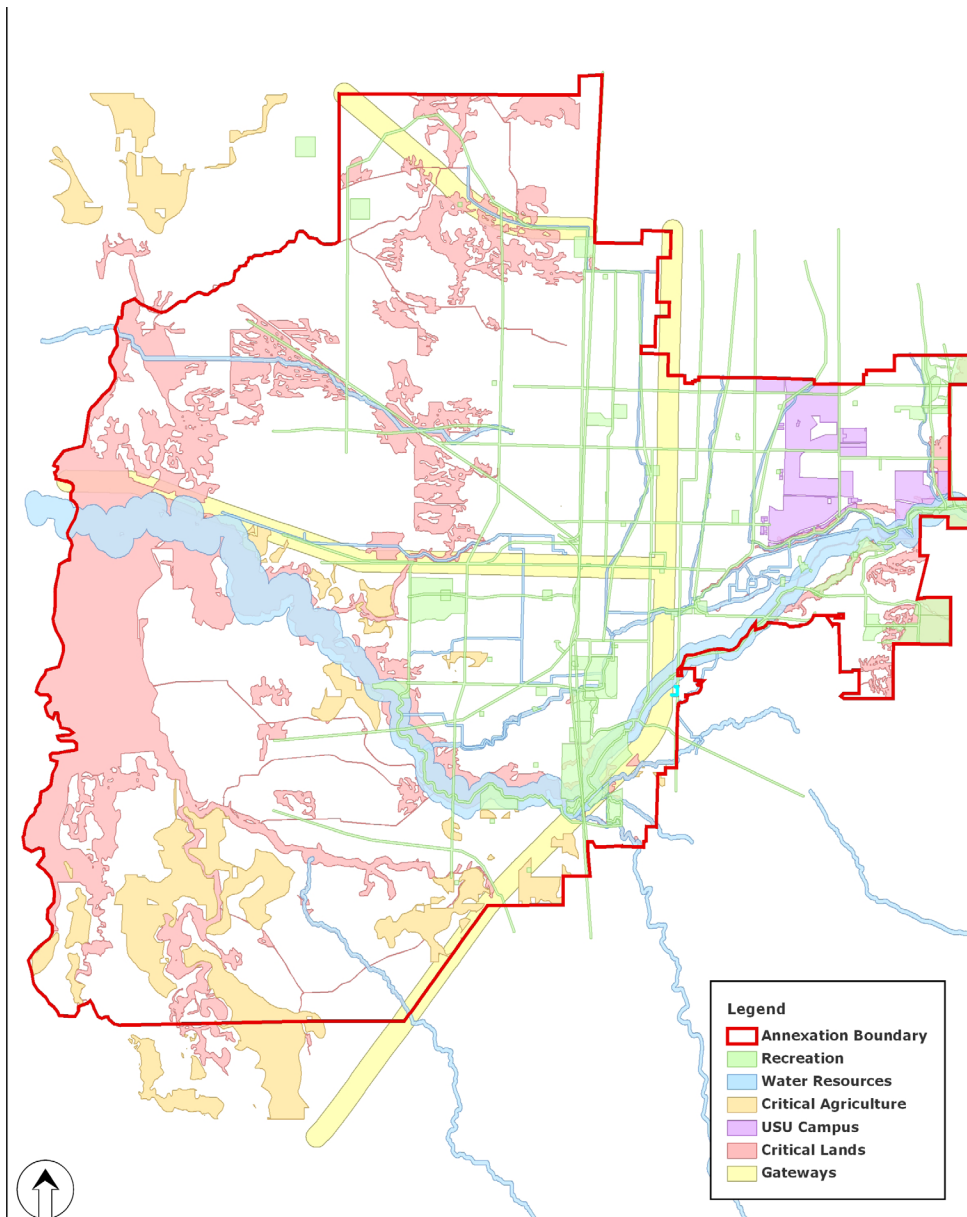


Figure 11-4: Greenway and Open Space Map

"In a 2004 survey completed for the Transportation Master Plan, better sidewalks was cited most frequently as an item that would cause people to drive less."

For more than 150 years the cities of Cache Valley were small islands amidst a sea of green and golden agriculture. Cache Valley is now reaching the point where farms and other open lands are islands amidst a sea of development. This trend has become very evident in the last decade as towns in the valley have rapidly grown. The green-belts between towns have diminished, making open land a shrinking amenity. The City of Logan and Cache Valley are reaching a crucial point of development where critical open lands must be protected in the very near future to preserve quality of life opportunities for the future.

Preserving open lands is an undertaking for the entire valley, not just the City of Logan. Development must be guided to urbanized areas to allow other lands to remain open. This can be accomplished with a coordinated effort between municipalities and Cache County. Land preservation is also possible with contributions from its many different supporters – citizens, land owners, developers, agencies, and municipalities.

Quality growth principles must compel us to protect the very resources that made Logan successful. To date little has been done to protect our open lands. This General Plan calls for the City to establish planning tools and standards to protect and care for important open lands. The City of Logan defines open space as land that:

1. Has been identified by the community as an important landscape,
2. Is a part of a larger network of open lands,
3. Remains largely undeveloped,
4. Is permanently protected by critical lands ordinances.
5. Is for a public purpose.

11.2.2 Existing Open Lands in Logan

The open space lands enjoyed by residents and visitors to Logan are a combination of privately held, city-owned, and federally-owned public lands. Logan residents enjoy the views across private farmland, access to the Logan River and canal ways, and to city-owned open lands. Residents also use the Cutler Marsh and reservoir, the Wasatch Cache National Forest, the Mt. Naomi Wilderness, and the Wellsville Mountain Wilderness. There is certainly a wealth of lands that people use and enjoy as open space today—but only publicly-owned lands and private lands that have been dedicated to remain open have a reasonable assurance of remaining open.

Many of these lands are a part of a valley or region-wide natural system that must be considered in their entirety. The health of the Logan River and Bear River are as intertwined as their watersheds. The valley's agricultural economy depends on a critical mass of farmers and farmland that must be maintained for viability. The preservation of open space lands is a valley-wide issue that the City must pursue at a regional scale and should be prepared to help lead as its own lands become built-out. Many open space lands are being developed and if this course continues, Cache Valley will soon reach a tipping point where existing uses are no longer viable and their overall quality

is diminished by the encroachment of development. While the City of Logan is primarily urban, it has a vested interest in preserving the landscapes that surround it as much as possible and the City must work on a regional scale to accomplish this goal.

Figure 11-4 shows city-owned open space lands in and around the City that are managed, primarily for recreation, or to protect people from natural hazards. These areas total 694.47 acres, but there likely are other city-owned parcels managed by the City that would also qualify. In addition, there are many other types of land worthy of preservation that have not yet been formally identified or mapped, but should be accomplished. Figure 11-3 shows the extent of different types of critical landscapes that the city wishes to protect and limit development within.

11.2.3 Open Space Directions

The City of Logan intends to protect a diversity of open space lands for the health of the citizens, the environment, and its economic future. These open lands should be a part of a connected greenway system, linking together important resources along natural corridors and providing green connections between them for pedestrian and bike access. The City of Logan will protect open space commensurate with development, ensuring its supply of protected land and resources resulting from pressures placed upon these lands by a growing and urbanizing population. The City of Logan plans to protect these lands through a combination of public and private efforts that require a steady funding source, dedicated staff, and community volunteers to ensure its success. The City of Logan needs to establish an open space plan, citizen advisory group, and staff to achieve these goals.

There are a variety of important landscapes in the City of Logan that are deemed worthy of special protection, for one or more of the following reasons:

- 1) Resource Conservation

Many of these areas are included in the Rural Reserve Area and Resource Conservation Area zones.

 - Areas protecting water, including rivers, streams, water bodies, wetlands, shore lines, rivers banks, streams, recharge areas, and watershed lands.
 - Mountains and foothill areas.
 - Natural corridors, such as canyons, streams, and foothill benches.
 - Areas required for the preservation and scientific study of plant and animal life, including habitat for fish and wildlife species.
- 2) Working Landscapes
 - Agricultural lands, forestlands, rangeland, and areas of economic importance for the production of food, fuel, and fiber.
 - Rivers, streams, water bodies, wetlands, and groundwater recharge areas that are important for the management of water sources and commercial fisheries.
 - Areas containing mineral deposits.

