



Draft | March 19, 2026



# LOGAN 2045

## General Plan

*reflect ♦ imagine ♦ create*

**WORKING DRAFT**  
FOR PLANNING COMMISSION REVIEW



WORKING DRAFT

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CENTER STREET

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**WORKING DRAFT**  
FOR PLANNING COMMISSION REVIEW

# 01

# INTRODUCTION

***The Logan 2045 General Plan*** will inform decision-making and guide the City as it works to implement its long-term vision and community goals. This introduction explains the purpose of a general plan, how it informs land use and policy decisions, and its intended use for City officials, residents, and stakeholders. It also provides an overview of Logan’s current conditions and key trends to help establish the City’s priorities for the next 20 years and support the vision, goals, and recommendations outlined in the Plan.

## What is a General Plan?

A general plan is a blueprint for the future. The *Logan 2045 General Plan* creates a long-term vision for the City to implement over the next 20 years. The General Plan is built on past planning efforts, existing policies that remain relevant, and at its core, community input from a wide-ranging outreach process. The Plan is comprehensive in both breadth and scope, with recommendations for areas that encompass land use, housing, economic development, transportation, community facilities, water use, and natural and cultural resources. It presents a cohesive vision that represents the interests of Logan's residents, business community, and community stakeholders. The General Plan establishes a roadmap to guide future growth and development in a way that reflects the community's values, needs, and long-term priorities.

## UTAH LAND USE AND MANAGEMENT ACT

The Utah State Legislature requires municipalities to develop and maintain a general plan, which must include, at a minimum, elements that describe and provide recommendations for land use, transportation and traffic circulation, moderate-income housing, and water use and preservation. The *Logan 2045 General Plan* includes these required elements and additional elements allowed by statute, including those related to community facilities and infrastructure, natural areas, parks and open space, and community design. The state requires the City conduct periodic reviews and make amendments as necessary, particularly to certain elements like moderate-income housing, to remain responsive to the community's evolving needs.

## How to use the Plan

The Plan will serve as a policy guide to be used by City staff, elected and appointed officials, residents, business owners, service providers, developers, and others to achieve the City's vision. The Plan is a tool for the community to help coordinate efforts and guide how the City may use its resources. Based on community input and consensus, the Plan provides the framework for updating regulatory tools like zoning, development regulations, annexations, and other policies. The General Plan serves the following functions:

**Tells Logan's Story and Communicates the City's Vision.** The Plan is a statement of the community's vision for how it wants to grow and change in the years to come.

**Inform Development Proposals.** The Plan is a long-term guide for evaluating public and private proposals that affect the physical, social, and economic environment of the community and helps ensure that proposed development align with the City's long-term objectives.

**Foundation for Regulatory Framework.** The Plan establishes the basis for zoning and subdivision regulations that determine what will be built and where. The City should consider updating its development regulations in line with the Plan's recommendations to help achieve the long-term goals of the Plan.

**Coordinate Local and Regional Initiatives.** The Plan informs planning initiatives at the local, county, and regional levels. The Plan may aid, inform, and respond to regional efforts related to housing, transportation, water conservation, trails, natural resources, economic development, and recreation.

**Capital Improvement Plan and Budgeting.** Along with previous plans and studies, the Plan should inform the development of the City's capital projects and budgeting process, and help establish priority expenditures and the sequence of the capital improvement plan.

**Identify Future Studies.** The Plan establishes a path forward but cannot address every issue faced by the City in sufficient detail. The Plan helps identify additional studies and future action steps to address specific needs.

**Inform and Educate.** The Plan is beneficial for the City Council, Planning Commission, Community Development Staff, Historic Preservation Committee, and other government committees, commissions, and elected officials. This broad group should use the plan to inform members and stakeholders and provide important information that can assist with future initiatives.

# Overview of the Planning Process

The *Logan 2045 General Plan* is the result of a multi-step, community-driven process that included extensive community engagement. It incorporates previous planning efforts, existing policies, local, regional, and national data, and assesses potential areas for future growth and development. The Plan was developed based on input from residents, business owners, local officials, City staff, service providers, and other community stakeholders. A Steering Committee consisting of members of the City Council and Planning Commission and community representatives was engaged throughout the planning process to ensure that the process and Plan reflects the goals and values of the community. Detailed descriptions of each step of the planning process are provided below.

The planning process began with meetings with City staff, the Planning Commission, Logan City Council, and the Steering Committee. These meetings allowed staff and officials the opportunity to identify community issues and opportunities at the project's onset.

Multiple in-person workshops, interviews, and pop-up events, as well as online tools including a project website, survey, and interactive mapping platform (map.social) allowed participants to identify local issues and opportunities. Outreach results shaped the community vision and goals and priorities addressed in the Plan.

The Existing Conditions Memorandum (ECM) inventoried and analyzed existing land uses, and provided an economic and demographic profile for Logan. It was based on input from community engagement and information provided by the City, partner agencies, community service providers, and on-the-ground field reconnaissance.

The Logan 2045 General Plan establishes an overall "vision statement" for the City's future, providing focus and direction, with goals based on analysis and themes identified during community outreach.

Building on prior analysis, city-wide policies and recommendations were developed for each General Plan chapter. The Steering Committee reviewed the draft General Plan before the public review process and adoption.

The draft General Plan was created based on feedback from earlier stages of the planning process and then presented for review by City staff, the Steering Committee, City Council, the Planning Commission, and the community. Input gathered during these reviews helped refine the Plan for adoption.





# COMMUNITY OUTREACH

The **Logan 2045 General Plan** is founded on an inclusive and engaging community outreach process designed to gather input from a wide range of community members, including residents, business owners, City officials and staff, and other key stakeholders. Engaging with residents, businesses, and local organizations allowed the City to better understand community priorities, concerns, and aspirations. This input helps create a Plan that is more responsive, equitable, and reflective of Logan's unique character and needs. The planning process engaged over 800 individuals through a combination of in-person and online community outreach tools and exercises.



**305**  
COMMUNITY SURVEYS

---



**35**  
MAP.SOCIAL  
USERS

**189**  
MAP.SOCIAL  
POINTS

**7** STAKEHOLDER  
AND FOCUS  
GROUPS  
MEETINGS

---



**63**  
PARTICIPANTS

**2** POP-UP  
EVENTS



**40+**  
PARTICIPANTS




**14** WORKSHOPS AND  
NEIGHBORHOOD  
MEETINGS



**OVER  
360**

WORKSHOP PARTICIPANTS

**340**  ONLINE ENGAGEMENT  
PARTICIPANTS

**340+**  IN-PERSON ENGAGEMENT  
PARTICIPANTS





## In-Person Outreach

In-person outreach included a series of meetings, workshops, interviews, and focus groups. Throughout the project, the City hosted five public meetings and conducted eight key-stakeholder focus groups, while the community independently organized three Do-It-Yourself (DIY) workshops.

### Community Kick-Off Event

The community kick-off event was open to all Logan residents and stakeholders. The event was the public's first introduction to the *Logan 2045 General Plan* and the planning process. The workshop provided an opportunity for community members to highlight everyday concerns and give feedback on the Plan's initial recommendations. Participants were first asked to identify and list issues individually, then combine and rank all the issues by vote. Next, they were asked to propose projects that can help address the top issues, and finally, identify strengths and assets to preserve. A total of 42 participants took part in the community kick-off workshop.

### Key Stakeholder Interviews

Confidential interviews were conducted with individuals or small focus groups with specific backgrounds to learn about their perspectives on issues and opportunities in Logan. Participants included representatives from the Logan City School District, Downtown businesses, neighboring jurisdictions, local developers, neighborhood councils, infrastructure providers, Utah State University, and the mayor. All the interviews followed a structured, yet conversational, set of community-focused questions. A total of eight focus group interviews were conducted, with 58 participants.

## Workshops

As part of the General Plan process, a series of targeted workshops were conducted to gather diverse input on Logan's key issues, opportunities, strengths, and assets. The project team and City staff held three targeted workshops: Department Heads, Elected and Appointed Officials and the Steering Committee, and the Business Community workshops. Each workshop included an overview of the planning process and collaborative exercises tailored to the participants' unique roles in the community.

### Department Heads Workshop

The City Department workshop included representatives from public works, engineering, water, parks and recreation, finance, library, legal, light & power, environmental, fire, and police departments, engaged with City staff to share insights into day-to-day operations and internal challenges, while also reviewing the planning process and identifying critical concerns.

### Steering Committee Workshop

The Elected and Appointed Officials and Steering Committee Workshop brought together members of the City Council, Planning Commission, and Steering Committee to introduce the General Plan, clarify their advisory roles, and gather input on Logan's priorities and future opportunities.

### Business Community Workshop

The Business Community Workshop provided a platform for local business owners and operators to contribute feedback on the City and the Plan, with discussions focused on issues and strengths specific to the business environment.



## Community Visioning Workshop

The community visioning workshop provided an opportunity for residents and stakeholders to craft Logan's future vision. Working in small groups, participants mapped planning priorities, issues, and opportunities across topics such as housing, transportation, commercial and industrial development, and parks and recreation. Their input directly shaped the Future Land Use Plan and the recommendations and policies in the General Plan. A total of 112 participants took part in the community visioning workshop.





## Staff-Led Outreach

City staff conducted outreach efforts, engaging with residents, stakeholders, and community groups throughout the planning process. Throughout 2025, outreach boards were set up at events including Cinco de Mayo, the Gardners Market in June and September, and another summer event later that month. In addition, staff presented to the Rotary Club in July. These boards invited people to stop by and leave feedback with sticky notes, sharing their big ideas for improving Logan, their vision for the City's future, their favorite places, and what they felt was missing. During early 2026, City staff organized a series of Neighborhood Meetings in the Ellis, Wilson, and Hillcrest neighborhoods to review the draft Plan and its recommendations and gather feedback. A total of 120 participants attended these three meetings. Through workshops, public events, and direct communication, staff helped share information about the Plan with participants and gather valuable input to shape its vision, goals, and recommendations.

## Community Open House

The Community Open House was held to give residents and stakeholders an opportunity to drop in, review the draft General Plan, and ask questions. Following the open house, the Plan went out for the public hearing presentation and the final adoption process.

## Do-It-Yourself Kits

The DIY Kits were made available so City staff and other community members could lead public engagement meetings without the presence of project staff. Leaders of these meetings could print copies of the kits and follow predetermined instructions to garner useful feedback. DIY kits were distributed to several neighborhood groups around Logan.



General Plan stickers designed by Mt. Logan Middle School Students

## Online Outreach

The primary goal of online outreach was to maximize visibility, encourage broad participation, and provide flexible, accessible opportunities for Logan residents and stakeholders to engage with the Plan. This effort included a dedicated project website, where community members could learn about the process and stay informed. Additional tools, such as an online questionnaire and the interactive mapping platform map.social, allowed participants to identify key issues, opportunities, and community assets at their own pace.

### Project Website

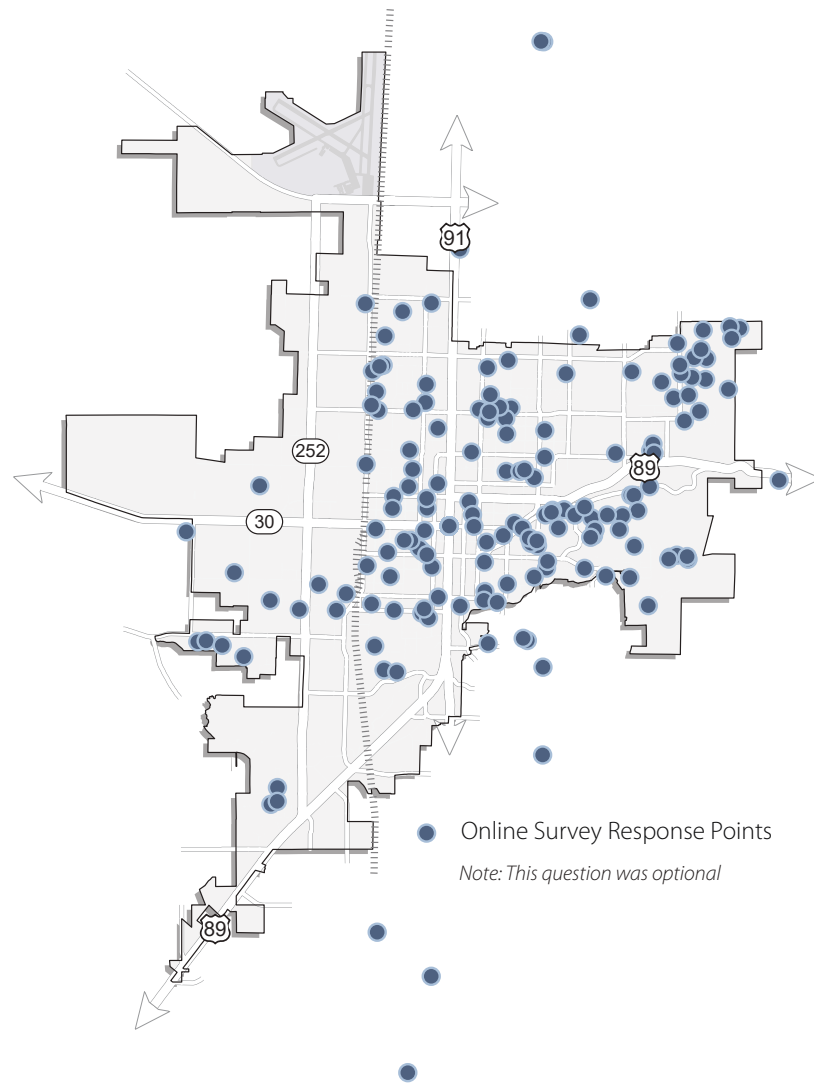
A dedicated website served as a centralized “one-stop” resource for all General Plan information. Residents could learn about the planning process; access news and updates; view and download planning documents, including the draft General Plan; and submit feedback to City staff. The website was maintained and regularly updated throughout the planning process.

### Online Questionnaire

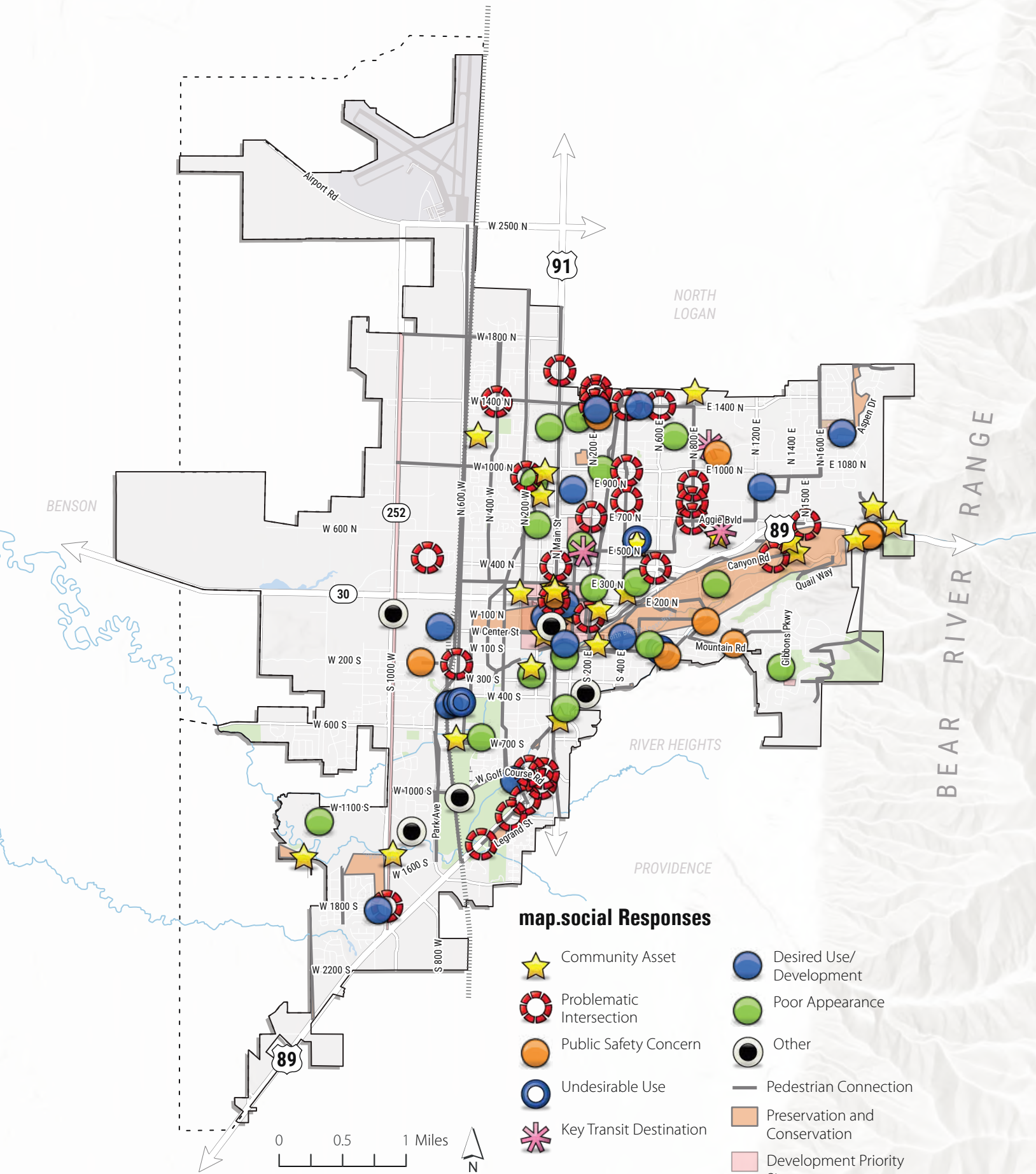
An online questionnaire was created as part of the community engagement efforts for the General Plan. The questionnaire allowed stakeholders to engage at their convenience. The questionnaire included multiple-choice questions organized into 10 thematic sections, covering topics such as housing, business development, transportation, branding, city identity, and perceived strengths and weaknesses. The questionnaire remained open until the community vision and goals were established. More than 300 Logan residents and stakeholders completed the survey.

### map.social

The planning process utilized map.social, a web-based interactive mapping tool, to gather location-specific input on community issues and assets. Users could indicate preferred development or design locations and interact by liking or disliking suggestions from others. Community members could access map.social throughout the planning process. Contributors created 38 maps, adding nearly 200 unique map points.



“  
**Look for quotes from  
the Community Survey  
throughout the Plan.**  
”



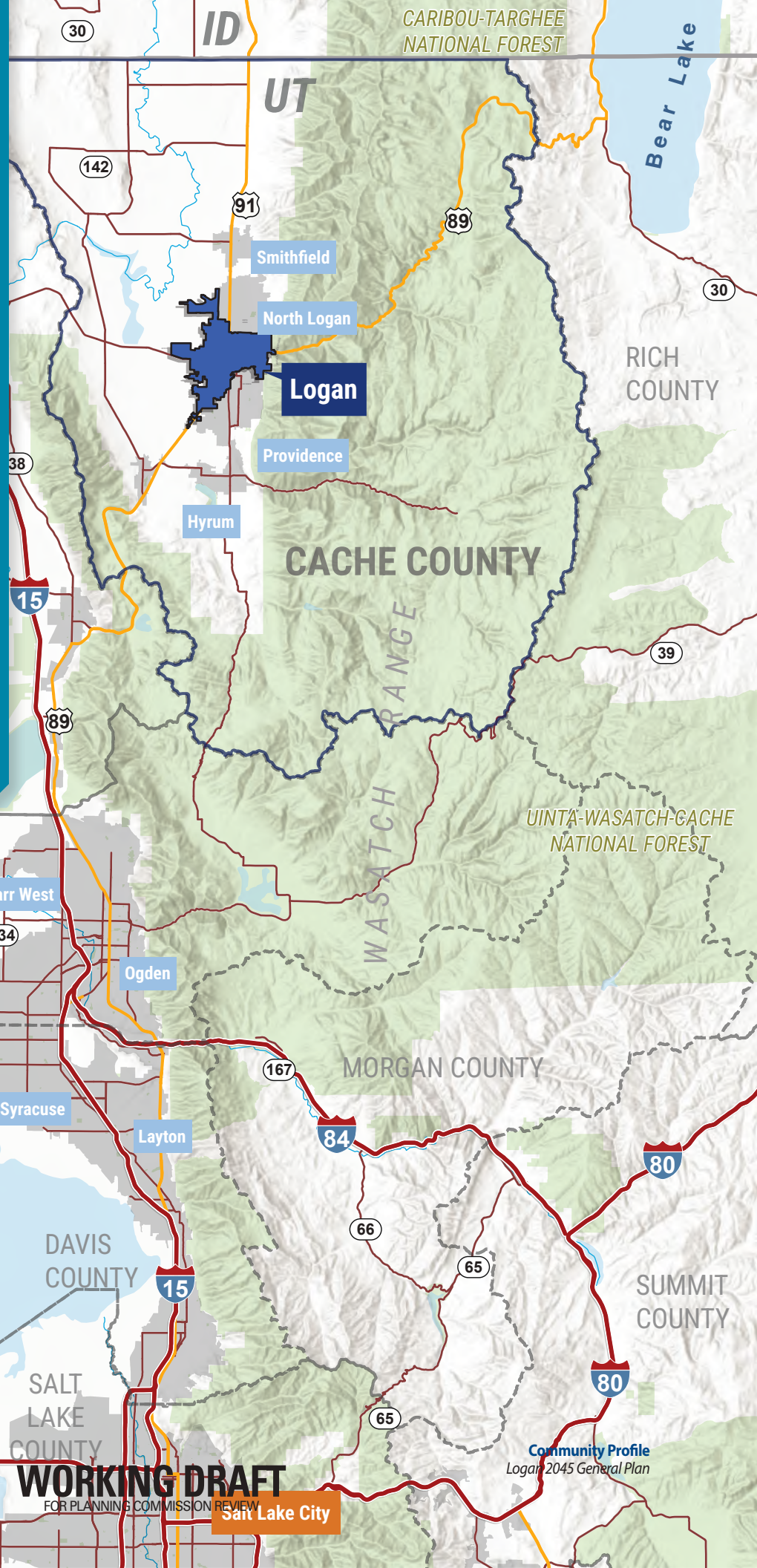


# 03 COMMUNITY PROFILE

The Community Profile chapter provides a snapshot of current conditions related to Logan’s regional setting, demographics, and socioeconomic trends. Together, with community input, this analysis is the foundation for the General Plan, ensuring recommendations are based on accurate data and reflect current trends, issues, and opportunities. Collectively, this understanding of the City’s needs and existing opportunities, along with community input, created a foundation for Logan’s vision for the future.

## Regional Context

The City of Logan, Utah is located 80 miles north of Salt Lake City in Cache Valley, a fertile and picturesque basin in northern Utah near the Utah-Idaho border. Home to Utah State University, Logan plays a vital role as the economic, educational, and cultural heart of the region, supporting the surrounding rural communities. Despite its size, Logan offers a unique blend of urban conveniences and small-town feel, complemented by an attractive Downtown with scenic natural surroundings. Residents enjoy easy access to Logan Canyon, the Logan River, and a network of trails, parks, public lands, and outdoor recreational areas with year-round opportunities for hiking, biking, skiing, and fishing.



