



The City of North Logan

# General Plan

August 2013

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# I- COMMUNITY ELEMENT (Approved Sept. 4, 2013)

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### A. VISION STATEMENT

The residents of North Logan City are dedicated to providing a safe, clean environment, conserving our resources, preserving the beauty of our scenic vistas, maintaining open space, and keeping the small town rural feel. We are committed to balanced growth consistent with the ability to support a growing population while encouraging commerce, industry, and employment opportunities. This will result in achieving and maintaining a high quality way of life for all who live here and for generations yet to come.

Simply stated, North Logan City is "the best place to call home".

### B. PREFACE

A major purpose of an incorporated city is to accommodate the orderly integration of residential and commercial interests into the city. An incorporated city has the responsibility to develop and follow a plan for orderly land use that will balance the interests of each sector.

Another responsibility of an incorporated city is to ensure that land use is developed with consideration and balance given to landowners, developers, and current city residents. Land use must also consider the need for services e.g., sewer, water, roads, curb and gutters, storm drainage, safety and fire protection, garbage collection, and other waste disposal services.

All development and residential requirements must be balanced by the joint efforts of the Planning Commission and City Council. This General Plan was developed with the intent of balancing all the variables of city growth for the common good of the residents. No plan will fully please everyone, but hopefully this plan provides for reasonable compromise; not only with the initiation of the plan, but also for the accommodation of future changes which at the present may be unforeseen.

**C. INTRODUCTION**

North Logan City lies in the northern part of Cache County adjacent to Logan. If past commercial and residential growth trends continue, the population of the City will significantly increase in the next ten to twenty years and commercial development will continue to grow along Highway 91.

Commercial development significantly increases property tax, sales tax, and fee revenues available to the community. The city should seek to develop and maintain a good mix of commercial development and strive to maintain unique commercial areas well suited to promote the community. This will establish North Logan as a vibrant, well planned city.

North Logan should also promote a positive environment for commercial growth by maintaining a close cooperation with other city, state, federal, and private economic development agencies.

Residential development is also beneficial to the community due to its attraction of significant business to growing population centers. Such development can be synergistic to continued growth with economic stability through careful enactment, interpretation, and, enforcement of City ordinances.

This General Plan is designed to protect the interests and investments of the community and individual property rights. It must also enhance the economic growth of the City so that the growing demands for services can be met. However, it must be equally sensitive to its natural limiting factors such as topography and soil conditions to minimize liability and expense to the City in providing those services. Finally, it must protect and maintain the natural beauty and aesthetics of the area.

The General Plan emphasizes the planning and regulation required for rational development of commercial and residential areas. Only by the appropriate balance of the two factors can the City grow, prosper, and, meet the needs of its residents.

**D. DEMOGRAPHICS AND SOCIOLOGY**

**POPULATION CHARACTERISTICS**

The 2010 census shows a population of 8,269 people. The last ten years have shown a steady growth rate of approximately three percent or about 248 new people each year. The projected population by the year 2020 is estimated to be 10,749. The General Plan and the zoning and planning structure must reflect this growth trend and provide for orderly residential expansion.

Changes must occur in the present land use pattern to provide for this growth. Residential use and the commercial district in our City Center and adjacent to Highway 91 are expected to expand, while agricultural use in the City will decline in response.

## **E. METHODOLOGY AND CONSIDERATIONS**

### **ORGANIZATION AND PROCEDURES**

The Plan is made up of sections containing common elements which may be amended as necessity and circumstances dictate. Amended elements should maintain the same format to retain the consistency and integrity of the Plan.

To ensure that the North Logan City General Plan is adaptable and responsive to the goals and values of the community, the following procedure has been established for revising and amending the Plan:

1. Formal application for amendments or revision at the City Office.
2. Identification of the Plan section affected by the revision in the application by City officials or staff.
3. Analysis of the application by the City staff.
4. In-depth review of the request by the Planning Commission.
5. Recommendation by the Planning Commission.
6. Public Hearing to obtain input from the community at large by the Planning Commission.
7. Revision and recommendation for approval or disapproval at the Public Hearing or subsequent sessions.
8. Approval or disapproval of the request or revised request by the City Council.
9. The Planning Commission will review the General Plan every three to five years and recommend changes according to the amendment procedure above.
10. A professional city planner or other qualified individual will assist in the preparation and review of the recommendations and make comments or further recommendations as deemed appropriate, and to ensure compliance with state and federal regulations.

11. The *North Logan City Annexation Master Plan* must be viable and dynamic, subject to change and refinement, while providing an anchor for sound thinking.
12. Provide for additional focused, intensive studies, and investigations as mentioned previously in this Plan.

## **F. GROWTH AND DEVELOPMENT ISSUES**

This General Plan contains the guidelines for regulating the growth and development of the City as established by the North Logan City Planning Commission and the City Council. To assure that the General Plan is an effective tool, sound, enforceable planning and zoning ordinances and other City statutes reflecting the Plan will be enacted and changed as the Plan evolves. Subsequent to their creation, these ordinances must be consistently enforced to maintain a viable City growth Plan.

A well conceived General Plan has the insight to provide for the good of the greater community and not just the wants of special interest groups. Consequently, elected officials, who have stewardship of the City, must ensure a quality environment for the majority of its residents through the guidelines contained in the General Plan.

All requests for rezoning or annexation should be consistent with the standards of the General Plan.

Planning and development for capital improvements, such as the construction of utilities infrastructure, municipal buildings and facilities, parks, roads, and drainage systems should be closely tied to the Plan's standards and policies.

The City must balance growth and the interests of business and home developers with the need for revenue and quality of life while preventing the problems of uncontrolled growth.

It is the intent of North Logan City government to enforce the intent of this Plan through all aspects of development or redevelopment of the City. Deviation from this Plan will only be made when there is an overriding need to benefit the health, safety, and/or general welfare of the community.

Potential natural hazards and natural resource conditions exist in North Logan City. For the purposes of this General Plan, land that includes such natural hazards and natural resource conditions shall be referred to as "sensitive lands". Prior to residential or commercial development of sensitive lands, the potential impact from such development should be carefully evaluated. This should be done as part of the development approval process for any development where sensitive land issues are a concern. The City's goals are to minimize the impact of development on sensitive lands; encourage the preservation of land to protect the health, safety, and general welfare of the City;

minimize property damage; and, provide amenities benefiting neighborhoods and the residents of the community. An option for density-based zoning should be provided that can be used to provide an incentive for landowners and developers to protect the most sensitive lands and/or encourage dedication of open space for future parks, recreation, wildlife habitat, agricultural production, etc.

The City's subdivision ordinance will establish standards for development that ensure that the health, safety, and general welfare of the public are adequately addressed prior to approval of development in areas designated as potential sensitive lands. Further studies conducted by the landowner or developer are intended to identify specific hazards and natural resources important to North Logan City, described hereafter. Such studies will provide recommendations as to the seriousness of identified hazards and further recommend mitigation measures to minimize:

- Vegetation removal
- The effect of geologic hazards
- Modification of floodplain and drainage systems
- Soil and slope instability
- Loss of wetlands
- Soil erosion
- Storm water runoff

In addition, such studies shall identify opportunities and methods for:

- Retaining open space in native or other desirable vegetation
- Maintaining and/or creating recreational opportunities and access for the community through corridors, trails, and parks
- Retaining open land for neighborhood and/or community use
- Enhancing gateways to the City
- Water conservation (both agriculture uses and culinary uses)

Development and impact fees on future residential and commercial developments should be used to provide funds for capital improvements including those for open space, such as parks, trails, and bicycle paths.

Development also needs to plan for additional paths or walkways that significantly add to the access and the quality of our trail system. This should include the canal pathways maintained along the existing right-of-ways. Initially, they would not have to be paved; but eventually they should be improved to provide year-round public access along the canals from north to south. However, research into how this can be accomplished needs to be conducted since the existing right-of-ways are presently for canal maintenance only.

The residential areas of North Logan City have developed along natural and manmade boundaries such as slopes, canals, soil classifications, and water availability. With the

resulting residential growth, major streets have developed which further define the neighborhoods.

Finally, there needs to be a balance to the Parks and Recreation Plan generated with the existing natural drainages by:

- Providing parks with a variety of recreation opportunities
- Serving as flood protection and storm water management
- Providing open spaces for wildlife, access to the Cache National Forest, and maintaining the rural atmosphere that residents of North Logan City have come to enjoy

## **G. ANNEXATION POLICY PLAN**

The City is bordered on all sides by various boundary constraints. Efforts need to be made to protect and maintain consistency in development with the adjacent boundary area. This requires cooperation of developers in working with adjacent boundary constraints to consult and seek out feasible solutions to minimize hazards and impacts.

The information presented herein represents North Logan City's plans for annexations and boundary changes in compliance with Utah Code. Actual annexations and boundary changes are to be done by separate action in accordance with state law. The information provided herein is intended to provide land owners, municipalities, and other entities with information pertaining to which lands North Logan City plans to allow to be annexed into the City, and which lands the City plans to serve with municipal services as they are annexed.

The Annexation Policy Plan calls out the areas North Logan City plans to annex into the City when petitions are filed by the property owners to do so. The unincorporated land between North Logan City and Hyde Park is eventually planned to be annexed into either North Logan City or Hyde Park. Both sides have agreed to this anticipated, future boundary. Those areas currently incorporated in either North Logan City or Hyde Park that will change jurisdiction through a boundary change, have been agreed upon in general by the two cities; but the actual boundary changes are to be done by separate action. There is currently no unincorporated land between North Logan City and Logan City.

The unincorporated parcels of land called out in the Annexation Policy Plan to be within the future, planned North Logan City boundary are considered eligible for annexation and should be accepted for annexation into North Logan City when they are so requested by petition by the land owners.

Utah Code requires that the governing body examine each annexation to ensure that certain criteria are met for approving annexation. In doing so, the City Council should



consider the following when determining if any particular parcel of area should be approved for annexation or if a boundary change should be agreed to:

1. Does the area to be added to the City match the character of the Community? The unincorporated areas between North Logan City and Hyde Park are currently similar in nature to the surrounding incorporated areas. As these areas are incorporated, and zoning is established for these areas, the zones to be established should match or complement surrounding zones.

2. What municipal services will need to be provided to the annexed areas? Utility services should be able to be provided by the extension of current services. Developers typically pay for the extension of utilities, and the users of the services will pay for the long term operation of those services. Police, fire, and other services should be evaluated to make sure any newly annexed areas can be provided with these services.

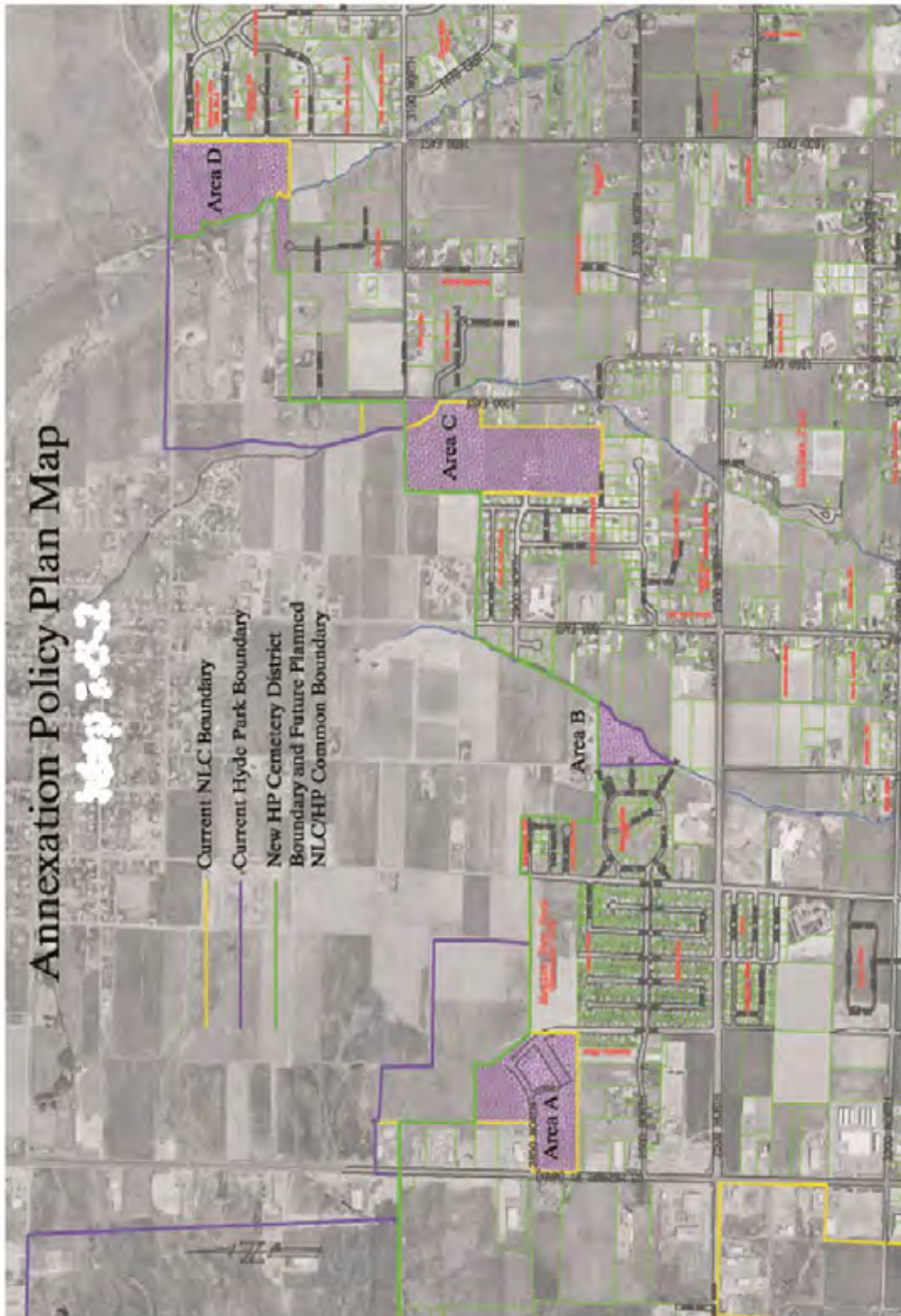
3. The City Council should evaluate a utility service plan for any proposed annexation or boundary change. The utility service plan should include water main and sewer main lines, and also electric service, natural gas service, and telephone and cable service. The plan should include how these extended services are to be financed.

4. Any proposed annexation or boundary change should be evaluated to determine the tax consequences of the action. Will an acquired area pay its fair share for municipal services? Will the area be an unfair burden on the existing residents and businesses? What are the tax consequences of any area lost due to a boundary change?

5. All affected entities should be considered and notified in order to proceed through the annexation or boundary change process in an efficient and open manner. Adjacent municipalities should be contacted early in the process to receive their input. Utility companies should be contacted to make sure utility plans are appropriate and can be supported. Neighbors should be contacted with specific information regarding the proposed zoning of any property to be annexed, or property to be added, by a boundary change.

The process required for annexation and/or boundary changes is established by state law. The process takes considerable time and requires public hearings, notices, and specific documentation. The City Council, the Planning Commission, and the City staff should be familiar with the process.

**G. ANNEXATION POLICY PLAN MAP**



## II- LAND USE ELEMENT (Approved Sept. 3, 2008)

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#### A. OVERVIEW

The Land Use Element recognizes that development affects not only the parcel developed, but the surrounding areas and North Logan City (City) as a whole. Through the implementation of the Land Use Element, the City seeks to manage development for the benefit of the entire City, consistent with the City's guiding principles:

1. Growth must Serve the Community Needs, Enhance the Quality of Life and Make the City more Livable.
2. Economic Development must serve the Community Needs and Enhance the Quality of Life.
3. Community Participation is Necessary to preserve our Community's Quality of Life.

In order to attain these principles, the City must recognize the current uses and zoning of each property and the planned growth. The City has developed a current use map and has an adopted zoning map, and expects to develop District Development Plans to help target and manage growth for the future. For example, the City has developed a City Center District and expects to develop other districts throughout the entire City. The City recognizes that the development of districts throughout the City will require a level of community participation similar to that of the development for the City Center District. The development of districts will be best served by adherence to the guiding principles and objectives established herein.

It is expected that the development throughout the City will be of high quality, and will reflect the historic scale and character of North Logan while ensuring the continued vitality of North Logan's economy. The City further recognizes that higher density development must undergo extensive scrutiny and recognizes that focusing higher density development in fewer areas of the City is detrimental to the overall vitality and needs of the City, and contrary to the City's guiding principles. All development should protect residential neighborhoods and create mixed use environments friendly to pedestrian activity.

The City recognizes that its guiding principles can be served by the use of planning tools like an Urban Redevelopment Area (URA). Such is found in the Industrial District Development. This Land Use Element also supports the continued implementation of economic development strategic plans to encourage the retention and expansion of new businesses, and creation of jobs for North Logan residents.

Development in the City will be managed through rezoning, clustering, and other planning tools to enhance development consistent with this General Plan.

Development shall not compromise residents' quality of life. This Land Use Element contains policies to provide safe and well-designed public spaces, preserve the City's heritage, ensure the accessibility of human services and foster our stewardship of the natural environment.

The City's residents are encouraged to actively participate in decisions that affect them, including land use policies and specific development proposals.

## **EXISTING LAND USE**

Nearly 75% of the City's area is zoned for residential uses of varying densities. 10% of the land in the City is zoned for commercial uses including offices, restaurants and retail stores, and 4% was changed to mixed-use with the adoption of our new mixed-use zoning. 4% of the land is zoned for industrial purposes, such as manufacturing and warehousing. The remaining 4% of the land is zoned for open space/parks, institutional uses, and agricultural. Approximately 1,400 acres, or 32% of the total land in the City, is currently undeveloped. Some 400 of these acres are in the foothill areas of the City and may not be easily developable due to topographical and sensitive land constraints. Absorbing new growth will involve careful development city-wide.

## **POPULATION AND DEMOGRAPHICS**

The City's total population grew during 1990-2000, from 3,768 to 6,163 people. Nearly three-fourths of that increase occurred between 1995 and 2000. The population increased by 2,395 people, or 63%, for the decade.

The 2000 Census revealed four significant trends: the total population grew; the proportion of those in their early working years increased significantly; the racial and ethnic diversity increased; and household sizes increased.