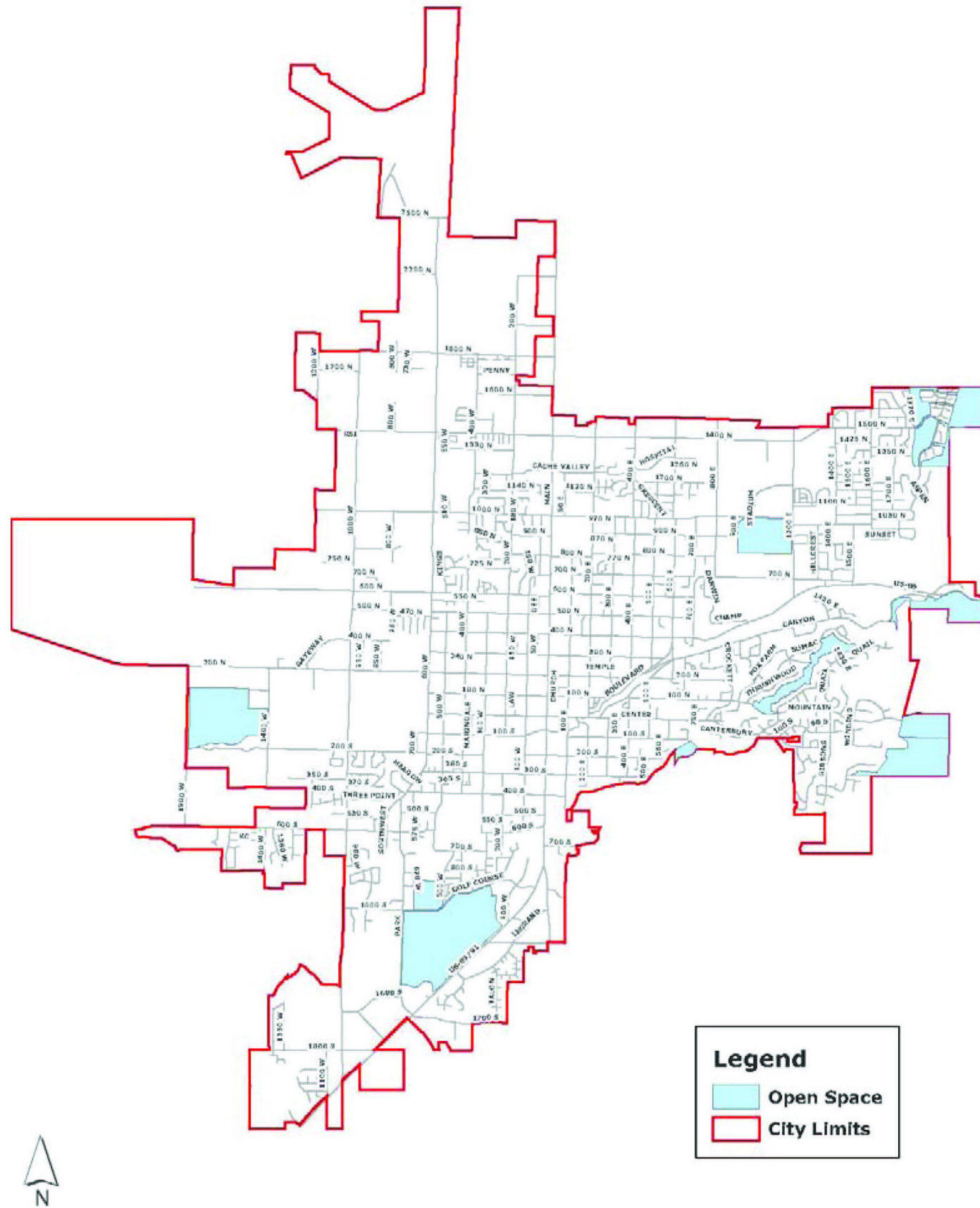


Figure 11-5: Open Space Map

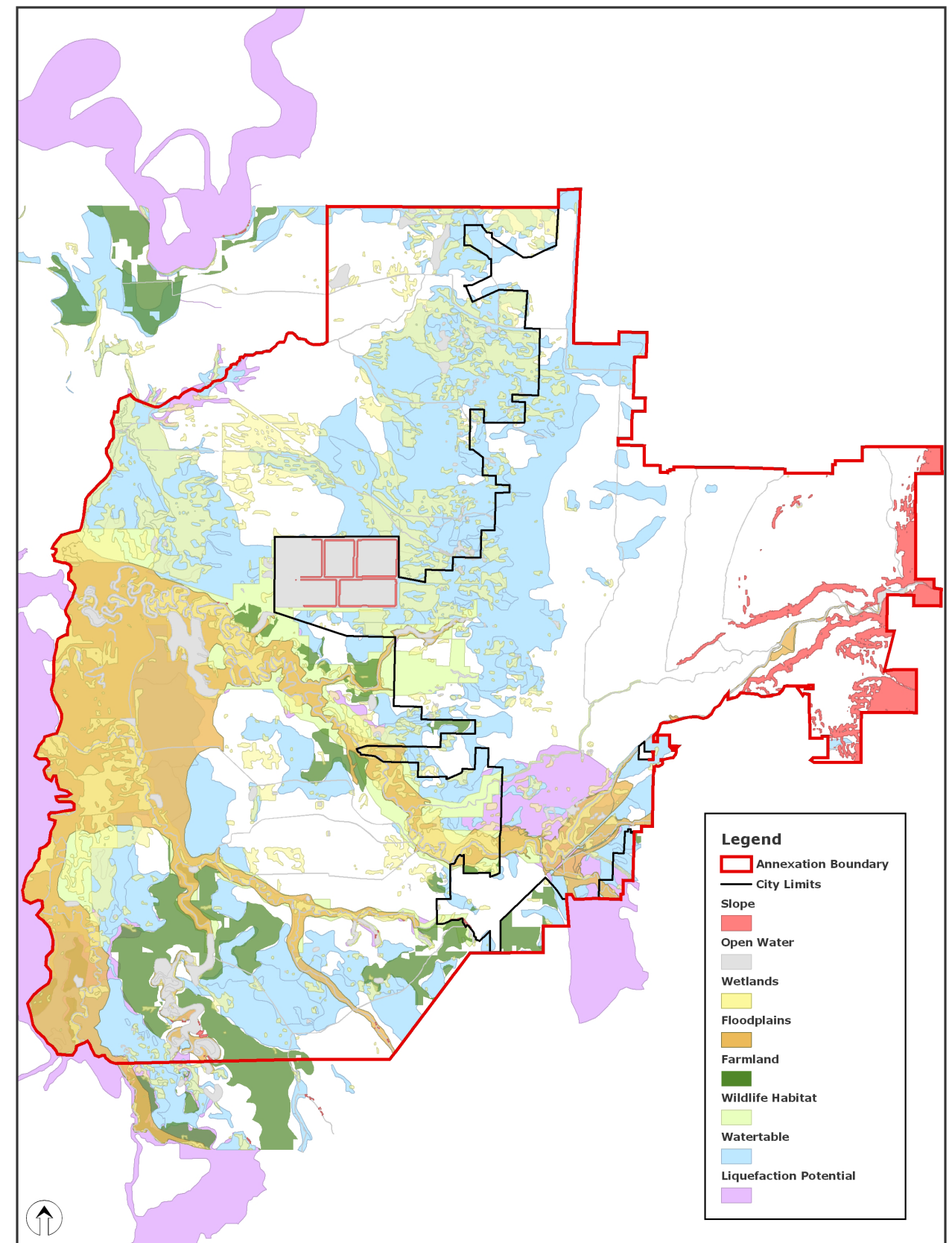


Figure 11-6: Sensitive Lands Map

- 3) Protecting Public Health and Safety
 - Areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soils, high liquefaction areas, floodplains, watersheds, and areas presenting high fire risks.
 - Areas required for the protection of water quality and quantity.
 - Areas required for the protection and enhancement of air quality.
- 4) Recreation
 - Land that is permanently protected and allows public access for recreational uses. Open space may be preserved for developed parks or for outdoor recreation. Land for outdoor recreation shall remain in its natural condition and be left undeveloped except for minor recreation improvements like trails, rest rooms, and picnic tables.
 - Areas that are protected to allow access to other protected public lands or open lands.
 - Recreation uses may also utilize land that is protected for open space for other purposes, including utility easements, rivers and stream corridors, detention basins, trails, and scenic highway corridors.
 - Open space lands used for recreation are further discussed in the 2005 the City of Logan Parks and Recreation Master Plan.
- 5) Cultural Enhancement
 - Areas and special features of outstanding scenic, historic, and cultural value, such as historic trails, historic districts, and scenic byways.
 - Scenic areas protected to enhance the image, unique character and sense of place of the community, such as gateways, historic farms, ridgelines, and foothills.
 - Sites that contribute to tourism, recreation, and economic development.

11.2.4 *How Much Open Space Should Be Protected?*

How much open space is needed? This question is best answered by asking what needs protection and how these lands might be used—today and in the future. In Logan, there are many environmentally sensitive lands, including wetlands, floodplains, and steep slopes that merit preservation unconditionally. Natural open space lands that are larger, more contiguous with less edge, and connected to one another retain their natural values best. Above and beyond this, there are areas that have important habitat value, agricultural uses, recreation potential, and aesthetic worth. As well, there are often small undeveloped pockets of land within cities that have long served as refuges for humans and other wildlife.