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Salt Lake City

Community Profile  
Logan 2045 General Plan

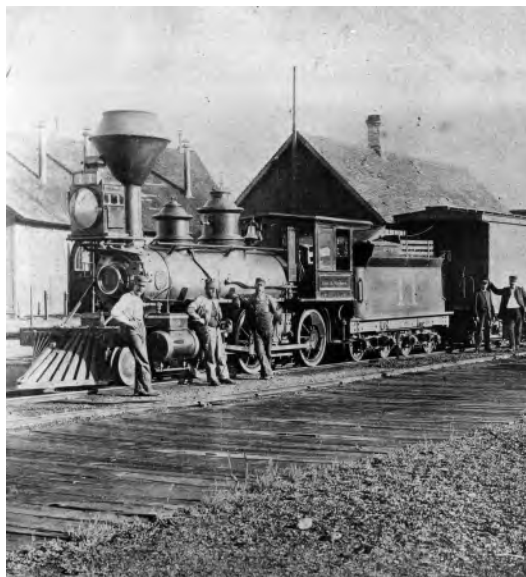
# HISTORY

Prior to Euro-American settlement, the area where Logan stands today was inhabited by Native American tribes, including the Shoshone, who called it Willow Valley for its abundance of trees and shrubs. The first Euro-Americans to visit the region came to Cache Valley in the 1820s in search of fur and included notable trappers Jim Bridger, Jedediah Smith, and Ephraim Logan, for whom Logan City was later named.

In 1859, after several attempts to establish settlements in Cache Valley, Brigham Young sent a small group of Mormon settlers to the area. They surveyed a fort site near the Logan River and, within months, started planting wheat in the area that would become known as “the island”. Main Street and Center Street were the first streets laid out with log homes and other structures clustered there in the downtown core. They patterned the settlement after Salt Lake City, including large square blocks and streets wide enough for several wagons to pass each other, reflecting the Plat of Zion town plan that originated in Jackson County, Missouri, and later implemented across Utah and other Intermountain West communities. By early 1860, the settlement was named Logan City and included a school, which doubled as a local place of worship, and 100 houses. The City was incorporated in 1866. Early settlers built irrigation systems creating a strong agricultural base, supporting the community’s growth. The arrival of the railroad in the late 19th century bolstered trade and connectivity. Settlers built City’s Latter-day Saint (LDS) Tabernacle in 1878 and Temple in 1884, both of which remain landmarks in Logan.

Brigham Young College started in 1877 and laid the groundwork for higher education in Logan. In 1888, the Utah State Agricultural College (later renamed Utah State University [USU]) was established as Utah’s land-grant university, anchoring research and teaching that span land, water, and air. Today, USU is recognized nationally and internationally for its work in agriculture and land management, water systems, and space research. USU is a cornerstone of Logan’s identity and a driver of innovation, education, and cultural life. Over time, Logan evolved from a rural agricultural town into a vibrant regional center with a diverse economy, including education, manufacturing, and technology. Today, Logan is known for its scenic beauty, strong community values, and a blend of historic charm and modern vitality.

*Our charm is in our historical buildings!*



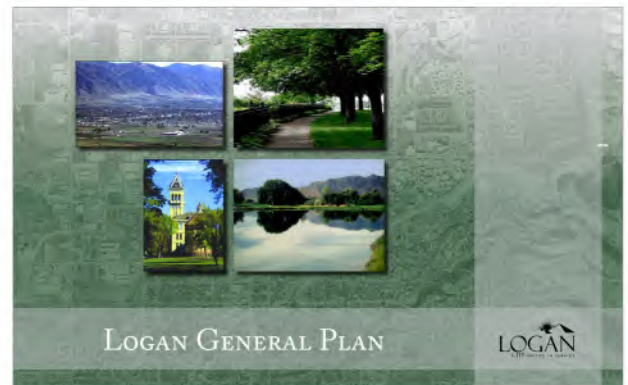
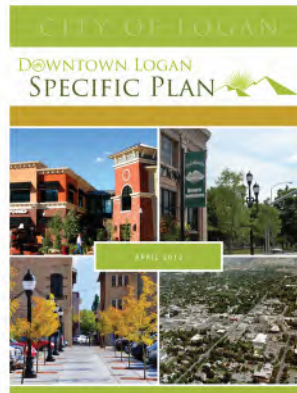
# PAST PLANS AND STUDIES

The General Plan reflects and builds upon Logan’s past planning efforts that have shaped the City into what it is today. Reviewing the City’s past plans and studies helps ensure that relevant community policies and goals are incorporated into the Plan. In doing so, it provides continuity with past work while offering a clear framework for future decision-making.

*For a more detailed description of each plan/study and its relevance to this planning activity, see the Existing Conditions Memorandum.*

Below is a list of the plans and studies that were reviewed and consulted in the process of creating the *Logan 2045 General Plan*:

- Drinking Water Master Plan and Capital Improvement Plan (2025)
- Wilson Neighborhood Plan (2025)
- Hillcrest Neighborhood Plan (2024)
- Sewer Collection Master Plan (2024)
- Water Master Plan (2024)
- Transportation Master Plan (2023)
- Moderate Income Housing Plan (2022)
- Annexation Policy Plan (2022)
- Woodruff Neighborhood Plan (2021)
- Logan Public Arts Master Plan (2020)
- Historic District Design Guidelines (2018)
- Parks, Trails, Recreation and Open Space Plan (2015)
- Bike and Pedestrian Plan (2015)
- Adams Neighborhood Plan (2013)
- Downtown Logan Specific Plan (2012)
- Storm Drain Master Plan (2012)
- Utah State University Master Plan (2011)
- Logan City General Plan (2007)



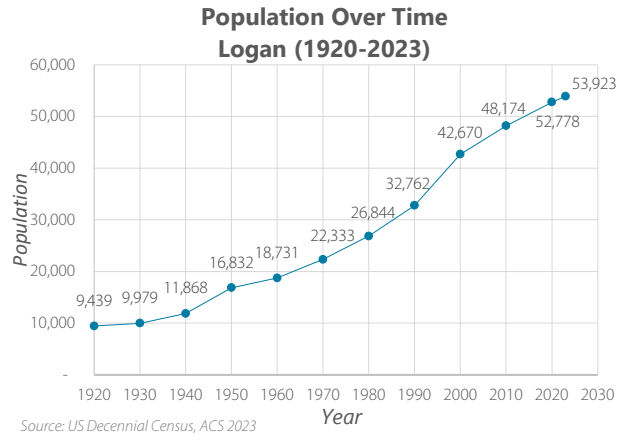


# DEMOGRAPHICS

The Demographic section examines and summarizes recent demographic, market, and employment data primarily sourced from the 2023 U.S. Census Bureau’s American Community Survey (ACS) 5-Year estimates and the Decennial Census. This section also includes a comparative analysis using benchmarks from Corvallis, Oregon, Cache County, and the Logan UT-ID Metropolitan Statistical Area (Logan MSA) to offer regional context where needed, enabling the City to understand where it stands within broader demographic patterns. In consultation with City staff, Corvallis, was chosen as the primary peer because both cities are university-anchored and share similar age profiles, educational attainment, and renter rates.

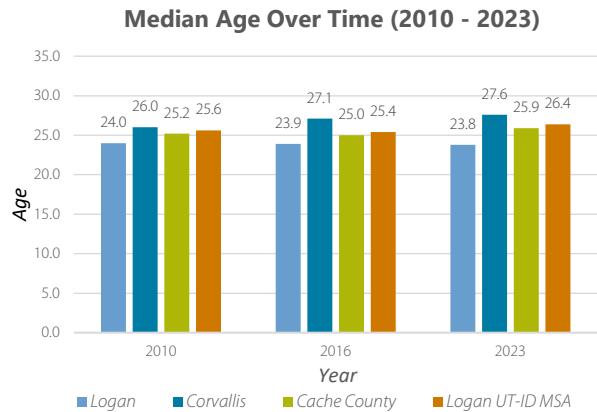
## Population

As of 2023, Logan had a population of 53,923. Over the past 10 decades, the City has consistently grown at an average pace of about 1.7% a year. The population increased significantly between 1990 and 2000, rising by 9,908 residents from 32,762 to 42,670. More recently, the population increased from 52,778 to 53,923 between 2020 and 2023, representing a slower growth rate than in previous years. This growth rate is also slower compared to Cache County and the broader Logan MSA. Looking ahead, Logan’s population is projected to reach approximately 64,400 by 2040.



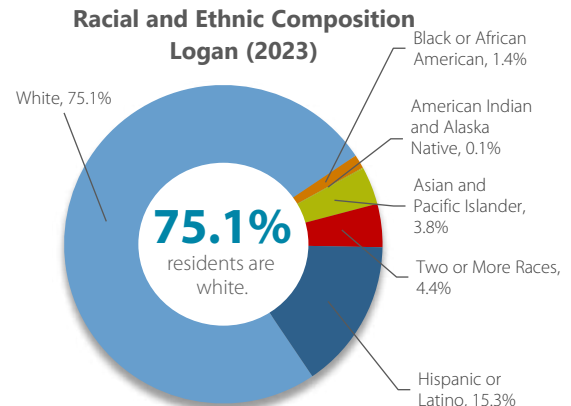
## Age Characteristics

Logan’s population is relatively young, primarily influenced by USU students and young professionals. Over 60% of the population falls within the 5-to-19 and 20-to-34 age groups, surpassing the figures of Corvallis, Cache County, and the Logan MSA. The median age in Logan has remained low, shifting slightly from 24 in 2010 to 23.8 in 2023. From 2010 to 2016, most age categories increased, but from 2016 to 2023, there was a decline in the under-five and 55-to-64 age groups. Notably, the 5-to-19 age group rose by 21% from 2016 to 2023; this reflects Logan’s low median age.



## Race and Ethnicity

The population in Logan is predominantly White, accounting for 75.1% of residents. Individuals identifying as Two or More Races make up 4.4% of the population. Residents identifying as Asian or Pacific Islander make up 3.9%. Logan is less racially diverse than Corvallis, but it is more diverse than both Cache County and the Logan MSA. Additionally, Logan has a growing Hispanic and Latino population, with 15.3% of residents identifying as such. Logan’s Hispanic and Latino population is higher than Corvallis’ (9.7%), Cache County’s (11.5%), and the MSA’s (11.1%).



## Housing

This section examines key housing indicators in Logan, including housing building types, tenure (owner versus renter), occupancy and vacancy, prices and rents, production trends, and affordability. It summarizes recent changes and peer comparisons to highlight gaps in housing choice by size, type, and income.

### Housing Building Type

As of 2023, single-family detached homes make up the largest share of Logan's housing stock, at about 39%. Structures with 2–4 unit buildings comprised 26.5% of the total housing stock, 10+ unit apartments 14.5%, single-family attached homes 10.2%, 5–9 unit buildings 8.3%, and a small portion in mobile homes and other types 1.8%. The City also has a relatively higher share of small multi-unit buildings (two to nine units) and larger apartment buildings than Corvallis, Cache County, and the Logan MSA, reflecting a comparatively diverse housing market. Since 2010, the share of single-family detached homes has declined from 45.3% to 38.7%, while attached homes and apartments have increased, indicating a gradual shift toward more varied housing options.

### Housing Tenure

In Logan, owners occupy more single-family dwelling units and renters occupy more multi-family dwelling units. Logan's homeownership rate for single-family residential units is around 80%, with 20% of units occupied by renters. Roughly 95% of multi-family dwelling units, ranging from 2 to 10 units or more, are occupied by renters. Renters occupy 61.5% of the total housing stock in Logan, and owners occupy 38.5%. This reflects the City's building mix: most two or more-unit buildings are renter-occupied, which could be influenced by the USU's student population. To accommodate the young population, over 49% of Logan's housing stock consists of multi-family units, which is higher than Corvallis, Cache County, and the Logan MSA.

### Occupied and Vacant Housing Units

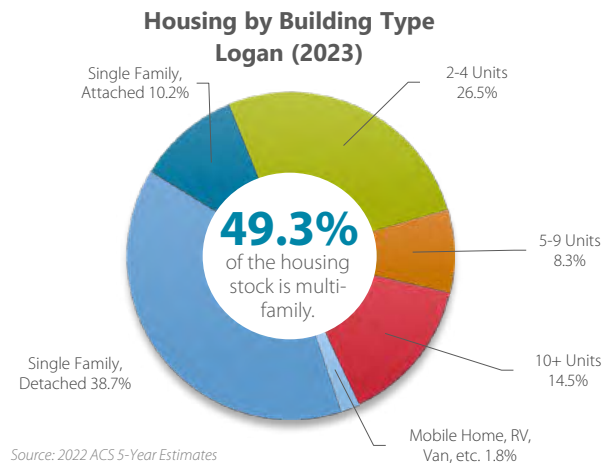
Logan's 5.6% vacancy rate suggests that housing in Logan is in steady demand, with relatively few units available at any given time.

## Home Value

From 2010 to 2023, Logan's median home value for owner-occupied units more than doubled to \$341,000. The sharpest gains occurred from 2016 to 2023, when values rose by 107%. Similar trends were observed in Corvallis, Cache County, and the Logan UT-ID MSA. This increasing trend was likely driven by pandemic-era in-migration to smaller western cities, historically low interest rates in 2020 and 2021, limited for-sale inventory, and higher construction costs, which together pushed prices upward.

## Housing Cost Burdened

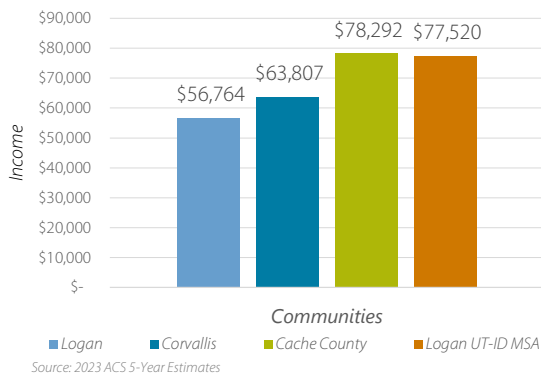
A household is considered housing cost-burdened if it spends over 30% of its income on housing, and severely burdened if over 50%. Approximately 11.6% of homeowners and 23.5% of renters experience housing cost burdens. Logan has a higher percentage of cost-burdened homeowners compared to Corvallis, Cache County, and the Logan MSA.



## Income

Logan's median household income has notably risen since 2010, increasing from \$35,580 to \$56,764 in 2023, yet it remains lower than Cache County's median income of \$78,292. This relatively lower median income is influenced by Logan's large student population and many service-sector jobs, which typically offer lower wages. The number of households earning less than \$25,000 decreased by nearly 50% (from 5,401 to 2,683 households) between 2016 and 2023, contributing positively to the median income growth.

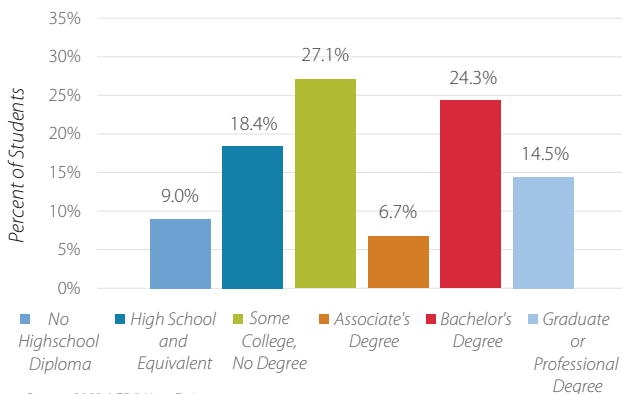
Median Household Income (2023)



## Education

Educational attainment in Logan is varied, with 38.8% of residents holding a bachelor's degree or higher. This figure is lower than Corvallis (60.9%) and Cache County (40.4%). Additionally, 18.4% have a high school diploma or equivalent, while 27.1% have an associate's degree.

Level of Education Logan (2023)



## Employment

In 2022, Logan had 32,743 jobs, marking a 29.7% increase (7,337 jobs) from 2010. The top employment sector in Logan was Manufacturing, which accounted for 21.5% of all Logan jobs, followed by Educational Services, accounting for 15.4%. Professional Scientific and Technical Services, Retail Trade, and Health Care and Social Assistance were also among the top employment sectors in Logan. With Logan's strong base in manufacturing, as well as science and technical services, the community is well-positioned to explore opportunities that build on existing strengths and create new avenues for growth.

For residents of Logan, Manufacturing was the largest industry, employing 21.5% of the City's working residents. Retail trade was the second largest employment sector at 11.7%, followed by Health Care and Social Assistance at 9.7%.

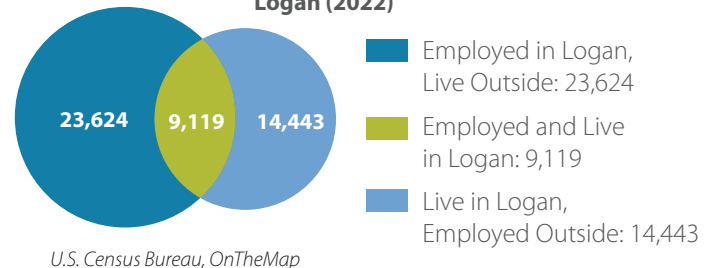
## Unemployment

As of 2023, Logan's unemployment rate is low at 2.3%, significantly below Corvallis's rate (7.9%) but similar to Cache County's (2.4%) and the Logan MSA's (2.3%) unemployment rate. This rate is substantially lower than the 2010 average (6.4%), indicating a robust job market.

## Inflow/Outflow

According to 2022 data, 14,443 Logan residents worked outside the City, while 23,624 non-residents commuted to Logan for work, and 9,119 residents both lived and worked in Logan. Over time, inflow of commuters rose from 18,164 in 2010 to 23,624 in 2022; residents who both live and work in Logan increased from 7,760 to 9,119; and out-commuters grew from 10,404 to 14,443. These trends correspond to Logan's population growth rate, which increased by 1.7% annually. The increased inflow and outflow of commuters also point to parallel growth in employment sectors.

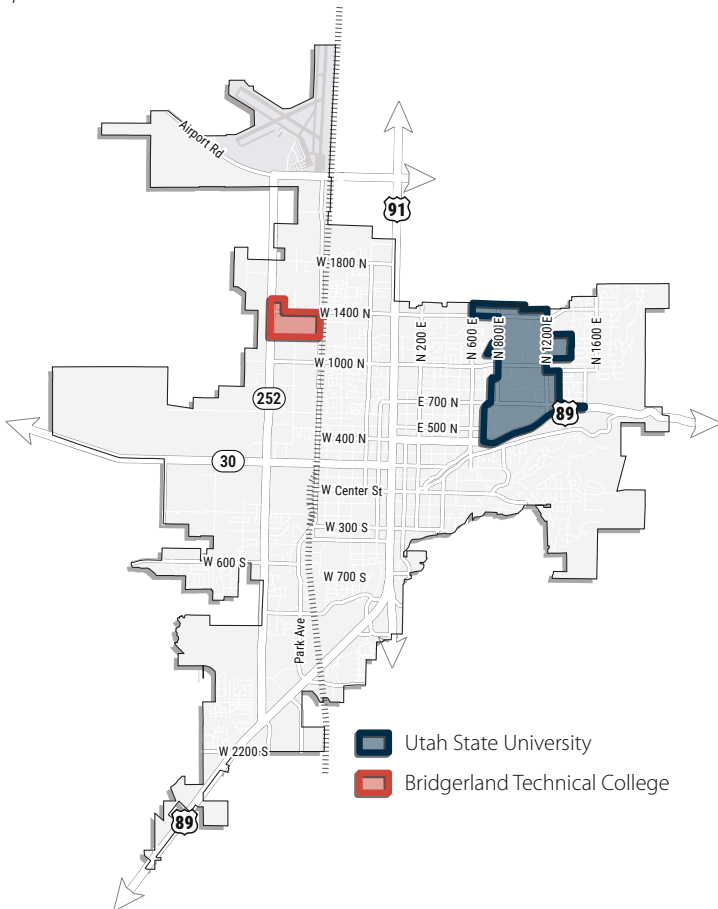
Inflow/Outflow Logan (2022)



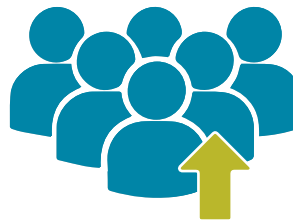
# Student Population

In 2024, USU's Logan campus enrolled 17,935 degree-seeking students (including both undergraduate and graduate students), comprising a significant share of the City's total population. The Bridgeland Technical College enrolled a total of 1,434 students. As USU and Bridgeland Technical College continue to attract students, their impact on housing, infrastructure, and services remains substantial. This Plan recognizes the importance of coordinating with the University to manage and support future growth and development.

*Note: The U.S. Census Bureau includes college students in total population estimates. College students are counted at their usual residence, the place where they live for the majority of the year. If a student lives on campus, or elsewhere in Logan during the academic year, they are counted at that address, not at their parents' home.*



## Student Population

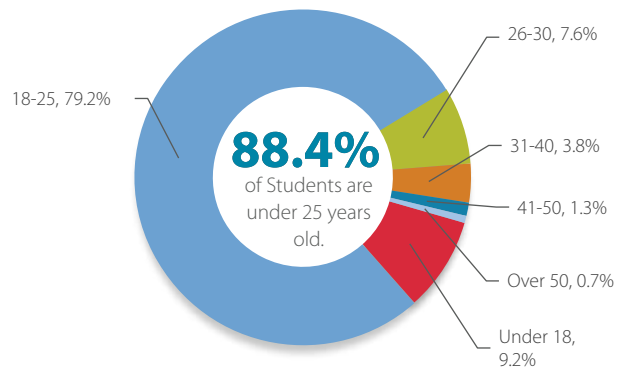


**10%**

Logan Campus' Student Population increase from Fall 2014-2024

Source: 2024 USU Office of Data and Analytics

## Student Age Composition Logan (2023)



Source: 2024 USU Office of Data and Analytics

## Student Housing Units



By 2030, USU anticipates around 30% of students will live on campus.

Source: USU Campus Master Plan (2011)

# EXISTING LAND USE

An inventory of the existing land use and development patterns was conducted to inform the planning process and better understand Logan's current land use. The findings from this review have been used to inform recommendations and policies to guide future development within the General Plan.

## **Agriculture**

The agriculture land use refers to properties used for commercial crops, livestock production, and other farming-related activities.

## **Single-Family Detached**

Single-family detached uses are comprised of stand-alone homes on individual medium- to large-size lots. These homes often have private yards and contribute to Logan's traditional residential fabric.

## **Single-Family Attached**

Single-family attached uses include multiple dwelling units that share at least one wall but have separate entrances. Single-family attached units may be connected horizontally or vertically and are often called duplexes, triplexes, and townhomes.

## **Multi-Family**

Multi-family land uses include structures with three or more units, such as triplexes, quadplexes, apartments, small complexes, and mobile-home parks.

## **Mixed-Use**

Mixed-use refers to developments that integrate a variety of uses, such as residential, commercial, and office spaces. The uses are typically vertically stacked developments with commercial at ground-level and housing above.

## **Commercial**

This category includes an array of commercial spaces and businesses that provide a variety of goods and services. This use contains banks, auto service stations, gas stations, hotels, and service businesses, ranging from Downtown shops and restaurants to larger commercial centers and big-box retailers .

## **Office**

Office land uses refer to buildings or developments dedicated to professional services or medical offices.