The increase in North Logan's population from 3,775 in 1990 (census figure) to an estimated 7,611 in 2006 is an increase of 102% over those 16 years, or about 6.4% per year. Based on the City's growth during 1990-2006, a population of approximately 9,500 may be projected for the year 2010. Cache County had a population of 70,183 in 1990; 91,391 in 2000; and 98,662 in 2006. Assuming a similar rate of increase until 2010 (about 2.5% per year) there will be about 108,700 people in the county in 2010. North Logan is growing in population about twice as fast as the county overall.

## HOUSING

Since 1990, the City's housing has remained largely single-family. During the same time, there has been a significant increase in multi-family dwellings, particularly developments containing five or more units per structure. This development pressure is expected to continue given land values, the availability of land in adjacent cities for multi-family dwellings, and other moderate income housing.

There were about 1,102 housing units in North Logan in 1990; 1,778 in 2000; and 2,347 estimated in 2006; an increase of about 7.1% per year. If housing continues to increase at this rate, the City will have about 3,009 units in 2010. Cache County had 22,053 housing units in 1990; 29,035 in 2000; and 33,575 in 2005. Assuming a similar rate of increase until 2010 (about 3.5% per year) there will be about 39,400 housing units in the county at that time. North Logan is also growing about twice as fast as the county in terms of housing units.

## EMPLOYMENT

According to Cache County, employment projections for the region and local area are 54,000 by the year 2010. It is estimated that in the year 2000, employment in Cache County totaled 43,000 jobs. The City will provide many of these jobs in 2010, if non-residential development continues and the Utah State University Innovation Campus expands as projected.

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**B. OBJECTIVES AND POLICIES**

This section specifies the City's land use objectives and policies as they relate to each of the Guiding Principles of the General Plan. In conjunction with the Land Use Diagram and Future Land Use Plan these objectives and policies are designed to ensure consistent interpretation of the General Plan, and to provide a focus for city-wide decision making.

**GUIDING PRINCIPLE #1**

**Growth must serve the community needs, enhance the quality of life, and make the City more livable.**

The City can absorb growth and still remain a healthy and vibrant community if this growth is in harmony with the City's character and environment. Certain keys to preserve this character and environment are stated herein.

A variety of types of development are necessary to the City's future. In every case, however, the City expects the quality of development to reflect the City's guiding principles.

**OBJECTIVE 1 – COMMUNITY CHARACTER:** Change will be harmonized to preserve the City's character and environment.

1. Preserve the character and scale of the City's established residential neighborhoods.
2. Development should respect the existing social fabric as well as the natural and built environment.

The principle of harmonizing change and preserving the existing environment is of tremendous importance to the City's residents. Harmonizing change requires that new development and other physical alterations respect the existing character and scale of the City. Change and development must be accomplished in a fashion that enhances and blends with the City's existing qualities, both physical and social. Regardless of style, new development should be carefully and sensitively designed.

**Policy 1.1 – Character and Identity of Individual Districts:** Formalize individual District Development Plans, and enact zoning ordinances, principles, guidelines and plans, to recognize, maintain and enhance the character and identity of each District Development Area.

524 Policy 1.2 – **Development Consistency:** Development within a District Development  
525 should be consistent with the design guidelines as specified by the individual District  
526 Development plans.

527 Policy 1.3 – **Pedestrian Connectivity:** Require pedestrian connectivity between  
528 subdivisions and make allowances for such access to future development.

529 Policy 1.4 – **Automobile Development Connectivity:** Require automobile connectivity  
530 between subdivisions and make allowances for such access to future development.

531 Policy 1.5 – **Unimproved Streets:** No development on unimproved streets will be  
532 approved until adequate infrastructure improvements are in place or will be made.

533 Policy 1.6 – **Infrastructure Improvements:** Continue to implement capital  
534 improvements which will maintain or rehabilitate City infrastructure, including  
535 improvements related to upgrading the water supply system, storm water system, sewer  
536 system and streets.

537 Policy 1.7 – **Zoning Code Enforcement:** Upgrade and improve zoning code  
538 enforcement in all zones.

539 Policy 1.8 – **Hillsides:** In recognition of the special character of the hillsides along the  
540 east bench of the City, continue strict protections through City grading and hillside  
541 ordinances.

542 Policy 1.9 – **District Development Plans:** Identify unique areas within the City and  
543 develop District Development Plans to direct development.

544 Policy 1.10 – **Mixed Use:** Authorize and encourage mixed use development in targeted  
545 areas, including housing, live-work spaces, and commercial uses. Mixed use should  
546 promote the clustering of community-oriented services and amenities.

547 Policy 1.11 – **Neighborhood Centers:** To encourage neighborhood centers, the City  
548 should promote the clustering of community-oriented services and amenities in and  
549 near residential neighborhoods.

550 Policy 1.12 – **Housing Diversity:** Promote a variety of housing opportunities that meet  
551 the goals of the community.

552 Policy 1.13 – **Transportation Master Plan:** Coordinate the Land Use Development  
553 Plan with the Transportation Element of the General Plan.

554 Policy 1.14 – **Wildlife Habitat:** Existing natural habitat for wildlife should be protected  
555 when identified.



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557 **OBJECTIVE 2 – PUBLIC OPEN SPACE AND RECREATION:** The City's public  
558 spaces, including open spaces and streets, are important to its citizens, and should be  
559 carefully designed and preserved.

560 Policy 2.1 – **Parks and Recreation Master Plan:** Implement a Parks and Recreation  
561 Master Plan to preserve and acquire public space in new and existing developments  
562 and to enhance recreation opportunities.

563 Policy 2.2 – **Public Open Spaces:** Identify open spaces which are useful in  
564 maintaining the character of the City. Encourage the incorporation of such areas into  
565 public improvements and private projects. These open spaces could include parks,  
566 courtyards, water features, gardens, passageways and plazas.

567 Policy 2.3 – **Open Space Corridors:** A variety of open space corridors and trails shall  
568 be established through the use of easements, acquisition programs and other tools  
569 (purchase of development rights, transfer of development rights, conservation  
570 easements, etc.) where feasible.

571 Policy 2.4 – **Accessible District Development Parks:** Preserve, enhance and acquire  
572 parks with adequate recreational facilities in all neighborhoods.

573 Policy 2.5 – **Existing Parks:** Continue to enhance Elk Ridge Park, Meadow View Park,  
574 King Park, Memorial Park and any other parks the City may acquire.

575 Policy 2.6 – **Adequate Open Space:** Provide an adequate total quantity and equitable  
576 distribution of public or publicly accessible open spaces throughout the City, through the  
577 Parks and Recreation Master Plan.

578 Policy 2.7 – **Shared Facilities:** Promote the shared use of public and private  
579 recreational facilities.

580 Policy 2.8 – **Recreation Programs:** Support programs that provide recreational  
581 opportunities to all residents of the City.

582 Policy 2.9 – **Connections:** Promote a sidewalk and trail systems providing connectivity  
583 throughout the City.

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**OBJECTIVE 3 – PRIVATE OPEN SPACE:** Encourage preservation of private open space in keeping with the character of the community.

Policy 3.1 – **Preservation Incentives:** Encourage development of incentive programs to assist property owners and the City in the preservation of private open space.

Policy 3.2 – **Privately Owned Open Spaces:** Encourage the preservation and incorporation of privately-owned open space (agriculture, fields, pastures, etc.) to help maintain the character of the City in keeping with District Development plans.

**OBJECTIVE 4 – MODERATE INCOME HOUSING:** Assess the City's need for moderate income housing and develop a General Plan element to encourage the development of any needed moderate income housing.

Policy 4.1 – **Density:** Where appropriate, integrate higher density and mixed use into new and existing development.

Policy 4.2 – **Coordinate Efforts:** Coordinate efforts to encourage moderate income housing in the City by working closely with local, county, and state agencies.

Policy 4.3 – **Residential Development:** Encourage a range of housing options that reflect and anticipate the demographics of the community and that are in keeping with the character of existing neighborhoods.

Policy 4.4 – **Equitable Distribution:** Increase, where feasible, the equitable distribution of moderate income housing throughout the City.

**OBJECTIVE 5 – DEVELOPMENT:** Development should be predicated on the City's ability to provide and maintain services and infrastructure and be in compliance with the existing land use code and the City's General Plan.

Policy 5.1 – **Capital Improvements:** Pursue new capital improvements that are consistent with the District Developments.

Policy 5.2 – **Zoning:** Establish zoning designations and standards that are consistent with density standards.

Policy 5.3 – **City Priorities:** New development shall be in accordance with the City priorities identified in the District Development Plans.

Policy 5.4 – **Private Property Rights:** Private property rights of both the developer and surrounding land owners shall be considered when evaluating development proposals.

Policy 5.5 – **Development Scale:** Development should be encouraged to assemble adjacent land parcels that are available and prepare a development master plan designed for the larger area, rather than submit separate individual proposals.

**OBJECTIVE 6 – DENSITY DISPERSEMENT:** Plan for localized higher density development as well as mixed use density development dispersed throughout the City.

Policy 6.1 – **Development Character:** Development shall harmonize with surrounding areas and preserve community resources.

Policy 6.2 – **Localized Higher Density Development:** Ensure localized higher density development is consistent with District Development Plans.

Policy 6.3 – **Mixed Density:** Mixed density development shall be dispersed throughout the City.

**OBJECTIVE 7 – SUSTAINABILITY:** Encourage an environmentally sound and energy efficient community.

Policy 7.1 – **Enhanced Environment:** Development should improve the environment of the neighborhood, community and region.

Policy 7.2 – **Human Values:** Future development should reflect concern for the well-being of citizens and should embody the cultural values of the community.

Policy 7.3 – **Stewardship of the Natural Environment:** Encourage and promote the stewardship of the City's natural environment, including water conservation, clean air, natural open space protection, and recycling. Encourage the use of native, water conserving and regionally appropriate landscaping and establish city-wide plans.

Policy 7.4 – **Energy Efficiency:** Improve energy-use efficiency in new developments.

**OBJECTIVE 8 – DESIGN and AESTHETICS:** Plan and design a safe and inclusive community.

Policy 8.1 – **Design Excellence:** Promote design excellence in architecture, landscape, and urban design.

Policy 8.2 – **Human Values:** Promote the well-being of citizens, respect for the City's social, cultural and economic diversity, and emphasize human scale.

Policy 8.3 – **Accessibility:** Promote the universal accessibility of public and private community services and spaces.

Policy 8.4 – **District Development Plan Focus:** Consider the character and needs of the City's neighborhoods.

Policy 8.5 – **Regional Planning:** Participate in regional initiatives to protect and enhance the needs of the community.

Policy 8.6 – **Public Awareness:** Promote a greater public awareness of the architectural, urban and rural design and cultural heritage of the City.

Policy 8.7 – **Aesthetics:** Improve the general aesthetics of the City by improved architectural and landscape guidelines for the City.

**OBJECTIVE 9 – CITY CENTER:** Promote the development of a City Center.

Policy 9.1 – **Urban Design Principles:** Implement the design principles identified in the City Center Master Plan and Design Criteria, the Community Development Area (CDA) and the adopted Mixed Use Ordinance.

## **GUIDING PRINCIPLE #2**

**Economic development must serve the community needs and enhance the quality of life.**

A vibrant and diverse local economy provides many important benefits in the City, such as employment opportunities, revenue, and community services for its residents. The City should be an economic center for the regional area.

**OBJECTIVE 10 – DIVERSE ECONOMY:** Establish land use policies which promote a diverse and stable local economic base that provides employment and generates City revenues.

Policy 10.1 – **District Development Areas:** Facilitate development in the Industrial, Commercial, City Center and USU/Innovation Campus District Developments (hereinafter jointly referred to as District Development Plans).

Policy 10.2 – **URA /CDA/EDA:** Implement the URA (Urban Development Area) /CDA (Community Development Area)/EDA (Economic Development Area) Plans as identified.

Policy 10.3 – **Business Expansion and Growth:** Support the continuation or expansion of existing businesses and promote space for growth and changing business requirements in harmony with the District Development Areas.

Policy 10.4 – **Regional Economy:** Collaborate on land use policies with surrounding communities which support regional economic development and meet the needs of the community's citizens.

Policy 10.5 – **Regional Center:** Encourage development and expansion of internationally known cultural, scientific, corporate, entertainment and educational resources directly benefitting the City's residents, and draw businesses, customers, visitors and students from beyond the City's limits, to the benefit of all who live and work in the City.

Policy 10.6 – **Marketing Strategies:** Recognize land use implications of the Cache Chamber's regional marketing strategies and respond through City land use decisions.

Policy 10.7 – **Streamlining:** Promote a stable and sound environment for investment and business decisions by periodically reviewing and streamlining the land use approval process.

Policy 10.8 – **Transit Oriented Development:** Promote multiple modes of transportation within the community.

**OBJECTIVE 11 – EMPLOYMENT OPPORTUNITIES:** Encourage the retention and expansion of career and job opportunities that support the City's residents.

Policy 11.1 – **Diversification:** Support a variety of employment opportunities.

Policy 11.2 – **Priority Opportunities:** Consider adopting zoning designations and development standards appropriate for priority employment opportunities, including but not limited to: (a) industries requiring technical expertise; (b) uses associated with the manufacture of goods requiring skilled employees; (c) incubation of small businesses, both retail and service; (d) health care and senior care industries, bio-tech research, development and manufacturing facilities; (e) opportunities for crafts workers, artists, artisans and trades people; and (f) environmental engineering.

Policy 11.3 – **Job Training Facilities:** Recognize and support the location needs of a Community Skills Center and other institutions providing job skills.

Policy 11.4 – **Entrepreneurs:** Promote entrepreneurial activities that generate new employment and job training.

714

715 **OBJECTIVE 12 – FISCAL HEALTH:** Encourage a business climate that sustains the  
716 City's long- term fiscal well-being.

717 Policy 12.1 – **Planning:** Conduct appropriate studies and forecasts to guide the long-  
718 range economic development of the community.

719 Policy 12.2 – **Retail:** Encourage the creation, retention, expansion and attraction of  
720 businesses to North Logan to promote healthy retail areas.

721 Policy 12.3 – **Professional Services:** Encourage the creation, retention, expansion  
722 and attraction of professional service businesses to the City to support the needs of the  
723 community.

724 Policy 12.4 – **Development Mechanisms:** Encourage zoning districts and  
725 mechanisms that will result in continuing revenues to the City.

726 Policy 12.5 – **Budget Process:** Integrate the General Plan into the budget process,  
727 using it to help set priorities and allocate fiscal resources.

728

729 **OBJECTIVE 13 – COMMERCIAL/INDUSTRIAL AREAS:** Prepare an economic  
730 development master plan for the commercial/industrial district areas of the community.

731 Policy 13.1 – **Northwest North Logan:** Revitalize the Industrial District by  
732 implementing the Urban Redevelopment Area Plan (URA).

733

734 **OBJECTIVE 14 – USU/INNOVATION CAMPUS:** Encourage development within the  
735 USU/Innovation Campus.

736 Policy 14.1 – Implement the Economic Development Area Plan (EDA) for the  
737 USU/Innovation Campus District.

738

739 **OBJECTIVE 15 – HOME-BASED BUSINESSES:** Promote home-based businesses  
740 that are compatible with the neighborhood to allow residents to pursue business  
741 endeavors at their homes.

742 Policy 15.1 – **Home-based Businesses:** Create and support a friendly environment for  
743 home-based businesses through standards and zoning regulations that promote this  
744 entrepreneurial activity.

745

746 **OBJECTIVE 16 – SERVICES and INFRASTRUCTURE:** In coordination with  
747 neighboring municipalities, plan and invest in community services and infrastructure.

748 Policy 16.1 – **Pay Your Own Way:** Ensure that new development pays its own way  
749 rather than burdening existing businesses and residents with increased costs for  
750 services and infrastructure needs.

751 Policy 16.2 – **Education:** Promote public and private schools. Support quality  
752 education for students of all ages. Work collaboratively with Cache County School  
753 District, Utah State University, Bridgerland Applied Technology College, the charters  
754 Thomas Edison and InTech Collegiate High School, private American Heritage  
755 Academy, and Cache Valley Learning Center, in support of school facility use, multiple  
756 uses and reuse.

757 Policy 16.3 – **Anticipate Needs:** Anticipate and plan for the community's changing  
758 demographics.

759 Policy 16.4 – **Capacity:** A consistent and balanced relationship between the Land Use  
760 pattern and capacity of streets, utilities, and community services should be met so that  
761 those systems are not overburdened.

762 Policy 16.5 – **Improvement Timelines:** Development should only be permitted where  
763 provision of facilities and services will be made available in an established, timely  
764 manner.

765

### 766 **GUIDING PRINCIPLE #3**

767 **Community Participation is necessary to preserve our community's quality of life.**

768 An informed and active citizenry is the essence of our representative democracy. Since  
769 the General Plan is only a "snapshot" of the community's values at a given point in time  
770 it is essential that a process be established which ensures that the General Plan  
771 remains current by continuously involving the public in planning decisions, monitoring  
772 implementation, and reviewing and updating the General Plan.

773

774 **OBJECTIVE 17 – COMMUNITY PARTICIPATION:** Encourage meaningful citizen  
775 involvement in the planning process by providing timely information and opportunities  
776 for participation in planning decisions.

777 Policy 17.1 – **Consistency:** Require that developments be consistent with the General  
778 Plan and the District Development Plans as applicable; or if necessary to ensure  
779 consistency, require an amendment to the General Plan and District Development  
780 Plans.

781 Policy 17.2 – **Continual Review:** Upon adoption of the General Plan, initiate a  
782 comprehensive review cycle, wherein one element/section of the General Plan will be  
783 updated each year, and all elements/sections being updated once every 5 years.

784 Policy 17.3 – **Annual Report:** Provide an annual report from the Planning Commission  
785 to the City Council regarding the General Plan.

786 Policy 17.4 – **Neighborhood Planning:** Encourage citizen participation in the creation  
787 and development of District Development Plans. Appoint committees of residents and  
788 business people to participate with staff in developing these plans.

789 Policy 17.5 – **Joint Meetings:** The Planning Commission and the City Council are  
790 encouraged to meet at least twice a year to foster strong communication and  
791 understanding on land use planning issues.

792 Policy 17.6 – **Community Survey:** The Planning Commission will regularly conduct  
793 community surveys to collect information on varying interests and issues to help  
794 determine the desires and needs of the citizens in the community.