The City of Logan has set a goal of acquiring 12 acres of open space per 1,000 people for Logan residents to enjoy for recreation. For Logan’s 2010 population of roughly 50,000 people, this would entail 600 acres, approximately 5.5% of the city’s area. For its projected 2050 population of 150,000 people, this would entail 1800 acres, approximately 16.5% of the existing city’s area.

Figure 11-7 shows a proposed greenway system for the City of Logan, encompassing open space lands, parks, and trails. This greenway system should protect the vital functions of natural systems and working landscapes while also providing a way for people to access and enjoy these lands.

11.2.5 *Tools for Preserving Open Space*

There are a number of ways in which land can be preserved. Some of these techniques are more intensive from a planning and staff perspective, while others require more funding.

Strategies that the City of Logan will pursue include:

- Planning Strategies –Through the General Plan, require land conservation in targeted areas. The City can also adopt zoning and ordinances that discourage development in sensitive lands, require clustering of development near open space, and promote compact urban development to avoid impacting open lands.
- Cluster Development – This style of development encourages building more compactly on a smaller portion of a parcel to set aside a portion as open land. Cities can give incentives or require - a special approval processes to encourage smaller lot sizes on a portion of the property to allow the rest to be preserved as open space.
- Purchase of Development Rights (PDR) and conservation easements – Landowners can sell their rights to develop their land. This allows the landowner to continue to own and manage the land for existing and compatible open land uses, but eliminates future development by placing a conservation easement on the property. Landowners often find this a compromise preferable to the options of selling land off completely or facing rising taxes as development pressure grows. Many municipalities, agencies, and non-profit organizations pursue this option because the purchase is more affordable, the maintenance remains in someone else’s hands, and the property is not entirely dropped from tax rolls.
- Transfer of Development Rights (TDR) – The City of Logan has been exploring a TDR program that would allow landowners to sell the rights to build on their property. The purchaser would use those rights elsewhere in the city to increase the density on another project. This program has great value at a county-wide scale, to swap development from rural areas into urban areas.
- Interdepartmental Action - Open lands are a concern that crosses many disciplines and departments and deserves attention in its own right. Protecting critical lands should be a joint effort between Community Development, Parks and Recreation, Public Works, and other interested city departments. This group should collaborate to identify potential open lands to protect and then negotiate their acquisition or preservation with owners, developers, and other entities.
- Intergovernmental Cooperation - Preserving critical open space lands is a

broad undertaking and requires many partners. Because open lands form a continuous landscape that span the boundaries of cities and counties, cooperative efforts are essential. The City of Logan must work as a partner with different municipalities, Cache County, state and federal agencies to manage these lands and their resources. The City of Logan must help initiate a partnership and be a leader in this effort.

OPEN SPACE GOALS

- 1. To develop a regional system of permanently protected open space lands, including critical landscapes, connected by trails that encourage public use and limited access.
- 2. To protect the City’s economic future by preserving valuable open lands and the services that they contribute.
- 3. To monitor and maintain open space lands in a healthy condition that preserves their inherent values.
- 4. To discourage development in areas with natural hazards.

OPEN SPACE POLICIES

- 1. The City will pursue the identification, preservation, and protection of open space in pace with development.
- 2. The City supports the development of diverse funding sources for open space which encourage everyone who benefits to contribute.
- 3. The City will seek partnerships with other departments, other government agencies, and other organizations to improve funding opportunities, staffing options, and organize volunteers to support the acquisition and management of a valley-wide open space lands.
- 4. The City will develop partnerships in open space identification, preservation, and protection.

OPEN SPACE ACTIONS

- 1. Develop an open space plan, outlining important landscapes to protect, and policies and programs to adopt to make this possible.
- 2. Improve open space funding and budgeting by:
 - a. Gathering funding support from the public, private, non-profit sectors, and from individual sources.
 - b. Securing ongoing local funding to help purchase land or conservation easements.
- 3. Improve open space planning by:
 - a. Creating an open space department with a land acquisition team to identify and pursue future open space opportunities. The team will identify and protect open space lands that have a measurable public benefit in the City of Logan and across Cache Valley. In addition, open

- space lands must fit some of the following criteria:
- i. Are aesthetically pleasing landscapes.
 - ii. Are large, contiguous, and connected open space lands.
 - iii. Are smaller open lands inside the City.
 - iv. Help promote human health and wellness.
 - v. Lands critical to the local agricultural economy.
 - vi. Places with a high recreational value or potential.
 - vii. Support tourism and the City’s image.
 - viii. Contain natural services (such as preserving water and air quality).
- b. Involving the community in the preservation and stewardship of open space lands through committees, workshops, volunteer sessions, fund-raising, etc.
 - c. Working with the other City departments to identify and preserve important open space lands.
4. Develop open space partnerships.
- a. Establish an open space committee, working in tandem with the County, adjacent municipalities, and the Bear River Heritage Committee.
 - b. Cooperating with other departments, agencies, organizations, and municipalities to improve funding opportunities, staffing options, and organize volunteers to support the acquisition and management of different types of land across the entire valley.

11.3 TRAILS

Trails are becoming an essential part of the infrastructure in many cities and town as the benefits become more obvious and far reaching. Logan strives to be a walkable community, promoting active living for individual health and a greater sense of community (Logan Quality Growth Principle 10: Creation or Preservation of Place). Walking and bicycling for errands, to work, to recreation destinations, and simply for pleasure, boosts the health and productivity of the entire community, which is a very immediate concern as obesity rates in this country rise with no sign of slowing. Trails also connect people to nature and their neighborhoods, where they can enjoy themselves. The City of Logan by must provide an environment that encourages pedestrians and cyclists, and non-motorized trails are a very important component of this.

Trails also improve a city’s attractiveness to new residents, businesses, and tourists. They are a critical component of a city’s public realm, where people meet and develop a true sense of place and community. Pedestrians and cyclists on city streets and trails help calm traffic and bring the city back to a human scale. Trails are also an important alternative to the car, decreasing traffic congestion, air pollution, and gas consumption. This is critical as Cache Valley’s air quality continues to diminish as its population and traffic congestion grows.

Logan’s citizens mirror national and state trends in their growing demand for trails. Interest in outdoor activities and for protecting open space is also growing and many of these activities and places rely on trails for access and enjoyment. People want a variety of trails, paved and unpaved, for activities as varied as dog-walking, trail-running, roller-blading, riding tricycles, nature walks, and BMX racing.

11.3.1 Existing Conditions

Several factors create the potential for the city to be a highly walkable and bikeable community. It is a college town. It is compact in size. We have relatively few days with precipitation and we have a successful, extensive transit system. Logan has a strong dedicated bicycling community, which is expected in a college town. Many people bicycle for transportation and/or for recreation, including mountain biking, road cycling, and BMX riding. Logan has also developed a strong regional and national reputation for cycling events and activities, including the MS 150 fundraiser and the LOTOJA (Logan to Jackson Hole) road race. Many people also walk and use transit to get to the city’s major employer – Utah State University – and walk and hike for recreation in and around the city. Residents also use many trails that are found on the periphery of the city, on National Forest Service lands and in Logan Canyon. Clearly there is a need and a demand for an extensive and well-maintained trail system.

The City of Logan has yet to live up to this potential. The percentage of cyclists is lower than one might expect and many regular cyclists point out the obstacles that deter some people from cycling. There are no designated bicycle lanes, very few trails, and the few bicycle ways are limited and disconnected. There are very few trails and virtually none connecting people to popular destinations—downtown, the University, the transit hub, and city parks. From the pedestrian’s perspective, older commercial districts and established residential areas have good walkways, but newer commercial and industrial areas are pedestrian unfriendly. There are also significant gaps (73 miles) in the sidewalk system in many neighborhoods. Many of these missing sidewalks could connect to schools, bus stops, and major destinations. In a 2004 survey completed for the Transportation Master Plan, better sidewalks was cited most frequently as an items that would cause people to drive less.

Trail access is also important. In some cases, landowners concerned about how a trail might impact their personal property have resisted new trails or even blocked long-used, informal access points. The City of Logan needs to acquire easements or ownership of corridors and access points and trailhead locations before it is too late.

For years, residents have repeatedly requested more trails and greater walkability around the city. To date, the City has built only a few segments of some key trails, including the Logan River and the Bonneville Shoreline trail, and some short recreational trails. Existing trails are shown on Figure 11-7 and in Table 11-2. The City of Logan must be more diligent in developing a system of trails that foster walking, biking, and other non-motorized transportation around the City.