## **Industrial**

Industrial uses comprise a mix of heavy and light industrial activities. Light industrial uses include warehousing, manufacturing, assembly, and distribution. Heavy industrial uses include high-intensity industrial activities such as quarrying, waste processing, and heavy manufacturing.

## **Public and Semi-Public**

The public and semi-public are designated areas used for governmental structures and facilities, community services, education, medical services, and places of worship. Examples of public and semi-public uses in Logan include the City Hall, Library, Tabernacle, Temple, police and fire stations, hospitals, courthouses, USU campus, and the Cache County complex.

## **Parks and Open Spaces**

Parks and open spaces include the citywide system of parks, natural areas, and recreation facilities. Notable parks and open spaces scattered throughout Logan include Merlin Olsen Park, Willow Park, Lundstrom Park, Adams Park, River Hollow Park, Logan River Golf Course, and the Logan River Trail, all offering trails, playgrounds, athletic fields, and picnic areas.

## **Utilities and Transportation**

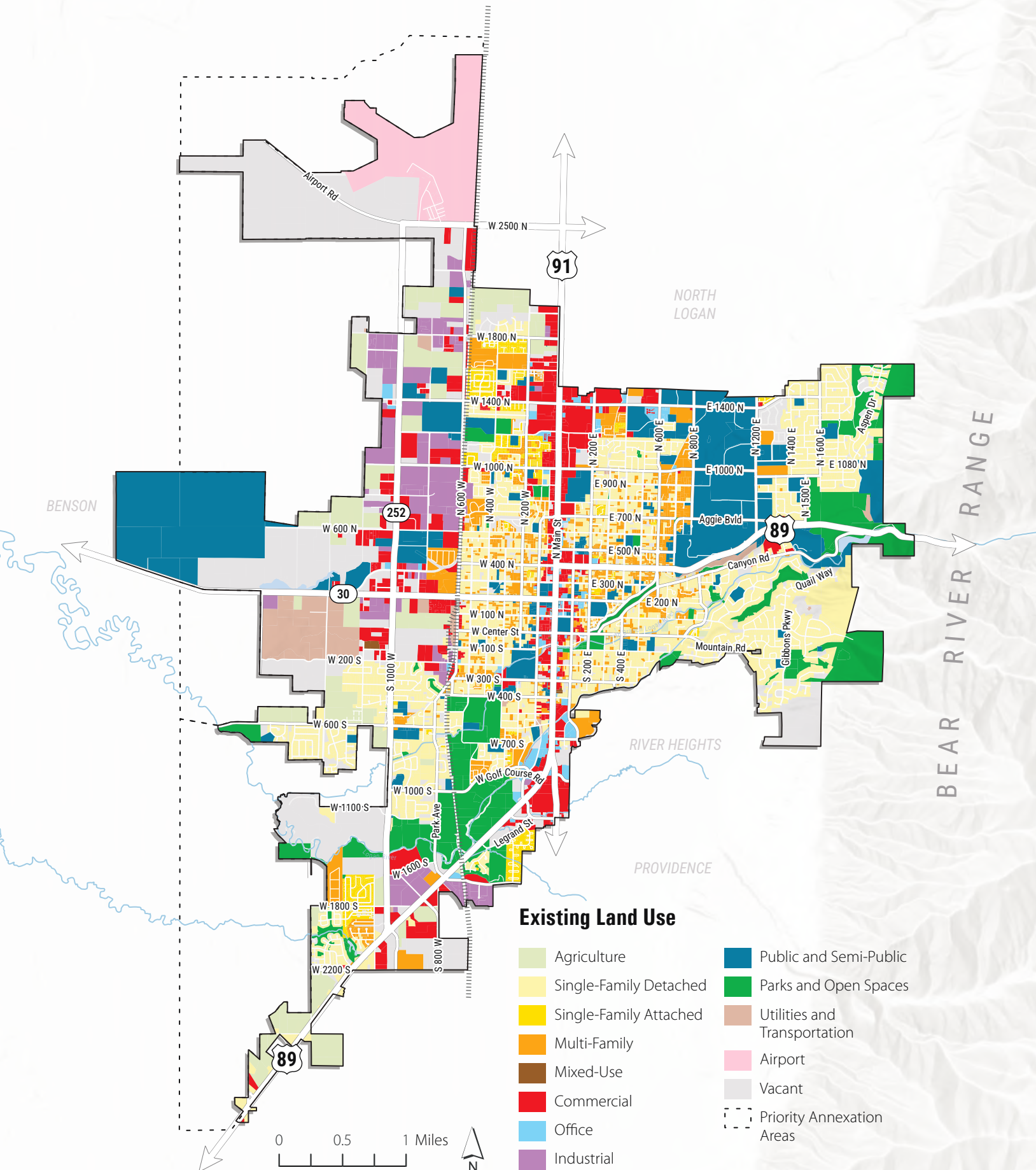
Utility and transportation use encompasses services and rights-of-way infrastructure, including gas, electric, water, and sewer.

## **Airport**

The Airport land use is limited to the Northern region of Logan. The land area surrounding the airport and within city limits is generally vacant, but also used for passive types of agricultural activities, especially towards the west of the airport, while parcels farther south transition to a mix of industrial and commercial uses.

## **Vacant**

Vacant land parcels refer to parcels that are not actively used for any purpose and are available for new development or redevelopment. Vacant parcels include properties that have been prepared for development and areas that previously had a structure that has since been demolished.





# 04

## VISION AND GOALS

Logan’s vision and goals set a shared direction for future City decisions, investments, and partnerships, grounded in the community’s strengths including Logan’s historic Downtown, agricultural heritage, serene landscape, natural environment and partnership with USU. They focus on housing choice and affordability; strong, preserved neighborhoods; a vibrant, walkable Downtown; safe multimodal mobility; sustainability and water stewardship; and inclusive economic opportunities. In concert with the City’s Mission Statement, the vision and goals align city programs, partner efforts and private investment to deliver a livable, active and resilient Logan.

The Vision Statement articulates the City’s hopes for the future and what the community can achieve through the **Logan 2045 General Plan**. It reflects collective community desires and serves as the foundation for the Plan’s goals.

Goals are broad, long-range desired outcomes that require incremental actions to be fully achieved. The City’s planning efforts should support these goals.

### MISSION STATEMENT

Logan City improves the quality of life for the community by providing essential services that promote safety, well-being, and long-term sustainability, and preserves the city’s distinctive character through respectful, equitable, and transparent governance.

# VISION

## ***Over the next 20 years...***

Logan will continue to be a welcoming city, defined by its unique character, historic architecture and a lively Downtown area. The City will boast a vibrant and diverse economy and population with a strong sense of community, all set within a beautiful natural landscape.

As the economic and cultural center of Cache Valley, Logan will continue to support jobs, amenities, and experiences that make it an exceptional place to live. Shaped by both USU and the City's agricultural heritage, Logan will continue to thrive as an active and innovative community with strong ties to education, research, agriculture and cultural life.

Logan's neighborhoods will remain attractive and will be walkable, enhancing strong connections to amenities, services, and employment centers. Each neighborhood will strive to provide a variety of housing options that are accessible to residents of all ages, income levels and lifestyles.

Logan will modernize and maintain community facilities and civic infrastructure. Logan's transportation system will continue to be safe, efficient, and reliable, providing equitable access to services, amenities, and employment for anyone walking, biking, taking transit or driving. The city will continue to provide affordable public services and access to clean water and energy.

The City will be known for its exceptional recreational opportunities. Described as "A Last Wild Place", Logan will continue to be a gateway to Logan Canyon while offering access to public lands, Beaver Mountain Ski Area, Bear Lake and a network of parks, trails, open spaces and waterways.

Sustainability and resiliency will continue to be high priorities for Logan, its residents, and businesses, protecting the natural and cultural assets that make the City welcoming to visitors. Logan is committed to water conservation, protecting its natural resources, and building the capacity to respond effectively to change.

With thoughtful growth that protects its natural assets, preserves farmland, strengthens its urban-rural character, and invests in amenities and services that promote a high quality of life, Logan will continue to be a place where people choose to live, work, and build lasting connections.

# GOALS

## Land Use and Development

**Goal:** Encourage a balanced approach to growth, annexation, and development that preserves the City's character and natural areas, is fiscally sustainable, and discourages suburban sprawl.

## Housing and Neighborhoods

**Goal:** Develop and maintain well-connected, attractive, and walkable neighborhoods that incorporate context-sensitive residential density, neighborhood-scale commercial activities such as corner markets, shops and restaurants, and mixed-use development to sustain Logan as a vibrant, pedestrian-friendly community.

**Goal:** Create diverse and affordable housing options that meet the needs of residents at all income levels and stages of life.

## Commercial and Industrial Areas

**Goal:** Integrate commercial centers and mixed-use development with local markets, shops, services, and amenities, at appropriate scales, close to where people live.

**Goal:** Attract and expand high-paying jobs in agricultural technology (AgTech), aeronautics and aerospace, life science, advanced manufacturing and food processing that leverage Logan's existing industry strengths while strategically planning for industrial uses that minimize conflicts with residential areas and support a diverse economy and stable tax base.

## Transportation and Mobility

**Goal:** Continue to enhance a safe, efficient, and connected transportation network that effectively and efficiently moves people and goods through Logan by multiple modes of transportation, including active transportation and public transit, to improve mobility for all users.

**Goal:** Promote a strong regional roadway network that preserves vital corridors, creates regional connections, and anticipates Logan and Cache Valley's future growth and evolving traffic pressures.

**Goal:** Support transit services and infrastructure to provide a robust, reliable, and convenient public transportation system with more routes and frequency to key destinations across the City and improve access through multiple options for regional connections, contributing to reduced congestion.

## Community Facilities and Public Infrastructure

**Goal:** Ensure the infrastructure and utility services meet community needs, enhance resilience, and solidify the City's capacity to support both current and future growth.

**Goal:** Strengthen community identity by continuing to support the library, recreational amenities, and public gathering spaces that reflect Logan's character and support connections among residents.

**Goal:** Ensure equitable access to essential public services and community facilities that meet the needs of Logan's growing and diverse population.

## Water Use and Preservation

**Goal:** Maintain a reliable and sustainable water utility infrastructure system that meets Logan's needs and sustains future growth.

**Goal:** Steward Logan's water resources and strengthen conservation to ensure a reliable, adequate supply for current and future residents.

## Natural Environment, Parks, and Open Space

**Goal:** Support equitable recreational access to quality parks, trails, open spaces, nearby mountains and the Logan River.

**Goal:** Promote a sustainable Logan that accommodates growth and economic development while protecting and enhancing the City's natural assets and the functions of its ecological systems.

## Community Design

**Goal:** Maintain and enhance Logan's unique identity by preserving its historic structures and ensuring that new development complements the City's built and natural environments.



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# 05 LAND USE

The Land Use chapter defines future land use categories for Logan and provides guidance to support more sustainable and resilient neighborhoods and corridors. It promotes strategies that preserve community character while expanding housing and commercial opportunities for residents. The chapter is designed to be specific enough to guide land-use decisions, yet flexible enough to support creative and individualized approaches to new development.

## GOAL

- Encourage a balanced approach to growth, annexation, and development that preserves the City's character and natural areas, is fiscally sustainable, and discourages suburban sprawl.



*We need to prioritize sustainable planning and protect what makes Logan special.*



## Land Use Influences and Constraints

The Future Land Use Plan is influenced by the City's existing development pattern and is shaped by several factors, including City zoning, priority annexation areas, access to public infrastructure, floodplains, conservation areas, and other natural features. This section first examines these factors to provide context for future growth and development.

### City Zoning

A review of Logan's current zoning districts and regulations in relation to desired future land uses is central to the General Plan. Although the City's current zoning and this Plan's Future Land Use Plan are related, they serve different purposes. The Future Land Use Plan presents a 20-year vision for land use and development patterns, while zoning and subdivision regulations are the legal tools used to implement that vision. Where recommended land uses do not align with current zoning, updates to the relevant districts will be required before those uses can proceed.

Zoning defines allowable uses and the physical characteristics of development, including building height, bulk, density, and lot coverage. Subdivision regulations address development patterns, public improvements, and requirements for multi-lot projects. Logan's *Land Development Code* was adopted in 1950, it was made available online in 2011 and receives updates multiple times throughout the year, most recently in 2025. An overview of zoning districts appears in the Zoning Audit in *Chapter 11: Implementation*, and the full regulations are contained in the *Logan Land Development Code*.

### Current Undeveloped Land

Other than to the west, Logan is largely landlocked, bordered by neighboring municipalities, public lands, and unincorporated areas of Cache County. Residents value the City's open space and character. They want to ensure that future development or annexation does not strain resources and that Logan continues planning for a sustainable, resilient future.

As part of the *Logan City 2022 Annexation Policy Plan*, the City evaluated the amount of vacant land within its municipal boundary. The analysis found that 1,646 acres (15.7%) of Logan's total land area is vacant and available for development, representing significant infill potential. These properties offer opportunities for new housing and commercial uses in areas already served by infrastructure, schools, parks, and other essential services. Infill development is a more efficient use of land, it helps maintain community character and reduces pressure to expand into potential annexation areas. Incorporating sustainable practices, such as compact design, walkability, and the preservation of natural resources, will ensure that growth supports the City's long-term environmental and community health.

### Open Space and Natural Areas

Logan is surrounded by a variety of natural features, including the Bear River Range, the Logan River, and numerous wetlands, creeks, and sensitive habitats. The mountains to the east limit expansion in that direction, so most future growth will occur westward, toward the center of Cache Valley. New development west of 1000 W must account for the considerable wetlands that drain into the Bear River. In addition to the physical constraints of natural features, community feedback highlighted a strong desire to preserve Logan's natural landscape and protect the rural character at the western edges and surrounding areas. As growth extends beyond the current City limits, development should respect environmental conditions and incorporate cluster-style development and conservation design elements to attempt to accommodate natural features.

## Utah State University

Utah State University (USU) has long influenced the growth and development of Logan. The campus began with a small footprint on Old Main Hill but has since expanded to extend from south of US 89/91 to north of 1400 N and from 700 E to 1400 E. A map of USU's current campus boundary can be found on page 21. This boundary has incrementally expanded over the last two decades, and USU will likely continue to expand as need arises. USU's *2011 Campus Master Plan* projected 26,000 full-time students on the Logan campus by 2030. As of the 2024–2025 school year, enrollment stands at 17,594 full-time students and approximately 2,200 part-time students. According to USU's *2022 Housing Master Plan*, the university will be able to house 6,179 students within the next 15 years, leaving the remaining students to find housing in and around Logan. As a result, demand for student housing near campus is expected to increase. While the university will continue to put strain on the City's housing supply, its growth provides opportunities for new commercial activities related to higher-ed, innovation and technology, and complex manufacturing.

## Center Street Historic District

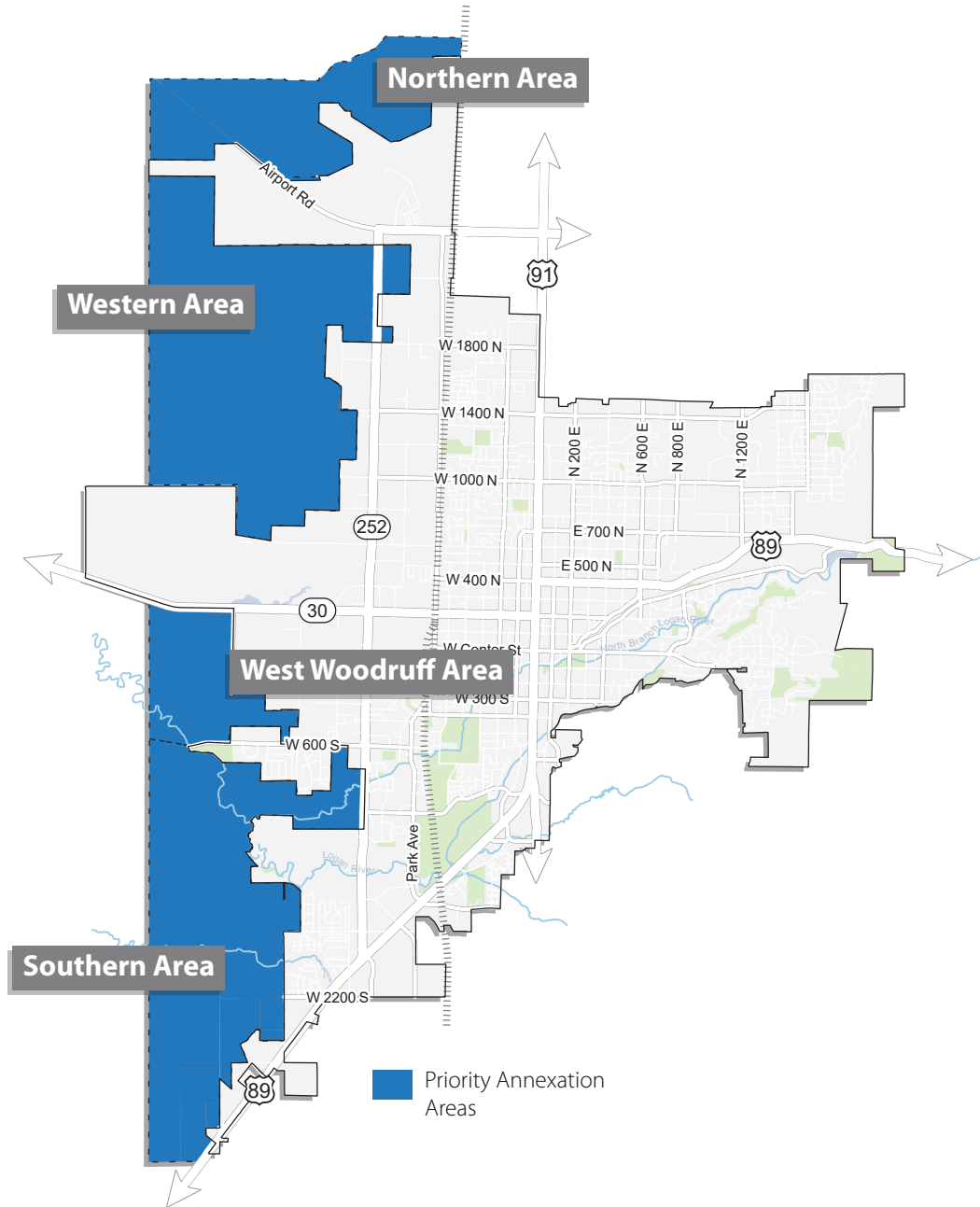
The Center Street Historic District was created in 1978 with the purpose of preserving the historic structures and character around Center Street and Main Street. The district contains many structures built in the early 1900s, when Logan was transitioning from a frontier settlement to a full-fledged city. A map of Logan's historic district and places on the National Register of Historic Places can be found on page 121. The City recently conducted a Reconnaissance Level Survey (RLS) to evaluate the historic context and resources of the district and the potential for expanding the district's boundary. Approximately 622 (79%) of district's structures are contributing structures, which means they add to the area's historical integrity and/or contain architectural qualities that make the historic district significant. Owners of these structures are encouraged to preserve and/or restore them with elements defined by the historic district. New development is limited to infill and required to conform to the architectural and siting characteristics of the rest of the district. Land use and built form within the historic district is expected to be compact, walkable, and mixed-use, similar to current conditions.



## Priority Annexation Areas

Logan's priority annexation areas were established in the *Logan City 2022 Annexation Policy Plan*, with the primary purpose of identifying and evaluating areas for potential annexation into the City. The City's population is projected to increase to around 64,400 by 2040; these new areas will help accommodate that growth. By establishing these areas in advance, the City can clearly communicate its expansion plans to Cache County, develop growth strategies that efficiently use the allocated areas, and ensure utilities, infrastructure, and services are in place before development begins.

These annexation areas were established prior to the *Logan 2045 General Plan*, but their inclusion in the Plan helps formalize them as key components of the City's long-term land use strategy. As growth outpaces the available land within the current municipal boundaries, the City should first prioritize future development within these designated areas.



### **Southern Area**

This area is located southwest of Downtown, bounded by US 89/91 to the south, 2400 W to the west, 1000 W to the east, and 600 S to the north. It covers approximately 1,730 acres and includes a mix of agricultural land, single-family detached residences, and public/semi-public uses. The area also contains natural features such as wetlands, creeks, and a portion of the Logan River.

The Future Land Use Plan identifies this area as a location for future residential and commercial growth, with mixed-residential and commercial uses close to US 89/91 and 2200 S and lower density residential uses north of 1800 S. Existing land uses should continue to remain as long as the property owner desires. If the existing use is discontinued, development near 1600 W and US 89/91 should be prioritized before locations closer to the middle of the annexation area. This intersection should become a new commercial and multi-family node to take advantage of existing roadway connections. All new development should accommodate the courses of the Logan River and smaller creeks.

### **West Woodruff Area**

This area is located west of Downtown, just west and south west of N 1900 W (the old Logan landfill), south of 200 N, north of 600 S, and east of the planned right of way of 2400 W. It covers approximately 500 acres and includes a mixture of agricultural land, single-family detached residences, commercial uses, and public/semi-public uses. The area also contains natural features such as wetlands, creeks, and a portion of the Logan River.

The Future Land Use Plan identifies this area as a location for future residential, commercial, and industrial land uses. Existing land uses should continue to remain as long as the property owner desires. If the existing use is discontinued, commercial and industrial development should be prioritized along 200 N, with residential development prioritized south of 200 S. Development should accommodate the course of the Logan River and provide connections to the future park and outdoor recreation complex planned for the landfill site. More information on the landfill's redevelopment can be found in the Community Facilities and Infrastructure chapter on page 91.

### **Western Area**

This area is located northwest of Downtown, directly west of existing industrial uses along 1000 W, north of 600 N, east of the planned right of way of 2400 W, and south of Logan's existing Wastewater Treatment Facility. It covers approximately 2,125 acres and contains a mixture of agricultural uses and open space. Because of the presence of many creeks, canals, and drainage ditches, much of the area is covered by wetlands.

The Future Land Use plan identifies this area as a location for future commercial and industrial land uses, primarily as an extension of existing industrial areas. Existing land uses should continue to remain as long as the property owner desires. If the existing use is discontinued, commercial and industrial development should be prioritized on the eastern side of the annexation area before moving west. New industrial and commercial development in this area should use clustered or conservation-based layouts designed and developed around existing wetland areas.