795 Policy 17.7 – **Information Access:** Develop brochures, web sites, and other  
796 communications to inform residents and property owners about the City's planning  
797 processes and how to get involved.



## C. LAND USE DEVELOPMENT PLAN

### Guidelines for Interpretation

This Land Use Element has been developed to provide the community with “flexible” opportunities. The Land Use Element is COMPREHENSIVE in nature and is intended to only provide guidance in the type, density, intensity and arrangement of land uses. The Land Use Element should be implemented with City policies, codes, guidelines, and standards that further define the type and arrangement of development desired by the City.

A flexible plan brings with it many opportunities for elected and appointed officials and staff, as they review applications and guide the development community in achieving the type and quality of development desired by the community. It allows the City to encourage design creativity, to provide for contemporary, mixed-use development and to better deal with market shifts.

This section provides guidelines to use in the application of the Element during the review of development proposals. During annexations and review of zoning and rezoning, including Planned Development proposals, a finding of consistency with the Land Use Element must be made. The following guidelines are intended to assist staff, decision makers and developers in applying the various Element objectives, land use categories and designations on the Future Land Use Plan Map to evaluate specific development proposals.

The Land Use Element is a general guideline that should not be interpreted in a strict or narrow manner as the City’s Zoning Code. The Plan does not entitle land owners or developers to a specific right of use, density or intensity of use that would typically accompany zoning. Plan objectives are intended as desired outcomes that must be balanced with individual property rights, other codes, policies and ordinances, and site specific considerations. The Plan has been formulated to be a flexible document that can be adapted to meet this diversity of community needs and objectives. Principles of flexibility are discussed in greater detail below.

In order to attain these principles, the City must recognize the current uses and zoning of each property and the planned growth. The City has developed a current land use map, has an adopted North Logan City zoning map, and has developed a Future Land Use Plan and District Development Plans to help target and manage growth for the future.

**CURRENT LAND USE MAP**

The Current Land Use Map describes the existing land use in the City. The Current Land Use Map should be updated regularly to accurately reflect existing use.

The General Plan Land Use Designations are defined on the Current Land Use Map and a description of designations is located in the appendix.

**ZONING ORDINANCE AND ADOPTED NORTH LOGAN CITY ZONING MAP**

The Zoning Ordinance and North Logan City Zoning Map implement the Land Use Element and its policies and identify the particular uses permitted on each parcel of land in the City. It is the Zoning Ordinance that sets forth regulations and standards for development to ensure that policies, goals, and objectives of the General Plan are carried out.

The North Logan City Zoning Map reflects the existing patterns of the community in relation to each land use definition. Land use may or may not be consistent with the land use category as designated in the General Plan. The zoned land, however, may also be more or less intense than what is designated by the General Plan. For example, land may be zoned R-1-10 (Single-Family Residential, 4 dwelling units/net acre) in an area having a land use designation in the General Plan of Medium High Density Residential (20 + units/net acre).

**FUTURE LAND USE PLAN**

The Future Land Use Plan provides a framework for future growth and development decisions, including guiding any changes to the Zoning Map and Zoning Ordinances. The Future Land Use Plan identifies District Developments within the community according to common land use patterns, development pressure, ownership, identifying characteristics, and environmental constraints, and opportunities to maintain the integrity of the community.

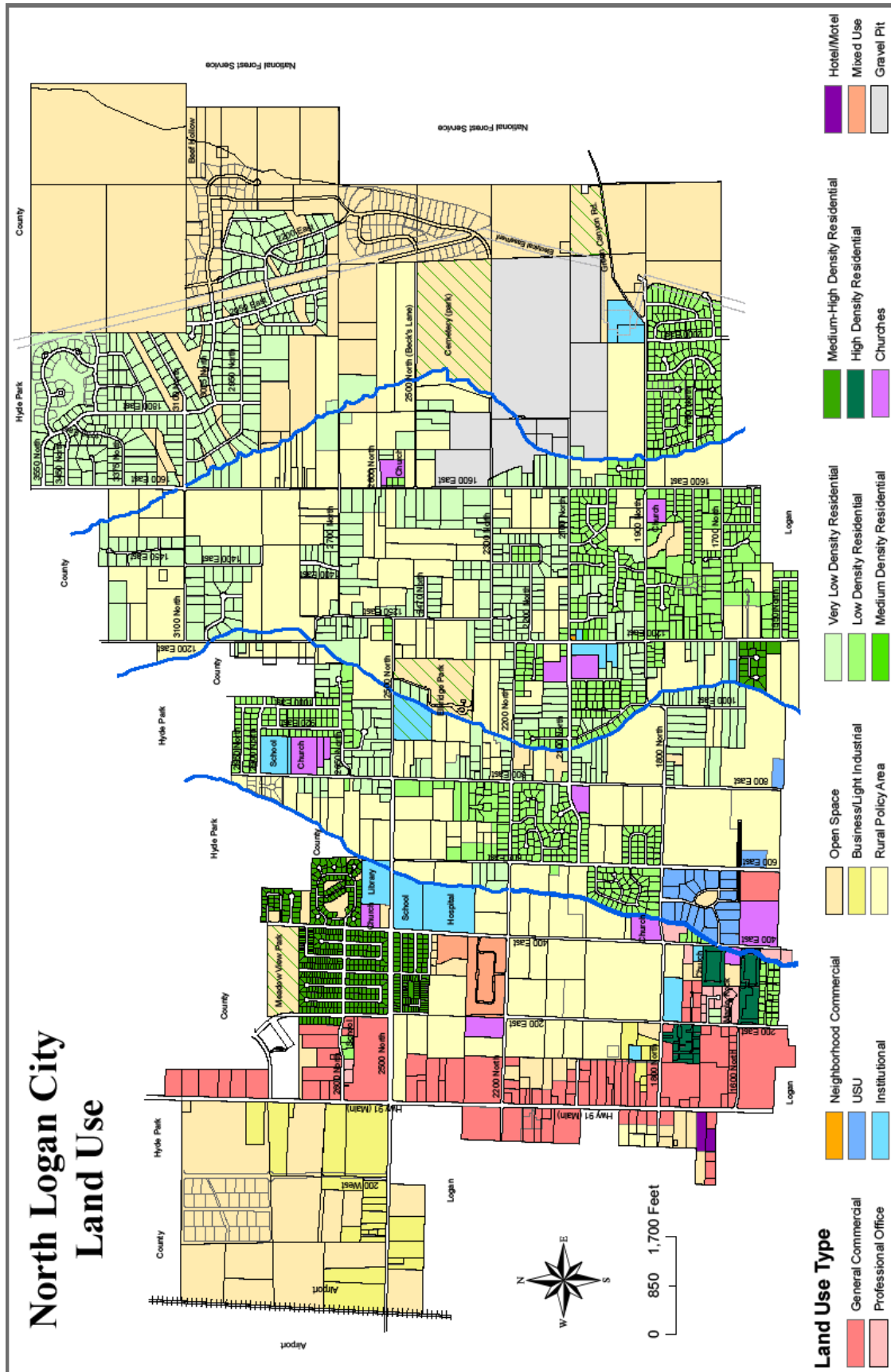
The District Developments indicated on the Future Land Use Map may be selected for more detailed analysis through District Development Plans which provide a brief description of the area, likely significant development constraints and opportunities, and a set of recommended action steps to guide development.

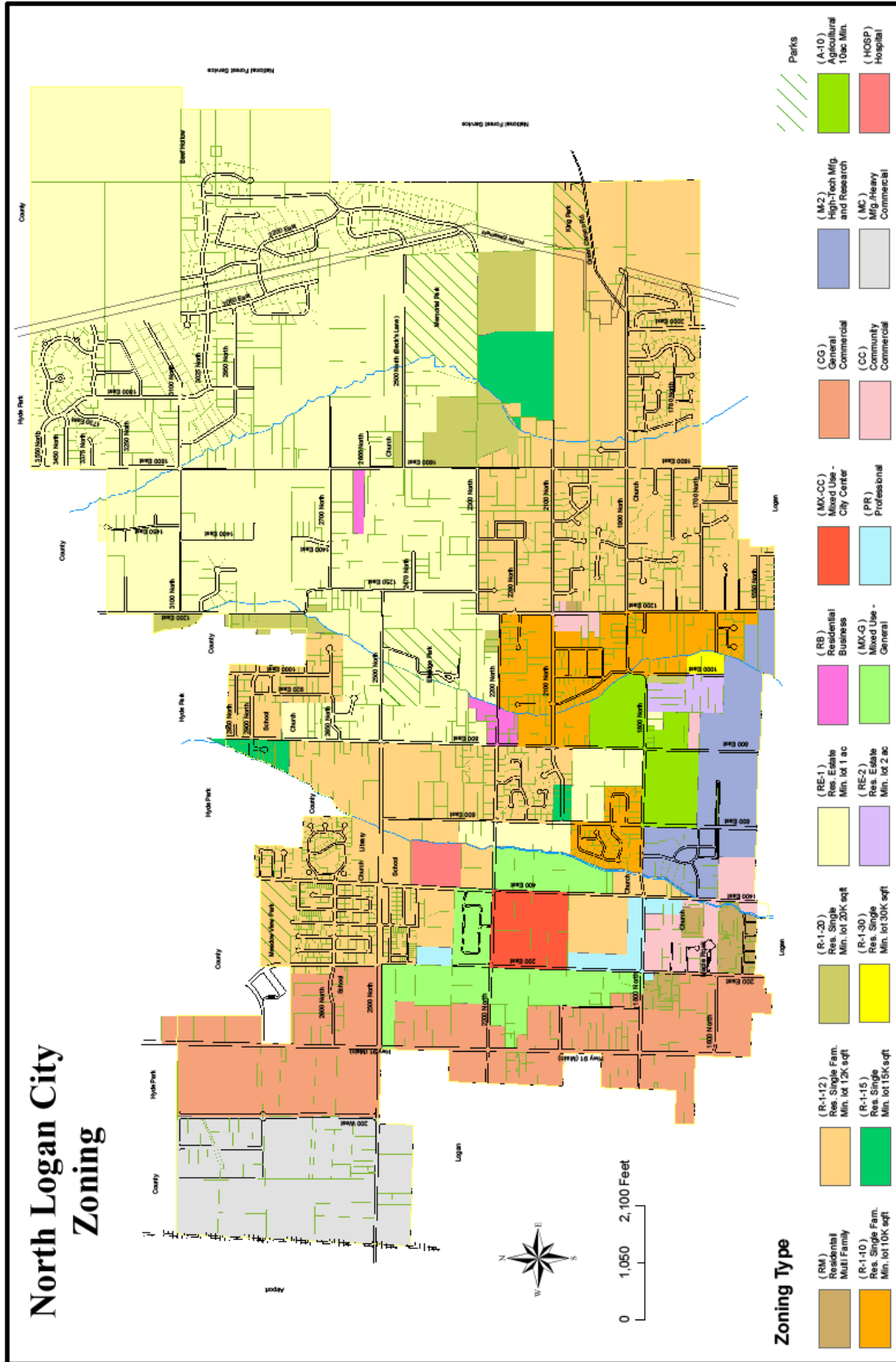
**Land Use District Boundaries:** Land use districts have been drawn with imprecise boundaries to reinforce the flexible, non-parcel specific quality of the plan. Consequently, in applying the plan to a specific parcel, often boundaries of a specific

land use bubble may not correspond closely with parcel boundaries. Also, in some instances, portions of parcels are sometimes excluded from a district. In such cases, an interpretation must be made as to the intended use within the excluded area.

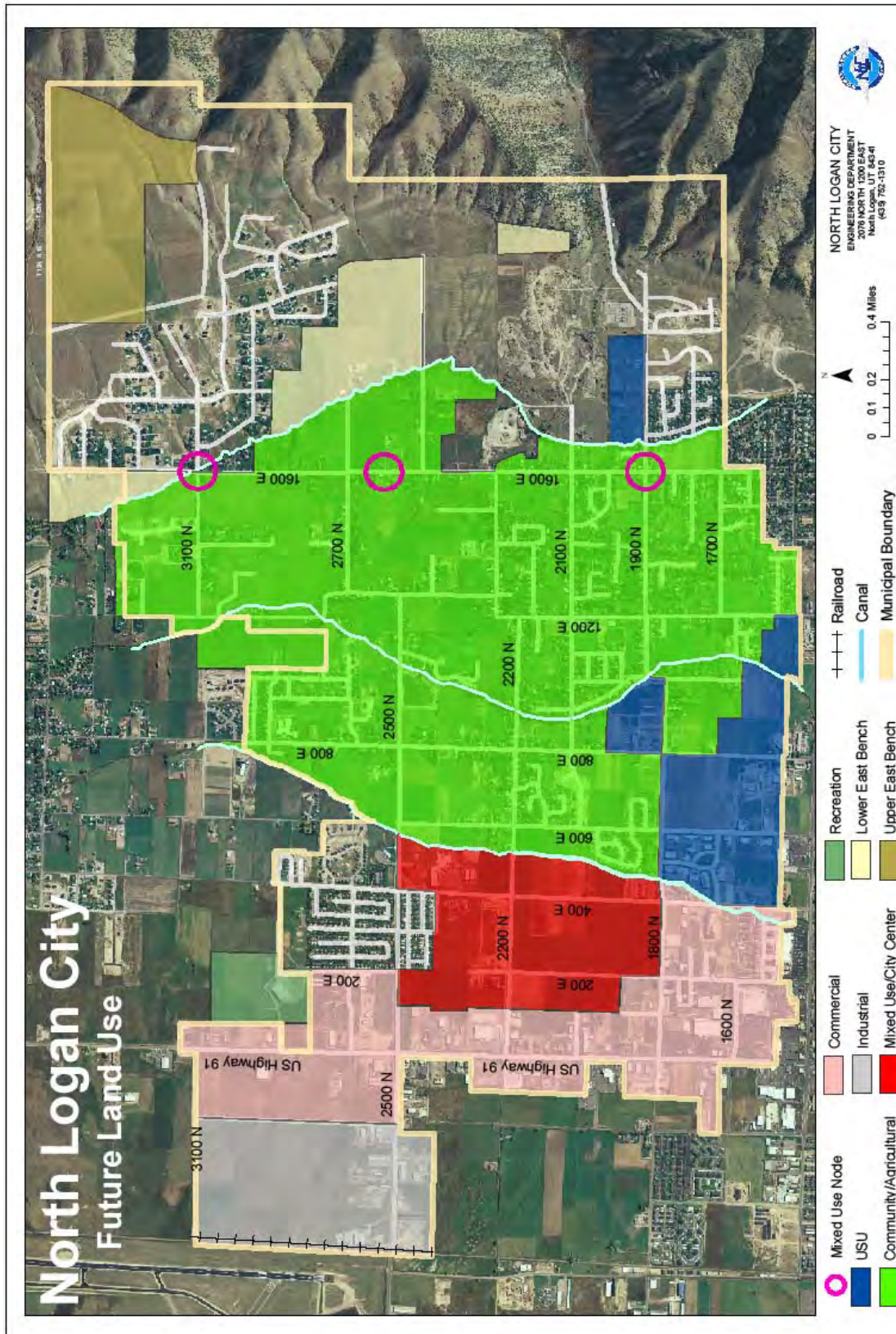
**Land Use Districts and Parcel Boundaries:** For parcels where only a minor part is excluded, the land use designation applied to the larger balance of the parcel shall be assumed to be applied to the excluded portion. Where a parcel is entirely or substantially excluded, the nearest appropriate category boundary shall apply to the excluded area or parcel, as determined by City staff.

In the case of parcels that fall within two or more land use categories, City staff shall approximate the amount of land area within each category and apply the guidelines for each category proportionately. For parcels that fall into one or more different residential land use categories, allowable densities from one land use category bubble may be spread, or averaged into the portion of the parcel that falls into another land use district. In such cases, transition guidelines should be applied so that new development is consistent with the intended character of the land use category, and existing conditions, such as natural features and surrounding neighborhoods, should not be adversely impacted.









**D. GENERAL IMPLEMENTATION STRATEGIES**

This section identifies the actions which will be taken to implement the Guiding Principles as translated into Objectives and Policies of the General Plan. Strategies include:

**District Development Plans**

The General Plan identifies eight (8) specific geographic areas identified by their unique physical characteristics and/or development potential. District Development Plans help manage growth within each Area through targeted policies, plans and implementation strategies.

**Zone Changes and Code Amendments**

Zone changes can involve changes from one zoning district to another, a change in boundary indicated on a zoning map, or an amendment to an existing ordinance. All such changes shall be consistent with the adopted General Plan and the applicable District Development Plans.

**Design Principles and Guidelines**

The Guidelines are intended to express specific development techniques and methods of implementing the City Goals, Objectives, Policies and Planning Districts. The City has already established Commercial and Industrial Design Guidelines, and intends to establish Residential Design Guidelines.

Guidelines identify a level of performance expected of Planners, Architects, Landscape Architects and Developers. Design Guidelines outline the treatments that are appropriate and inappropriate for construction or renovation, such as: building orientation, scale and mass, materials, architectural features, landscaping and site/subdivision treatment. They also address a variety of construction and repair activities, including the rehabilitation of properties and the construction of new buildings.

The Design Guidelines form the backbone of the Design Review System administered by the Design Review Board. They provide uniform review and increase predictability, and are a means to prevent delays and minimize added costs to developers and builders by providing direction in the early stages of development.

**Master Development Plans**

Master Plan Developments, such as Planned Unit Developments, allow flexibility in the use of land, densities, site layout, and project design that would not be possible under one of the City's existing zoning classifications. Master Plan Developments:

922

- 923 1. Permit innovative considerations in the development of land, to ensure that all  
924 development is undertaken in a manner that significantly enhances the unique  
925 quality of life and culture of the city.
- 926 2. Allow a creative, mixed-use approach to the development and use of the land  
927 and related physical facilities to produce better development, design and  
928 construction of quality and aesthetic amenities, and to establish standards within  
929 the MPDR that may be different than or supplemental to the underlying zoning.
- 930 3. Allow for a choice in the type and quality of environments, including a mix of land  
931 uses, available to residents and visitors.
- 932 4. Better relate residential and commercial uses with community facilities and  
933 infrastructure location, size and design.

934 Master Plan Developments and Planned Unit Developments are not intended for use in  
935 situations where a proposed development is reasonably feasible under one of the City's  
936 existing zoning classifications or in situations where the primary purpose is to obtain a  
937 relaxation of standards applicable to similar types of development in other zones.