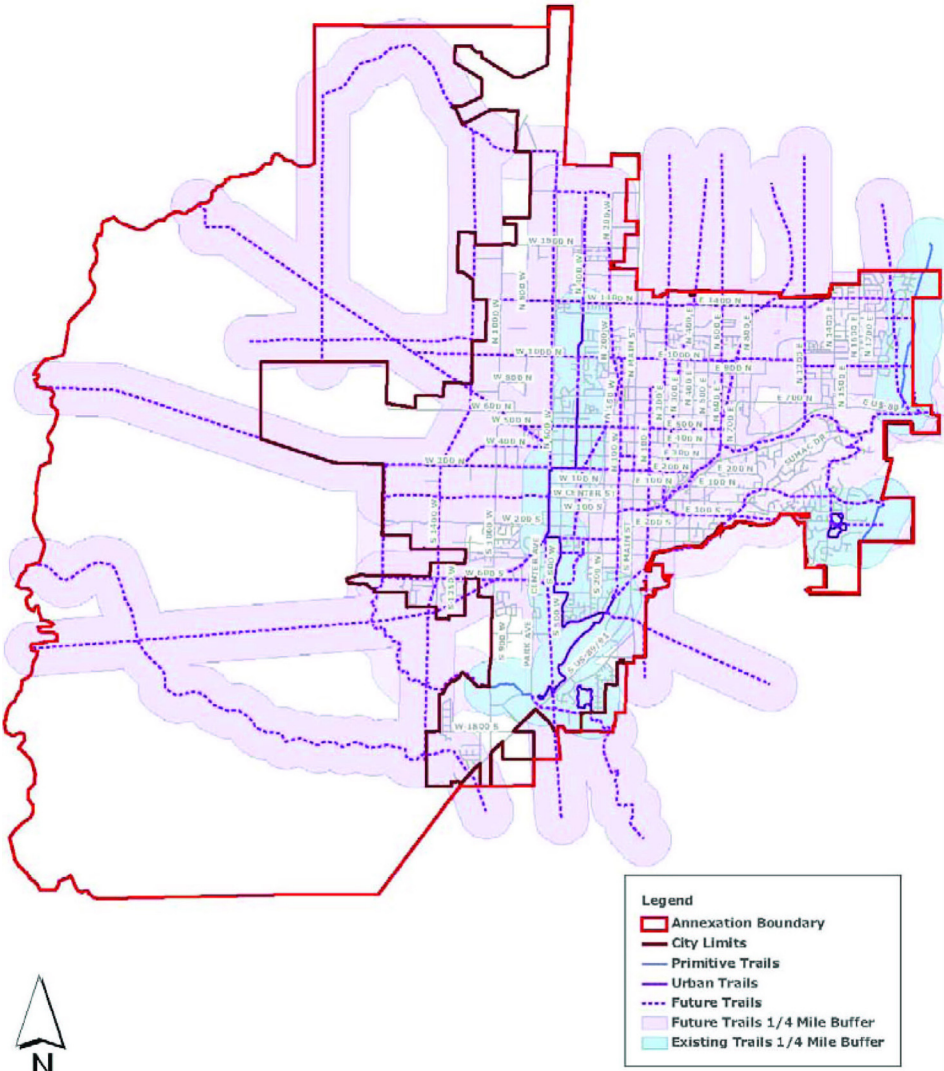


Figure 11-7: Future and Existing Trails Map



Figure 11-8: Trails help promote health and provide a sense of community

The City of Logan is far below national trail standards and the standards it has set for itself, based on citizen demand. These standards are outlined in the Future Conditions section and on Map 11-6 and Table 11-2. At these standards, the City should have 25 miles of urban trails and 25 miles of primitive trails, but currently only has 8.8 miles of trails total. The City also wishes to have trails within walking distance (1/4 mile) of all its citizens, but currently meets this mark for only 25% of its population.

The City does not yet have coordinated, inter-departmental effort to fund, acquire and maintain trails. More priority must be placed on trail access, acquisition, and development in order to meet desired future conditions. City ordinances and plans should require trails or trailheads in growing areas of towns. The City also needs to secure permanent funding for trails within the capital improvements budget. Impact fees and an annual maintenance and operations appropriation should be implemented to support development of trails.

11.3.2 Trail Directions

The City wishes to have a network of trails that extends into all its neighborhoods and out to attractions across Cache Valley. The goal is to have every resident within ¼ mile of an urban trail and ¼ mile of a primitive trail. Trails should be integrated into the fabric of the city as a part of its “green infrastructure.” This greenway system includes interconnected parks, trail corridors, sensitive lands and natural areas, public facilities (including schools, cemeteries, public lands, and other public property).

Many trails have potential to be part of a valley or regional natural system. Residents of the City recreate all around the valley and would benefit from trails allowing them to hike or to bike to the many interesting features around the valley – from the foothills and canyons, to the marshes and farmlands. The City should participate in county-wide efforts to plan and build trails.

The City of Logan also needs to encourage pedestrians and cyclists by caring for their safety and comfort. Trails must be well-designed, signed and maintained. A hierarchy of trails should be established to designate primary routes with the highest construction and maintenance standards, including priority snow plowing. Bicycle ways and trails should also be located in highly visible areas adjacent to public roads. The visibility of people using trails and bikes is helpful in changing attitudes and promoting non-motorized travel.

Using the National Recreation and Parks Association standards as a guide, the City of Logan has adopted a standard of 5 miles of urban trails per 10,000 people (the national standard), as well as 5 miles of primitive trails per 10,000 people (no standard exists for this). The City of Logan also wishes to have trails within walking distance (1/4 mile) of all its citizens. These standards are shown in Table 11-2 below.

Logan should develop a trail system that provides something for everyone in a safe, easy to navigate manner. The trail system should include:

- Urban Trails, including:
 - Primary/Signature Trail: Trails of regional significance that follow and/or connect major attractions and destinations. Examples include the Logan River Trail and the Boulevard Trail.
 - Secondary Trail: Trails that provide continuous routes through neighborhoods and connect to Primary Trails. Examples include the 600 West Trail.
- Primitive Trails, which are unpaved and through more natural areas including:
 - Regional Trail: Trails of regional significance that follow and/or connect major attractions and destinations. Examples include the Bonneville Shoreline Trail and the Rails to Trails (future).
 - Rustic (or Nature) Trail: Trails on more challenging terrain or for a more limited distance. Examples include the Cutler Marsh Trail (future).
- Trailheads, which should be located at major entry points onto trails and at major trail intersections.
 - Major Trailheads: Major trailheads are located on Primary and Regional trails to allow support higher use and people traveling from greater distances.
 - Minor Trailheads: Minor trailheads serve as the major access point for Secondary and Rustic trails and allow access from a number of different places along any type of trail.
- Trail Crossings are major markings and crosswalk elements to alert drivers and minimize safety risks. Trails crossings may be:
 - Grade Separated: These crossings separate traffic vertically to allow unimpeded flow and eliminate any interaction between vehicle and trail traffic. They may be drainage structures, pedestrian bridges, underpasses and vehicular bridges. The great expense of these structures will allow

- them only to be constructed for Primary and Regional trails in the business locations.
- At-Grade Crossings: These crossings put trail traffic into the roadway, requiring trail users and vehicles to pay attention to traffic flow and use the tools there to help cross safely.

The City of Logan has identified potential future trail locations, as shown on Map 11-6. The City must build trails in existing parts of town and prepare for growth by acquiring trail corridors today. The City should undertake a more extensive Trails Master Plan to determine the exact location and construction of each of these trails and trailheads. City departments, such as Community Development, Parks and Recreation, and Public Works, should collaborate to identify future trail corridors and negotiate their acquisition from owners, developers, and other departments. These corridors and access should be secure before development arrives. The City also needs to secure legal permission to use existing access points that are at risk of permanently disappearing.



Figure 11-9: Trails must be well-designed, have adequate signage, and be maintained.

TABLE 11-2: RECOMMENDED TRAIL STANDARDS						
TYPE	CITY STANDARD	NEED 2050*	NEED 2010**	CURRENT SUPPLY	+/- 2010	NOTES
Parks	6 acres/ 1,000 residents	900 acres	300 acres	245.28	(-54.72)	Includes developed parkland*
Trails (urban)	12 acres / 1,000 residents	1800 acres	600 acres	494.47	(-105.53)	Protected open space that can be accessed for recreation. Includes the golf course, cemeteries, natural open spaces, trailheads, and the fairgrounds.
Trails (primitive)	0.5 miles per 1,000 residents	75 (miles)	25 (miles)	2.34	(-22.66)	Gravel, dirt primitive trails
Distance to a trail	1/4 mile max.	n/a	n/a	25% of city complies*	(-75%)	Every residence should be within 1/4 mile of a primitive or urban trail.
* Estimated 2010 population of 50,000 residents, 2050 population of 150,000 residents						
** Measured by percentage of population not area of city						

TRAILS GOALS

- 1. To promote alternative transportation, a multi-modal transportation network, protect air quality, and conserve energy.
- 2. To support year round as well as seasonal recreation, such as cross-country skiing.
- 3. To encourage development that ensures the comfort, safety, and enjoyment of pedestrians and bicyclists.
- 4. To develop a trail system with a hierarchy that provides something for everyone – different age groups, abilities, interests, and types of travel.
- 5. To provide opportunities for education and interpretation.