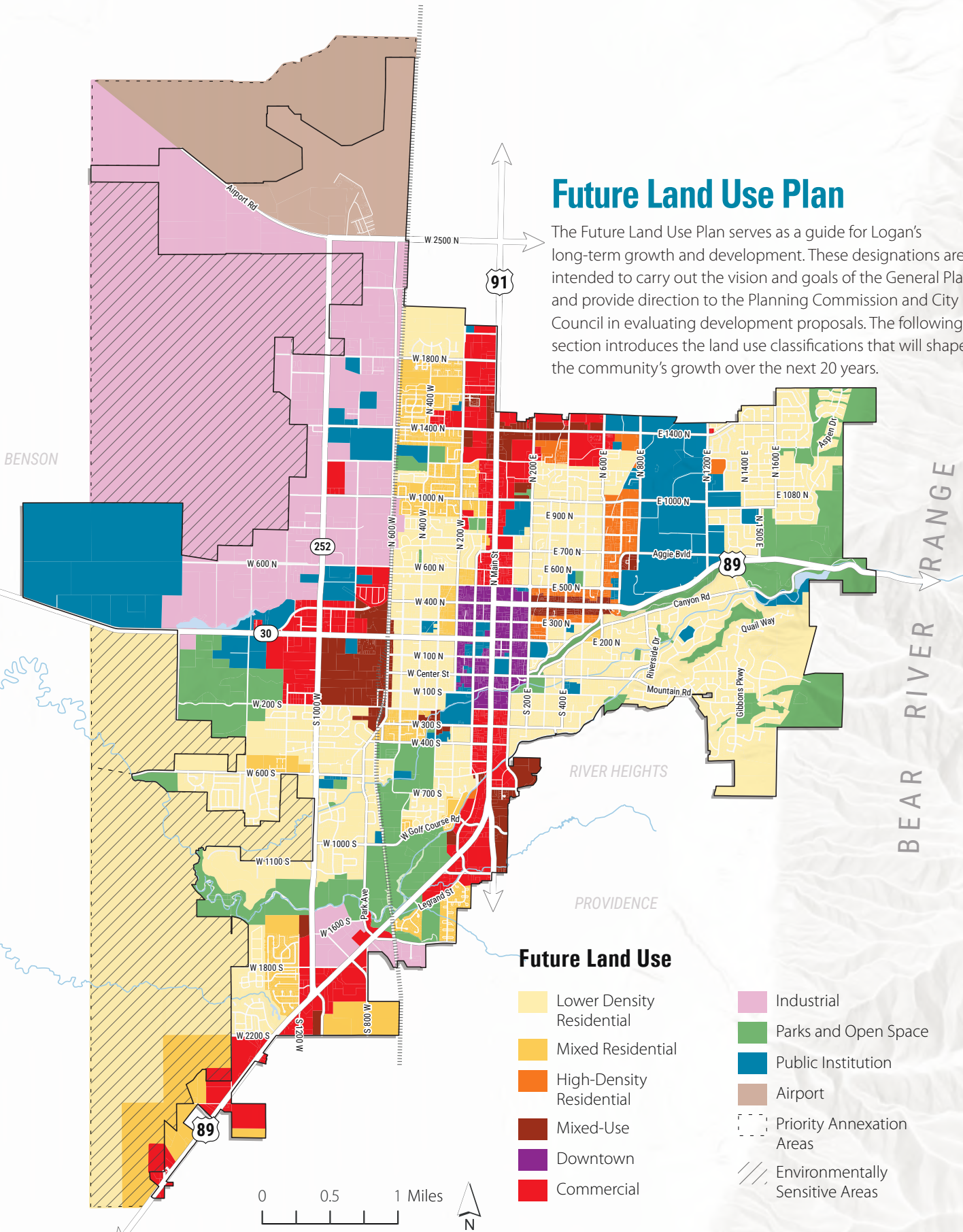
### **Northern Area**

This area is located northwest of Downtown, north and west of Logan-Cache Airport, east of the planned right of way of 2400 W, and south of the 3400/3700 N right of way. It covers approximately 870 acres and contains a mixture of agricultural uses, commercial uses, and open space. Parts of the area adjacent to the Logan-Cache Airport may be affected by the operation of the airport.

The Future Land Use Plan identifies this area as a location for industrial land uses. Existing land uses should continue to remain as long as the property owner desires. If the existing use is discontinued, industrial development should be prioritized along 1000 W and Airport Road. New development on the north side of Airport Road should support the operations of the Airport. New development will need to be designed and developed around existing wetland areas.

# Future Land Use Plan

The Future Land Use Plan serves as a guide for Logan's long-term growth and development. These designations are intended to carry out the vision and goals of the General Plan and provide direction to the Planning Commission and City Council in evaluating development proposals. The following section introduces the land use classifications that will shape the community's growth over the next 20 years.



## Future Land Use

- Lower Density Residential
- Mixed Residential
- High-Density Residential
- Mixed-Use
- Downtown
- Commercial
- Industrial
- Parks and Open Space
- Public Institution
- Airport
- Priority Annexation Areas
- Environmentally Sensitive Areas



### Lower Density Residential

Lower Density Residential includes Logan's existing traditional low-density neighborhoods. It could accommodate single- and two-family attached or detached dwelling units, with densities typically ranging from one to nine dwelling units per acre and include community-serving uses such as places of worship and small neighborhood-scale commercial development. Compatible commercial uses, including cafés, offices, and small grocers, can support surrounding housing and contribute to more walkable neighborhoods. Most of these neighborhoods are long-established and expected to remain largely unchanged. However, infill opportunities do exist throughout Logan, with notable potential in the Wilson, Woodruff, Ellis, and Adams neighborhoods. Future development and reinvestment in these areas should align with the scale and character of existing neighborhoods to maintain a cohesive residential fabric.

### Mixed Residential

Mixed residential areas are intended to provide a variety of housing types ranging from single-family to multi-family developments. These developments contribute to a more diverse and inclusive housing stock, addressing the needs of various household sizes and income levels. These areas should accommodate a diverse mix of housing options in addition to single-family homes, such as triplexes, quadplexes, multi-story apartments, or individually owned townhomes, allowing for a density ranging from 10-30 dwelling units per acre.

Mixed residential areas should include neighborhood-scale commercial nearby and mixed-use development, such as grocery stores, retail, office, cafes, and places of worship to support nearby housing and create walkable neighborhoods. These areas should include parks and be connected by sidewalks and multi-use trails to encourage active lifestyles, alternative transportation options, and ensure equitable access to open space.

### High-Density Residential

The high-density residential land use feature apartments, condominiums, and other multi-unit housing types, allowing for a density of 30 dwelling units per acre or more. This use is intended for locations near the Cache Valley Transit District (CVTD) Transit Center and the USU campus, particularly along high traffic corridors and where similar development already exists or is contextually appropriate. These areas should be multi-story and tightly spaced to promote high walkability and bikeability through well-connected sidewalks, trails, and bicycle routes. High-density residential areas could include commercial and mixed-use development. Compatible commercial uses such as pharmacies, doctors' or dentists' offices, banks, coffee shops, and other small-scale and stand-alone developments should be incorporated to serve the daily needs of nearby residents.



## Downtown

Downtown accommodates a broad mix of residential, commercial, hospitality, and entertainment options. Centrally located, it covers areas east and west of Main Street, between 500 N and 200 S. Downtown should continue to serve as the historic heart of the City and the center of culture, tourism, and civic activity. This includes integrated public gathering spaces that support social interaction and community events. Very Dense and containing the tallest buildings (other than USU), Downtown developments should provide an active streetscape with ground-floor retail, dining, and entertainment, complemented by upper-story office and high-density residential uses in a pedestrian-oriented atmosphere on the traditional block pattern. High density residential development should be supported in the Downtown area or in the upper floors of Downtown mixed-use buildings.



## Commercial

Commercial uses include a wide range of retail and service businesses, such as large-scale shopping centers, grocery stores, gas stations, restaurants, health-care, and hotels. Office uses are appropriate within commercial areas and may include large-scale office buildings and complexes and standalone office developments like professional services, legal firms, and medical offices. Commercial areas will expand along major roadways, providing a range of services and goods for consumers. Commercial uses with a regional draw should be located on busy corridors, such as US 89/91, 1000 W, and 1400 N. Commercial areas can also allow mixed-use development, including housing above ground-floor commercial, where appropriate. These commercial uses are designed to attract customers from nearby cities and the region.



## Industrial

Industrial and manufacturing areas contain large employment centers and typically focus on the assembly of products, machining, storage and the distribution of goods, and packaging. This land use category also includes compatible office uses that offer supporting services, as well as accessory or supportive commercial uses. All industrial uses should have sufficient setbacks and screening to reduce noise, traffic, and other impacts. Logan should continue to build on existing land use patterns, expanding industrial uses along 1000 W.

## Mixed-Use

Mixed-use typically consists of commercial uses on the ground floor, with residential and/or office uses located on the upper floors. Mixed-use areas can also refer to whole development areas that include a combination of buildings (horizontal mixed use). The primary goal is to create a vibrant, pedestrian-friendly environments, prioritizing walking, while still welcoming bikes and cars. Higher residential density along with minimum commercial area is typical in the mixed-use category and includes green-field areas on the west side of Logan, along major transportation corridors and, in pockets around the USU campus.



## Parks and Open Space

Parks and open space areas include designated public park spaces managed by the Logan Parks and Recreation Department, active recreation complexes, a golf course, the cemetery, and the trail network. Open space also includes land preserved as natural areas or for passive outdoor recreational purposes. Logan's open spaces and natural features heavily contribute to its character and residents' quality of life. Existing parks and open spaces should be preserved, and additional park locations should be considered as part of future residential growth and development. This will help ensure access to recreational opportunities for all residents and preserve natural assets for public use and green infrastructure.



## Public Institution

Public institution uses include land and facilities dedicated to local government services, municipal operations, medical care, library, schools, and historically notable places of worship and assembly. While churches are typically not publicly owned, they fall under the 'institution' category because of their community-serving function and civic presence. Examples include the Logan Temple and historic congregations such as First Presbyterian Church and St. John's Episcopal Church. Key locations include Logan City Hall, library, police and fire stations, historic County Courthouse and plaza, USU, Logan Regional Hospital, and Bridgerland Technical College. These institutions provide healthcare, education, and other essential services to thousands of residents and visitors. They require large areas of land and diverse building types to support their daily operations. Adjacent commercial uses that support these institutions are encouraged as needed.



## Airport

The Airport land use includes the Logan-Cache Airport and all necessary infrastructure and uses that support its operation. The airport serves as a general aviation facility that accommodates private flights, flight instruction, air tourism, and other aviation services. The site includes ground facilities such as terminals, hangars, runways, and parking.

Land near the airport should support its long-term function through compatible uses such as light industrial, warehousing, freight and distribution centers, and aviation-related training or technical facilities. Supporting uses may also include airport-related commercial, hospitality, logistics, and other industrial uses that do not conflict with air traffic operations.



# HOUSING AND NEIGHBORHOODS

The Housing and Neighborhoods chapter focuses on preserving the character of Logan's established neighborhoods while expanding housing options through infill, mixed-use, and strategic development. It supports a diverse, attainable housing market for all stages of life and the City's anticipated future growth, especially in potential annexation areas. With USU shaping housing demand and neighborhood dynamics, the chapter aims to balance the needs of long-time residents, new households, and students.

## GOALS

- Develop and maintain well-connected, attractive, and walkable neighborhoods that incorporate context-sensitive residential density, neighborhood-scale commercial activities such as corner markets, shops and restaurants, and mixed-use development to sustain Logan as a vibrant, pedestrian-friendly community.
- Create diverse and affordable housing options that meet the needs of residents at all income levels and stages of life.



*We need diverse housing options so young families, young professionals, empty nesters, and seniors can stay in the same general area throughout their life.*



# EXISTING NEIGHBORHOODS

Logan's existing neighborhoods are well-established and contribute to the City's overall sense of place. Each neighborhood has its own unique character and identity, shaped by a mix of natural features like mature tree canopies, mountain views, and nearby open spaces. A variety of architectural styles across neighborhoods reflect different eras of development. The following section provides guidance to improve, preserve, and promote investment in the City's existing neighborhoods.

## Sense of Place

Sense of place is meant to encompass all the factors that make a place feel unique to residents and visitors. Across many communities, repetitive, large-scale subdivision development produces neighborhoods that lack distinct character or identity. Investments in gateway and wayfinding signage, decorative vegetation, attractive street lighting, and other aesthetic infrastructure can help differentiate each neighborhood from the next.

Building on these improvements in existing neighborhoods, new development should reflect the qualities residents value most in their neighborhoods, such as access to parks, open space and trails; high-quality recreational amenities; a mix of housing types; and safe, walkable streets that connect people to parks, schools, and local businesses. Designing neighborhoods with these elements in mind will foster belonging, encourage social connection, and help ensure new growth feels like a natural extension of Logan's existing character.

## Aging In Place

Most people want the option to stay in their home and community as they get older. The American Association of Retired Persons's (AARP) 2024 Home and Community Preferences Survey found that 75% of adults age 50 or older want to live in their current home, yet 44% expect to have to move as their needs change. Logan's overall population skews young due to USU's student population, but aging in place still matters here because long-time residents should be able to remain in the neighborhoods they helped build, close to familiar services, friends, and routines.

In Logan, aging in place can be encouraged by expanding existing programs like the Housing Rehabilitation Assistance Program. Encouraging outreach and expanding resources to aging households can help them access basic repairs and accessibility improvements to their homes. Where feasible, expanding neighborhood housing choices can provide smaller, low-maintenance options near services so downsizing does not mean leaving Logan. Additionally, improving access to daily needs without relying on a car by coordinating with Connect Transit to expand infrastructure and connections to key destinations can support older adults with reliable transportation.





## Neighborhood Reinvestment

As Logan continues to grow, it is important for the City to continue to reinvest in established neighborhoods to ensure they remain desirable places to live. During outreach, participants noted that some of the City's neighborhoods could benefit from investment and improvement. They emphasized the importance of preserving Logan's character while also highlighting the need for public infrastructure improvements such as sidewalk repairs, street lighting, street trees, and additional parks. These elements contribute to neighborhood safety, walkability, and overall quality of life.

Thoughtful reinvestment can strengthen existing neighborhoods and preserve Logan's identity. Housing strategies such as grants and tax credits can assist homeowners in renovating older homes. Similarly, capital improvement planning and targeted reinvestment programs can address infrastructure improvements. However, private investment and property owner stewardship play an important role in sustaining the character and livability of neighborhoods in the City. Neighborhood associations and the Logan Neighborhood Council provide platforms for residents to coordinate efforts, share information, and promote property upkeep. Individual property owners can also contribute through regular maintenance, landscaping, and enhancements that improve curb appeal. Incorporating low-maintenance, drought-tolerant native plants or participating in community initiatives, such as "Yard of the Month" or seasonal decorating contests, helps ensure neighborhoods remain attractive and lively. Together, these public and private efforts can enhance livability, preserve Logan's character, and ensure future growth and development build on the strengths of the City's established neighborhoods.

### CASE STUDY

## NEIGHBORHOOD IMPROVEMENT GRANT PROGRAM

The City of Aurora, Colorado's Neighborhood Improvement Grant Program offers up to \$5,000 per project to support resident-led initiatives that enhance the appearance, pride, and connectivity of local neighborhoods. With a total of \$60,000 available annually, the program encourages community building through visible, impactful improvements like clean-up events, benches, little free libraries, and other place-making efforts. Projects must involve at least three residents from separate households and demonstrate strong community participation. Applications are evaluated on criteria including community impact, equity, and long-term sustainability.



## Quality and Maintenance

Much of Logan's charm comes from its neighborhoods, where the City's historic fabric and character give the community a strong sense of soul and identity. Much of Logan's housing stock was built before 1980. Maintaining these homes is important to preserving Logan's appeal and overall character. Additionally, 61% of housing units in the City are renter-occupied; the often shorter tenure of these households creates unique challenges for maintaining Logan's housing stock. These challenges may include landlords delaying upkeep between tenants, a lack of neighborhood stability from frequent turnover, and cumulative wear and tear on older housing.

In the past, the City supported neighborhood reinvestment through its Neighborhood Grant Program. The program was discontinued, leaving a gap in local assistance for home repair and property maintenance. While some rehabilitation help is still available through the Neighborhood Nonprofit Housing Corporation and the City continues to receive annual CDBG funding, there is no longer a dedicated City-run program. To address this gap, Logan could explore reestablishing a city-wide assistance program focused on minor exterior improvements, safety repairs, or maintenance needs. Portions of the City's CDBG allocation could support small-scale repair projects, or the City could set aside funding in its annual budget to supplement or match other available grants. Additionally, Logan could partner with statewide maintenance and rehabilitation programs, such as the Olene Walker Housing Loan Fund or the Single-Family Rehabilitation and Weatherization Program to reach more homeowners across the community. Lastly, the City should support proactive strategies that identify maintenance issues early and connect homeowners with available resources. These efforts will help ensure properties remain in good condition and continue to contribute to strong neighborhoods.

### Recommendations

- Identify areas within the City with code enforcement issues and create a city-wide assistance program to work with property owners to aid in upkeep.
- Continue to use Community Development Block Grant (CDBG) funds to support infrastructure investments such as sidewalk improvements, pedestrian crossings, trail extensions, and new and upgraded parks across the City.
- Consider creating a "Yard of the Month" or seasonal decorating contest with the Logan Neighborhood Council.
- Explore the feasibility of offering rebates or financial incentives to encourage property owners to include low-maintenance, drought-tolerant native plants in their landscaping.
- Maintain a clear and transparent code enforcement policy that outlines steps for compliance, timelines, and appeal processes to ensure fairness and consistency.
- Continue to utilize programs, such as CDBG, to help fund home rehabilitations for low- and moderate-income households.
- Following the *Adams Neighborhood Plan*, develop a Neighborhood Cleanup Program to address bulk waste (such as discarded furniture or appliances), unmaintained grass and weeds, and track vacant or foreclosed properties.
- Beautify neighborhoods and enhance sense of place with investments such as gateway signs, street trees, pedestrian-scaled street lighting, and other public infrastructure improvements.

# HOUSING AFFORDABILITY AND AVAILABILITY

Housing affordability and availability were among the top issues raised during outreach in Logan, driven by rising demand and limited land for new development. While the City offers a variety of housing types, many residents, including students, young professionals, and seniors, still struggle to find options that meet their financial and lifestyle needs. Addressing this will require a balanced approach that increases housing supply through infill and context-sensitive density while supporting a range of housing types at attainable price points.

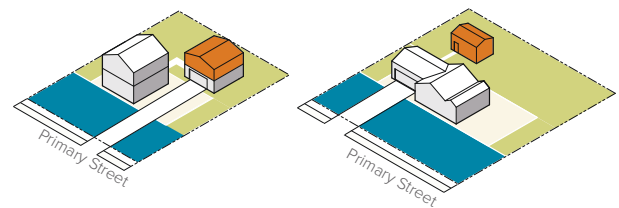
## Infill Development

Logan's distinct neighborhoods contribute to its appeal, making it important to preserve and enhance their unique qualities as the City grows. Logan's location in Cache Valley, surrounded by mountains and agricultural land, naturally limits opportunities for outward expansion and reinforces the importance of using land efficiently in existing neighborhoods. Encouraging development in existing neighborhoods supports walkability and maximizes the use of existing infrastructure, reducing the need to extend roads and utilities into new areas. Infill development also offers a balanced approach to increasing housing supply while maintaining neighborhood character.

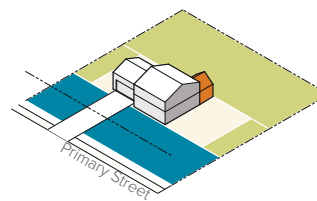
The *City's Land Development Code* encourages a variety of housing types, and many of its Neighborhood Plans support increasing density through context-sensitive strategies like Accessory Dwelling Units (ADUs). Recent amendments to the *Land Development Code* expand where and how ADUs can be built, making them simpler to permit city-wide. However, implementation has been a challenge. This may be due to several flag lot subdivisions across the City, lot coverage, occupancy requirements, or market and private investment decisions. Many Logan neighborhoods contain large single-family lots that can be subdivided into flag lots, where the existing home retains street frontage and a new home is developed at the rear of the property, accessed from the street by a driveway strip.

Given Utah's housing shortage and rising home prices, Logan should prioritize infill housing where appropriate. Housing types, such as ADUs, duplexes, triplexes, and cottage courts, can expand housing choices within existing neighborhoods. To ensure new housing fits seamlessly into the surrounding community, the City should prepare infill design guidelines that address building orientation, setbacks, access, height, and materials so new housing aligns with established neighborhood patterns while allowing context-sensitive design. This thoughtful, context-sensitive approach will meet housing needs while preserving Logan's unique identity and sense of place.

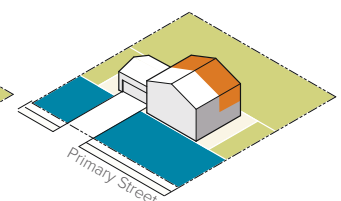
Exterior ADUs



Attached ADU



Interior ADU



### PLANNING THEME

## ACCESSORY DWELLING UNITS (ADUs)

An accessory dwelling unit (ADU) is a smaller, independent residential dwelling unit located on the same lot as a stand-alone, single-family detached home. ADUs go by many different names, including accessory apartments, secondary suites, and granny flats. ADUs can be converted portions of existing homes, additions to new or existing homes, or new stand-alone accessory structures or converted portions of existing stand-alone accessory structures.



## Increasing Housing Options

Logan has a diverse housing stock that reflects its growth over time, with a range of housing types, architectural styles, and development patterns. In the City's historic plat, older neighborhoods feature a mix of historic single-family homes, duplexes, and small apartment buildings, which are integrated into a walkable street grid system. Many of these areas are characterized by particularly long blocks which were designed for walkability but have made pedestrian connections less convenient today. Newer neighborhoods separate housing types by block or subdivision and include more recently built housing with contemporary designs and layouts.

As Logan grows, the City should continue to encourage housing diversification by supporting residential developments of varying densities, tenures, and price points. Following the Future Land Use Plan's guidance, higher-density options, such as multi-family residences and mixed-use developments, should be encouraged in locations near Utah State University, Downtown Logan, and along major corridors including US-89/91, 1400 N, and 400 N. During outreach, participants expressed the need for more diverse housing options to ensure that empty nesters and seniors can stay in the community. By supporting a mix of housing types and sizes, Logan can provide housing options that enables longtime residents to downsize without leaving their community. This natural turnover frees up many of Logan's existing homes, creating new opportunities for young professionals and families looking to enter the housing market, and supports more inclusive, connected neighborhoods. Thoughtfully expanding housing options will help ensure residents at all stages of life can continue to call Logan home.

### PLANNING THEME

## ADAPTIVE RE-USE

Transforming underutilized or vacant buildings, or portions of buildings, into residential units or mixed-use developments can help the City meet its housing needs while breathing life into commercial areas. For example, underutilized office space on the upper floors of historic buildings Downtown may be converted to apartments, creating attractive opportunities for active living in the City's center while adding more residential units and variation to Logan's housing stock. By encouraging creative reuse and flexible zoning policies, Logan can stimulate economic growth, retain historic buildings, and create more dynamic and attractive mixed-use areas that meet the needs of a changing community.



Source: *The Flats Luxury Suites*  
(22 East Center Street)

## Attainable Housing

Attainable housing ensures individuals and families can live comfortably without overextending their resources. In Logan, the median home value for owner-occupied units increased by over 100% since 2010, reaching \$341,000 in 2023. For residents, however, home prices feel much higher. Zillow reports homes in Logan had a median sale price of \$398,429 in 2025, and an average rent price of \$1,350 per month. As a result, 23.5% of renters and 11.6% of homeowners are cost burdened, spending 30% or more of their income on housing. This reflects a broader national issue trend affecting households that do not qualify for subsidized housing but still face affordability challenges.

As rising demand and limited inventory continue to drive prices higher, attainable housing strategies aim to expand housing access for a wider range of incomes. The City can support this by partnering with developers and property owners to encourage the development of smaller single-family homes, ADUs, duplexes, townhomes, and senior living communities. Encouraging more for-sale, owner-occupied units can expand homeownership opportunities and support a balanced mix of ownership and rentals. Prioritizing cost-effective housing types that fit within existing neighborhoods, particularly near transit, jobs, and essential services, can broaden access to attainable housing and support a more resilient and inclusive community.