#### 938 **Mixed Use**

939 Provisions for "mixed-uses" have been incorporated into many of the land use  
940 categories or districts. "Mixed-use" is promoted within the City Center, Community  
941 Agricultural, and East Bench districts. The mixed use centers, particularly the City  
942 Center, are intended to provide a "village" atmosphere where it is possible for residents  
943 to live, work, and shop in the same area. These mixed use centers will also serve as  
944 public and commercial centers for surrounding residential development, with sufficient  
945 pedestrian and bicycle connectivity to the surrounding neighborhoods. Given the  
946 objective to achieve a diverse and vital mixture of uses, a high degree of flexibility is  
947 needed in determining the specific range, type and density and intensity of use that can  
948 be permitted within mixed use areas.

#### 949 **Transfer of Development Rights**

950 Transfer of development rights refers to a method for protecting land by transferring the  
951 "rights to develop" from one area and giving them to another. What is actually occurring  
952 is a consensus to place conservation easements on property in agricultural areas while  
953 allowing for an increase in development densities or "bonuses" in other areas that are  
954 being developed. The costs of purchasing the easements are recovered from the  
955 developers who receive the building bonus. TDRs have been used to preserve or  
956 protect open space, natural resources, farmland and areas of historical importance.



**Density Bonus**

Density bonuses allow deviation from the minimum lot size authorized in a particular zone by clustering development within a subdivision in exchange for establishing open space elsewhere in the development. Bonus Density ordinances should promote more efficient, environmentally friendly and flexible subdivision designs. They can also reduce urban sprawl.

Bonus Density is voluntary and is an incentive rather than a compulsory requirement.

Bonus Density programs should not be applied uniformly across the City but be tailored to address the unique needs within each District Development

**Open Space Incentives**

As a trade-off for increased density and building mass, usable open space can be provided within the traditional neighborhood development, including but not limited to: commons, pocket parks, plazas, courtyards, landscape features, water fountains and features, greenbelts and trail connections. The actual amount of open space provided shall be determined by the City based upon the size, scale, topography and market niche of the proposed development. Design shall encourage comfortable and safe pedestrian use, including landscaping, seating areas and lighting as appropriate. Areas of environmental concern or interest may be required to be preserved, i.e. drainages, steep slopes, trail systems and water features. Unless otherwise specified thru special agreement or understanding with the City, all open space areas shall be maintained by property owners or homeowner associations.

**Project Areas for URAs, EDAs, CDAs**

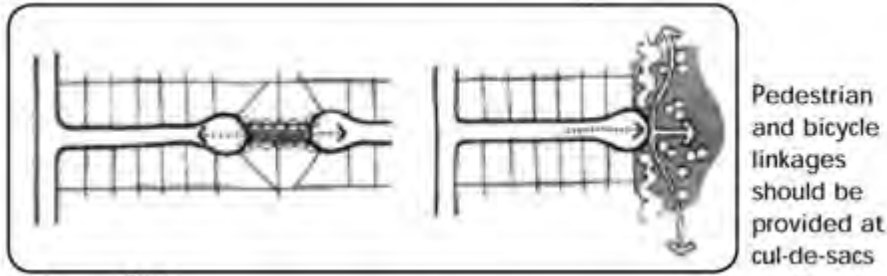
Creation of the URA, EDA and CDA allows for certain public investments in land and infrastructure, which induces participation and investment by the private sector in high priority development. Such techniques also foster a more extensive and cohesive development. Development proposals shall be accompanied by site plans, development data and other appropriate material that clearly describe the extent of development proposed and how it helps achieve the applicable elements of the General Plan.

**Pedestrian Connectivity**

Pedestrian and bicycle connectivity can be defined as the ability to connect origins and destinations through a series of non-motorized routes. Techniques include: a continuous sidewalk network, connecting stub streets, constructing a multi-use path from between neighborhoods and to open spaces, trails or parks, providing designated bike lanes, or a combination of all the above. Pedestrian Connectivity improves safety,

992 quality of life and conservation, as well as enhancing a sense of community,  
 993 encouraging people to walk and/or bike, and increasing the opportunity for neighbors to  
 994 interact.

995 Development should provide pedestrian and bicycle access to adjacent neighborhoods,  
 996 open space and land uses.



997

### 998 **Cluster Development**

999 Clustered development preserves rural landscape character, natural resource areas,  
 1000 farmland and other large areas of open land; while permitting residential development in  
 1001 an open space setting, reducing the perceived intensity of development and providing  
 1002 privacy for dwellings. Specific objectives are as follows:

- 1003 1. To maintain and protect the communities rural character by preserving important  
 1004 landscape elements.
- 1005 2. To preserve scenic views and to minimize views of new development from  
 1006 existing streets.
- 1007 3. To provide for the unified and planned development of larger parcels for  
 1008 clustered, single-family, low density residential uses, incorporating large areas of  
 1009 permanently protected common open space.
- 1010 4. To provide for greater design flexibility in the siting of dwellings and other  
 1011 development features than would be permitted by the application of standard  
 1012 district regulations in order to minimize the disturbance of rural landscape  
 1013 elements, scenic quality, and overall aesthetic value of the landscape.
- 1014 5. To increase flexibility and efficiency in the siting of services and infrastructure, by  
 1015 reducing street length, utility requirements, drainage requirements, and the  
 1016 amount of paving required for residential development, where possible.
- 1017 6. To create groups of dwellings with direct visual and physical access to common  
 1018 open space.

7. To permit active and passive recreational use of common open space by residents of a cluster development, or by the public.
8. To reduce erosion and sedimentation by retaining existing vegetation and minimizing development on steep slopes.
9. To allow for the continuation of agricultural uses in those areas best suited for such activities and when such activities are compatible with adjoining residential uses.
10. To permit various means for owning common open space and for protecting it from development in perpetuity.
11. To create an attitude of stewardship, or caring, for the land within common open space by requiring a land management or stewardship plan, for the common open space.

**General Considerations:** Considerations in planning development clusters should include, but not be limited to:

- Where views of buildings would disrupt the view or value of established open space or natural features, buildings should be integrated into the existing natural character through sensitive location and design of structures, and associated improvements.
- Compatible densities should be planned contiguous to existing single-family developments or natural features, with densities graduated in intensity away from the adjacent development or natural feature.
- Buffers and setbacks should be increased where the adjoining density is lower; uses are incompatible, or where the adjoining use is a public area or significant natural feature.
- Substantial grade differences between developments should be considered and impacts mitigated with building height limitations.
- Buildings should be clustered and located along contour lines in a manner that minimizes disturbance of slopes and protects views of the natural feature.

## Single-Family Detached Clustered Development Examples



**Above:** Conventional development showing with the natural areas (Arendt, Rural by Design) but preserving natural areas, views and open spaces

**Above:** Clustered development same number of primary units,



**Left:** An example of a clustered development with a mix of large-lot homes, typical single-family lots, and patio homes surrounded by open spaces.

## Mixed Residential Land Use

Clustered development may be combined with mixed use, to include a mix of attached or small-lot homes including townhomes, small-lot detached homes, and multi-family units. Some apartments or condominiums may be included. This type of development would diversify the available housing in North Logan. A more diverse housing stock can provide entry-level homeownership opportunities, and can meet the needs of residents seeking smaller or lower-maintenance homes.

Mixed density housing should be well designed in order to maintain value over time, create attractive neighborhoods, and be compatible with neighboring development.



**Left:** Traditional neighborhood

**Right:** Cottage housing development



**Left:** Duplexes with private yards

**Right:** Duplexes with shared open space



**Left and Right:** Contemporary townhome developments



## **Land Use Transitions**

Transitions between land uses densities are used to protect existing and future development. Areas where guidelines should be applied are:

1. Where new development is to be located adjacent to existing development of the same general land use type. For example, a new residential subdivision located adjacent to existing residential development.
2. Where new development is to be located adjacent to existing less dense development of the same land use type. For example, a proposed multi-family development adjacent to an existing low-density residential development.
3. Where one land use type is located adjacent to a different land use type. For example, a commercial development adjacent to a residential development.

The techniques available to protect adjacent properties are many. The most important element is the recognition by all involved in the development review process that the protection of an individual property from adverse impacts of a new adjacent development is a high priority for the City.

Transitions between land use types can be aided by utilizing a natural or manmade element as the break between land use types. Many of these elements were used as boundaries between land use categories in the Land Use Plan.

Natural or manmade elements are not often sufficient by themselves. There are several means of creating effective transitions, including:

- **Buffering:** Buffering utilizes a strip of land that is required along boundary lines of adjacent and different intensity land use types. Depending on the land use types involved, the buffer area may need to be quite wide or relatively narrow.
- **Transition Areas:** This area might be a band of land where the more intensive land use type provides a reduced intensity and increased open space at the border. This is a technique where the land use is altered at the transition. This type of obligation could be required of both types at their common border. A variation on the transition area would be to require larger lots on both sides of a boundary. It is critical that this increase in lot size manifest itself in the form of deeper lots and a greater rear-yard setback, thus buffering both. As conditions permit, connectivity through transition areas should be promoted. *This technique can be effectively combined with clustered development.*
- **Boundary Delineation:** Where less dense development exists, it is best to extend the pattern of existing, less dense development slightly into the adjoining property so that the new development can plan for the transition. In the event of a more dense existing development, this would not apply.

**Additional Tools and Strategies**

The above is not intended as a complete list of options. The City is encouraged to study and implement a variety of wise planning strategies consistent with the General Plan

**E. DISTRICT DEVELOPMENT PLANS**

A District Development Plan is a document designed to implement the goals and policies of the General Plan as they pertain to an identified area of the community. District Development Plans will be developed for the District Developments which are identified in the Future Land Use Plan as areas of similar, existing development patterns and/or concerns. The District Development Plans may contain detailed development standards, land use patterns, zoning, design standards, infrastructure requirements, and implementation measures for responsible development. These development standards and regulations are the most important aspect of a District Development Plan, as it is through these standards, that the goals and policies of the General Plan are implemented, according to the unique needs of the community district. This allows for greater flexibility and provides an opportunity to focus regulations and standards on the goals for a particular area of the community. The District Development Plans will not supersede, but will be in keeping with the intent of the General Plan.

District Development Plans provide a brief description of the area, likely significant development constraints and opportunities, and a set of recommended action steps to guide development.

District Development Plans, Master Plans or Design Guidelines have been completed for the following:

- 1) Industrial District (Design Guidelines)
- 2) Commercial District (Design Guidelines)
- 3) Mixed Use / City Center District (Master Plan and Design Criteria)
- 4) USU / Innovation Campus District (Master Plan)

The following district development areas have been identified as needing District Development Plans to address development pressures and concerns. These will be amended to the Land Use Element as they are developed:

- 5) Upper East Bench District Plan

1154 6) Lower East Bench District Plan

1155 7) Community / Agricultural District Plan

1156 Community plans not targeted to particular District Developments address city-wide  
1157 needs for specific development or infrastructure, such as:

1158 8) Parks and Recreation Master Plan

1159 9) Storm Water Master Plan

1160 10) Moderate Income Housing Plan

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**INDUSTRIAL DISTRICT DEVELOPMENT PLAN**

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**A. OVERVIEW**

The Industrial District comprises the properties west of Main Street, primarily focused around 2500 North. The surrounding land use patterns are commercial development and the industrial uses of neighboring communities and the county (i.e., the Logan Airport). The district is also characterized by shallow groundwater and wetland habitat.

**B. ISSUES**

The Industrial District is currently experiencing significant development pressure focused on those properties not currently developed or planned for development, the majority of the property in the district. The district is zoned for industrial uses, and is buffered from the residential districts of the City by commercial uses and the airport. Portions of this district fall within North Logan's Urban Redevelopment Area (URA).

Although this arrangement limits the impact of industrial uses on residents, there exist significant impacts on the commercial areas of the City. Additionally, the district serves as an important gateway to the City as a result of its relationship with the Logan Airport and 2500 North, a heavily used arterial in Cache Valley. Poor quality development detracts from the commercial areas of the City, and does not portray North Logan as a quality community.

The Industrial District is also characterized by an incomplete transportation network, focused primarily on Main Street / U.S. 91. The current transportation network and the piecemeal pattern of implementation with development, place unreasonable demands on Main Street as well as the commercial corridor of the City.

The Industrial District contains areas with particular environmental constraints, such as wetland habitat and saturated soils.

1212 **C. OBJECTIVES**

1213 The purpose of the Industrial District Plan is to assure high quality development in the  
1214 Industrial District of North Logan, as well as all industrial type development which might  
1215 occur throughout the City.

1216

1217 **D. IMPLEMENTATION**

1218 All development occurring within the Industrial District identified in the General Plan  
1219 Land Use Element's Future Land Use Plan will follow the adopted North Logan City  
1220 Manufacturing/Industrial Design Guidelines.

1221

1222

**COMMERCIAL DISTRICT DEVELOPMENT PLAN**

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**A. OVERVIEW**

The Commercial District is currently the default gateway to the City. It comprises the properties oriented along Main Street / U.S. 91. This district is the primary revenue source for North Logan, providing regional/local goods and services. The surrounding land use patterns are industrial development to the west, and agricultural uses interspersed with residential development to the east. The district is the primary revenue source for the City.

**B. ISSUES**

The Commercial District is predominantly developed. The district is zoned for commercial uses, and is bordered by residential districts to the east and the industrial district to the west. The district is currently characterized by a diverse mix of large retail stores with predominately street-front parking areas oriented toward Main Street.

The orientation of this development to Main Street, which serves as the main valley-wide corridor/collector, detracts from the identity of North Logan as a distinct place. This lack of identity is further compounded by the inconsistent municipal boundary, and the uniform commercial development along Main Street.

Although the district is predominately developed, commercial development frequently undergoes significant change. Poor quality redevelopment, and new development, detracts from the commercial area of the City and does not portray North Logan as a quality community.

The Main Street / U.S. 91 corridor is impacted by heavy traffic volumes with the accompanying detrimental impacts. Thus, redevelopment affords significant opportunities to implement transportation/transit planning techniques to reduce these impacts.

**C. OBJECTIVES**

The purpose of the Commercial District Development Plan is to assure high quality development in the commercial areas of North Logan by providing implementation requirements that are specific to the district. These implementation requirements are meant to ensure that the commercial area of the City continues to be a successful, cohesive, pleasant, economic engine for the community. The implementation requirements contain general performance criteria, standards, and design objectives that are to be considered by the City, Design Review Board, Planning Commission, and City Council when evaluating individual development proposals within the district boundaries.

**D. IMPLEMENTATION**

All development occurring within the Commercial District Development identified in the General Plan Land Use Element's Future Land Use Plan will follow the adopted North Logan City Commercial Design Guidelines.

## CITY CENTER DISTRICT DEVELOPMENT PLAN

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### A. OVERVIEW

The general development of North Logan can be classified as suburban. With its agricultural origins, the more intense village or urban development has occurred south in Logan City, centered around Tabernacle Square. Traditional development which places storefronts close to the street, have multiple stories and allows for pedestrian access and walk-ability. The majority of homes in North Logan are single-family homes on medium to large lots. Lots and streets tend to follow the nearly ubiquitous Utah street grid – deviating where development followed the larger original parcels. Neighborhoods on the higher elevations are arranged to suit the topography and most desirable views. The majority of multi-family housing exists in the southern part of North Logan City to serve Utah State and is primarily two to three story walk-up apartment flats. A majority of the housing stock is less than thirty years old.

Commercial development has been primarily focused along Main St. / Hwy 89 and consists of a variety of national and regional “big box” retailers (over 25,000 sq. ft.). Other retail development consists of shopping centers with smaller tenants anchored by a larger grocery or national/regional chain. The retail in North Logan is primarily auto-oriented with stores and restaurants served by large fields of parking. The Innovation Campus is a large office research park in the southern half of North Logan and sits adjacent to the proposed City Center. It houses over fifty different campus, independent, and government agencies and offices.

The land being considered for the City Center is primarily 150 acres of undeveloped land located in and around the boundaries of 200 and 400 East and 1800 and 2200 North. The planning area also extends west, although in less specific detail, toward Main Street and U.S. 91. Currently a combination of agricultural and grazing uses, the planning area does have some development occurring at the edges of the site. This development includes an existing machine shop, federal armory, mortuary, and LDS Church.

## **B. ISSUES**

With the economic opportunity and growth that North Logan is enjoying come the challenges of increasing development. North Logan recognizes the rare opportunity to guide the development of centrally located undeveloped land and provide what is lacking from many low density suburban communities, a community center. Once all the land is developed, the difficulty and cost of developing a city center makes that dream impossible. Planning for a city center does not strive to replace or reduce development, but to guide development to occur in a rational and coordinated way – increasing the value over what separate, disparate developments might generate.

## **C. OBJECTIVES**

The purpose of the City Center Master Plan and Design Criteria is to preserve the small town character of North Logan City while promoting economic and community development. The results are guidelines/standards for the creation of the North Logan City Center. This set of guidelines serves as a refined plan with the goal of building the City Center. As such, recommendations in this plan specifically describe the character and technical features that will lead to a successful walkable downtown for North Logan with policies, codes and other tools for implementation. This plan incorporates a central, walkable mixed-use district for local retail owners and municipal uses. A town green adjacent to the retail area would accommodate community events and festivals, yet be intimate in scale – fostering a sense of energy and community interaction. Surrounding the retail and park spaces are townhomes, office buildings, apartments, and single-family homes. All are arranged to be walkable to the City Center. This plan addresses the important issue of transitioning to adjacent residential development. This relationship allows for a critical mass of people and uses where North Logan residents can interact and enjoy their community on a daily basis. The plan minimizes the need for cars, fostering social interaction and the public realm. The City Center is a planned part of the regional/local pedestrian system – parkways extend north and east from the town green, which serves as a central node in the city-wide parks and parkways systems, allowing people to comfortably and safely access the City Center by bike and on foot.

## **D. IMPLEMENTATION**

All development occurring within the City Center District identified in the General Plan Land Use Element's Future Land Use Map will follow the adopted North Logan City Center Design Criteria.

1345 All development in this district must employ the transition guidelines to address the  
1346 adjacent residential land uses.