TRAILS POLICIES

- 1. The City supports increasing the overall supply of trails in the City to meet citizen expectations, a growing population, and the goals of the 2005 Parks and Recreation Master Plan.
- 2. The City promotes a safe, courteous, and fun trail experiences through proper design, maintenance, signage, educational interpretation, and special events.
- 3. The City will use trails as a means to promote active living and benefit human health and welfare.
- 4. The City will maintain trails year-round to encourage their use.
- 5. The City will involve the community in planning the regional trail programs.
- 6. The City shall actively pursue trail acquisitions to create a connected trails network that spans the valley and leads to regional destinations and links parks and open spaces and other community attractions (i.e. schools, downtown, neighborhood centers, transit stops, employment and shopping destinations, and other greenways).

TRAILS DIRECTIVES

- 1. Build a trail system that allows every resident in the city to be within ¼ mile from an urban trail and ¼ mile from a primitive trail.

TRAILS ACTIONS

- 1. Develop an action plan for joint projects and joint funding with inter-departmental input, including Transportation, Parks and Recreation, Economic Development, and Public Safety.
- 2. The City will permanently protect trail access points and trailheads.
- 3. Develop city maintained bicycle storage and bike racks throughout Logan; encourage business and employers to provide bike storage and racks as well as locker rooms for their employees who commute via trails.
- 4. Encourage trail maintenance, safety, and regulation enforcement through:
 - a. The creation of adopt-a-trail and trailwatch programs and provide safety and etiquette education.
 - b. The development of standards and schedule for seasonal trail maintenance.
- 5. Develop trail design standards that include landscaping, sidewalks, friendly streetscapes, safe routes and crossings, trail easements, fencing and access control, buffering adjacent uses, bike lanes, bike facilities, and signage. Signage should indicating trail names, destinations, mileage, permitted uses, and maps for wayfinding.
- 6. Develop trail construction standards that:
 - a. Utilize best practices for trail construction to encourage safety and trail longevity, while discouraging illegal use.
 - b. Construct and maintain trails in an environmentally-sensitive manner.
 - c. Create an inspection process to guarantee trails built by other parties (developers, trail groups, etc.) are compliant with city standards.
- 7. Develop partnerships with:
 - a. Organizations that can help Logan expand and improve its trails offerings including the bike community, trail users, runners, HOAs, businesses, and other agencies and municipalities.
 - b. Different agencies and organizations such as the Logan School District, the health department and area hospitals, Cache County government, and the University that support trails and active living.
 - c. Other City departments, including Transportation, Parks and Recreation, Economic Development, and Public Safety to identify and protect future trail opportunities.
- 8. Trails funding and budget:
 - a. Secure ongoing budget appropriation for trail maintenance, walking, and biking programs and events.
 - b. Secure new trail funding sources from capital improvements budgets, recreation impact fees, RAPZ sales tax, bonding, grants, private donations, and business support.

- 9. Trails acquisitions:
 - a. Develop an inter-departmental acquisition team to identify future trails corridors.
 - b. Develop a standard trail planning process which uses boards, outreach meetings, workshops, etc. to allow citizens to propose trail segments and pursue trail development.
 - c. Evaluate easily attainable corridors, such as railroad grades, canal ways, and utility line corridors and acquire trail corridor easements in growing areas of town as opportunities arise and in anticipation of growth pressure.

The City of Logan promotes a balance of multi-modal transportation systems that result in increased transportation choices. Land use and transportation planning must be integrated to accommodate the automobile and to provide more mass transit, bicycle, and walking choices. Development must be pedestrian-friendly. All forms of transportation must be reliable, efficient and user-friendly, allowing full access by all segments of the population to housing, employment, education, community, and human services. Safe and efficient movement of people and goods is vital to the long term sustainability of this community. We recognize that the quality of the City is largely determined by the number of choices we have to move from place to place. We further realize that walking with comfort and safety within the City is a measure of quality of life.

Safe and efficient movement of people and goods is critical to the fiscal and environmental sustainability of this community. As the City continues to grow, it must provide an efficient transportation system that can carry existing and future traffic. The transportation component of the General Plan establishes the core directives and initiatives for the Transportation Master Plan.

Today the transportation system is dominated by vehicular traffic. Logan and Cache Valley cannot sustain dependence on motorized vehicles. Some roads are at unacceptable capacity. Building new roads is environmentally difficult and redistributes land uses that are costly to service. Air quality of the valley is deteriorating as a direct result of vehicular pollution. An increase in non motorized transportation choices will improve air quality, increase health, and reduce consumption of petroleum products.

The following directions for transportation are derived from the Quality Growth Principles:

1. Place emphasis on the development of alternative transportation systems in parallel with increasing traffic capacity within the current system. Building new roads in out-lying areas should not take priority over building new capacity in alternative modes of transportation.
2. The grid system of roads provides greater traffic sustainability. It allows motorist to travel in multiple directions from any intersection and it reduces concentrations of traffic. The road system should be an interconnecting grid of streets. New emphasis should be placed on maintaining the grid of public streets. New development should be required to make connections to existing streets and to build new roads that follow the grid pattern. New roads proposed by local, state, and federal government should closely approximate the pattern where practical. All roads should be located on the grid and rights-of-way should vary based on road classification.

3. Access on existing and new roads must be managed and limited where possible. The efficiency of roadways is enhanced with limited access and deteriorates with increased access. Shared access among multiple property owners should be the standard, not the exception.
4. The City of Logan should be a completely walkable city. This means that anyone desiring to walk from home, work, shopping, or recreation should be able to do so safely on maintained walkways designed and constructed for pedestrian traffic. This means that priority is placed on interconnecting all walkways of the city. These pedestrian walks should promote walking by being safe, shaded, interconnected with all other walks, and well maintained. Pedestrian crossings are an integral component of walkability and resources proportional to walkways should be allocated for crossings.

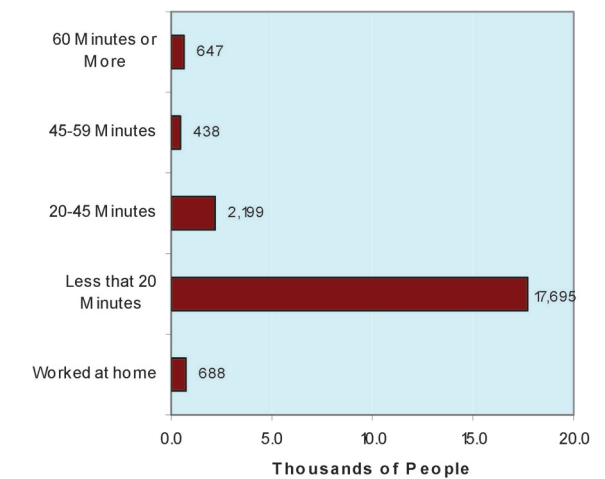
12.1 FUTURE TRANSPORTATION OUTLOOK

Cache Valley is a lineal network of communities connected by common roadways. Logan is bounded on the east by steep mountains and limited on the west by critical water resources. This configuration suggests that, in the long run, building major new roads north and south will require roads built over or under the city. At current rates there will be four times as many cars in Logan in fifty years. If conditions remain the same without new road capacity and without a shift in dependence on the automobile, every existing road will quadruple its traffic volume. These are prospects that are unacceptable to most residents. Development of alternative transportation systems must be the theme for transportation programs to avoid or at least delay the prospects observed in older and larger cities. A great opportunity exists to take a proactive approach to create transportation solutions for a unique city and in a unique valley. Increasing the use of public walkways and trails to meet basic intercommunity transportation needs will produce positive transportation results.

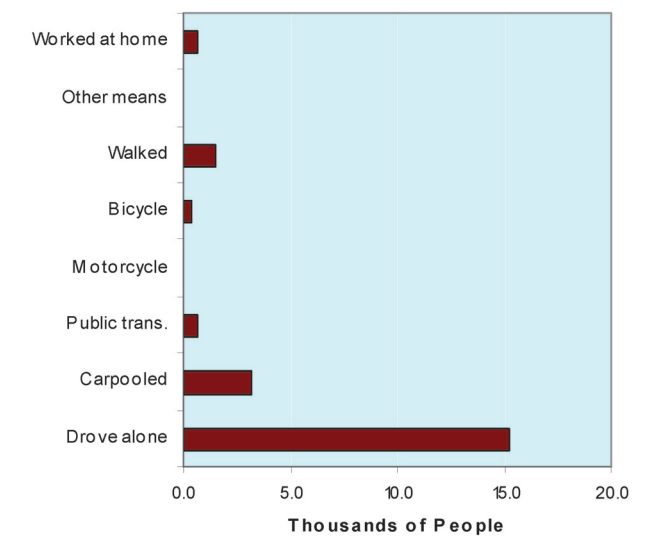
12.2 LOGAN / CACHE AIRPORT

12.2.1 Existing Conditions

The airport has grown substantially in recent years. Many new private hangers have been constructed. Several national corporations, with headquarters in Cache Valley, have built corporate flight centers at the airport. A major runway expansion has been completed allowing commercial jets to access the airport. An instrument landing sys-



Graph 12-1: Logan residents commuting times



Graph 12-2: Logan residents commuting choice.