### Recommendations

- Promote the inclusion of rent-stabilized or income-sensitive units in new housing development through policy incentives such as density bonuses, reduced utility connection fees, or expedited permitting.
- Explore the potential of alternative home ownership arrangements such as Community Land Trusts and Housing Trust Funds to build more attainable housing.
- Encourage lot consolidation across the City to facilitate infill development on larger lots.
- Consider establishing a vacant and underutilized site transformation program that partners with local builders, churches, and other large property owners to convert vacant properties into context-sensitive infill housing.
- Investigate housing subsidies to ensure affordability for people at all income levels.

- Consider revising the *Land Development Code* to allow for townhomes and twinhomes in Neighborhood Residential districts.
- Collaborate with Cache County to promote their Home Now, Borrow Smart, and Home Empowered grant programs and educate potential homebuyers on available financial resources to support homeowners.
- Prioritize infill and redevelopment over outward growth to maximize existing infrastructure and leverage proximity to established destinations and amenities.
- Review the external ADU location requirements, in older neighborhoods with shallow lots or irregular configurations, to increase the number of eligible lots across the City.
- Consider grants or tax incentives for building owners to convert upper-floor commercial spaces in Downtown Logan into residential units.

### PLANNING THEME

## HOUSING TRUSTS

Community Land Trusts (CLTs) are an alternative homeownership arrangement in which a CLT, a 501(c)(3) non-profit corporation, buys land and leases it to homeowners on long term leases (typically 99 years). This reduces the cost of the house as the homeowner only purchases the house and not the land. The homeowner has exclusive use of the property and the ability to bequeath the property and the lease. If the homeowner decides to sell, they retain the equity gained in the house itself to use toward the purchase of their next home and the house remains attainable for future residents.

In Utah, organizations like the Mountainlands Community Housing Trust, along with others in Salt Lake City and Moab, have helped hundreds of families purchase affordable homes and created or rehabilitated affordable rental housing. Together, these efforts add an important tool to the state's housing solutions.

# Moderate Income Housing

Utah is committed to tackling housing challenges statewide. To address this, state law requires every municipality to prepare a moderate-income housing element as part of its General Plan. This law directs municipalities, including Logan, to plan for households earning less than 80% of the Area Median Income (AMI) by identifying strategies that create realistic opportunities to develop moderate-income housing over the next five years and 20 years.

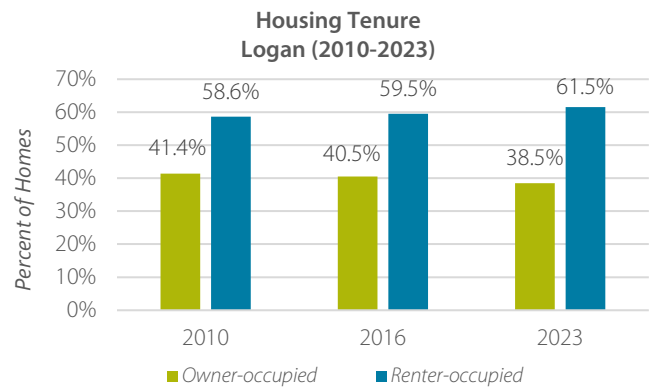
This analysis reviews Logan’s existing housing conditions, projects future needs, and evaluates available land against existing zoning and future land use designations to provide recommendations for meeting the City’s moderate-income housing needs.

## Existing Housing Conditions

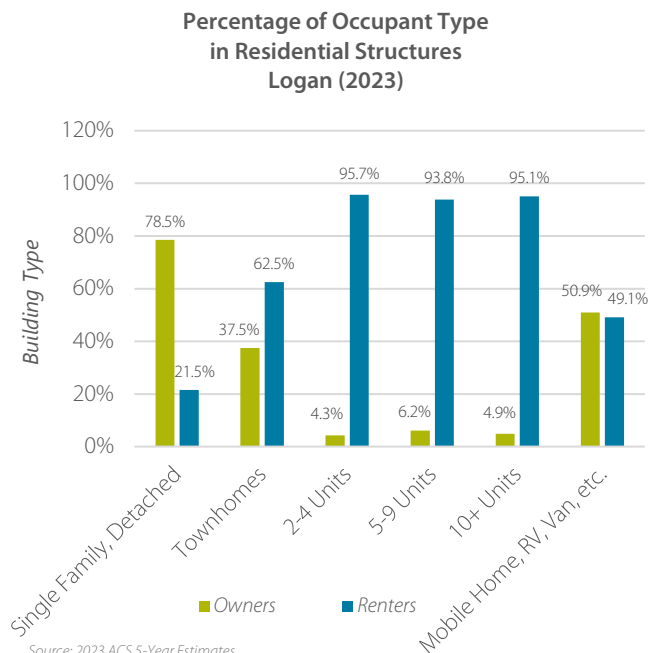
As of 2023, Logan had over 19,000 homes, with single-family detached houses making up 38.7% of the housing stock. While single-family detached houses have historically been the most common housing type in the City, the second most common category is two-to-four unit buildings. Between 2016 and 2023, Logan also saw modest growth in larger multi-family housing units. Five-to-nine unit buildings increased by 3.3%, and buildings with 10 or more apartments increased by 2.1%.

In Logan, renting is more common than owning. In 2023, 11,161 housing units (61.5%) were renter-occupied households, compared to just 6,986 housing units (38.5%) being owner-occupied households. This represents a shift over the past decade, with owner-occupied households decreasing from 41.4% in 2010 to 38.5% in 2023, and renter-occupied households increasing from 58.6% to 61.5%. This increase in renting tracks with the growth of enrollment at Utah State University and the increased need for student housing. Additionally, the proportion of single-family detached housing in Logan has decreased over the last ten years. Their share declined from 45.3% in 2010 to 38.7% in 2023. Meanwhile, multi-family housing has grown significantly, with single-family attached units increasing from 6.0% to 10.2%, five-to-nine unit buildings from 5.1% to 8.3%, and buildings with ten or more units from 11.7% to 14.5% in the same time period. This shift reflects a steady rise in renter-occupied households and shows that most new residential construction over the past decade has been in higher-density housing types rather than traditional single-family homes.

Many households experience challenges with affordability. Home values in Logan have gradually increased, with a significant rise in the past five years. The median value of a home reached \$341,000 in 2023, more than doubling (a 107% increase) since 2016. Rent prices are also seeing a substantial increase, during that same period, median rent rose from \$668 in 2016 to \$1,070 in 2023, a 60.1% increase. About one in four homeowners (23.0%) and nearly one in two renters (46.1%) are cost-burdened, spending more than 30% of their income on housing. This level of cost burden indicates not just a market trend, but a growing affordability crisis.



Source: 2010, 2016, and 2023 ACS 5-Year Estimates



Source: 2023 ACS 5-Year Estimates

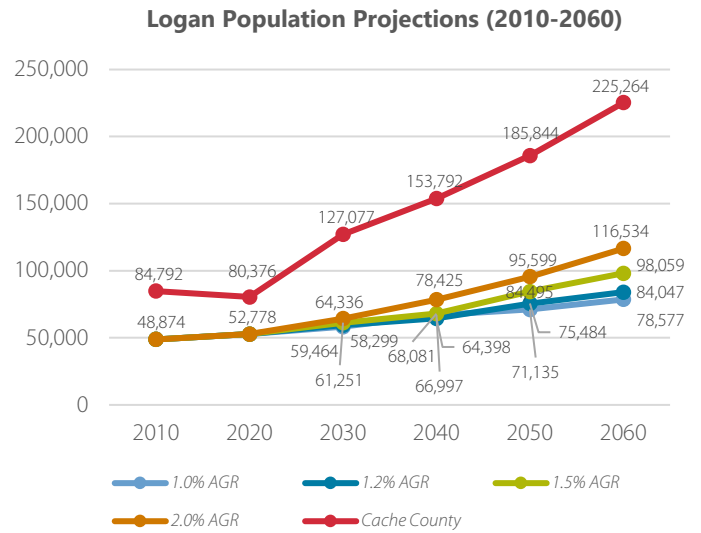
# Projected Need

Logan is expected to grow significantly in the next two decades. According to the City's 2022 Moderate Income Housing Plan (2022 MIHP) the population could increase to 71,135 with a 1% annual growth rate (AGR) or as high as 95,599 with a 2% AGR in the coming decades. Based on an average household size of 2.8 people per household and a projected population of more than 95,500, Logan is projected to grow to 34,142 households by 2050, nearly double the current household count. For this analysis, a 2% AGR was used to test whether the City's future land use policies can accommodate even the most aggressive population growth scenario.

Analyzing the income of Logan's residents is critical to understanding the City's affordable housing needs. According to Urban Development's Comprehensive Housing Affordability Strategy (CHAS) data, 56% of Logan households earned less than or equal to 80% of AMI between 2017–2021. In the next 5 years, to meet its needs, Logan will need to provide housing for a total of 12,867 moderate income households and 19,120 in the next 20 years, an increase of roughly 8,356 additional households.

Housing Forecast in Logan (2023-2045)			
Forecast Horizon	Population	Households	Moderate Income Households (56%)
Current (2023)	53,923	19,223	10,754
5-Year (2030)	64,336	22,977	12,867
20-Year (2045)	95,599	34,143	19,120

Source: Urban Development's Comprehensive Housing Affordability Study



Source: 2022 Moderate Income Housing Plan

## PLANNING THEME

### Affordable vs. Attainable vs. Moderate Income housing

Affordable housing refers to housing options available to low-income households at or below 50% of AMI that can live in a dwelling unit without spending more than 30% of their income on total housing costs.

Attainable housing refers to housing options priced to accommodate the needs of middle-income households with incomes between 80% and 150% of AMI.

Moderate income housing refers to housing options for households with gross income at or below 80% of AMI, while paying no more than 30% of its income toward total housing costs

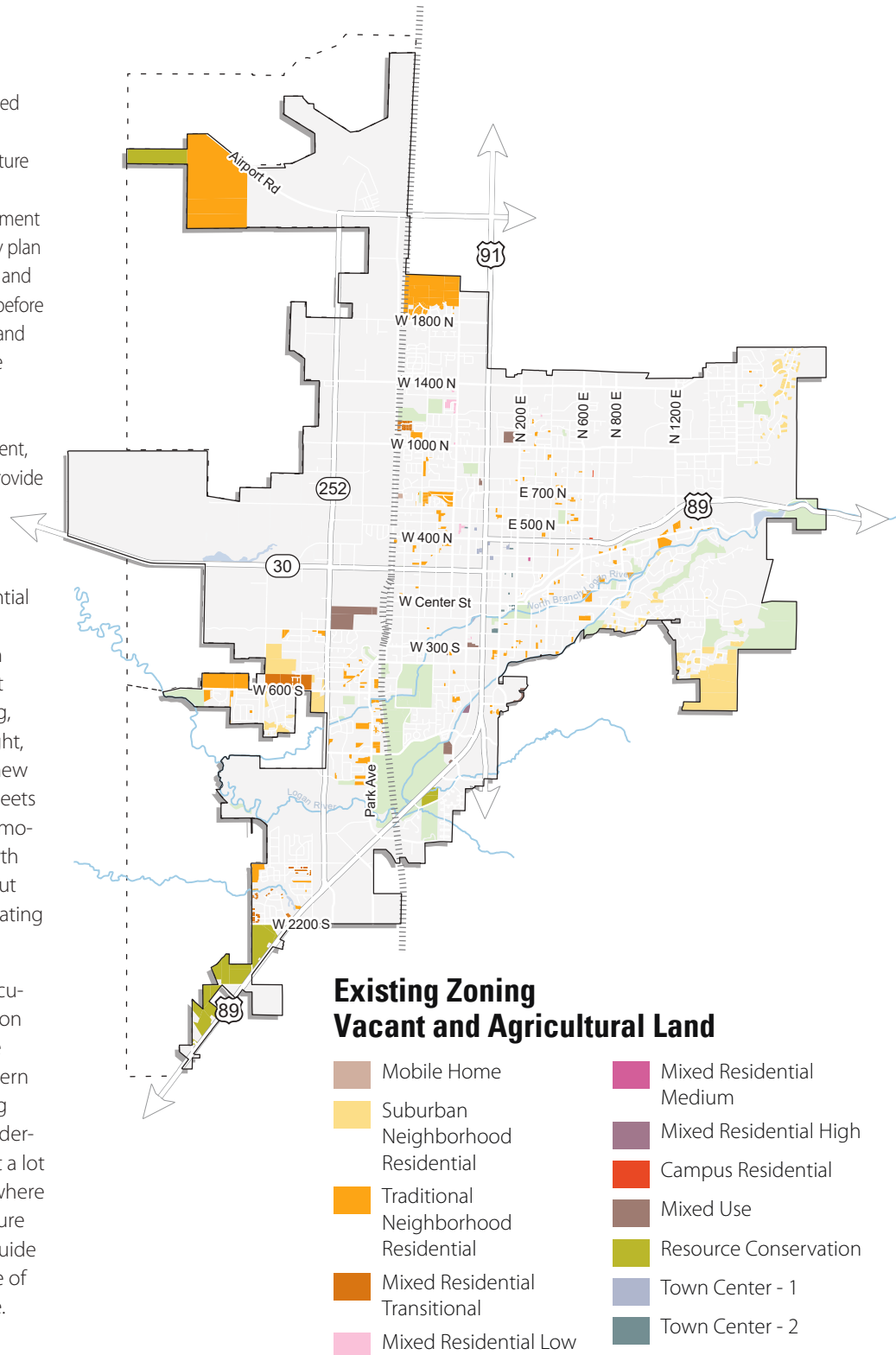
# Scenarios

Based on current development trends and projected housing needs, Logan will need a combination of infill and strategic annexation to accommodate future growth. While vacant land can support short-term demand, long-term demand may require development in the City's priority annexation areas. To effectively plan for the future, Logan should assess housing needs and identify opportunities within existing boundaries before looking outward. Expanding housing types, sizes, and prices help create affordable housing, meeting the City's moderate-income housing goals and overall affordability. The following scenarios explore how Logan can balance infill, higher-density development, and new neighborhoods in annexation areas to provide a diverse and attainable housing supply.

## Current Development Trends

With much of Logan already built out, residential development should be prioritized in vacant or undeveloped land within City limits. Logan currently has 900 acres of developable vacant and agricultural land. Based on current zoning, if all residential parcels were developed by right, the City could accommodate roughly 5,365 new households and over 15,000 residents. This meets the City's projected five-year target of accommodating up to 10,400 new residents. This growth exceeds the demand for the next five years but falls short of the 20-year target of accommodating up to 41,000 new residents.

Many of Logan's older neighborhoods, particularly within the original plat, contain homes on large lots with deep, underused yards. These areas reflect Logan's early development pattern but now offer opportunities for new housing within existing neighborhoods. To better understand this potential, the City should conduct a lot standards applicability analysis to evaluate where current lot configurations could support future infill or redevelopment. The results should guide future zoning decisions, to maximize the use of existing land, and expand diversity city-wide.

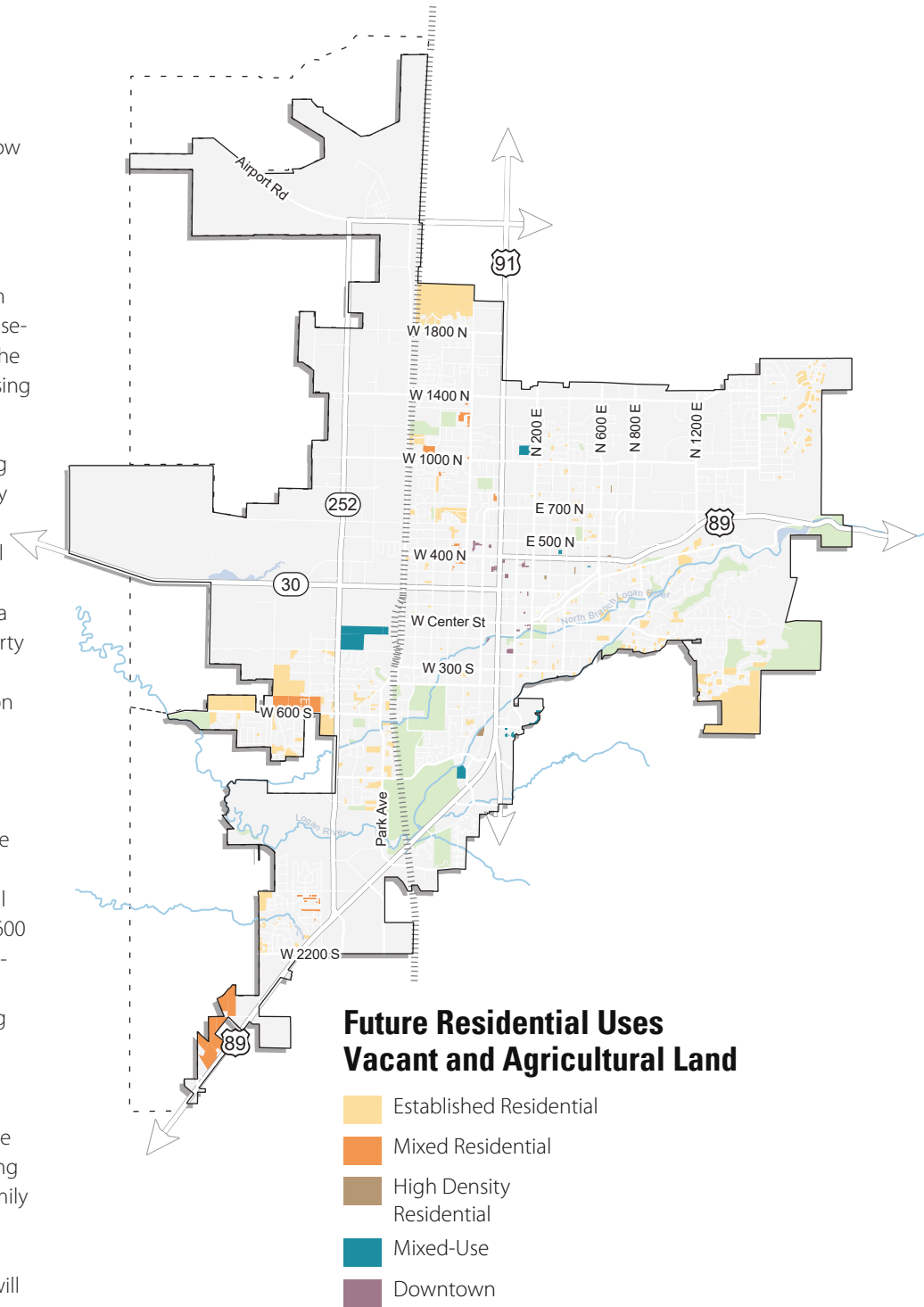


## Future Land Use Potential

Unlike the City's current zoning map, which regulates what can be built today, the Future Land Use Plan (FLUP) looks ahead to guide how land could be used in the future. Its designations allow for a greater mix of housing types and generally higher densities. To allow for market-supported increases in housing sufficient to create naturally occurring increases in housing affordable for moderate income households, the City should follow guidance from the FLUP and encourage a greater variety of housing types in existing and new neighborhoods.

If all vacant and undeveloped land, including the City's priority annexation areas, were fully developed according to the FLUP, Logan could accommodate up to 15,990 additional households and 46,210 new residents. To keep estimates realistic, the analysis applies a "build-out efficiency", assuming every property will not reach maximum density and that mixed-use projects will include only a portion of potential residential units.

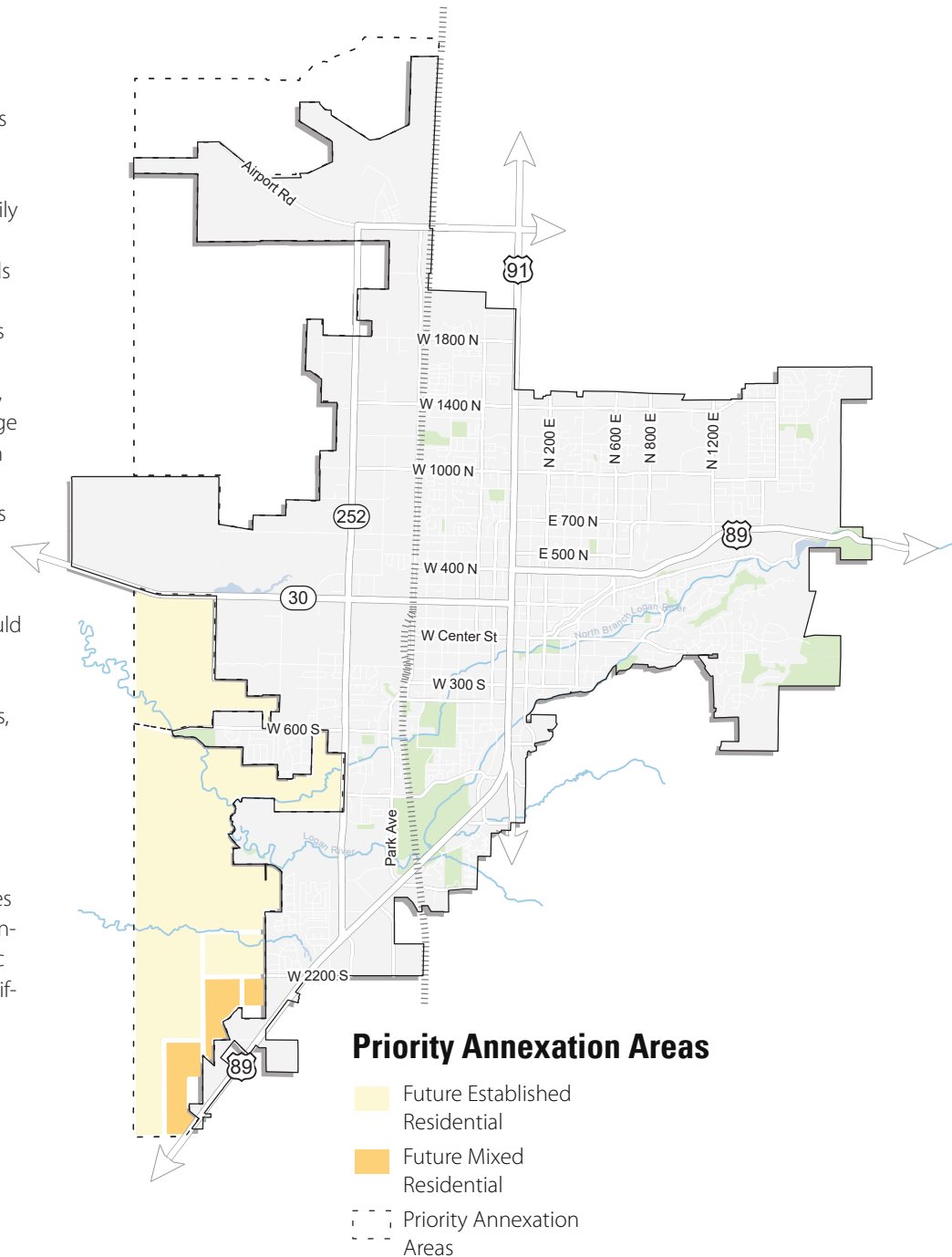
Overall, roughly 1,600 acres of land within Logan are planned to shift to residential or mixed-use categories, many of which include a wider range of housing types. An analysis of Logan's existing land use identified several large areas of change, including more than 600 acres that transitioned to the Mixed-Residential category. This designation is intended to provide a variety of housing options, ranging from single-family to multifamily developments, that contribute to a more diverse and inclusive housing stock, addressing the needs of various household sizes and income levels. Additionally, about 200 acres of existing agricultural, vacant, industrial, and single-family detached land is recommended to shift to mixed-Use, which combines residential and commercial uses. These city-wide changes will increase Logan's overall housing supply over time.