1347 Implement the Community Development Area (CDA) plan.

1348

## **USU/INNOVATION CAMPUS DISTRICT DEVELOPMENT PLAN**

### **TABLE OF CONTENTS**

- A. Overview
- B. Issues
- C. Objectives
- D. Implementation

#### **A. OVERVIEW**

The Utah State University Innovation Campus, established seventeen years ago, hosts fifty-three companies, mostly small and start-up, and government agencies at its thirty-eight-acre site in North Logan. The campus is nationally recognized as one of the most successful university-associated research and development campuses in the US. The Innovation Campus will host state-of-the-art technology enterprises in addition to research institutes and laboratories. Within the next five years, it is expected to attract a nationally (or internationally) recognized tenant. The mission of the Innovation Campus is to offer its tenants a community where collaboration and alliances among tenants, faculty, students, business, industry and government are cultivated.

#### **B. ISSUES**

The Innovation Campus seeks to create a campus environment where creative ideas, innovation, and cooperation will greatly propel the region's successful advancement of research and development in the realms of aerospace engineering, biotechnology / genomics, information technology, environmental sciences, microelectronics, and pharmaceuticals. In support of the Innovation Campus vision for growth, the University embarked on a program to relocate much of its agricultural research to a less urban setting within Cache Valley. This allowed the Innovation Campus to expand from 38 to over 170 acres of land contiguous to the main campus.

As a result of this increase in acreage, a development plan was initiated to direct the physical growth of the expanded campus and meet the development goals of the Innovation Campus.

#### **C. OBJECTIVES**

The Innovation Campus seeks to use the development master plan to create a distinct identity to compete nationally in an increasingly competitive university research



marketplace. The Innovation Campus' development master plan addresses the following:

1. How can the Innovation Campus provide an environment that encourages intellectual interaction, related to the core academic campus, and provide necessary support commercial services for the campus and its surroundings?
2. How can the Innovation Campus provide economic benefits to the region, specifically through creation of significant numbers of high-tech jobs?
3. How can the campus inspire growth viewed as enhancing the quality of life for its residents?
4. How can it apply its name—Innovation—to energy, landscape, architectural design, information technology transportation, and water conservation on the campus?
5. How can the Innovation Campus best preserve environmental and visual attributes such as its agricultural heritage?

These goals are compatible with North Logan's General Plan principles, objectives, and policies. However, North Logan as a municipality has limited jurisdiction over the land use decisions of the Innovation Campus as it is a State-managed institution.

#### **D. IMPLEMENTATION**

Actively collaborate with the Innovation Campus in defining and implementing land use decisions which are compatible with North Logan's General Plan principles, objectives, and policies.

Ensure that activities undertaken by the Innovation Campus are beneficial to the residents of North Logan.

The Innovation Campus represents an important aspect of the economic diversity of North Logan. Support the beneficial activities through 'innovative' mixed use development.

Recognize the importance of North Logan to the Innovation Campus and its employees. The community is a valuable informal 'benefit' which should be leveraged by North Logan. The Innovation Campus should share in the cost of the community's quality of life.

- 1415     Require the use of transition techniques to mitigate the impacts of the Innovation
- 1416     Campus on the surrounding residential areas.
- 1417     Implement the Economic Development Area (EDA) Plan.
- 1418

**UPPER EAST BENCH DISTRICT DEVELOPMENT PLAN**

**TABLE OF CONTENTS**

- A. Overview
- B. Issues
- C. Objectives
- D. Implementation

**A. OVERVIEW**

The Upper East Bench District primarily comprises the undeveloped properties east of 1600 East. This surrounding land use a pattern is medium-density housing of lots one (1) or more acres in size. Housing is generally newer, larger homes. The district is also characterized by steeper topography than the remainder of the community.

**B. ISSUES**

The Upper East Bench District is currently experiencing significant development pressure, although there are a number of factors constraining development. Located up slope of the irrigation canals, there is limited secondary water available to irrigate residential landscapes. Much of the undeveloped property consists of larger tracts held by few landowners, which provides an opportunity for master planned developments. The absence of secondary water places heavy demands on the community's culinary water system, and increases property owner costs coupled with the larger lots typically found in the district.

The Upper East Bench District is also characterized by an incomplete transportation network, with limited east-west connectivity. The current transportation shows a network and the piecemeal pattern of implementation, with development placing unreasonable demands on the existing north-south routes (1600 and 1200 East), as well as few east-west connectors (1900 North).

The Upper East Bench District contains areas with particular soil, geologic, and topographic constraints to development.

The Upper East Bench District's proximity to public lands and Green Canyon present opportunities to create linkages between residential and recreational uses.

**C. OBJECTIVES**

Development in this district should be limited by the applicable geological and topographic constraints. The pattern of development should recognize the absence of secondary water. The district contains major trail corridors, identified in the Parks and Trails Master Plan. These corridors must be protected and appropriately improved as a condition of development.

This district has an undeveloped transportation network. This network must be improved concurrent with development.

**D. IMPLEMENTATION**

Develop and enact Residential Design Guidelines.

Require all development to comply with the Parks and Recreation Master Plan.

Require development to provide two finished connections to the existing transportation system in a timely manner as part of the development agreement.

Discourage and limit development where the undisturbed slope is deemed excessive.

Discourage and limit development where the undisturbed soil has been classified as limited for development.

Discourage and limit development affecting the natural drainages.

Revisit all ordinances affecting development in geologically sensitive areas.

Development will provide the necessary infrastructure improvements, including sidewalks and streetscape landscaping, prior to the issuance of building permits.

North Logan City will actively pursue the construction of east-west transportation connections as identified in the General Plan's Transportation Element.

All development will establish water-efficient landscaping in public space prior to dedication to the community.

Residential property owners are encouraged to practice water-efficient landscape design and maintenance methods.

Encourage the assembling of parcels in larger-scale planned developments.

## **LOWER EAST BENCH DISTRICT DEVELOPMENT PLAN**

### **TABLE OF CONTENTS**

- A. Overview
- B. Issues
- C. Objectives
- D. Implementation

#### **A. OVERVIEW**

The Lower East Bench District primarily comprises undeveloped properties east of 1600 East. This surrounding land use pattern is medium-density housing of lots one (1) or more acres in size. Housing is generally newer, larger homes. The district is also characterized by steeper topography than the remainder of the community. The Lower East Bench District is similar to the Upper East Bench District, although with fewer constraints to development.

#### **B. ISSUES**

The Lower East Bench District is currently experiencing significant development pressure. Located up slope of the irrigation canals, there is limited secondary water available to irrigate residential landscapes. Much of the undeveloped property consists of larger tracts held by few landowners, which provides an opportunity for master planned developments. The absence of secondary water places heavy demands on the community's culinary water system, and increased property owner costs coupled with the larger lots typically found in the district.

Development within the Lower East Bench District may be constrained by steep topography.

The Lower East Bench District is also characterized by an incomplete transportation network, with limited east-west connectivity. The current transportation network and the piecemeal pattern of implementation with development, place unreasonable demands on the existing north-south routes (1600 and 1200 East) as well as few east-west connectors (1900 North).

**C. OBJECTIVES**

Development in this district should be limited by the applicable topographic constraints. The pattern of development should also recognize the absence of secondary water.

Areas associated with major nodes along 1600 East have been identified as potential locations for mixed land uses in the Future Land Use Plan. These areas are intended to accommodate a diversity of residential uses and appropriate commercial/professional uses. A required feature of these mixed use nodes are strong transportation and pedestrian network connectivity, as well as appropriate land use transitions to existing development.

This district has an undeveloped transportation network. This network must be improved concurrent with development.

**D. IMPLEMENTATION**

Develop and enact Residential Design Guidelines.

Require all development to comply with the Parks and Recreation Master Plan.

Require development to provide two finished connections to the existing transportation system in a timely manner as part of the development agreement.

Discourage and limit development where the undisturbed slope is deemed excessive.

Discourage and limit development affecting the natural drainages.

Development will provide the necessary infrastructure improvements, including sidewalks and streetscape landscaping, prior to the issuance of building permits.

North Logan City will actively pursue the construction of east-west transportation connections as identified in the General Plan's Transportation Element.

All development will establish water-efficient landscaping in public space prior to dedication to the community.

Residential property owners are encouraged to practice water-efficient landscape design and maintenance methods.

Encourage the assembling of parcels in larger-scale planned developments.

Encourage innovative mixed land use in those areas identified as mixed use nodes in the Future Land Use Plan.

## COMMUNITY / AGRICULTURAL DISTRICT DEVELOPMENT PLAN

### TABLE OF CONTENTS

- A. Overview
- B. Issues
- C. Objectives
- D. Implementation

#### A. OVERVIEW

The Community / Agricultural District primarily comprise the properties between the upper canal and the lower twin ditches. The district is characterized by large open active agricultural uses interspersed with clustered residential development primarily oriented toward the primary road network. Most of the historic residential neighborhoods are located in this district. These neighborhoods contain a mix of home types and offer some of the more affordable housing in the City. Secondary water is available in this district. New residential neighborhoods are also part of this development area of the City. These neighborhoods are typically planned as low-density neighborhoods, with standard single-family housing types which appeal to a range of residents.

#### B. ISSUES

The Community / Agricultural District is currently experiencing significant development pressure with fewer environmental factors constraining development. This district defines the rural character and agricultural feel of North Logan. However, with fewer factors constraining development there is a real possibility for losing the rural character of North Logan with traditional development patterns. Much of the undeveloped property consists of larger tracts held by few landowners, which provides an opportunity for master planned developments. This district presents many opportunities to implement innovative development techniques.

#### C. OBJECTIVES

The main objective in this district is to manage development in order to preserve the rural agricultural identity of North Logan.

Areas associated with major nodes along 1600 East have been identified as potential locations for mixed land uses in the Future Land Use Plan. These areas are intended to

accommodate a diversity of residential uses and appropriate commercial/professional uses. A required feature of these mixed use nodes are strong transportation and pedestrian network connectivity, as well as appropriate land use transitions to existing development.

#### **D. IMPLEMENTATION**

Develop and enact Residential Design Guidelines.

Encourage residential development to incorporate the “clustering” of units to promote/preserve open space.

Private driveway access to new development should be from local streets, not collectors.

Develop incentives to assist property owners and the City in the preservation of private and public open space.

Enact zoning ordinances that would allow higher density developments in appropriate areas within this district with the proper planning; as well as development agreements that provide the right transition, buffering and screening to adjacent lower density developments.

Develop and enact design standards for rural road profiles with minimal infrastructure improvements.

Develop and implement density control measures, such as Transfer of Development Rights, clustering, density bonus development, mixed use, conservation easements, and planned unit developments for larger/combined tracts.

Encourage innovative mixed land use in those areas identified as mixed use nodes in the Future Land Use Plan.



### III- TRANSPORTATION ELEMENT (Approved Feb. 17, 2010)

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<b>1. North Logan City Roads/ Transportation Master Plan Map</b>	<b>pg. 62</b>
<b>2. North Logan City Roads/ Transportation Priorities Map</b>	<b>pg. 63</b>
<b>3. North Logan City Roads/ Transportation Functional Classification Map</b>	<b>pg. 64</b>
<b>D. General Implementation Strategies</b>	<b>pg. 65</b>
<b>E. Corridor Development Plans</b>	<b>pg. 67</b>
<b>F. Appendix – Adjacent City/County Plans Related To Transportation Maps</b>	<b>pg. 69-77</b>

#### A. OVERVIEW

This element of the General Plan acknowledges the relationship between Land Use and Transportation.

In addition to complying with State requirements, the Transportation Element shall be interpreted to be consistent and complement the principles, objectives and policies of North Logan's General Plan.

The Transportation Element promotes the safe and efficient movement of people, goods and utilities throughout the City and extended community.

The anticipated development pattern identified in the Land Use Element will increase the use of the City's transportation systems, including demand for local and regional roadways.

The City's ability to balance and facilitate the different components of its transportation system is important to the creation and preservation of a quality living and business environment.

All components of the Transportation Element shall conform to the State of Utah's General Plan Guidelines. These requirements include the "general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and other modes of transportation that the Planning Commission considers appropriate, all

correlated with the Population Projections and the proposed Land Use Element of the General Plan.”

The City should evaluate transportation programs on a periodic basis to determine their effectiveness and make modifications as necessary.

## **B. OBJECTIVES AND POLICIES**

North Logan’s guiding principles are:

4. Growth must Serve the Community Needs and Enhance the Quality of Life and Make the City more Livable.
5. Economic Development must serve the Community Needs and Enhance the Quality of Life.
6. Community Participation is Necessary to preserve our Community’s Quality of Life.

Effective and efficient transportation services are critical in achieving the guiding principles.

The Transportation Element identifies five objectives for achieving these guiding principles:

- Promote the safe and efficient movement of people, goods and utilities throughout the City and extended community.
- Protect neighborhoods from traffic intrusion.
- Manage major corridors to promote and improve citywide transportation services.
- Encourage efficient multi-modal travel.
- Establish grant (state, federal, other) and budget priorities for transportation capital expenditures

### **OBJECTIVE 1 – Promote the safe and efficient movement of people, goods and utilities throughout the City and extended community.**

North Logan envisions a community that provides transportation services to support every residential neighborhood, improves connectivity, promotes safety, incorporates

quality in design and delivery of services, fosters partnerships among public and private sector entities, and that recognizes the distinctive needs of various user groups and places.

**Policy 1.1** – Develop greater east-west connectivity in the transportation network.

**Policy 1.2** – Promote the development and improvement of major corridors as identified in the Transportation Master Plan.

**Policy 1.3** – Develop convenient multimodal access between housing, employment and access to services.

**Policy 1.4** – Promote access to local and regional transportation services by developing identifiable corridors and appropriate traffic control within the City to and from other destinations.

**Policy 1.5** – Develop Project Review Design Guidelines.

**Policy 1.6** – Improve traffic signage along the City’s major corridors to enhance overall system performance.

**Policy 1.7** – Promote development consistent with the Parks and Recreation Master Plan.

**Policy 1.8** – Promote user safety and traffic calming in design and development of new transportation projects and services.

**Policy 1.9** – Actively participate in area-wide planning studies and interagency initiatives to improve transportation services.

**Policy 1.10** – Require measures to reduce traffic impacts in adjacent neighborhoods from community events (i.e. pumpkin walk).

**OBJECTIVE 2 – Protect neighborhoods from traffic intrusion.**

The City recognizes the need to address traffic safety within residential neighborhoods and establish measures to protect neighborhoods from traffic intrusion. A significant concern of residents regarding local neighborhood streets is the volume of traffic, the speed of traffic, noise, on-street parking, and truck traffic for large construction projects. All of these concerns have an impact on the neighborhood and may affect safety and quality of life on local streets.

**Policy 2.1** – Traffic calming techniques may be implemented to reduce traffic intrusion and improve the attractiveness and safety of neighborhood streets.

**Policy 2.2** – New development will be considered only when serviceable by the transportation network.

**Policy 2.3** – Promote improvements for pedestrian safety, accessibility and attractive streets.

**Policy 2.4** – Discourage the parking of commercial, recreational and non-operable vehicles on residential streets.

**Policy 2.5** – Discourage traffic intrusion on neighborhood streets.

**OBJECTIVE 3 – Manage major corridors to promote and improve citywide transportation services.**

Encourage the efficient use of major corridors and discourage auto and truck traffic from using residential streets. Review new development along major corridors to eliminate or minimize the intrusion of traffic from these projects.

**Policy 3.1** – Manage traffic volumes and speeds on collector and local streets that are compatible with the function of the street and character of the neighborhoods

**Policy 3.2** – Develop and implement appropriate traffic management measures to keep traffic on designated major corridors.

**Policy 3.3** – Design intersections and operate major corridors to achieve safe interaction for all modes of travel including pedestrians and bicycle use.

**Policy 3.4** – Limit the intrusion of commercial traffic on neighborhood streets by directing service traffic to major arterials, encouraging off-peak servicing and enforcing related regulations on local streets.

**Policy 3.5** – Apply appropriate access management strategies on major corridors.

**OBJECTIVE 4 – Encourage efficient multi-modal travel.**

One of the key components of the Transportation Plan is the encouragement of multiple modes of transportation such as transit, bicycling, car-sharing and walking. Increasing travel options yields numerous community benefits including reduced traffic, less need

for costly roadway improvement projects, a more enjoyable pedestrian environment and improved air quality.

**Policy 4.1** – Promote the expansion of the CVTD bus transit local service and related parking facilities.

**Policy 4.2** – Encourage coordinated transit services and infrastructure by including consideration of such improvements along with bicycle facilities and pedestrian amenities in the City’s project review process.

**Policy 4.3** – Develop and maintain a comprehensive and integrated system of bikeways and increase bicycle racks at major destinations to promote bicycle riding for commuting and recreation.

**Policy 4.4** – Promote transit-oriented development.

**Policy 4.5** – Implement the Suggested Safe Routes to School Program.

**Policy 4.6** – Develop parking guidelines and enforcement programs to protect residential areas.

**Policy 4.7** – Implement the City Parks and Recreation Master Plan to coordinate bikeways and pedestrian connectivity throughout the City.

**OBJECTIVE 5 – Recognizing the need to promote appropriate budget priorities and funding**

Establish grant (state, federal, and other) and budget priorities for transportation capital expenditures.

**Policy 5.1** – Pursue a coordinated approach for funding to implement programs and projects that contribute to the City’s overall transportation vision.

**B. TRANSPORTATION MASTER PLAN AND MAPS**

**Guidelines for Interpretation**

This Transportation Element has been developed to provide the community with “flexible” opportunities. The Transportation Element is COMPREHENSIVE in nature and is intended to provide guidance in the type and network of the transportation system. The Transportation Element should be implemented with City policies, codes, guidelines and standards that further define the type and arrangement of transportation desired by the City.