While almost all the Cache County population growth will occur in the Logan Urbanized Area and on the south end of Cache Valley, the City of Logan will still be the major employment center in Cache County. This growth will increase the need for better north-south travel in and out of the area.

Building new roads is not the "silver bullet" for solving our transportation woes. A major shift in transportation theory is required to reduce our dependence on the automobile.



Figure 12-1: Logan is fortunate to have a well established grid road. Most of these streets are great examples of shaded, tree lined corridors with sidewalks and park strips.



Figure 12-2: Logan has a strong tradition of biking with a national reputation for cycling events and activities.

tem (ILS) has been approved, funded, and will soon be operational. Utah State University maintains an expanding flight education program. The Logan/Cache Airport Authority has been successful in attracting a commercial airline to provide service to Denver and Las Vegas. This new service is being promoted with several carriers and it is anticipated in the near future.

12.2.2 Proposed Conditions

Eventually the Logan/Cache Airport will be a center of business and economic activity. It will support private and public transportation to destinations throughout the region. The airport will become a hub for a variety of airport functions and will spur many new business opportunities for support industries. The airport will be surrounded by business parks needing proximity to air transportation and businesses desiring the synergistic affects created by airports. A substantial opportunity exists to upgrade the airport to support a growing population and burgeoning local industries. Minimal development exists immediately surrounding the airport. Commercial and industrial growth will eventually encircle the airport. As the airport expands new public and private business opportunities will arise on lands surrounding the airport. These opportunities must be anticipated and plans prepared to direct today's decisions into tomorrows opportunities. An Airport Master Plan must be completed to ensure continued growth and development of this valuable community resource. The Master Plan would accomplish two objectives. First, to ensure that today's decisions do not preclude future opportunities for airport growth and development. Second, additional improvements to the airport are needed to meet a growing demand for commercial freight service supporting national industries located in the valley.

12.3 ROADS

12.3.1 Existing Conditions

Logan is fortunate to have a well established grid road system in the older areas of the city. Many of these streets function well as local neighborhood streets and as collector roads. Most of these streets are great examples of shaded tree lined corridors with sidewalks and park strips. It is this roadways standard that will be used as a model for new streets.

Key deficiencies within the Logan roadway system include a lack of capacity on Main Street (US 89/91), a lack of primary north south roads, and inadequate access to the eastern residential neighborhoods. Synchronization of traffic lights on Main Street has improved traffic conditions, but other north/south corridors must be modified to accommodate increasing traffic volumes.

12.3.2 Proposed Conditions

North/South movement. A new bypass road skirting Logan has been thought of for

years. There is still a lingering popular opinion that this road is the solution to many traffic problems in Logan. However, the best analysis in recent years by the Cache Metropolitan Planning Organization (CMPO) indicates that a western bypass would not substantially improve traffic because 85 percent of the traffic is local residents traveling to destinations in or near Logan. The bypass would very expensive to build and to mitigate environment conditions. It would also be inefficient for local traffic because population centers are to far away. In the long-term a western bypass will make more sense when growth increases to the west.

East/West Movement. In Logan, east west corridors function to move traffic between the residential and manufacturing/commercial zones of the City. The Utah State University campus is a special trip generator located in the residential eastern zone of the City. Though the City's most severe traffic congestion and configuration problems exist on the north/south Main Street corridor, east/west traffic is becoming a more significant problem as residential, manufacturing, and commercial zones fill in throughout the City. The north/south movement has been even more restricted by the light synchronization on Main Street because priority is now given to the highest need - north/south movement.

Access Management. A significant improvement in the management of access occurred when municipalities of the valley joined with UDOT and the CMPO to produce the Cache Access Management Plan (CAMP). Cooperation and coordination now occurs between government entities to review and approve access on all state roads in the valley. This practice should continue and where applicable be used to manage local access on all levels of streets within the city. An additional improvement to access management would be to require cross access between private developments and shared access at common property lines.

Safety Considerations. There are streets and intersections within the City of Logan which pose safety hazards. For the most part, the hazards result from substandard roadway or intersection designs which have grades that are hazardous when icy or at intersections where misalignments occur. Other locations of concern include pedestrian crossing and school zones where pedestrian and bicycle traffic mix with peak automobile activity. Safety must continue to be identified in the Transportation Master Plan and safety projects must be included in short-term capital improvement requests.

12.4 ALTERNATIVES TO THE AUTOMOBILE

The City of Logan needs a plan for transportation that is fiscally, environmentally and, socially sustainable. A transportation plan that causes actions today preparing for tomorrows transportation needs. Logan and Cache Valley cannot sustain a long term transportation system overwhelmingly dominated by inefficient single occupant vehicles (SOV). This society relies almost exclusively on the use of single occupant vehicles for transportation. This reality causes thirty to forty percent of all land in

urban areas to be dedicated to paving, autos, streets, and parking. The use of large amounts of land for parking is resource intensive and unattractive. The proliferation of SOVs heightens noise and pollution. Other alternative transportation modes are much less resource consumptive and they cause much less pollution. Recent legitimate concerns about winter air quality have placed new emphasis on alternative transportation within Cache Valley.

12.4.1 Sidewalks

Accessible city sidewalks should connect all citizens to work, shopping, and play. Many public walkways exist in older commercial districts and in most residential areas of the city. However, newer commercial and industrial areas are pedestrian unfriendly. Many have no internal walks and only a few have connections to public walkways. Many employment centers are noticeably without public or private walkways. City departments have been successful in constructing accessible crossings and in providing some trails within and adjacent to parks. Plans have been made to eventually connect parks with trails and other recreational resources. However, funds have been limited and parks are not yet connected and many intersections remain inaccessible. Generally most people get to parks by driving except for immediately adjacent residents. Pedestrian crossings have been fully upgraded in the downtown area and many intersections receiving the highest traffic or highest complaints have been upgraded.

The most extensive need for walkways is within neighborhoods and walks that do not connect across the city. Promoting more community wide walking must start with walkway connections to major destinations, to transit, and to trail systems. More emphasis must be placed on community wide trails systems that connect parks and link walkways. More crossings and accessible intersections are needed as part of a plan to interconnect all walkways.

12.4.2 Bike Ways

As a college town, Logan has a long tradition of biking in the community. There exists a strong tradition of biking with a national reputation for cycling events and activities. The city enjoys a strong biking community who cycle for recreational and transportation purposes. The cycling community represents a small percentage of the population and the city should assist in its growth. However, today there are no designated bicycle lanes and bicycle ways are limited and disconnected.

Bicycles as a transportation alternative must be promoted as an alternative method of transportation by providing mixture of dedicated bikeways connected to designated bike lanes. This system must connect all major destinations in the city and beyond. Increased use of bicycles will also depend on facilities for securing or locking bicycles at public facilities and larger private businesses. Bicycle ways and trails should be located in highly visible areas adjacent to public roads. The visibility of people using trails and bikes is helpful in changing attitudes and promoting non-motorized travel.

12.4.3 Other Transportation Options

The city must promote other forms of transportation including carpools, ride sharing, schoolpooling, telecommuting and incentives for low emission and less consumptive vehicles.

12.4.4 Mass Transit

The Cache Valley Transit District provides free and extensive transit service within the City. It also provides a growing service to communities within the valley. This transit system has been highly successful and transports more than one million riders annually. Utah State University provides an equally successful bus service with the campus with similar ridership. Both systems are highly coordinated to maximize efficiency and benefit to riders. Even with the great success of the bus system less than one percent of city residents use the system.

The existing transit system must grow substantially in ridership to meet the long term needs for a sustainable transportation system. Greater reliance on mass transit can significantly reduce vehicle miles traveled each day. During peak weather inversions the bus system must be heavily used to reduce health risks and spikes in low air quality. It is not likely to occur until attitudes are changed toward a more mass transit oriented society. The City of Logan should be instrumental in turning attitudes towards mass transit to meet the unique challenges of this valley.

The existing transit system should make practical and incremental improvements to the system to increase ridership in the short run. For the long run, plans should be prepared for a larger mass transit system to move larger numbers of people at a more rapid rate. Logan should ultimately be linked to major cities in the valley by such a system. A bus rapid transit (BRT) system on Main Street may offer the greatest potential for affordable implementation. Other mass transit options exist on existing railway lines and abandoned rights-of-way. Time is of the essence in preparing for future long term, heavily used, and dependable method of moving valley residents to work, to school, to shop, and to recreate.