## Prioritizing Infill

In a mostly built out city like Logan, the City should prioritize infill development to address immediate housing needs over the next five years. The average multi-family lot in Logan is about 0.4 acres, while the average single-family lot is about 0.25 acres. Infill development on smaller lots within established neighborhoods is generally more challenging due to parcel size, location, and the limited number of units that can be accommodated. By encouraging development on parcels larger than 0.4 acres, the City can provide flexibility for a wider range of housing types and densities. This approach could add nearly 5,500 new households, which is more than enough to meet the City's forecasted demand of 4,800 new housing units by 2030.

To effectively guide this growth, the City should identify priority infill areas using criteria such as proximity to major employment centers, educational institutions, commercial corridors, and existing transit routes. Infill opportunities near Downtown and the USU campus will provide residents with convenient access to shopping, dining, transit, and Logan's major corridors. Additional opportunities exist west of US 91 where existing Connect Transit routes can connect emerging mixed-use and residential areas to employment hubs. The Economic Framework Map, on page 69, identifies a significant employment hub south of the airport, positioning nearby underutilized parcels for potential infill and redevelopment.





## Outward Expansion

Logan's priority annexation areas are key for meeting the City's long-term housing needs over the next 20 years. These areas offer space for new neighborhoods that incorporate a wider variety of housing types. In the Southern Annexation Area, which includes future Established Residential and Mixed Residential areas, development at 80% of the proposed density could accommodate an additional 9,880 households and 28,483 people, significantly supporting Logan's growth goals.

## Utah Moderate-Income Housing Strategies to Meet Logan's Needs

The State of Utah requires municipalities to implement at least three of the moderate-income housing strategies provided in Utah Code 10-9a-304(2)(b)(iii). Logan identified several of these strategies to implement in the 2022 MIHP. Based on the Future Land Use Plan and the analysis included here, Logan should concentrate on implementing the strategies below to meet its moderate-income housing needs.

### Strategies

- Rezone for densities necessary to facilitate the production of moderate-income housing.
- Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones near major transit corridors, commercial centers, or employment centers.
- Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixed-use zones near major transit corridors.
- Amend land use regulations to eliminate or reduce parking requirements for residential development where residents are less likely to rely on personal vehicles, such as near major transit corridors or senior living facilities.
- Partner with entities applying for state or federal funds, tax incentives, or programs that promote the construction or preservation of moderate-income housing (including those administered by the Utah Housing Corporation, Department of Workforce Services, associations of governments, or public housing authorities).
- Continue to support and partner with organizations to develop moderate-income housing projects for residents with disabilities and adults age 55 and older.
- Create or allow for, and reduce regulations related to, multifamily residential dwellings that are compatible in scale and form with detached single-family dwellings in walkable communities within residential or mixed-use zones.
- Demonstrate implementation of any other program or strategy addressing the housing needs of residents earning less than 80% of area median income, including dedicating a local funding source or adopting a land use ordinance requiring 10% or more of new residential development to be moderate-income housing.
- Adopt or approve a qualifying affordable home ownership density bonus for single-family residential units, as described in Utah Code Section 10-9a-403.2.
- Adopt or approve a qualifying affordable home ownership density bonus for multi-family residential units, as described in Utah Code Section 10-9a-403.3.

# PLANNING FOR NEW GROWTH

As Logan prepares for future population growth and potential annexations, it is important to plan for new development in a way that is thoughtful, sustainable, and aligned with the community's values. Future residential growth should reflect Logan's character, make efficient use of existing and planned infrastructure, and prioritize environmental stewardship. By focusing on strategies such as complete neighborhoods and responsible land use, Logan can ensure that new growth supports a high quality of life for current and future residents while preserving the natural environment.

## Complete Neighborhoods

While single-family detached dwellings will continue to be developed in Logan, new neighborhoods should provide diverse housing choices and creative housing types, such as mixed-use developments, or cottage court housing that features a cluster of small, detached homes around a shared courtyard. These types of housing lead to varied yet cohesive communities that add to the City's established character. New neighborhoods should also be "complete." A complete neighborhood includes not only high-quality housing but also other features that nurture a sense of community, offer convenience, and improve quality of life. Neighborhood features could include trails, parks, and open space, a mix of businesses and services within walking and biking distance, and public art. These improvements also help older residents age in place by ensuring daily needs, recreation, and social opportunities are close to home. By encouraging, incentivizing, or requiring certain neighborhood features as a part of new neighborhood development, Logan can ensure new neighborhoods are "complete".

Logan has several existing and long-established neighborhoods that could benefit from incorporating complete neighborhood elements. During outreach and engagement, residents expressed a strong interest in neighborhood commercial spaces and community spaces. The City should look into retrofitting vacant lots into pocket parks or community gardens and encourage small-scale commercial nodes, like cafes and corner stores, as opportunities arise. As these businesses and public spaces develop over time, the City can strengthen connections by adding sidewalks, bike lanes, and trails that link residents to nearby amenities.

## Example Complete Neighborhood



### PLANNING THEME

## COTTAGE COURTS

Cottage courts are small groups of homes arranged around a shared public space, such as a courtyard or open area. Cottage courts promote a strong sense of community, walkability, and accessibility. Their small scale and design make them a great option for adding density to existing single-family areas. In many places, cottage courts have become a great tool for making use of awkward shaped parcels with limited street frontage. The City should review lot size, setbacks, and parking standards in single-family residential areas to identify opportunities for cottage courts in the future.



## Conservation Design

New development is expected to occur on the west side of Logan, where much of the remaining greenfield land is located. Conservation design prioritizes preserving natural features, such as wetlands, riparian areas, and open space, by clustering homes on smaller lots while maintaining a significant portion of land as protected or shared open space. The Logan River, which flows from the Wasatch Mountains through Logan Canyon and through the City, is a key natural asset that shapes this part of the landscape. During community outreach, many participants emphasized the value of Logan's proximity to nature. As development continues, conservation design can help protect these important environmental resources while offering residents continued access to the natural amenities that define Logan's character.

In addition to preserving open space, low impact design techniques, such as permeable pavements, rain gardens, and bioswales, can help manage stormwater, reduce run off, and protect water quality in the Logan River and surrounding wetlands. Incorporating these techniques into both new development and existing areas can enhance resilience, reduce long-term infrastructure costs, and maintain the natural character of the City. In existing neighborhoods, Logan should also encourage residents to convert water-intensive lawns into low-water landscaping. Many cities have adopted lawn replacement programs that offer a dollar amount per square foot of grass removed and replaced with water-efficient plants, which could serve as a model for Logan's own water conservation efforts.

## Recommendations

- Prioritize infill development and redevelopment over outward growth to maximize existing infrastructure and leverage proximity to established neighborhoods and amenities.
- Regularly assess infrastructure and service capacity (water, sewer, transportation, schools, parks, and transit) and prioritize and incentivize new development in areas with existing infrastructure.
- Promote areas for new Mixed Residential and Mixed-Use developments per the Future Land Use Plan.
- Consider establishing a vacant lot transformation program that partners with local builders to turn underutilized land into infill housing.
- Integrate multi-use trails into new residential developments near the Logan River to enhance access and connectivity.
- Encourage developers to use low-impact development (LID) practices such as rain gardens, permeable pavements, and natural drainage systems in new residential developments.
- Consider offering reduced permit fees or expedited permitting for new developments that integrate neighborhood commercial spaces and a variety of housing types.
- Consider developing a lawn replacement program that offers incentives for residents to replace water-intensive lawns with low-water or native landscaping.
- Support established residential neighborhoods by encouraging neighborhood commercial areas, parks, and community gathering spaces that build on local identity.
- Collaborate with the Neighborhood Councils to determine whether new residential areas should be incorporated into existing neighborhood associations or organized as a new, distinct neighborhood groups.
- Preserve agricultural lands on the City's edge and direct new growth to infill and vacant parcels served by existing infrastructure.

# STUDENT HOUSING

Student housing in Logan is a growing concern. According to the *USU Campus Master Plan (2000)*, USU's projected enrollment is expected to reach 26,000 full time students over the next 20 to 30 years, and housing demand will continue to rise. Community outreach highlighted concern over Logan's lack of available housing, specifically because many smaller, older single-family homes are being used as rental properties for students. Residents of neighborhoods near the University have voiced concerns about the increasing number of multi-family developments and their effect on neighborhoods character. USU currently houses 22-23% of its students, and additional on-campus housing could relieve some strain on the rental market and help preserve the single-family housing inventory near campus.

## USU Housing Master Plan

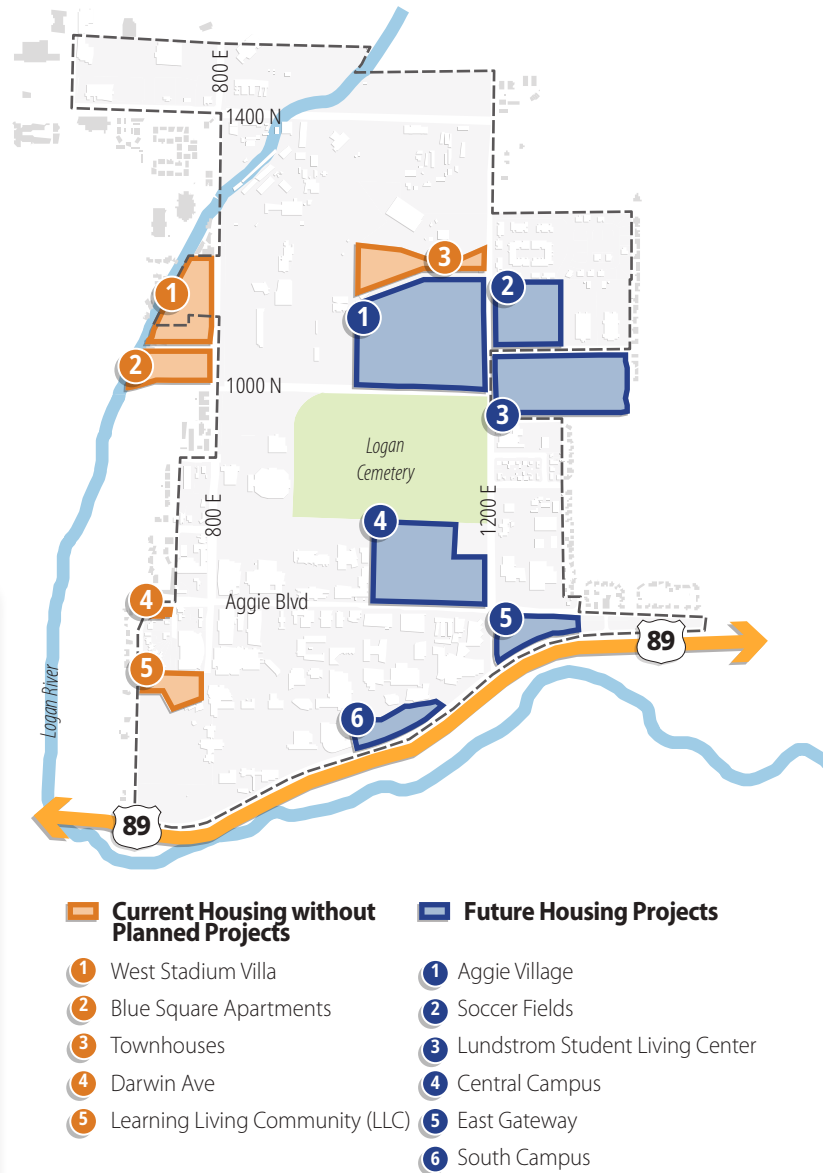
The *2022 Housing Master Plan* calls for a mix of housing spread across the campus core and perimeter, with updates to older district plans to meet current needs. The Plan focuses on replacing outdated housing and adding about 10% more capacity to reach the overall goal of an additional 2,040 beds. Today, USU provides housing for 23% of its students, including 1,815 apartment-style beds, 1,572 suite-style beds, and 571 family units. Future development will focus on four existing and two new housing sites, with some of the campuses traditional dorms eventually being phased out for suite and apartment-style options. The Plan sets parking of 0.6–0.7 spaces per bed in the campus core, 0.8–0.9 at the perimeter, and 1.5 for family housing.

### CASE STUDY

## CORVALIS, OREGON MISSING MIDDLE HOUSING

Corvallis, Oregon, home to Oregon State University and promotes missing middle housing options in their existing residential zones. Corvallis codified code amendments in June of 2022, allowing duplexes, triplexes, fourplexes, and cottage courts throughout the City, with certain limitations, based on property configuration and lot sizes. By promoting missing middle housing, the City has been able to increase the supply of rental units for students. This strategy has also reduced pressure on traditional neighborhoods by integrating density in a way that does not disrupt neighborhood character. The City allows for flexible housing options that help absorb student demand.

### USU Student Housing Locations





## Local Regulatory Limitations

While the City cannot prohibit student housing from being built, it has taken steps to manage where and how it develops to prevent it from spreading too deeply into established neighborhoods. These regulations attempt to mitigate the effects of the rental units on the surrounding neighborhoods. Some current regulations include roommate and occupancy limits and parking restrictions.

- **Residential Occupancy Limits** – The *Logan Land Development Code (LDC)* Chapter 17.62 limits the number of unrelated individuals in residential neighborhood zoning districts, while Campus Residential (CR) and purpose-built apartments have higher allowances.
- **Occupancy Disclosure** – Owners and landlords must provide renters written notice of the occupancy limits and keep occupancy information available. The City makes it unlawful to lease without providing this notice.
- **Parking Off-Street Minimums and Permit Parking**  
The LDC contains an off-street parking schedule that sets minimum parking requirements for different housing types. The City also uses residential permit parking areas and on-street parking rules to manage on-street demand in neighborhood areas near campus.
- **Campus Residential Zoning** – Logan created a CR zone located adjacent to USU that permits higher residential densities and different development standards to attempt to concentrate student housing near campus to alleviate student housing in traditional single-family neighborhoods.

## Recommendations

- Encourage USU to review and update its *Student Housing Master Plan* at key milestones to ensure planning reflects current demand and campus growth.
- Encourage USU to collaborate with the City to review and update its *Transportation Study (2016)* to address future parking demand on adjacent neighborhoods.
- Continue to work with USU to enforce the Off-Campus/Commuter parking rules near campus to limit student parking in adjacent neighborhoods.
- Coordinate with USU to address off-campus parking, traffic congestion, absentee landlords, and rental demand.
- Coordinate with USU and local transit agencies to improve car-share, ride-share, and late-night/weekend transit services to reduce the need for student-owned vehicles.
- Establish an annual registration program for off-campus student housing to help the City track units and address recurring concerns related to noise, parking, and property upkeep.
- Explore expanding the CR zoning district or establishing a new district with similar density allowances on the east side of campus and along the 400 N corridor.
- Review the current occupancy limits in the *Land Development Code* and consider allowing more unrelated individuals to live together in a dwelling unit, based on available bedrooms and parking spaces.
- Coordinate with USU to support implementation of its campus housing plans and future on-campus housing expansion to accommodate more students on campus and reduce pressure on Logan's off-campus rental housing, providing more housing options for families.



The Spirit Goat Soap Shop  
Since 2002

28

The Spirit Goat  
Handmade artisan  
goat's milk products  
Soaps, Lotions, Creams,  
Body Butts, Face  
Products, Local Gifts,  
Decor + More  
Come See Our  
Production Kitchen!

# 07 ECONOMIC DEVELOPMENT

The Economic Development chapter focuses on strengthening Logan’s commercial corridors, stimulating industrial growth, and supporting local businesses to create a more diversified economy. Key priorities include attracting new investment, expanding job opportunities, increasing local shopping options, while building a balanced economy that benefits both residents and businesses.

## GOALS

- Integrate commercial centers and mixed-use development with local markets, shops, services, and amenities, at appropriate scales, close to where people live.
- Attract and expand high-paying jobs in agricultural technology (AgTech), aeronautics and aerospace, life science, advanced manufacturing and food processing that leverage Logan’s existing industry strengths while strategically planning for industrial uses that minimize conflicts with residential areas and support a diverse economy and stable tax base.



*We need fewer chain stores and restaurants and more unique retail and restaurant opportunities to provide Logan with attractive character rather than the same old thing you can find anywhere else.*



# BUSINESS ATTRACTION AND RETENTION

Logan's economic vitality depends on attracting new employers and talent while retaining and supporting established businesses. The City's economy is anchored by a mix of manufacturing, education, and retail sectors and continues to grow, providing higher value jobs. To sustain this momentum, the City needs to pair a formal business retention and expansion program with targeted recruitment in sectors aligned with local strengths. This will maintain a stable tax base and create local jobs. By strategically planning annexed areas to provide shovel-ready sites and identifying new locations for neighborhood commercial, Logan can attract new investment while also expanding commercial space within established neighborhoods. Workforce partnerships with USU and Bridgerland Technical College will strengthen the talent pipeline for local firms and prospects. Additionally, coordinating with the Cache Valley Chamber of Commerce, Small Business Development Center and USU extension to support local businesses and recruit new targeted businesses to Logan will ensure the City's long-term growth.

## Supporting Local Businesses

Logan benefits from a robust local business community, ranging from family-owned restaurants and boutiques in Downtown to small manufacturers and tech startups supported by USU. The shops in Downtown are anchors of the area. These home-grown businesses are important to Logan's identity and economy. They create local jobs, reinvest profits in the community, and offer unique products and services. Outreach highlighted the need for more support for local shops and businesses. The Business and Innovation Hub at Bridgerland Technical College and the Logan Small Business Development Center (SBDC), in partnership with USU, provide counseling, low-cost market research services, entrepreneurship courses, and employer training. These programs cater to small business owners and provide entrepreneurial education, advocacy, and business development.

Logan has two opportunity zones covering areas in and around downtown and the South Main/US-89/91 corridor, including neighborhoods near Willow Park and the Logan River. Opportunity Zones are a federal economic development incentive that provides tax benefits to investors who fund projects in distressed, low-income communities to spur economic growth and job creation. Businesses in the opportunity zones have access to tax incentives, grants, and support programs, including but not limited to Tax Increment Financing (TIF), Community Development Block Grant (CDBG), and High Cost Infrastructure Tax Credit. These programs can help lower investment costs and encourage long-term economic growth.

The City supports local businesses by connecting them with external resources and a broad set of resources. Through its economic development efforts, the City shares funding opportunities, hosts and promotes events, and provides market and demographic insights to help companies understand and grow in Logan. The City should consider marketing and providing such incentives and grants to support local businesses, and provide a transparent and simple process for starting and expanding businesses. To strengthen economic resilience, the City can launch street-activation events in the public realm, such as night markets, outdoor events in Downtown, and sidewalk sales. Short-term pop-ups in vacant storefronts can also let entrepreneurs test concepts, fill empty spaces, and build a pathway to permanent tenancy. Such initiatives can draw foot traffic, extend dwell time, and offer distinctive experiences that attract visitors and keep spending within Logan.

*I would prefer to encourage smaller, distinct businesses located near parks and community centers, rather than large commercial buildings.*



## Business Diversification

Logan's economy has diversified beyond its agricultural roots, with high-tech manufacturing and tourism now major drivers. In 2021, it was ranked second nationally among small cities for the number of high-tech industries located in the City. Outreach efforts identified that there is a strong desire for a broader mix of commercial offerings, including attracting new national-level retailers, diverse options in dining, retail stores, and office spaces. By diversifying its economy and expanding local business opportunities, Logan can enhance the quality of life for residents.

The City should continue to work with the Cache Valley Chamber of Commerce to identify retail and service gaps and recruit daily-needs and specialty retailers. In parallel, market Logan's USU talent and resources, such as Logan Airport, USU aviation (Aggie Air), and Space Dynamics Laboratory, to attract the AgTech, aerospace, and manufacturing industries. The City should also leverage USU's intellectual capital such as its research, faculty expertise, and student innovation to foster new startups, support technology transfer, and attract investment in emerging industries. Targeted recruitment aligned with local strengths will foster a more resilient economy.

The City could continue to encourage mixed-use projects that pair active ground-floor retail with upper-story offices in Downtown and along US 89/91. In parallel, promoting adaptive reuse and flexible coworking spaces near Connect Transit's existing routes and shared parking spaces can improve access and reduce costs. Flexible coworking spaces are shared workplaces that offer short-term leases, small private suites, meeting rooms, and shared services, letting startups, remote workers, and small firms scale up or down without committing to long-term office space. The City should encourage developers and property owners to improve corridor mobility planning by consolidating curb cuts and requiring cross-access between sites where possible.

### Recommendations

- Continue to collaborate with the Utah State University Small Business Development Center (SBDC) to expand programs like mentoring, business planning workshops, and marketing assistance to existing and prospective local businesses.
- Work with Connect Transit to improve transit connectivity and frequency to Downtown and other commercial areas to provide easy access and reduce congestion on Main Street.
- Work with the Cache Valley Chamber of Commerce to identify retail and service gaps and then recruit businesses that fill those gaps.
- Promote Logan's strengths and advantages, such as proximity to USU, a skilled workforce, and existing life-science cluster, to attract tech and food companies.
- Continue offering incentives such as façade improvement, expedited reviews, and reduced fees to attract businesses and service providers to vacant or underutilized buildings and parcels.
- Review zoning to ensure it is aligned with community goals and can effectively promote and support the development of mixed-use walkable areas to attract foot traffic and encourage exploration of local shops.
- Continue to work with the Cache Valley Chamber of Commerce to expand marketing of locally owned businesses and develop "shop local" campaigns.

# DESTINATIONS

Logan's destination and tourism economy is anchored on two main attraction draws. First, it has a nationally recognized arts scene focused on the downtown Historic Theatre District, as well as the Nora Eccles Harrison Museum of Art at USU, which holds prestigious accreditation. Logan is known beyond the region for its strong artistic community, vibrant galleries, and culture institutions like Cache Valley Center for the Arts. The historic theatre provides lively performance venues, including the historic Ellen Eccles Theatre, Utah Theatre, and Caine Lyric Theatre. Second, Logan offers immediate access to public lands and the beautiful mountainous landscapes of Logan Canyon and the Bear River Range. The City's cultural venues, walkable Downtown, and proximity to nature position Logan as a destination that attracts visitors, supports distinctive shopping and dining, and sustains an active hub for residents and visitors. These assets help Logan to capture visitor spending year-round and reinforce community identity. As Logan evolves, it can capitalize on its assets by prioritizing unified branding and wayfinding from canyon trailheads to Downtown venues and creating public spaces and events that support year-round tourism.

## Tourism

As a hub for both arts enthusiasts and outdoor adventurers, Logan attracts a significant number of visitors each year. Additionally, Historic Downtown's active and walkable areas with unique shopping and dining offer a distinct Logan experience. To help enhance visitors' experience, the Cache Valley Visitors Bureau provides tourist information, curated itineraries, and supports the local economy. Through tourism, Logan can bring outside dollars into the community, supporting local businesses and diversifying the economy. Logan should continue investing in and enhancing the Downtown area to expand event-ready public spaces, arts, and entertainment, making it more attractive for leisure travelers.