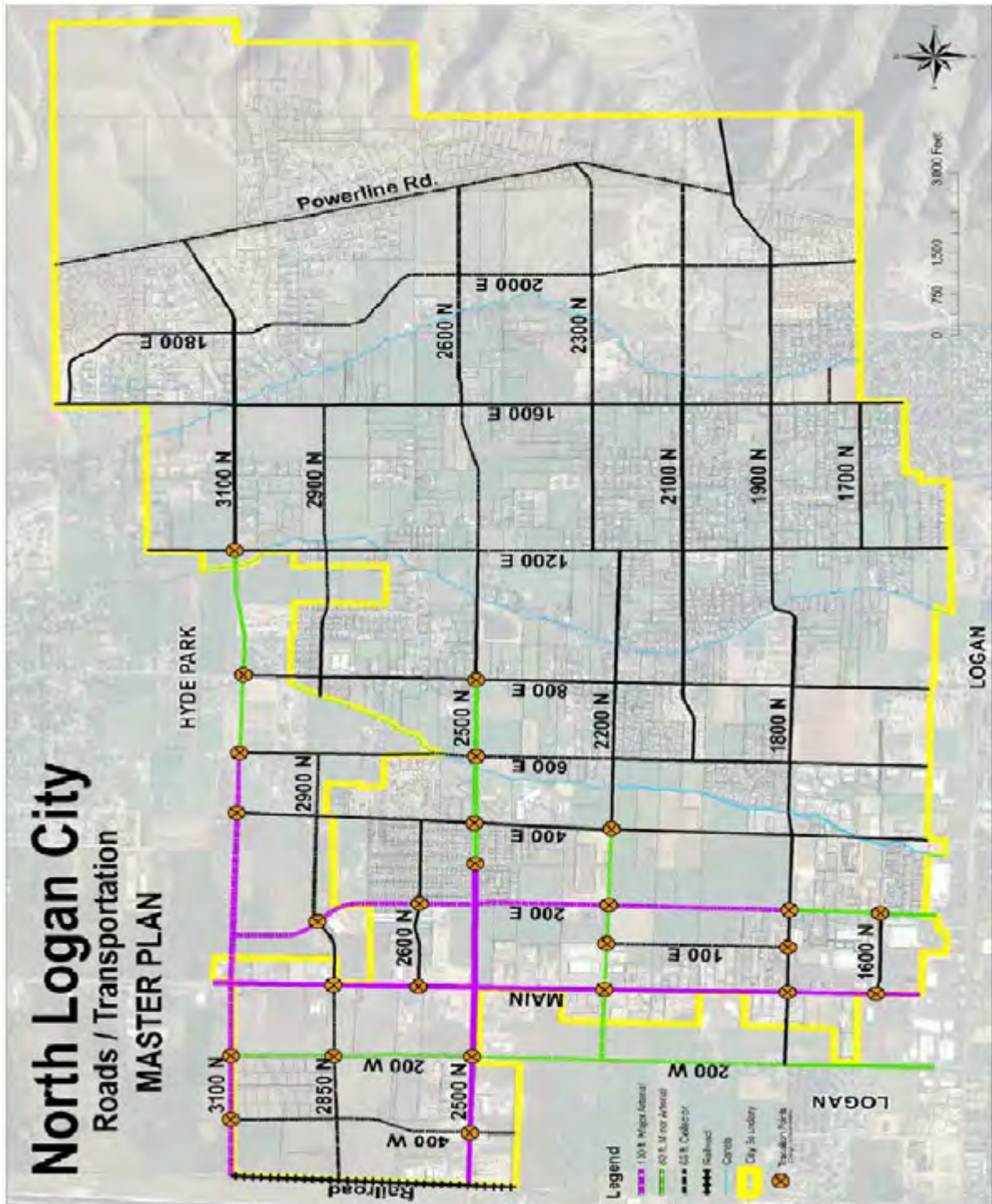
This section provides the Master Plan and Maps to use in the application of the Element during the review of development proposals. During annexations and review of zoning and rezoning, including all development proposals, a finding of consistency with the Transportation Element must be made. The following guidelines should assist staff, decision makers and developers in ensuring that specific development proposals are consistent with the City’s Transportation Master Plan.

The Transportation Element is a general guideline that should not be interpreted in a strict or narrow manner as the City’s Code and Design Standards. The Plan does not entitle landowners or developers to a specific right of use. Plan objectives are intended as desired outcomes that must be balanced with individual property rights, codes, policies and ordinances, and site-specific considerations. The Master Plan has been formulated to be a flexible document that can be adapted to meet this diversity of community needs and objectives.

In order to attain these principles, the City must recognize the current uses and zoning of each property and the planned growth.

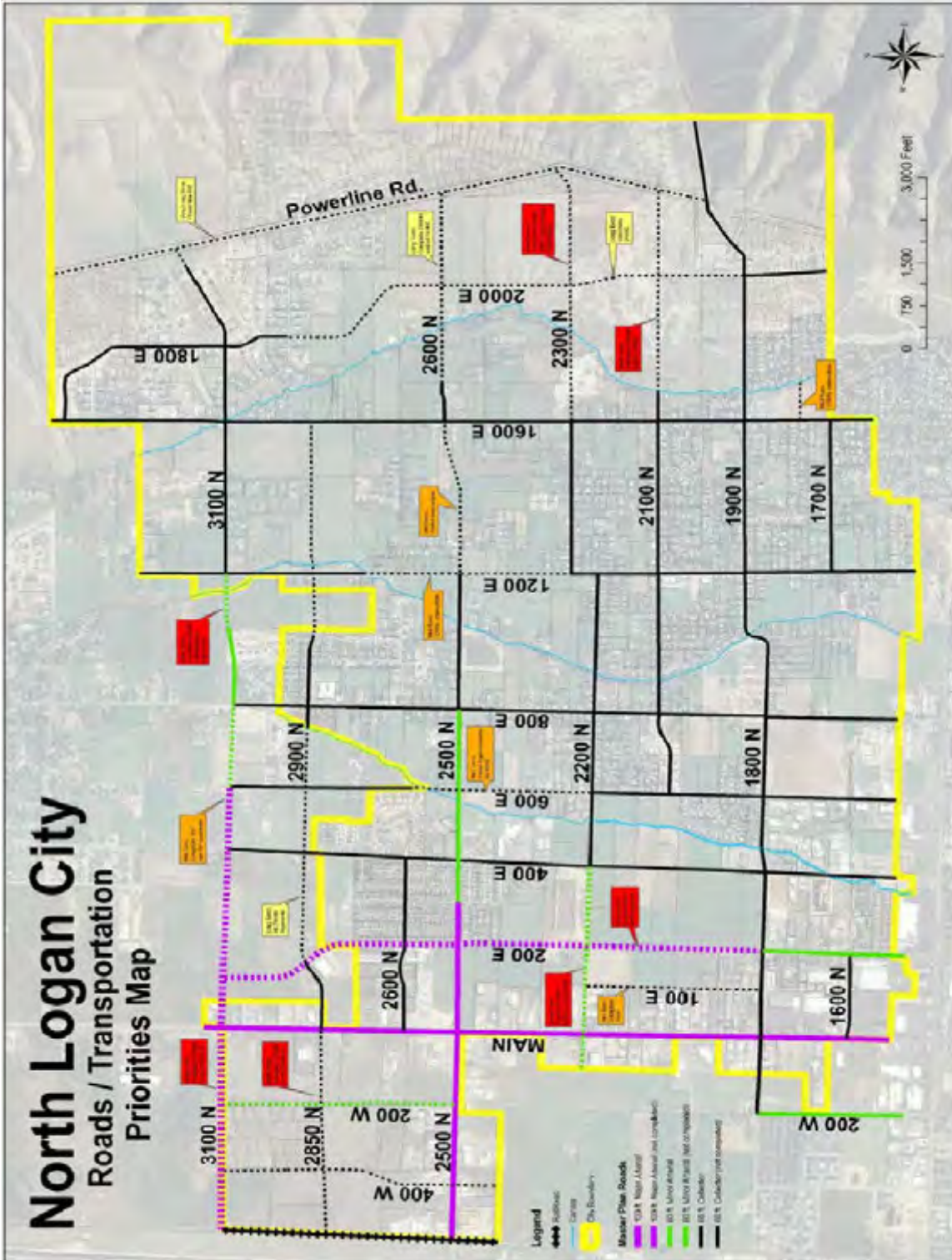
1779 **Transportation Maps**

- 1780 1. North Logan City Roads/ Transportation Master Plan Map (This map is the  
1781 officially adopted Master Plan for transportation planning in North Logan City).  
1782



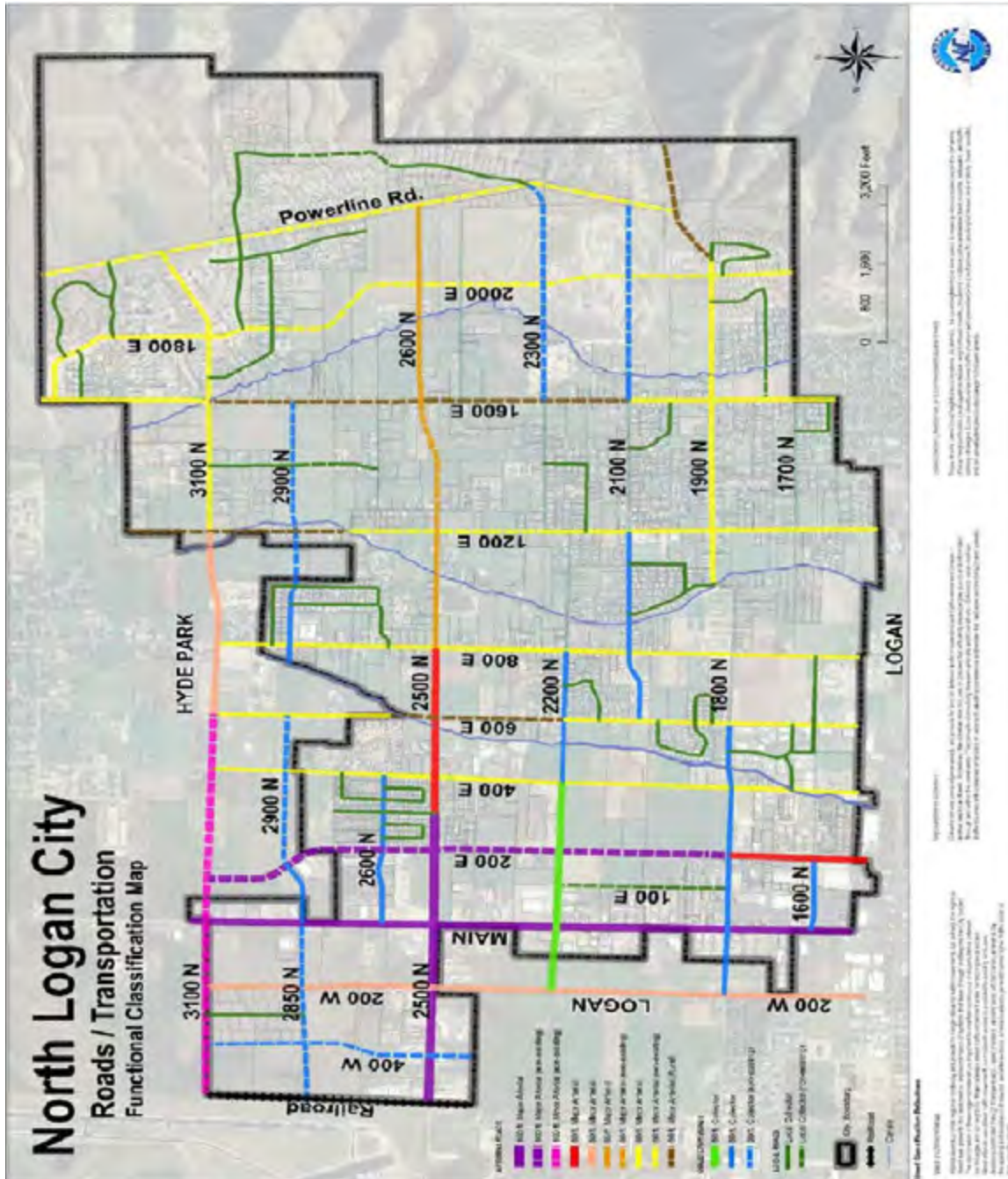


2. North Logan City Roads/ Transportation Priorities Map (This map designates which roads should take priority in considering budgeting and construction).





3. North Logan City Roads/ Transportation Functional Classification Map (This map further describes the functional aspects of the different types of road found on the Master Plan).



**D. GENERAL IMPLEMENTATION STRATEGIES**

This section identifies the actions that will be taken to implement the Guiding Principles as translated into Objectives and Policies of the General Plan. Strategies include:

**Coordinate with other Municipalities and Regional Planning Organizations**

Coordinate and conduct a yearly meeting with North Logan's planning body and neighboring Municipalities and Regional Planning Organizations to discuss mutual transportation needs and coordinate planning efforts. The different municipality plans and maps need to reflect a cohesive and well-designed regional transportation master plan.

**Traffic Study**

Budget for and hire a reputable Traffic Engineering firm to do a comprehensive Traffic Study as part of the future revision of the Transportation Element. This information will be an important resource of necessary information for the proper planning of North Logan's future transportation needs.

**Priorities**

Develop and update on a regular, yearly basis the Top Priorities Map and coordinate it with the City's Capital Facilities Plan and Budget in cooperation with the City Council and Planning Commission.

**Transportation Master Plan Map**

Update regularly the Comprehensive Transportation Master Plan maps referenced in section C.

**Funding**

Designate- City staff to be responsible for seeking funding to meet the City's transportation infrastructure needs. Establish a regular reporting process from Staff to City Council and Planning Commission.

**Streetscape Design Guidelines**

Develop and implement Streetscape Design Guidelines for each of the Transportation Corridors.

**Land Use Coordination**

Address transportation issues when implementing land use implementation strategies.

**Pedestrian Connectivity**

Pedestrian and bicycle connectivity can be defined as the ability to connect origins and destinations through a series of non-motorized routes. Techniques include: a continuous sidewalk network; connecting stub streets; constructing a multi-use path from between neighborhoods and to open spaces, trails or parks; providing designated bike lanes; or a combination of all the above. Pedestrian Connectivity improves safety, quality of life, and conservation as well as enhancing a sense of community, encouraging people to walk and/or bike, and increasing the opportunity for neighbors to interact. Development should provide pedestrian and bicycle access to adjacent neighborhoods, open space and land uses.

**Pedestrian and Bicycle Friendly Options**

Require proposed development in North Logan to include circulation plans, which address pedestrian and bicycle traffic and safety.

**Additional Tools and Strategies**

The above is not intended as a complete list of options. The City is encouraged to study and implement a variety of wise planning strategies consistent with the General Plan

## **E. CORRIDOR DEVELOPMENT PLANS**

A Corridor Development Plan is designed to implement the goals and policies of the General Plan as they pertain to an identified road corridor. Corridor Development Plans will be developed for the road corridors that are identified in the Transportation Master Plan as corridors of similar development patterns and/or concerns. The Corridor Development Plans may contain detailed development standards, design standards, infrastructure requirements, and implementation measures for responsible development. These development standards and regulations are the most important aspect of a Corridor Development Plan, as it is through these standards that the goals and policies of the General Plan are implemented, according to the unique needs of the community corridor. This allows for greater flexibility and provides an opportunity to focus regulations and standards on the goals for a particular corridor. The Corridor Development Plans will not supersede, but will be in keeping with the intent of the General Plan.

Corridor Development Plans provide a brief description of the road corridor, recommended road profile, possible significant development opportunities and constraints, and recommended action steps to guide development.

Corridor Development Plans, Master Plans or Design Guidelines should be completed for each of the corridor types identified in the Transportation Master Plan.

### **Major (100') and Minor (80') Arterials**

Arterial streets provide regional continuity and provide for longer-distance traffic movements. As defined, the **regional** street level presents the relationships and coordination of systems that travel through and beyond the City borders. The coordination of the regional grid maintains continuous and useful links between the City and its neighbors. Major arterials move traffic while regulating on-street parking and local residential access. Access is controlled through traffic signal and signage plans, frontage roads, raised medians, or continuous left turn lanes, as well as by the spacing and location of access points and intersections, primarily with collector roads. Arterial roadways generally serve higher traffic volumes than collector streets. Residential neighborhoods should not be oriented on arterial corridors and these developments should be buffered from arterial corridors. Arterials should consider designated pedestrian walkways, bicycle uses, and pedestrian crossings.

**Major (66') and Minor (60') Collectors**

Collector streets serve citywide needs and provide for shorter distance traffic movements between arterial and local streets. Collectors serve medium traffic volumes with balanced emphasis on access to abutting commercial and residential land uses. Collectors balance traffic movement with access. Collectors may provide appropriate on-street parking and new residential neighborhoods should be discouraged from being oriented on collectors. Collectors should consider designated pedestrian walkways, bicycle uses and pedestrian crossings that emphasize the connections to community parks and trails.

**Local Collectors (55')**

Local streets serve neighborhoods and their local amenities. Local collectors include neighborhood streets, multiuse paths and connections to paths, sidewalks, and traffic calming strategies. Local streets serve lower traffic volumes with precedence to direct access and to abutting land uses, including the larger street grid and are designed to discourage high travel speeds. Local streets are generally shared roadways and should consider designated pedestrian walkways. On-street parking is appropriate

**Rural Roads**

These streets serve local/neighborhood systems. Currently, the rural road consists of an existing two-lane road with no improved curb, gutter or sidewalk. Drainage of the road is typically done by existing roadside swales or irrigation ditches. The road may or may not have a path/sidewalk associated with it. The Rural Road Corridor Development Plan should address the characteristics to be preserved with improved rural roads that deviate from collector and local profiles. Rural roads serve lower traffic volumes with precedence to direct access to abutting land uses over mobility (travel speeds), and are usually designed to discourage high travel speeds. The rural road profile may apply to collectors as well as local corridors.