12.4.5 Parking

Existing Conditions

Parking conflicts exist in residential neighborhoods where housing types have been allowed to mix. The problems mainly focused on single family homes converted to rentals without adequate parking. Without adequate on-site parking, apartment dwellers use the public street for parking. This condition is exacerbated where parking is not allowed in winter months for snow removal. Tenants then park on lawns, in front yards, and on public parkstrips.

Parking in the historic downtown will always have a perception of limited parking because buildings are close to the street and a sea of parking does not exist in front. The traditional historic arrangement of buildings, sidewalks, and streets, to a large



Figure 12-3: The existing transit system must grow substantially in ridership to meet the long term needs for a sustainable transportation system.

extent, is what makes downtown Logan and other downtowns unique and desirable attractions.

Parking overload exists at some shopping centers, at most big box stores, and surrounding the Cache Valley Mall. Commercial developers insist on exceeding city parking requirements to create a perception that there is always enough parking. In practice most of these facilities are seldom or never even close to parking capacity even on peak shopping days. Excessive parking produces more heat, more runoff, less efficient use of the land, and visual blight within the community.

Parking Solutions

Shared parking should become the norm for new and existing development. Wherever practical, parking should be shared by occupants with parking needs occurring at different times. An example of this would be a theater who shares the same parking lot with an office building. The office building needs parking during normal business hours and the theater need most of its parking in the evening and late night.

Maximum parking requirements should be established for more efficient use of the land and to reduce large expanses of vacant asphalt for the majority of the days of the year.

Adequate parking in the historic downtown is vital to its continued success as a business district. On street parking must remain on all sides of all blocks. On street parking keeps pedestrians on the street at the front of the stores which is a major objective in the plans for downtown Logan. City initiatives should share in the funding of additional parking facilities. Parking in the downtown cannot be solved by mass removal of historic buildings replaced by surface parking. The cost of real estate is too high to make surface parking a viable option. Removal of historic buildings erodes the precious resource which makes downtown Logan famous. Multilevel,

multi-use parking structures should be used to solve large scale parking needs and to support major new development expansion in the historic downtown.

In summary, transportation systems are a critical and integral part of the City’s social fabric, linking friends to friends, people to jobs, homes to shopping, business to supplies, and families to entertainment. The ability to safely and efficiently get from one place to the next is a major ingredient in the City’s quality of life. As the City continues to grow, the need for an efficient transportation system that can carry existing and future traffic is of vital importance. The future transportation system must establish safe and adequate access to and through the City while maintaining the City’s existing character. The City’s Transportation Master Plan, which is a more detailed assessment of transportation improvements, and implementation of the vision of the General Plan. Safe and efficient movement of people and goods is vital to the success of this community. Walking is as significant to the plan as driving. We recognize that the quality of the city is largely determined by the number of choices we have to get from place to place and that the ability to walk is vital to the health, safety, welfare, and ultimate sustainability of the City of Logan.

TRANSPORTATION GOALS

- 1. To promote transportation safety and functionality.
- 2. To merge transportation character with the built environment (i.e. neighborhood character).
- 3. To expand transportation options.
- 4. To increase acceptance of walking, mass transit and bike riding as a satisfactory means of transportation.

TRANSPORTATION POLICIES

- 1. The City will encourage the use of public transit by improving the existing transit system.
- 2. The City shall upgrade the airport to provide greater cargo and commuter service.
- 3. The City must ensure transportation improvements preserve neighborhood character and quality.
- 4. The City will improve overall traffic flow and reduce congestion.

TRANSPORTATION ACTIONS

- 1. Reducing parking nuisances by: 1) encouraging shared parking and 2) building parking structures in the downtown.
- 2. Establish consistent road construction and design standards that ensure all new roads will be multi-modal and have bike paths.
- 3. Implement a transportation improvement plan.
- 4. Assess new development to ensure transportation proposals meet the City’s long term circulation needs by:
 - a. Providing a pedestrian environment
 - b. Providing adequate right-of-way to meet long-term transportation needs.
 - c. Promoting development which creates a “gridded” roadway.
 - d. Ensuring street design is compatible with quality neighborhoods
 - e. Guaranteeing all new roads are safe for use, provide emergency and City service vehicle access, control polluted run-off, and are economical to maintain.
- 5. Retrofit existing roadways to provide a pedestrian environment and create roads that are safe for use, provide emergency and City service vehicle access, and control polluted run-off.
- 6. Improve the function of Main Street by:
 - a. Eliminating unnecessary parking.
 - b. Developing alternate routes throughout the City.
 - c. Instituting bus rapid transit.
- 7. To increase the performance of the transportation system, the City will explore methods to:
 - a. Minimize access points to major streets.
 - b. Improve street surfaces and road maintenance, synchronizing city traffic signals, and reducing access points.
 - c. Promote transportation alternatives including mass transit options and non motorized transportation.
 - d. Provide an adequate roadway network for traveling to and through Logan including expanding the historical grid.
 - e. Reduce commuter traffic.

13

Public service improvements must be generated by and coordinated through the General Plan. Specifically, the General Plan projects future land uses, populations, jobs, and densities which will direct the planning efforts for all department of the city. In short, any service the City provides or any addition to the capital improvement plan must be consistent with the General Plan. These policies are meant to bring predictability to the planning process. Other public services include, but are not limited to schools, fire stations, solid waste disposal, resource recycling, sewer, water, storm water, police, and power.

PUBLIC SERVICES POLICIES

1. All City plans will use FLUP population projections.
2. When evaluating the extension of City services, the party requesting the extension must prove:
 - a. The capital cost to extend City services will be borne by development interests.
 - b. The City's operation cost will be sustainable over a 40 year period.
3. While the City supports extending public services, the city will do so primarily in an incremental fashion.
4. The City supports the collocation of schools and parks.

OTHER PUBLIC SERVICES



Figure 13-1: Public service improvements must be generated by and coordinated through the General Plan.

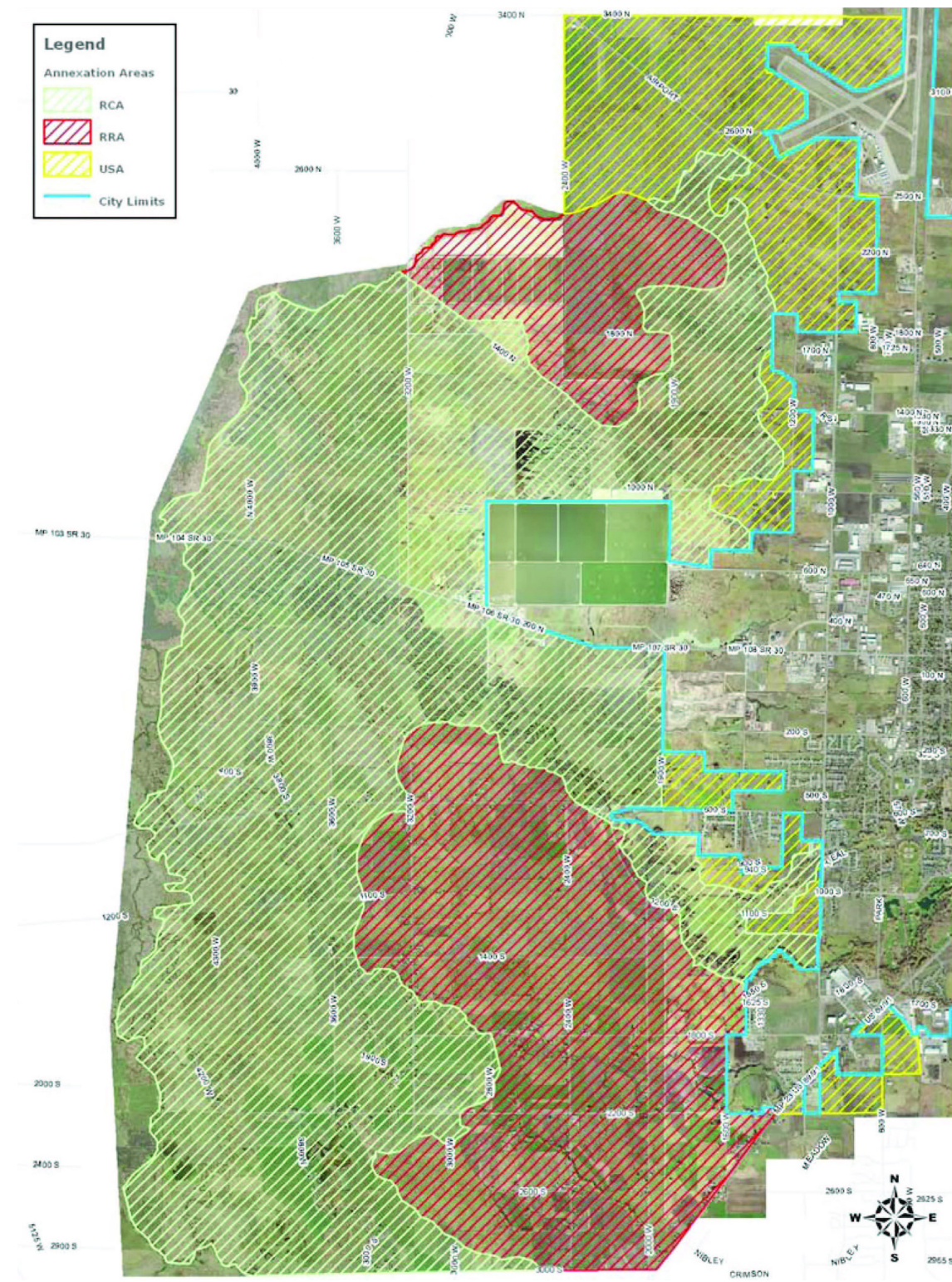
The City of Logan must provide for orderly growth and expansion to meet its population, housing, recreation, resource conservation, and economic needs for the future. In the Annexation Policy Plan of 2002, the city identified areas that will be considered for future annexation. However, annexations are property owner-driven. Generally, the city does not initiate annexations. The city awaits annexation petitions from individual or collective groups of property owners. Annexation proposals are evaluated by the city to determine the cost and the potential benefits. This analysis assists the Municipal Council in making annexation decisions. Land distant from existing municipal services is very difficult to justify extending services and sustaining efficient delivery of municipal services.