Beyond the urban core, the Logan Canyon National Scenic Byway continues to attract nature enthusiasts for its alpine vistas, hiking trails, and recreational gateways into the Bear River Range, reinforcing Logan's identity as a gateway community for outdoor recreation. Unified branding and wayfinding that link canyon trailheads with Historic Center Street will better welcome and orient visitors, increase spending, and broaden the community's economic base. See *Chapter 11: Community Design* for detailed placemaking and identity recommendations.

## Experiential Retail

Logan's Greater Downtown area is home to shops and retail spaces that offer interactive and unique experiences, such as cooking stores, art workshops, local craft markets, and a hands-on children's museum concept that could serve as a family-oriented anchor. Currently, Logan has a few experiential retail spaces. Experiential retail devotes more floor space to the immersive experience that only a brick-and-mortar store can provide. It emphasizes memorable service and interaction over transactions, different from online shopping, experiential retail draws customers seeking more than just buying necessities. Such businesses can strengthen downtown by encouraging longer visits and cross-shopping, and they can be catalysts for evening activity. To expand experiential retail in Logan, the City needs to support mixed-use spaces that accommodate experiential uses, such as food halls and maker spaces, in the Downtown Area. Working with local businesses tied to food, arts, and recreation to pilot short-term rental concepts in vacant or underused spaces can demonstrate whether such programs are suitable for the City.

*I'm always looking for more things to do, places to eat, and places to be entertained. I love when restaurants have trivia nights or craft workshops at cafes.*



## Downtown Logan

Downtown Logan is the heart of the City's economic development ambitions, serving simultaneously as a commercial district, cultural corridor, and civic gathering place. Downtown features active ground-floor retail, public gathering spaces, and improved streetscapes. The City adopted the *Logan Downtown Specific Plan* in 2012 to guide future development and recommended market and economic restructuring for the City. Despite these advances, challenges remain around sustaining momentum, managing heavy traffic, and aligning growth with community values. During outreach, participants emphasized the importance of preserving downtown as a pedestrian-friendly gathering space, with active ground-floor uses, ample seating, and family-oriented activities.

As Logan grows, a strong downtown is essential for economic resilience. It provides a unique sense of place, supports small businesses, attracts tourists, and serves as a venue for community events. The City should continue implementing strategies outlined in the *Logan Downtown Specific Plan*, which are still applicable to improving the Downtown, such as encouraging mixed-use developments, incorporating multi-family housing in Downtown, enhancing circulation and parking, and strengthening Downtown as a destination. It is important to assess and update the *Logan Downtown Specific Plan* to address more current pressing challenges and opportunities. Collaborating with local businesses, the Chamber of Commerce, and the Center Street Association to coordinate marketing, events, and the maintenance of public amenities in Downtown can enhance and promote Downtown's walkability and attractiveness.

### CASE STUDY

## MAIN STREET STREETSCAPE

After much of Greensburg, Kansas was destroyed after an EF-5 tornado in 2007, one of the first infrastructure projects the City embarked on was to rebuild their main street streetscape in Downtown. Completed in 2009, the streetscape combines decorative brick sidewalks, enhanced crosswalks, and stormwater management features integrated beneath its planters and green areas. While the primary function of this project is pedestrian safety and mobility, all the features combine in a way that beautifies the area, improves drought and flood resilience, and creates a highly attractive environment for business owners and shoppers alike. In Greensburg, City staff have created a true sense of place in an area where memorable features and community focal point had been lost.



## Enriching the Downtown Experience

Expanding Downtown Logan’s commercial base requires a multifaceted approach, including attracting more customers through unique experiences, pedestrian-friendly developments, and introducing residential options. Revitalizing underused spaces and lots for new shops and restaurants, and incorporating Downtown anchors like the Library, Tabernacle, Lyric Theater, and Laub Plaza can draw visitors, support businesses, and activate Downtown. Promoting activities that attract people day and night, such as dining spaces and regular events, can help maintain Downtown’s vibrancy. Integrating third places will further strengthen social connections and foster community. Investing in these strategies will boost Downtown Logan’s economic vitality, serve surrounding neighborhoods, and increase tourism.

### LOCAL EXAMPLE

## LAUB PLAZA

Laub Plaza is Downtown Logan’s year-round civic gathering space, with an outdoor stage, summer water feature, and winter ice ring and fire pits. It extends Downtown activity into evenings and colder months, increasing dwell time and repeat visits that spill over to nearby restaurants, shops, and other Downtown spaces. Logan’s Redevelopment Agency is using the Plaza to catalyze Main Street mixed-use redevelopment nearby, including the Emporium and Plaza 45 properties, to strengthen Downtown’s commercial core.

### Recommendations

- Continue supporting the Cache Valley Visitors Bureau in its marketing and branding campaign to promote Logan as a destination, emphasizing Logan’s unique mix of outdoor recreation and cultural attractions.
- Continue to enhance wayfinding and consider installing attractive gateway signs at City entrances and directional signage for the Logan Canyon National Scenic Byway.
- Collaborate with USU Extension or Bridgerland Technical College to promote customer service training, tour guide programs, and hospitality skills for residents.
- Work with local businesses to facilitate temporary pop-up shops and maker fairs in vacant storefronts to test new experiential retail concepts and highlight local makers.
- Continue to promote and preserve City’s historic character through design guidelines, adaptive reuse incentives, and coordinated streetscape improvements.
- Expand mixed-use development and residential options Downtown to increase foot traffic and support businesses.
- Continue to invest in and enhance the character of Downtown, further establishing it as a lively, pedestrian-friendly center of activity where residents and visitors gather to dine, shop, and enjoy public gathering spaces.
- Continue encouraging existing events like the Pumpkin Festival, Cruise-In car show, Summerfest Arts Faire, and holiday lighting downtown, while also exploring new events that utilize Logan’s assets.

# ECONOMIC FRAMEWORK

Logan is home to a large variety of commercial, office, and industrial businesses located in the central and western areas of the City. The Logan UT-ID metro is ranked #8 nationally in the Milken Institute's 2026 Best-Performing Cities index. The Economic Framework focuses on the City's commercial, office, and industrial areas to outline strategies for the City to support existing businesses, attract new businesses, diversify the City's tax base, and ensure that there are high-quality employment opportunities for its residents.

## Commercial Corridors

Much of Logan's economic activity is oriented mainly along a few major corridors, primarily US 89/91/Main Street, 1000 W, and a handful of cross streets such as 1400 N. These corridors host big-box stores, shopping centers, auto dealers, and other large-footprint commercial uses that serve Logan and the Cache Valley region. Strengthening these commercial corridors means improving their functionality, appearance, and contribution to the community's prosperity and identity. This involves addressing issues like traffic congestion and safety, guiding aesthetic improvements, and catalyzing reinvestment in aging properties and sites.

### US 89/91/Main Street

US 89/91 serves as the region's primary north-south corridor and carries high traffic volumes as a state highway. The portion of the highway that runs through Logan is also called Main Street. At the north gateway, the corridor features a variety of uses, including big-box stores, offices, and drive-through restaurants. Moving south on Main Street, from 600 S through the Y to 1200 S, features big-box and mid-box retail, hotels, and mixed-use developments, with a new hotel currently under construction. This area faces east-west connectivity issues. The southern end of US 89/91 is characterized by fast-food drive-through restaurants, offices, and hotels, and then transitions to light industrial areas with scattered vacant parcels and pockets of residential and commercial development towards the south gateway. The corridor's heavy traffic creates congestion, and the fragmented pedestrian network creates access gaps and safety concerns.

Future development must balance regional mobility with safe local access and an improved streetscape. Working with regional partners such as Cache Metropolitan Planning Organization (CMPO) and Utah Department of Transportation (UDOT) to improve access management and mobility through intersection and pedestrian improvements can help reduce congestion. This could include consolidating curb cuts where feasible, paired with traffic calming measures and multi-modal safety elements. Requiring cross-access and shared driveways in new development and redevelopment paired with narrow lanes, raised crossings, and more extended signal timings can help improve circulation for pedestrians and vehicles while reducing conflict points. The City can adopt corridor design standards and retrofit large parking lots into connected outlots and internal streets to elevate the corridor's gateway character. The City should implement strategies from the *Transportation Master Plan*. The City should continue to support and work with UDOT on redesign and improvement projects, such as updates to the Y intersection, and align infrastructure upgrades with private redevelopment.

Outside of the Downtown area, the corridor lacks a cohesive identity. The City should regularly assess corridor conditions in terms of aesthetics, occupancy, quality of space, streamline change-of-use approvals, and apply clear design standards and incentives that encourage reinvestment and consistent character. As the City grows, the focus should be on maintaining appeal, providing quality spaces, and redeveloping underused or vacant parcels along Main Street. The City should prioritize adaptive reuse and targeted infill to reopen storefronts, activate upper stories with offices or housing options, and reduce large surface parking areas. New projects and redevelopments should incorporate functional buildings facing the streets with active ground floors. When commercial parcels abutting residential parcels become available for redevelopment, the City should encourage new mixed-use structures to provide a transition zone between commercial uses on the corridor and residential neighborhoods behind it.



## 1400 North

The 1400 North corridor is an east–west arterial that intersects US 89/91 at Logan’s north gateway. The corridor offers predominantly highway-oriented services at the Main Street intersection, and industrial uses are clustered towards the east. This is the main gateway into USU and USU’s innovation campus. The former Cache Valley Mall site is currently being redeveloped and will include a modern mixed-use center with big-box retail space and housing units. Given that the corridor has extensive surface parking, the priority should be to retrofit sites for better access, circulation, and appearance while keeping 1400 North a regional commercial corridor. The City should consider outlot or pad development within existing parking lots. The City should promote coordinated parking and access management, in partnership with UDOT, to improve safety and overall corridor performance. Looking ahead, this corridor has the potential to evolve into a lively, well-connected mixed-use corridor with accessible commercial nodes integrated with open spaces that create a bustling environment. Additionally, see *Chapter 11: Community Design* for guidance on placemaking elements such as public art, lighting, signage, and gateway landscaping which can screen parking and frame storefronts, enhancing the corridor’s visual appeal and creating inviting spaces. Lastly, the City should prioritize implementing improvements outlined in the *Transportation Master Plan*.



*Downtown Logan has real potential, but Main Street’s heavy five-lane traffic erodes walkability. SLC did a great job turning State Street north of 400S into a pedestrian-friendly district, and now it is a hub for dining and nightlife.*



## Character and Identity

For Logan’s commercial corridors to realize their potential, they must be well-maintained, safe, and attractive. Challenges such as aging infrastructure, inconsistent maintenance, and limited beautification can limit their appeal, potential for future growth, and economic performance. To improve the overall image and function of these areas, the City should establish corridor design standards to improve the character and aesthetics of the corridor and incorporate gateway improvements at the north and south ends of the corridor to reinforce identity and focus on enforcing clear development and building design standards such as signage, landscaping, access management, and streetscaping elements, so that the private reinvestment aligns with a cohesive, high-quality corridor identity. For more guidance on character and identity recommendations, see *Chapter 11: Community Design*.

These can include landscaping such as water-wise landscaping, tree-lined streets, green buffers, and decorative planters, which add vibrancy and soften the built environment. Additionally, encouraging the use of high-quality, durable building materials that complement the surrounding area can help create a cohesive and attractive corridor. Routine maintenance, such as cleaning, repairing, and updating infrastructure, should also be prioritized to ensure that commercial areas remain welcoming and well-kept.



## Downtown Logan and Center Street

Downtown Logan is the City's cultural and commercial heart. The area offers a walkable historic Main Street district, centered around Center Street, extending from 500 N to 200 S, featuring restored buildings, independent shops, restaurants, government offices, public spaces, and anchors such as the Ellen Eccles Theatre. Its central location and proximity to USU and Logan Canyon makes it a natural hub for residents, students, and visitors.

Many buildings in Downtown provide residential units on upper stories serving as low-income housing, with some units converted to short-term rentals. Converting and reusing underused upper stories can expand affordable housing, support local businesses, and activate Downtown. By further investing in and activating these spaces, Downtown can begin to welcome more of the desired local amenities that were identified by the community during outreach, such as mixed-use spaces, outdoor dining, additional parking, and public gathering spaces.

The City should continue investing in the Downtown street-scapes and civic spaces to enhance the resident and visitor experience. Preserving Logan's historic charm is key to maintaining the distinct character that draws people to explore and enjoy the district. The City should encourage adaptive reuse where appropriate to provide upper-floor housing, with coworking and retail spaces on lower and ground floors, ensuring that the Downtown is activated during the day and evening.

### LOCAL EXAMPLE

## LOGAN HISTORIC DISTRICT

Historic Downtown Logan is a recognized Main Street district, named a 2025 Main Street America Affiliate and Tier 2 member of the Utah Main Street Program, reflecting state and national recognition for preservation-based economic development. The core includes the Center Street Historic District, listed on the National Register of Historic Places (1979), where local design standards and facade programs help retain the area's authentic character. Anchored by the Ellen Eccles Theatre in Downtown, it hosts year-round performances that feed nearby dining, retail, and lodging. A walkable grid, independent shops, and regular street markets and events make the district the region's cultural gathering place and the front door to Logan Canyon recreation.



## Midtown

Logan has the opportunity to reimagine and promote the area from 400 N up to 1000 N as Midtown. The City should prioritize developing the area to have its own distinct character and identity. The City should adopt a design overlay that guides shopfront enhancements, a coordinated signage program, and the use of high-quality and consistent facade materials. It should encourage adaptive reuse to reinvigorate underused and vacant parcels into mixed-use commercial formats and activate frontage and ground floors by providing pedestrian-oriented businesses and relocate parking to the side or rear.

## South Town

The City has the opportunity to invigorate the Main Street segment from 200 S through the “Y” and areas south along SR-165, including adjacent blocks and the LeGrand Johnson site, as “South Town”. This will involve repositioning it from aging, auto-oriented retail to a walkable mixed-use area district. This area offers hotels, retail, gas stations, restaurants, and limited multi-family housing. It faces challenges such as aging commercial buildings, and many small lots with varied ownership, which will require parcel consolidation or coordinated assembly to support feasible redevelopment. At the same time, the area has opportunities for large commercial or mixed-use future development such as the LeGrand Johnson site on SR 165. The City should invest in enhancing and establishing a clear district identity through coordinated streetscape, lighting, wayfinding, and gateway treatments to attract private reinvestment. As future redevelopment occurs, context-sensitive design standards at residential edges to the east and west, such as landscape buffers, screened parking, and controlled service access, should be applied.



## West Town

With thoughtful planning and targeted reinvestment, Logan can transform the 1000 W and 200 N intersection into “West Town”, a walkable, mixed-use destination in place of the current auto-oriented retail and industrial uses. Planned improvements to 200 N and the proposed north-south connection on 1000 W will divert traffic from Main Street into this corridor, creating the visibility and access needed to support new housing and commercial development. West Town can serve as a long-missing town center for the Ellis and Woodruff neighborhoods. The West Town area should feature retail, dining, entertainment, parks and plazas, anchored by residential and commercial uses to create an active pedestrian core. As redevelopment occurs, the City should prioritize streetscaping, branding, and strong connections to surrounding neighborhoods.



## Neighborhood Commercial

Outreach efforts emphasized the need for more neighborhood commercial nodes within Logan’s established neighborhoods. Existing neighborhood plans, including the *Woodruff Neighborhood Plan* and the *Hillcrest Neighborhood Plan*, recommend neighborhood-scale commercial development near 300 S and around the intersection of 1000 W and US 89/91. There are opportunities for small markets within neighborhoods east of Main Street, near the USU campus around 700 E, and on the west side of the City south of Logan High School. Island Market on Center Street in the Wilson neighborhood can serve as an example of a neighborhood-scale business that meets daily needs. Neighborhood-scale commercial uses are supporting uses for all residential uses, as outlined in *Chapter 5: Land Use*. The City should identify opportunities for Neighborhood Commercial nodes where small-scale commercial uses are compatible with surrounding homes and are served by sidewalks.

## Employment Hub

Given its prime location along SR 252 (1000 W), which links Logan to nearby communities, Interstate 15, and SR 30 (Valley View Highway), there is significant potential to expand light industrial development in the City. US 89/91 serves as an important corridor for goods moving between Cache Valley, Salt Lake City, Southeastern Idaho and Southwestern Wyoming, making the City attractive to a broader range of industrial businesses that offer well-paying, long-term jobs and contribute to a more diverse tax base.

Industrial activity in Logan is concentrated on the west and north sides, near US 89/91 and the airport area, in addition to some industrial activity at the southern gateway to the City along US 89. Major employers include life-science manufacturing companies such as Cytiva and Thermo Fisher, food processing, like Gossner Foods and Schreibers, and national logistics/large-format operations, such as FedEx and Costco. In 2022, 9,119 residents were working in Logan. Building on these assets, the City can strategically expand industrial capacity and increase the share of residents employed within the City.

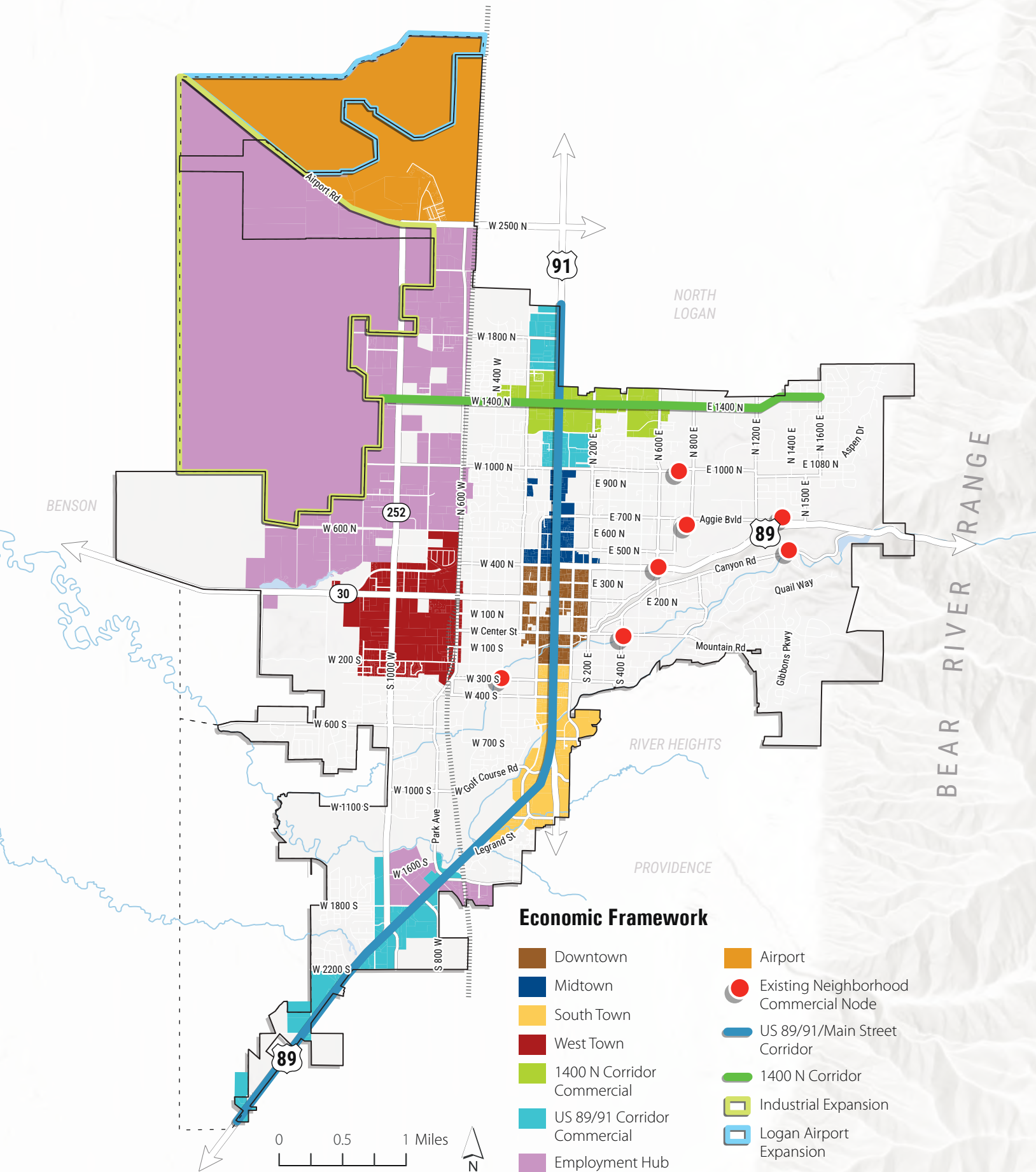
As Logan grows, the City should consider prioritizing industrial infill on vacant land west of 600 W. For planned and organized future growth, the City should also install wayfinding and signage with defined truck routes, access management, and buffers into the annexed area west of Highway 252. The City should collaborate with Bridgerland Technical College and USU to expand skill development programs and training that align with growing industry sectors, ensuring graduates are industry-ready. Providing apprenticeships and employer placements can encourage graduates to live and work in Logan. Additionally, the City should incorporate screening, landscaping, and buffer standards to protect nearby neighborhoods, while a coordinated airport-area strategy should support aeronautics and advanced manufacturing. This approach strengthens the tax base and keeps industrial growth organized, compatible, and resilient.

## Logan-Cache Airport

Logan-Cache Airport is a general aviation facility located north of Downtown and is operated by the Logan-Cache Airport Authority, under the management of Cache County. Current airport facilities support private aviation and flight training. Surrounding areas are being considered to host compatible commercial and light industrial development. The City should continue to support the Airport Authority with airport facilities and improvement projects. The City should collaborate with Cache County as it updates its *2009 Logan-Cache Airport Landside Specific Plan* to align with the *2045 General Plan*, so development within the airport and annexed areas nearby is in line with the General Plan's goals and recommendations.

### Recommendations

- Work with the Utah Department of Transportation to implement access management strategies, intersection improvements and signal coordination to reduce congestion and improve safety.
- Adopt corridor design standards that encourage consistent landscaping, signage and facade treatments, creating a distinct gateway identity.
- Encourage redevelopment of large parking lots at the 1400 N and US 89/91 intersection, into mixed-use centers with smaller blocks, shared parking structures, and pedestrian connections.
- Implement a business attraction and retention strategy to market the strong presence of the businesses and industries along Highway 252.
- Where appropriate, consider providing incentives through the City Redevelopment Agency to attract new businesses.
- Encourage internal access and circulation between uses on the same lot or adjacent lots.
- Develop design standards for screening, landscaping, pedestrian improvements, and streetscaping elements to create a unified look in the northern areas of the City.
- Enhance the south gateway along US 89/91 to incorporate clearer signage, lighting, and landscape elements.
- Work with Cache County in its update to the Logan -Cache Airport Landside Specific Plan to ensure alignment with the 2045 General Plan and guide compatible commercial/light-industrial growth in the area.
- Engage with residents to identify potential sites for neighborhood-scale commercial nodes.





# TRANSPORTATION AND MOBILITY

A well-integrated transportation network provides options for driving, biking, walking, and public transportation. It provides access to goods, services, and community resources. The Transportation and Mobility chapter highlights key themes from the existing *Transportation Master Plan* and other recent plans and studies while developing a comprehensive system that ensures efficient and safe travel throughout the City. It also outlines strategies to expand the bike and pedestrian network, public transit system, and improvements in the City and supports Logan's Vision and Goals.