1908	<b>F. APPENDIX – ADJACENT CITY/COUNTY PLANS RELATED TO</b>	
1909	<b>TRANSPORTATION MAPS</b>	
1910	1. North Logan City Parks and Recreation Master Plan	p. 70
1911	2. Cache County Trail and Bicycle Routes Map	p. 71
1912	3. Cache County Rural Functional Class System Map	p. 72
1913	4. Logan Proposed Street Functional Classification Map	p. 73
1914	5. Logan Urbanized Area Street Functional Class System Map	p. 74
1915	6. Hyde Park Draft Road Plan Map	p. 75
1916	7. CVTD Bus Map	p. 76
1917	8. CMPO Proposed Bicycle Facilities Map	p. 77
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1919		

1920 1. North Logan City Parks and Recreation Master Plan Map (Feb. 2010)

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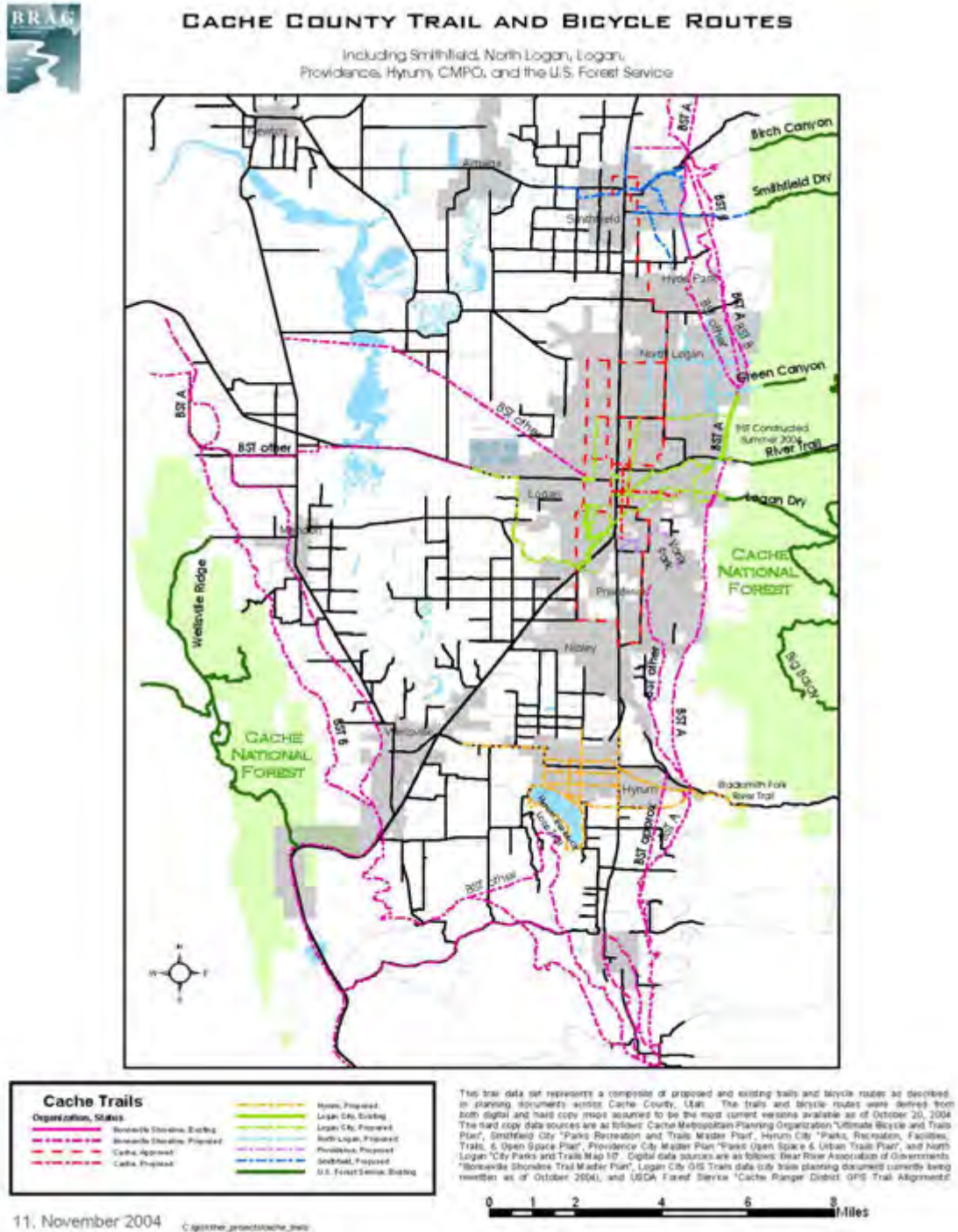


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1925 2. Cache County Trail and Bicycle Routes Map (November 2004)

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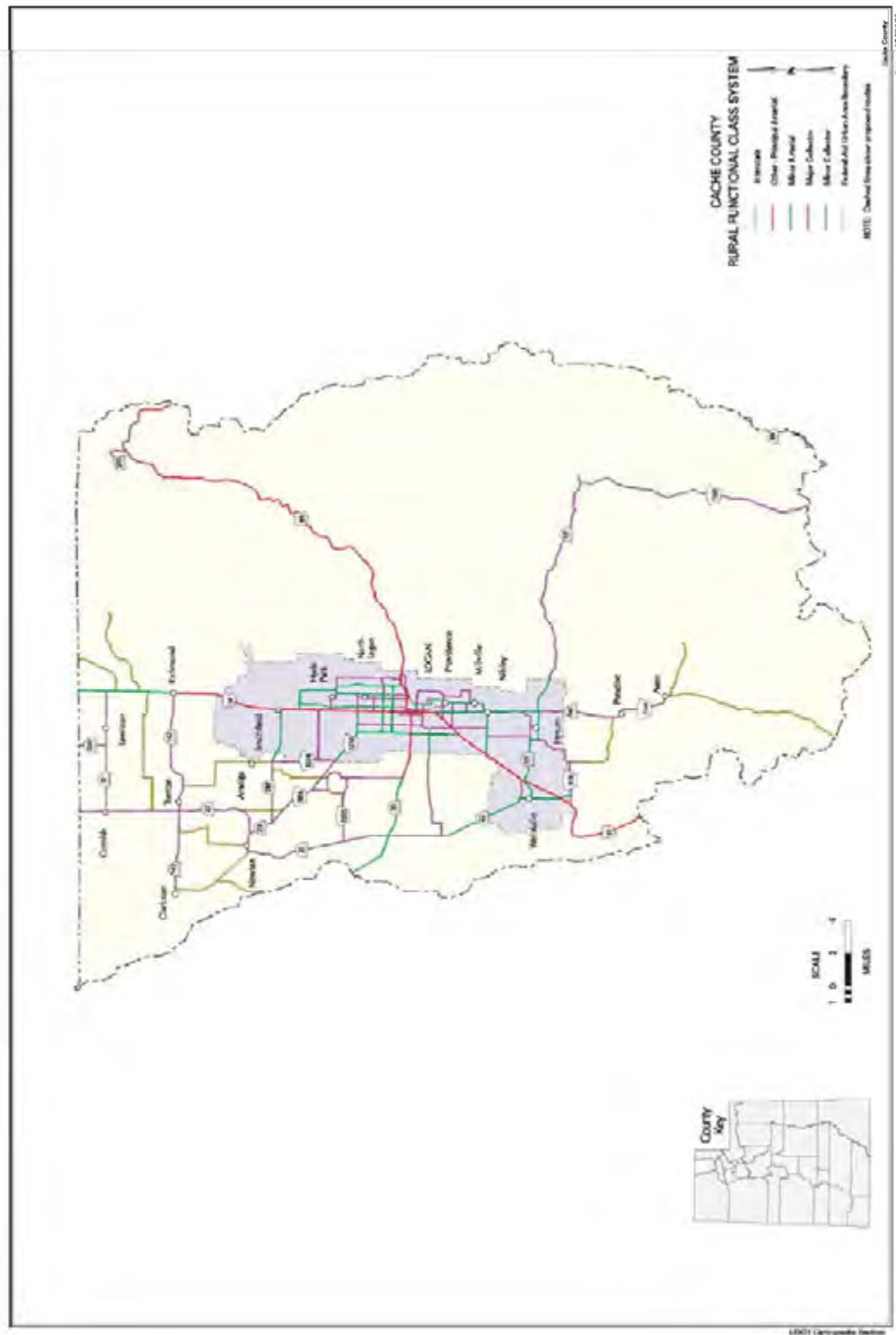
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1929 3. Cache County Rural Functional Class System Map

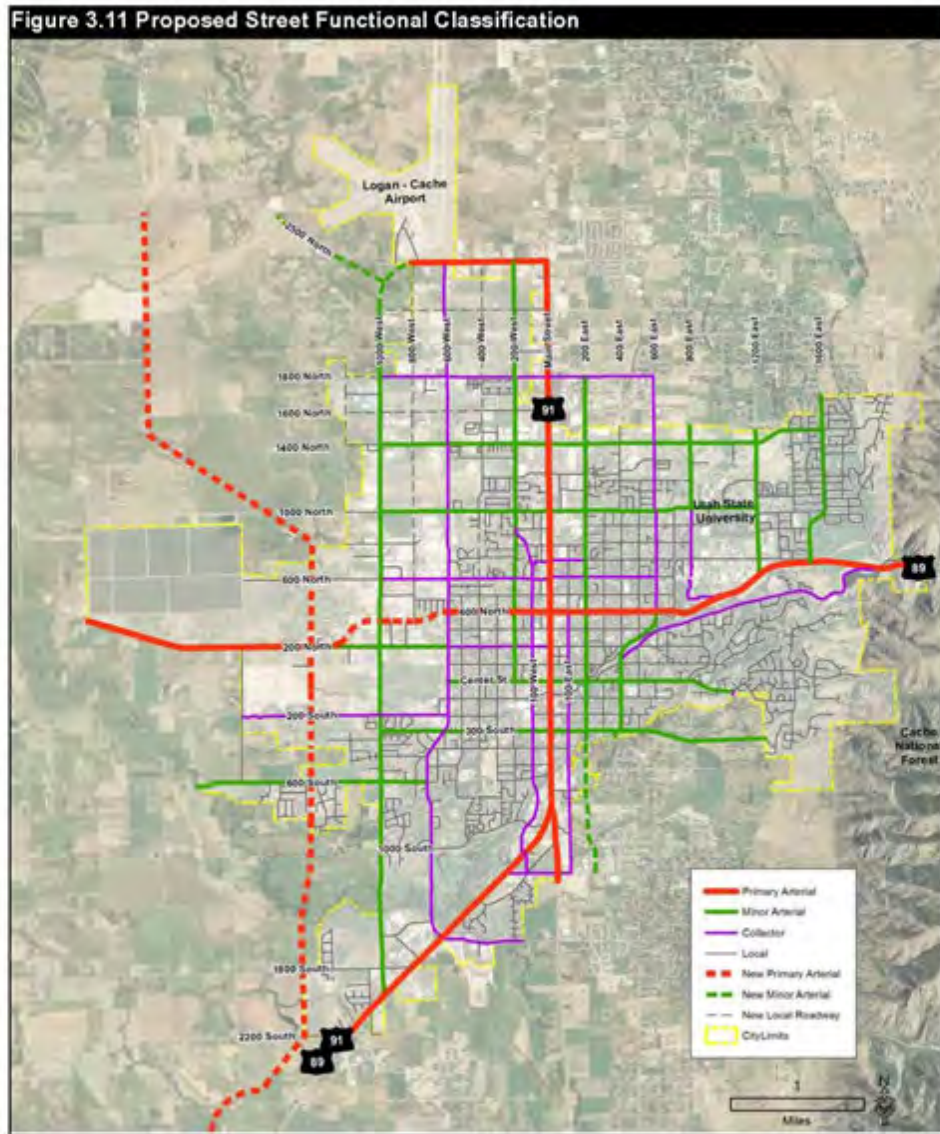
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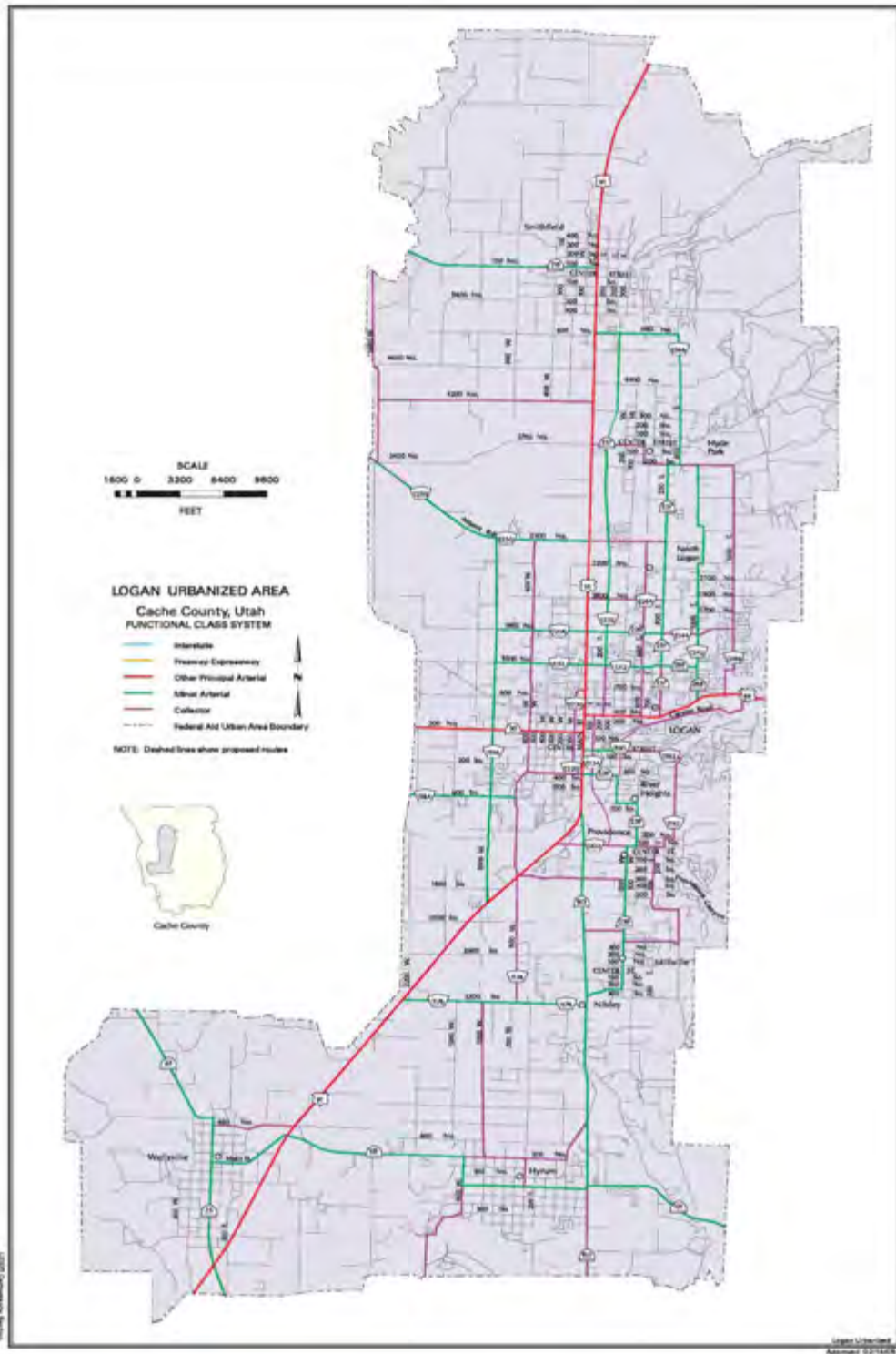
- 1932 4. Logan Proposed Street Functional Classification Map (February 2010)
- 1933



1935 5. Logan Urbanized Area Street Functional Class System Map (February 2005)

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1937



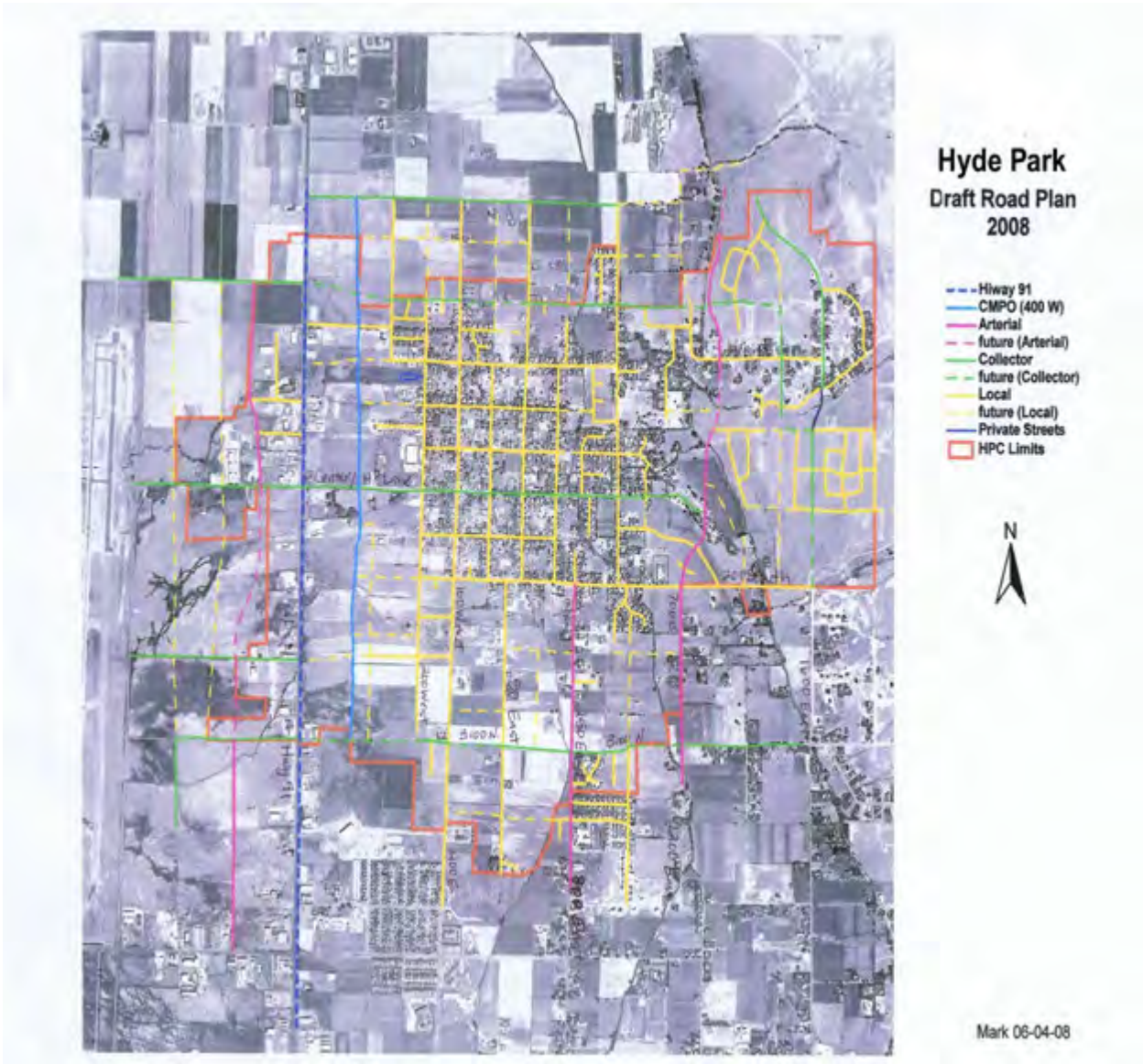
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1940 6. Hyde Park Draft Road Plan Map (June 2008)