The Logan General Plan and the Cache Countywide Comprehensive Plan encourage urbanization on lands that are suitable for development. As Logan continues to grow, it has less and less land available for urban uses within the existing city limits. There are lands surrounding the City that can serve the needs of future residents for both housing and economic growth. The land available for annexation occurs to the west and southwest of Logan. About sixty percent of this land has critical environmental value or it possesses limitations for development. The remaining forty percent has some development potential for isolated clusters of residential growth surrounded by quality agricultural land. Land along Highway 89/91 has commercial development potential but must be accomplished in limited clusters to minimize highway congestion and to retain a semblance of the rural openness that exists today.

The greatest need for future land is for residential growth. A prudent planning approach is to use a variety of solutions to meet the need for future residents. New growth will be accommodated within the existing corporate limits through a combination of infill and redevelopment projects. New annexations to the west will accommodate primarily additional clustered homes, recreation, and conservation. Some limited, high quality, commercial expansion will occur to the south along Highway 89/91 and new commercial and industrial growth will occur in annexation areas around the airport to the north.

The City is committed to assisting property owners in the future annexation of properties which preserve the quality of the place they love, to conserve critical lands, and to improve the value of private property.

Proposals to annex territory to the City will be based on review for compliance with Utah law, the General Plan, and the official Annexation Policy Plan. The City of Logan will work with adjoining communities to define mutually acceptable and logical urban service boundaries between communities to ensure that areas annexed may be served effectively and efficiently.



14.1 GUIDELINES FOR ANNEXATIONS

1. The City of Logan has taken the initiative to provide municipal services to support its center of commerce, industry, education and government. In addition, the City has taken the lead in providing a range of housing to meet the needs of a diverse population with varying social and economic levels. Such housing development needs to be supported by adequate commercial and industrial development so that the city's income base will be broad and diverse. Future annexations should be considered from this perspective.
2. Agriculture and open space preservation, especially on the community's periphery, are important community pursuits. Community separation has been a historic tradition in Cache Valley. This separation has great value and results from a conscious management of peripheral agriculture and open space. The City of Logan will endeavor to maintain agricultural land and open space between it and other municipalities. The city will be an instrument to protect prime agricultural lands and lands containing natural hazards. Annexations that preserve open space will be seriously considered, as will annexations that can provide a developed setting of limited clusters of residential and commercial growth.
3. Logan is a city of neighborhoods and newly annexed areas are to be developed to naturally mesh with established neighborhoods. Newly annexed areas will be considered new neighborhoods where logical. As with existing neighborhoods, most new neighborhoods have their own unique qualities, residents, and environment. The City will manage development of neighborhoods to preserve these qualities.
4. In considering proposed annexations, the City of Logan will assess the existing capacity of the services, along with the additional demand for services that will be required of the City as a result of the annexation. Additional service demands from unincorporated areas will be weighed against potential revenues and other benefits that can be expected to accrue to the City as a result of the proposed annexation.
5. Extension of municipal services, individual master plans for each type of service will be expanded to include all future lands proposed for municipal expansion. Financing of services in the expansion area will be accomplished in the same manner as financing of infrastructure and services within the corporate limits. Infrastructure needed to service developed properties is installed at the expense of developers. Upon dedication to, and acceptance of the infrastructure by the City, maintenance is provided by the City with costs of operation and maintenance offset by a combination of property tax and sales tax revenues, class B and C road funds, and utility use fees. In addition, the City will impose impact fees to offset the impact of off-site

infrastructure systems needed for new development.

ANNEXATION GOALS

1. To meet development goals (i.e. housing goals or neighborhood development).
2. To preserve resources.
3. To cluster development.

ANNEXATION POLICIES

1. The City supports annexations that preserve environmental quality, protect community identity, and protect agriculture.
2. The City's annexation policy is chiefly passive.
3. The City supports annexations where the cost of the annexation is borne by the developer.
4. The City supports a two tiered annexation policy with primary and secondary annexations.
 - a. Primary annexations are passive from the City's perspective. They are pursued by land owners attempting to incorporate their properties. Primary annexations will be used to:
 - i. Preserve critical lands such as farmland, riparian corridors, and other undevelopable lands.
 - ii. Improve land values, i.e. increased density provided by cluster development.
 - b. Secondary annexations are pursued by larger organizations and/or Logan itself and will be used to:
 - i. Preserve critical lands such as farmland, riparian corridors, and other undevelopable lands.
 - ii. Prevent other communities from wholesale sprawl across the landscape.
 - iii. Ensure the functioning of the south corridor.
 - iv. Accommodate industrial needs adjacent to the airport.

ANNEXATION ACTIONS

1. When annexing land for development purposes, the city will assess impact fees to offset the cost of off-site infrastructure required to support the annexed land.
2. Cost benefit analysis will be used to evaluate annexations. In this analysis, the cost of the extension of services (i.e. maintenance, operation costs, etc.) will be weighted against the revenues gained (taxes, etc.) will be used in the evaluation of an annexation.

15.1 QUALITY DESIGN

The City of Logan should invite quality developments which utilize underdeveloped lands, which provide primary job creating businesses, and which protect its resources. To do this the city must transition from traditional or standard development practice into new quality growth principals. The city needs to move from assessing development based on a standard review process into a design and conceptual review process which implements major portions of the checklist in Appendix II.

15.1.1 *Quality Design Policies*

1. City will heighten concern for appearance, aesthetics, and maintainability.
2. City will upgrade the Design Guidelines to Design Requirements.

15.2 DEPARTMENTAL ROLES

The General Plan delivers the City's future direction for development. To accomplish the plan all departments should use the Plan as a reference document in their daily operations. City departments should use it when making major policy decisions to ensure decisions are consistent with the General Plan. If any department finds inconsistencies with the Plan, they should consider whether the Plan requires an amendment. Such adherence to and consistency with the General Plan will ensure that the full force of the cities operations are committed to accomplishing the City's goal, policies, actions, and directives.

15.3 FIVE YEAR IMPLEMENTATION

Based on the tools Logan has today, the City cannot accomplish what the General Plan is proposing. The city needs a whole new set of tools. In order to implement the directives, goals, actions, and policies that the General Plan recommends, the City codes should be reassessed. To do this, the City should immediately begin preparing major code revisions. This process will take several years to accomplish.

15.3.1 *Composing Capital Improvements Priorities*

All departmental decisions should be consistent with the General Plan. In order to preserve consistency, all annual funding requests should be consistent with the General Plan,

15.3.2 *Planning Initiatives Needed to Accomplish the Plan*

In addition to the actions and directives contain in this Plan, the following tools may be acquired to advance quality growth and conservation minded development:

- Complete revision of the Land Development Code to ensure implementation of the General Plan.
- Neighborhood Specific Plans.
- Transfer development rights ordinance.
- Specific development plans annexation areas.
- Incentives for compact development.
- Shared parking ordinance revisions.
- Neo-traditional development standards reflective of unique Logan.
- Neighborhood Improvement District Plans.
- City-wide Master Plan to illustrate future development patterns.
- Gateway District Plans.
- Downtown Development Plan.
- City Block Development Plan.
- Updated Affordable Housing Plan.
- Airport Area Land Development Plan.
- Specific Plan for Open Space Development and Preservation.