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1947 7. CVTD Bus Map

(February 2010)

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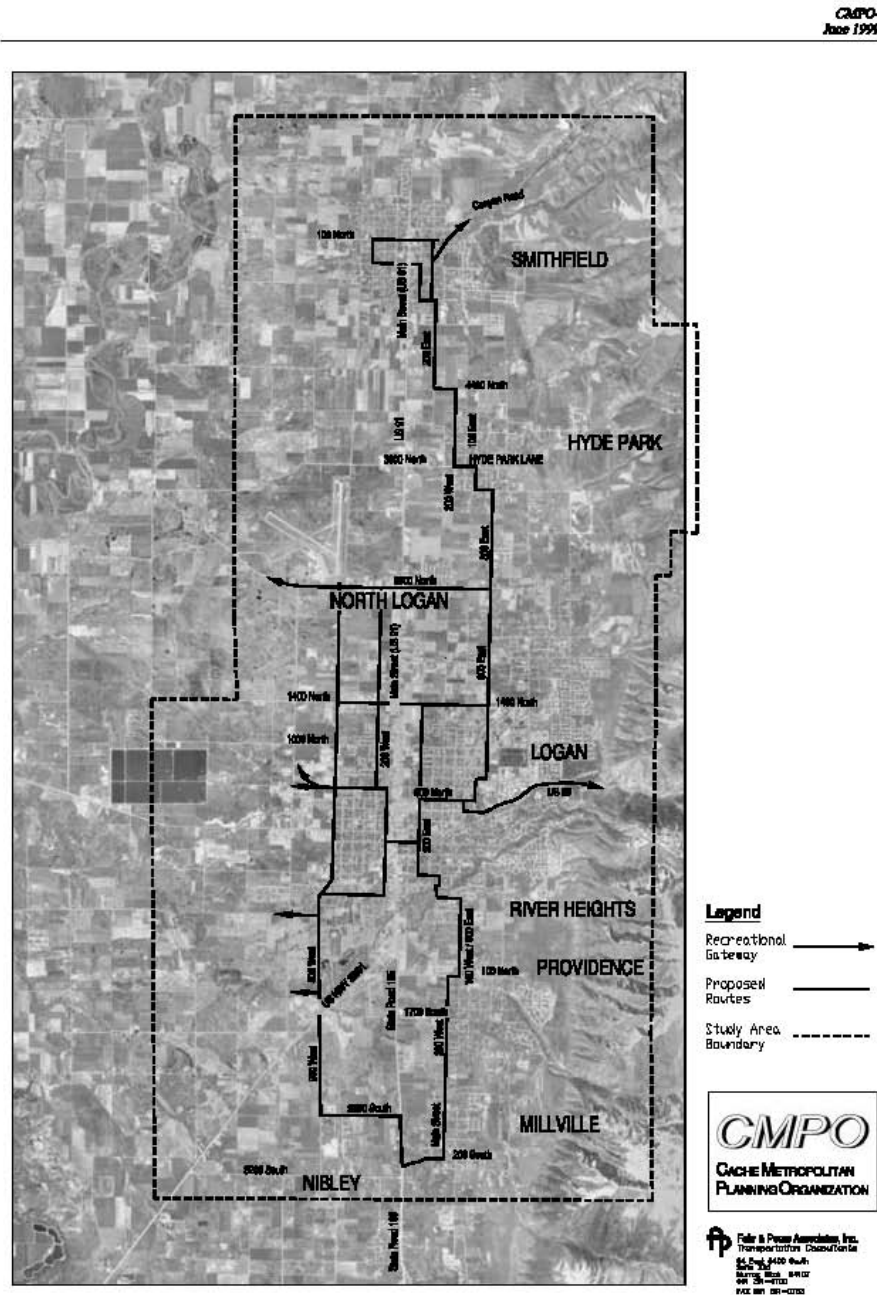
1951

1952

1953 8. CMPO Proposed Bicycle Facilities Map

(June 1999)

1954



<b>Figure 8</b>	<b>CACHE METROPOLITAN PLANNING ORGANIZATION PROPOSED BICYCLE FACILITIES</b>	<b>fp</b>
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*Fair & Paine Associates, Inc.*

1955

1956

## IV- HOUSING ELEMENT (Approved Oct. 3, 2012)

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#### A. OVERVIEW

#### MODERATE INCOME HOUSING

The Utah Code, Title 10 Utah Municipal Code, Chapter 9a Municipal Land Use, Development, and Management Act, Section 403 Plan Preparation (2) (b) mandates that each municipality study its availability of moderate income housing and engage in efforts to correct deficiencies. This element in the City's General Plan is the method whereby North Logan fulfills its obligation to comply with this section of the Utah Code as it develops plans to promote the availability of moderate income housing.

#### Definitions

The United States Department of Housing and Urban Development (HUD) has set a baseline for determining moderate income housing. The base line states, for a family to live comfortably, no more than 30 percent of gross household income should be dedicated to housing and utility expenses. Households earning 80 percent or less of their area's median gross income are identified as those who may have difficulty finding adequate housing costing no more than thirty percent of their monthly gross income. Utah Code 10-9a-103 Definitions (29), defines moderate income housing as:

"Housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the city is located."

Households earning 80 percent or less of the median gross income are further divided into levels of need:

- Households between 61-80 percent of median gross income;
- Households between 51-60 percent of median gross income;
- Households between 31-50 percent of median gross income; and,
- Households up to 30 percent of median gross income.



## 1987 Inventory and Analysis

1988 **Population.** The determination of moderate income housing is based on the population  
 1989 and income characteristics of the municipality. The 2010 Census reported a population  
 1990 of 8,269. The population of North Logan was at 6,163 in the 2000 Census. This shows  
 1991 that North Logan has experienced steady growth.

1992 **Average Household Size.** According to the 2010 Census North Logan's average  
 1993 household size was 3.23. That figure was a decrease from 3.56 in the 2000 Census.

1994 **Income Levels.** The median gross income for residents in North Logan is about the  
 1995 same as the rest of Cache County, but above that of neighboring Logan City. North  
 1996 Logan's median gross household income between 2005 - 2009 was \$58,444 as  
 1997 compared to \$34,466 for Logan City and \$46,091 for Cache County.

1998 **Funds Available for Housing.** It is generally accepted that no more than 30% of a  
 1999 family's household income should be spent on housing and utilities. If more than 30%  
 2000 of a family's household income is dedicated to housing, the household often does not  
 2001 have adequate funds for other expenses such as transportation, food, and health care.  
 2002 Using the above formula, the following table shows the amount assumed to be available  
 2003 for housing in the following income categories for North Logan City.

2004

	\$ Available for housing
More than 120% (More than \$70,133)	More than \$21,039 annually More than \$1,753 monthly
120% of Median (between \$58,444 and \$70,133)	\$17,533 to \$21,039 annually \$1,461 to \$1,753 monthly
MEDIAN (between \$46,755 and \$58,444)	\$14,026 to \$17,533 annually \$1,169 to \$1,461 monthly
80% of Median gross income (between \$35,066 and \$46,755)	\$10,519 to \$14,026 annually \$877 to 1,169 monthly
60% of Median gross income (between \$29,222 and \$35,066)	\$8,766 to \$10,519 annually \$730 to \$877 monthly
50% of Median gross income (between \$17,533 and \$29,222)	\$5,259 to \$8,766 annually \$438 to \$730 monthly

2005

2006



2007 **Existing Housing Stock.**

2008 An estimate was made of housing stock based on figures from the 2000 Census and  
 2009 building permits issued by the North Logan between 2001 and 2010. The table below  
 2010 indicates the housing supply through 2010 based upon these numbers.

Housing Type	2000 Census Data	Bldg. Permits Issued 1/2001 to 12/2010	Total Existing
Single-Family	1326	490	1816
Duplex & Multiple Housing Units	340	220	560
Mobile Homes	62	0	62
Total	1728	710	2438

2011

2012 The following table shows the number of households and percent of households earning  
 2013 incomes in the City. This information was taken from a model prepared by the State of  
 2014 Utah Department of Community and Culture, Division of Housing and Community  
 2015 Development (HCD), with statistical information gathered in July 2011 by the Bear River  
 2016 Association of Governments (BRAG) as compared to the median gross income.

2017

	2011 Statistics from Model	
	# of Households	# of Dwelling Units
More than 120% (More than \$70,133)	929	929
120% of Median (between \$58,444 and \$70,133)	261	412
MEDIAN (between \$46,755 and \$58,444)	271	595
80% of Median gross income (between \$35,066 and \$46,755)	244	453
60% of Median gross income (between \$29,222 and \$35,066)	130	137
50% of Median gross income (between \$17,533 and \$29,222)	243	167
30% of Median gross income (Up to \$17,533)	348	176
Total	2,426	2869

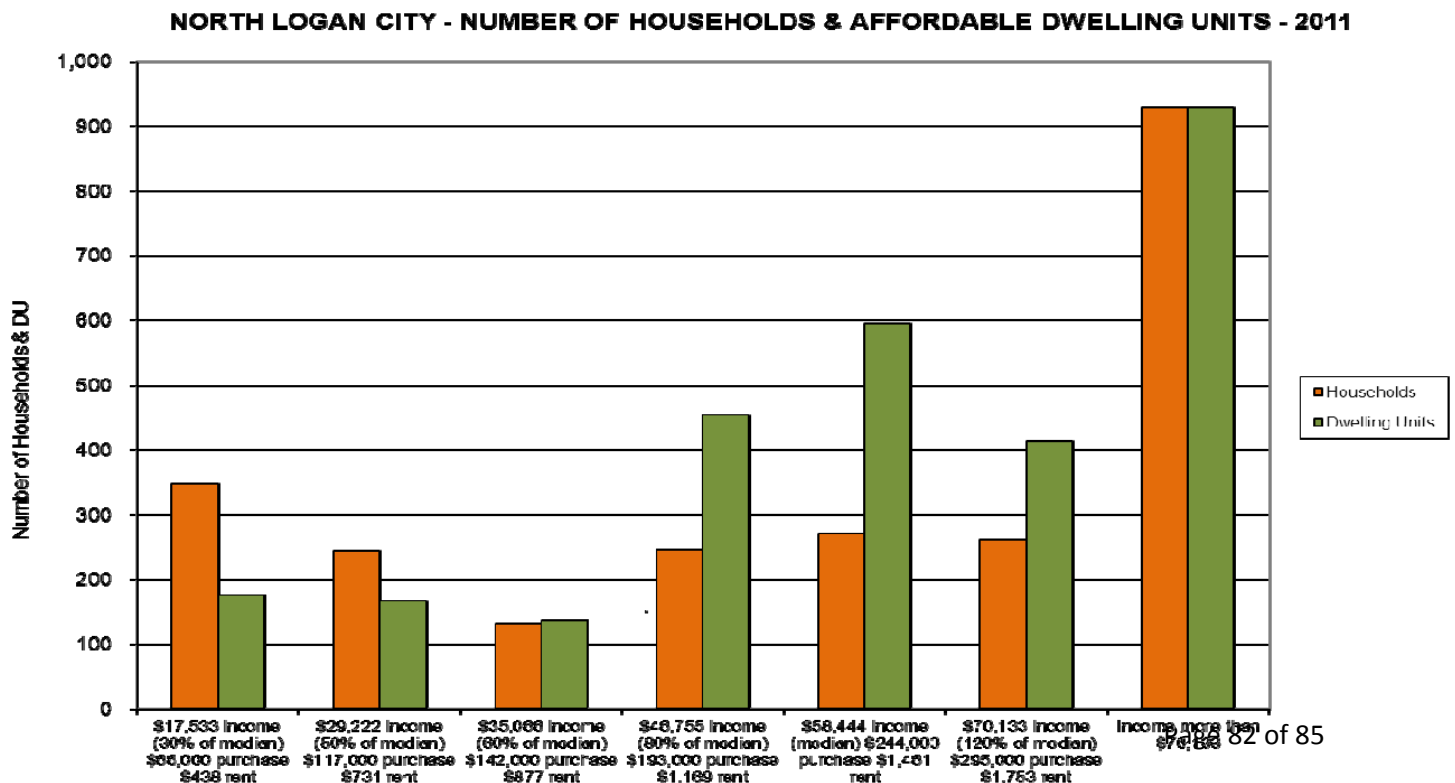
2018 Data from the Utah State Tax Commission was used to help determine the number of  
 2019 households by income. Dwelling unit data was created using a comparison of City  
 2020 figures for building permits and utility services with Cache County Recorder records.

2021 **Estimate of Moderate Income Housing Needs for North Logan**

2022 The information presented serves as an introduction to the status of the housing supply  
 2023 of the City. This information was used in a model prepared by the HCD to analyze  
 2024 existing supply and demand of moderate income housing. This model has been used  
 2025 across the state to make a similar analysis for communities. Statistics for individual  
 2026 cities were taken from the 2009 American Community Survey estimate and from data  
 2027 collected by the City. The supply of moderate income housing was predicted using past  
 2028 growth patterns and the state's population projections. Data used in the analysis  
 2029 includes only households and incomes within North Logan and the conclusions reached  
 2030 must factor in proximity of the existing stock of moderate income housing in Logan City  
 2031 and all of Cache Valley. The formula calculates whether North Logan had a surplus or  
 2032 deficit of moderate income housing for its population.

2033 Based on the 2011 statistics for households versus available units within determined  
 2034 affordability ranges, the HCD model identified the following needs. North Logan City  
 2035 currently runs a deficit for units affordable to households earning less than 50% of the  
 2036 median area gross income (Low Income). This deficit increases for households earning  
 2037 less than 30% of the median area income (Very Low Income). See chart below.

2038



2039

2040 **Future Needs and Alternatives**

2041 An increase of available lower priced housing occurred between 2001 and 2009 when  
 2042 two multi-family apartment projects were built in North Logan. These multi-family  
 2043 complexes increased the relative number of moderate income units available.

2044 The City approved 403 new multi-family units of varying market-rate price ranges to be  
 2045 constructed beginning in late 2011 through early 2013. These additional units may help  
 2046 increase the availability of units in the Moderate to Low affordability ranges and  
 2047 eliminate the unit deficit identified in 2010 and provide a surplus of units through 2020.

2048

Supply of and Demand for Moderate Income Housing for Moderate to Low Income Households	Households between 51% and 80% of Median gross income (“neg” is units needed)	Households between 31% and 50% of Median gross income (“neg” is units needed)	Households at or below 30% of Median gross income (“neg” is units needed)
	(moderate)	(low)	(very low)
(2010)	209	-77	-173
(2015)	540	122	29
(2020)	637	131	18
10 YEAR SURPLUS/DEFICIT	+428	+131	+18

2049

2050 **North Logan’s place in the regional real estate market**

2051 According to BRAG sources, neighboring Logan City provides an existing stock of over  
 2052 7,000 rental units that potentially fall within the moderate, low, and very low-income  
 2053 affordability range within our relatively small market. As such, Logan City’s low income  
 2054 housing stock, further supplements North Logan’s low income housing stock. Further,  
 2055 much of this market segment is occupied by students attending Utah State University

where there is enough fluctuation in both units and occupancy, that it is difficult to anticipate the future market need for similar housing types within the City.

Careful communication between private developers, Logan City, and other neighboring communities will be necessary to determine the need for and impact of new development on the existing but unmet need for seasonal and long-term moderate income housing in North Logan.

A cautious approach to addressing any demand for low-income housing in North Logan will be important. Policies to encourage the development of necessary additional units of housing in these affordability ranges over the next ten years will be created as needed.

North Logan may consider additional ways to provide alternative ways to provide additional moderate income housing if and when a future deficit for moderate income housing arises and overcome any future deficit in moderate income housing. Objectives and policies may be established that would be intended to promote the development of moderate-income housing.

## **B. MODERATE INCOME HOUSING POLICY STATEMENT**

The City adopted its revised Land Use Element on 09-03-08 (Resolution 08-21). The following statement is primarily based on the changes recommended by the implementation policies of the Land Use Element of the City's General Plan. It has been and will continue to be the intent of the City to not limit the development of residential housing within the incorporated areas of the City. The physical environment (geography, zoning, etc.) will place some restrictions on the type and density of any residential development in the City. To meet the current and future moderate income housing needs, zoning codes need to be continually evaluated and, if necessary, changed to allow for more moderate income housing choices.

### **Goals, Policies and Implementation**

#### **Goal 1: Improve Access to Housing Opportunities for Low and Moderate Income Residents.**

Policy: Encourage Residents to Utilize Existing Moderate Income Housing Resources

Policy: Work with neighboring communities to regularly assess moderate income housing needs and the impact of new development on existing demand for such housing.

2089 **Goal 2: Improve Moderate Income Housing Practices**

2090 Policy: Consider Enactment of Zoning Ordinances that Allow for a Variety of Housing  
2091 Options in the City that are compatible with Neighborhood Character

2092 Policy: Permit moderate income housing in each neighborhood so long as the specific  
2093 unit type and design is consistent with the character of the neighborhood.

2094 Policy: Acknowledge the economic and social consequences that large-scale or  
2095 concentrated low income housing developments place on neighboring households.

2096

2097 **Sample Housing Types to Consider that may Contribute to Community Livability**  
2098 **and Affordability**

2099 **Mixed-Use Housing Above Retail**

2100 Housing on the upper floors of retail shops or mixed apartments and shops on the same  
2101 street.

2102 **Accessory Dwelling Units (Adopted Already)**

2103 Converting a basement or guesthouse into separate living quarters.

2104 **Garden Courts**

2105 A garden or park surrounded by higher density housing. Minimal lot sizes required by  
2106 modern zoning codes make this type of housing difficult to develop.

2107 **Live Work Units**

2108 Zoned so occupants are able to work from home, with a separate entrance and discreet  
2109 signage. This type of housing must be zoned to allow for office use by non-resident  
2110 employees and customers.

2111 **Accessory Dwellings**

2112 Allow the development of accessory dwellings units in single-family zones.

2113 **"Big House" Apartments**

2114 Apartments that fit into neighborhoods, designed to look like a large home, but built to  
2115 accommodate two, four, or even eight units.

2116