## GOALS

- Continue to enhance a safe, efficient, and connected transportation network that effectively and efficiently moves people and goods through Logan by multiple modes of transportation, including active transportation and public transit, to improve mobility for all users.
- Promote a strong regional roadway network that preserves vital corridors, creates regional connections, and anticipates Logan and Cache Valley's future growth and evolving traffic pressures.
- Support transit services and infrastructure to provide a robust, reliable, and convenient public transportation system with more routes and frequency to key destinations across the City and improve access through multiple options and modal connections, contributing to reduced congestion.



***We need more transit, bike lanes, one-way streets, and alternative transportation options.***



# ROADWAY NETWORK

Logan roadway network supports local and regional travel, serving residents, commuters, freight, and through traffic. Roadways are classified in a hierarchical structure by function and capacity. This classification system also determines eligibility for certain federal transportation funds. As Logan grows, maintaining a safe and efficient roadway system that meets increasing demand will be important to future planning in the City.

## Classification

The *Logan Transportation Master Plan* identifies five roadway classifications. These classifications help ensure roadways are properly designed and planned to serve anticipated volumes and uses.

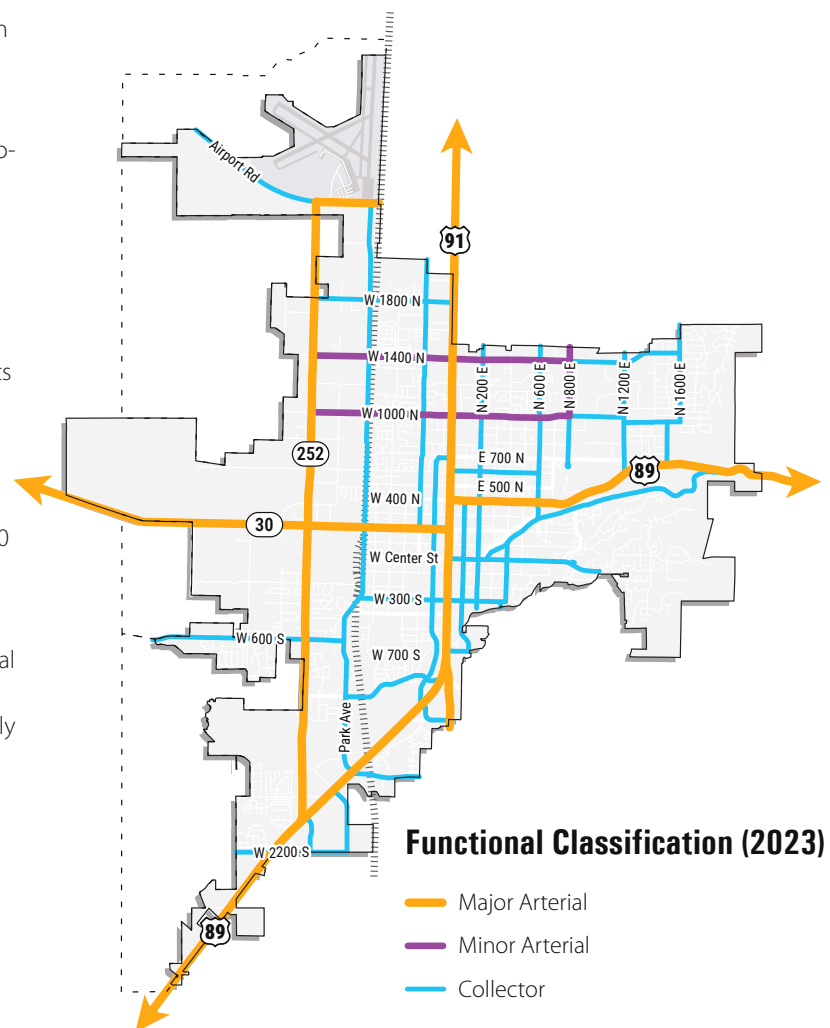
**Local Residential Streets** primarily provide direct access to individual homes and are designed to promote neighborhood livability. These streets prioritize low vehicle speeds and create a comfortable environment for pedestrians and residents, often featuring narrower travel lanes and minimal traffic volumes.

**Historic Grid Pattern** serves as a connector between neighborhoods, reflecting Logan's historic street grid. They accommodate low traffic volumes while maintaining a bike and pedestrian-friendly atmosphere, supporting safe and convenient movement for both vehicles and non-motorized users while promoting connectivity citywide. In Logan, these are typically even-numbered roads, such as 400 E.

**Collectors** serve to gather traffic from local and gridded streets and channel it toward larger arterials. These roads balance the need to move traffic efficiently with providing reasonable comfort and safety for pedestrians and cyclists, often acting as important links within neighborhoods and between key destinations. Some examples of collectors include 100 W, 600 W, 200 E, and 600 E.

**Minor Arterials** facilitate trips of moderate length by connecting collectors to major arterials and supporting regional mobility. They play a critical role in balancing accessibility and mobility, serving multiple modes of transportation, and typically feature wider travel lanes and more capacity than collectors, while still accommodating pedestrian and bicycle facilities where appropriate. In Logan, 1000 N and 1400 N are both considered minor arterials.

**Major Arterials** act as primary routes for regional travel and serve as the backbone of the City's transportation system. Designed to carry high volumes of traffic at higher speeds, these corridors connect communities and support efficient movement of people and goods across Logan and beyond. While focused on vehicular flow, they can also incorporate bicycle, pedestrian, and transit elements to enhance safety and accessibility. In Logan, 1000 W and Main Street (US 89/91/SR-165) are both Major Arterials.



## Jurisdiction

As the major regional hub for Cache Valley, Logan has a diverse street network that supports local, regional, and through traffic. This system includes several facilities managed by Utah Department of Transportation (UDOT). These roadways are largely limited to local highways and include major facilities such as Main Street (US-89/91), 1000 W, 2500 N (SR-252), and 200 N/400 N (SR-30/US-89). Ongoing collaboration between Logan, UDOT, and the surrounding communities will be key for future growth and maintenance needs.

## Roadway Capacity and Level of Service

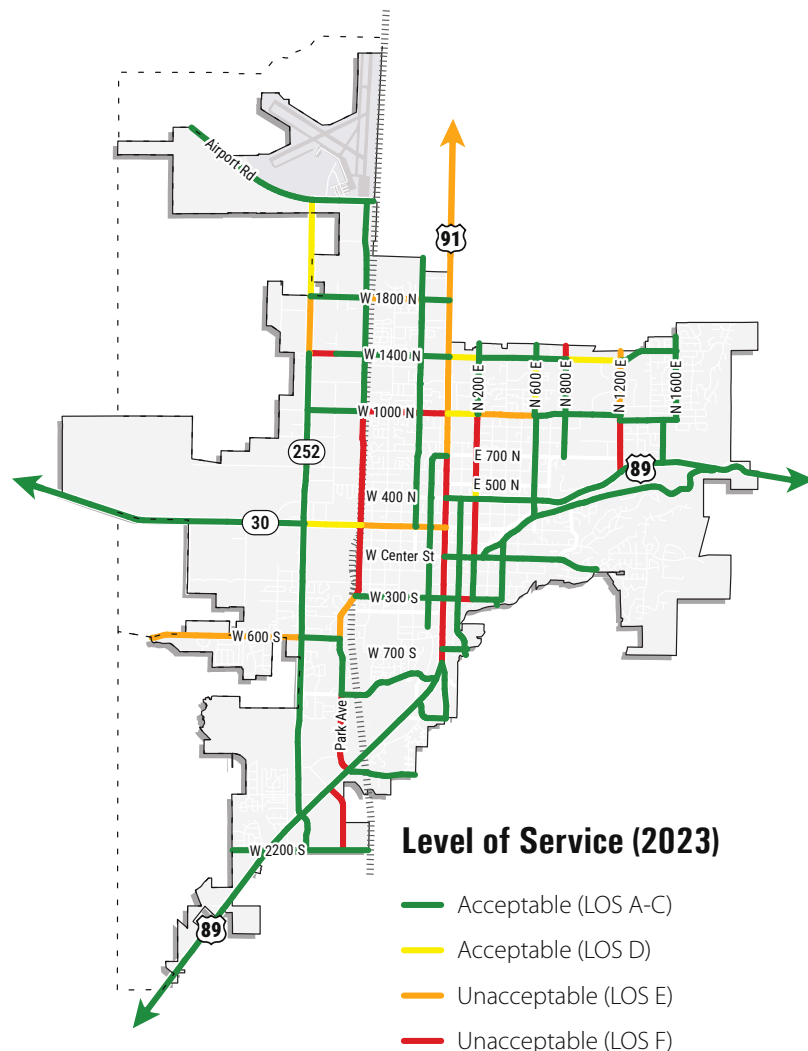
Roadway capacity is becoming a concern for many Logan residents as the population continues to grow, putting more traffic on the same roadway network. The roadway Level of Service (LOS) reflects the ratio of traffic volumes to the roadway's theoretical capacity and measures how much delay users will typically encounter. A LOS of C or D is considered an optimal level of traffic for a given road by Logan City. While roads operating at LOS A and B may feel underused, roads operating at LOS E or F experience heavy congestion and travel delays. LOS E and F conditions may result in traffic diverting onto neighboring roadways or drivers making risky movements.

Currently, several key corridors in Logan, including Main Street, 200 E, 600 W, 1000 N, and 1200 E, experience demand levels at or exceeding their available capacity, resulting in LOS E or worse during peak periods. If current conditions continue, roadway LOS will continue to decline throughout Logan.

When facilities fall to a LOS E or lower, congestion and delays increase due to inadequate capacity to meet demands. To address capacity shortfalls, strategies such as widening roads, restriping or narrowing lanes to add capacity, eliminating on-street parking where possible, and optimizing signal timing should be considered. Additionally, increasing transit service, enhancing active transportation facilities, and promoting alternate routes can reduce vehicle demand and help manage congestion. Logan should focus on implementing capacity improvements, working closely with UDOT and regional partners to maintain acceptable service levels on major regional corridors as the city grows.

### Recommendations

- Address current and anticipated roadway capacity needs through targeted improvements.
- Collaborate with UDOT and neighboring communities to promote adequate LOS on regional corridors.
- Ensure future development supports a connected street system.
- Ensure that new development along gridded street corridors fully connects with existing and planned roadway networks.



# ROADWAY IMPROVEMENTS

Planned roadway improvements can be categorized as new connections, roadway upgrades, and intersection improvements. New connection projects focus on building missing links in the street network to improve overall connectivity and provide alternatives to Main Street. Roadway upgrade projects aim to expand or reconfigure existing facilities, while intersection improvements address congestion and safety. Many of these projects are led by the City, others involve coordination with regional and state agencies to ensure the transportation network functions effectively across municipal boundaries. The top priority projects are described below.

## 1. 100 W to 200 W Connector

This proposed project from the *US 89/91 1200 South to 2500 North Study* would create a continuous north-south connection on the west side of Logan. This link will fill a gap in the street network and provide another option for drivers instead of Main Street. The study would include possible connections at 200 W between 500 N and 600 N, 100 W between 400 N and 500 N, and 500 N between 200 W and 100 W

## 2. 200 East

200 E will be widened or restriped to address growing traffic. The road will be extended to connect with Gateway Drive at southern end and into River Heights, allowing traffic to bypass Main Street.

## 3. 1000 N 600 W Signal

The 1000 N and 600 W intersection will be widened to match nearby roadway improvements. This project will improve pedestrian amenities and rail crossings, making the intersection safer and easier to use.

## 4. Main Street and 100 East

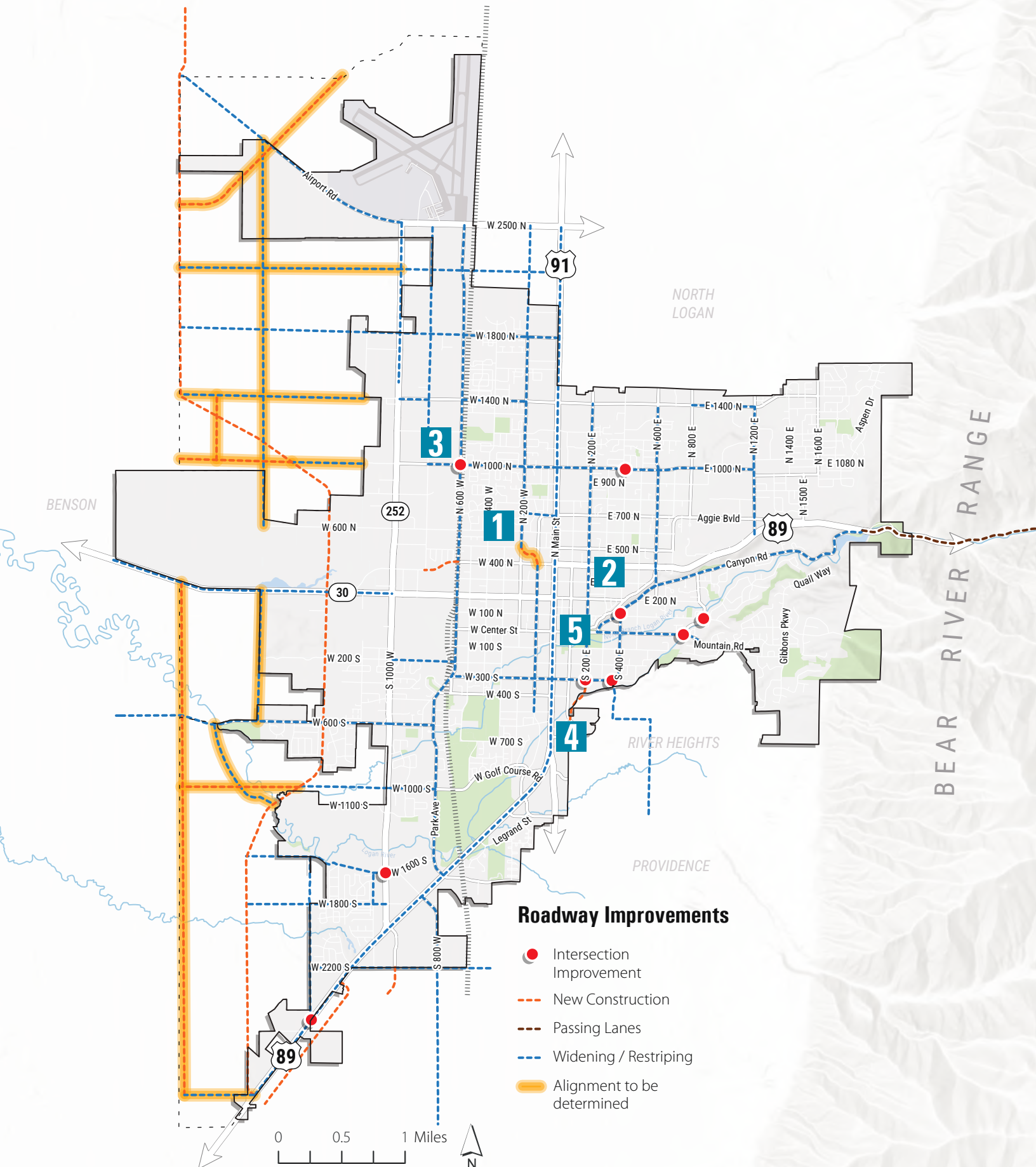
A new road is proposed to be built by UDOT to connect Main Street and 100 E directly. The project will reconfigure the current intersection of US 89/91 and SR-165, allowing travelers to directly connect into the east side of Logan when entering the city, reducing vehicles on Main Street.

## 5. U.S Highway 89/91

Congestion and safety on Main Street (US 89/91) have been long-standing concerns for Logan residents and the Cache Valley region. With no interstate serving Logan, Main Street functions as the City's only major arterial and a critical regional connector. It links Logan south to Salt Lake City and continues north through Cache Valley into Idaho. Main Street also serves as Logan's commercial spine, carrying local traffic and visitors through Downtown Logan. These roles mean that Main Street experiences heavy traffic volumes that contribute to congestion, delays, and safety challenges. Community outreach has shown a strong public interest in addressing these issues and improving mobility and safety along the corridor.

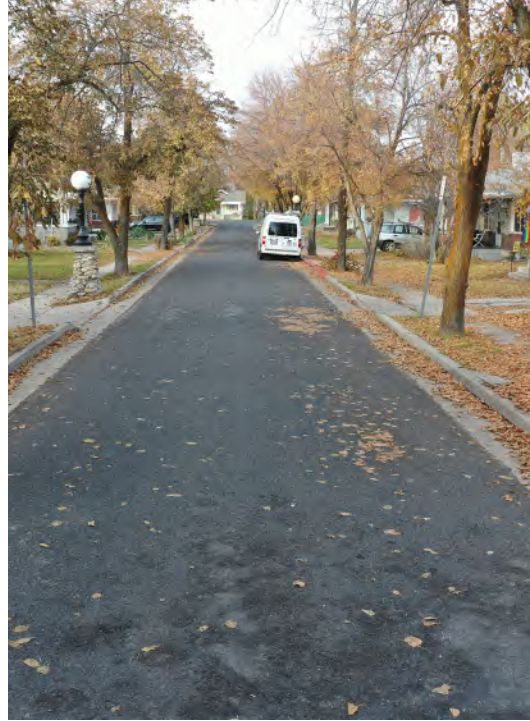
The *US 89/91; 1200 South to 2500 North Study* explored potential elements to improve mobility and safety on Main Street in Logan. These elements included traffic calming and active transportation improvements such as bike lanes, landscaped medians, bus-only lanes, pedestrian facilities, the removal of left turn lanes at key locations, and/or the removal of on-street parking. Logan should continue collaborating with UDOT and stakeholders to finalize designs that balance regional travel needs with creating a safer, more inviting Downtown environment. A key aspect of this plan is connecting and improving existing and proposed alternative corridors, such as 600 W, 1000 W, 200 E, and the planned Western Arterial to carry traffic off Main Street.

Historically, Main Street has been the focus of many transportation and urban design plans aimed at balancing its role as a regional corridor with the needs of local businesses, residents, and pedestrians. Given Main Street's significance, it is crucial for Logan to continue developing a comprehensive, well-coordinated plan that integrates community input, regional transportation goals, and multimodal priorities. A successful plan will not only mitigate current traffic and safety challenges but also support downtown revitalization, promote sustainable transportation options, and ensure Main Street remains a corridor for all users well into the future.



**Roadway Improvements**

- Intersection Improvement
- - - New Construction
- - - Passing Lanes
- - - Widening / Restriping
- Alignment to be determined



## Congestion

One of Logan's biggest transportation challenges is the lack of continuous routes that connect across the City and the region. Many roadways dead-end at natural or built barriers, such as the Island neighborhood, the airport, or schools. As a result, the street network feels disconnected, and most traffic gets funneled onto the few available corridors, increasing congestion.

Moving forward, Logan should ensure that key roadway corridors are preserved and connected. As the City continues to grow, planning and investment will be necessary to maintaining quality mobility for residents. Strengthening and encouraging transit use, active transportation, and alternative routes can also help alleviate congestion. Additionally, the high rate of single-occupant vehicle trips consumes roadway capacity. Encouraging carpooling, trip chaining, and virtual or remote meetings can help reduce daily traffic volumes. Specific projects to strengthen the network, alleviating congestion hot spots, are recommended in the *Transportation Master Plan (TMP)*, *CMPO Regional Transportation Plan (RTP)*, and the *US 89/91 1200 South to 2500 North Study*. To alleviate congestion the TMP recommends prioritizing connectivity on even-number gridded streets in the City. Congestion improvements from the *US 89/91 1200 South to 2500 North Study* can be found on page 74. As Logan considers developing in its potential annexation areas, it will be important to ensure new subdivisions are developed for roadway connectivity, preserving gridded streets and major corridors.

## Safety

Roadway safety is a top community concern. Feedback from outreach conducted for this planning process shows widespread concerns about feeling unsafe while walking or biking, particularly along busy corridors like Main Street or 400 N. These concerns are supported by crash data provided in the *Comprehensive Safety Action Plan (CSAP)*, indicating that Logan experiences a higher rate of active transportation-related crashes compared to the broader Cache Metropolitan Planning Organization (CMPO) region. Comments also shared that road speeds feel too high in residential areas and showed a desire for reduced speed limits. Lastly, outreach respondents have indicated concern about electric bikes and electric scooters travelling at high speeds in bike lanes creating new hazards for cyclists and drivers alike. Residents have expressed a strong desire for improved safety infrastructure such as better pedestrian crossings, protected bike lanes, traffic calming measures, and reduced speeds in neighborhoods.

The CMPO *Comprehensive Safety Action Plan* provides safety recommendations and projects for all Cache County communities, including Logan. It emphasizes roadway improvements such as traffic signals, roundabouts, dedicated turn lanes, and expanded pedestrian and bicycle infrastructure to enhance safety region-wide. The Plan advocates for traffic calming measures throughout Cache County. Logan should continue to implement these strategies, update policies, and incorporate safety features into new and redeveloped roadways to reduce crashes and improve safety for all users.

Specific project recommendations for Logan from the safety study include:

- Building a raised median and strategic access points on 1400 N to slow traffic while maintaining business access, along with separated bike lanes for improved cyclist safety.
- Revise policies and design standards to address speed-related crashes and enhance safety for pedestrians and cyclists in Downtown Logan.
- Provide alternative routes that will support the additional traffic impacts in other areas of the City, reducing traffic from Downtown Logan.

### Recommendations

- Implement safety education programs collaboratively with State agencies such as the Zero Fatalities Program.
- Regularly review and refine Safe Routes to Schools.
- Update street standards to include safety measures for new and redeveloped roadways.
- Revise speed limit policies to better reflect local contexts, using the latest tools, such as the Federal Highway Administration's United States Speed Limits System, to define speed limits under appropriate contexts.
- Proactively develop safety measures at areas of concern, such as the US 89/91 interchange.
- Implement traffic calming measures such as narrowed travel lanes, speed humps, and landscaped medians to reduce vehicle speeds, especially in residential neighborhoods and areas with high pedestrian activity.
- Study the need to set, post, and enforce speed limits for bikeway users to ensure the safety of drivers and all users.

## Connectivity

Utah Senate Bill 195, Transportation Amendments, was passed in 2025, adding new requirements for municipal general plans. Municipalities are now required to identify priority connections to remedy physical impediments to circulation that impact vehicle, transit, bicycle or pedestrian access to areas with significant economic, educational, recreational and other priority destinations within their general plan.

Logan City has several features that limit roadway connectivity. Railroad tracks run north-south through the city parallel to 600 West, making new east/west connections difficult. The Logan River and several canals run through the city, requiring bridges or culverts at crossings. Wetlands define and constrain Logan's western periphery, adding additional engineering challenges to building new connections to central and western parts of Cache County. The steep slopes and grade changes north of Canyon Road and south of the Logan River also limit feasible roadway connections on the west side of Logan and into neighboring River Heights.

In addition to physical impediments to connectivity, regionally significant land uses and public lands also constrain roadway connectivity through Logan and into neighboring communities, such as Mount Logan Middle School and Logan High School, the Cache County Fairgrounds, Logan-Cache Airport, the Logan River Golf Course and Logan Country Club, and parts of the Utah State University campus.

This section identifies priority connections that could connect across the barriers listed above, improving connectivity in Logan City. Projects listed below come from the CMPO 2050 Regional Transportation Plan (RTP) or the Logan City Transportation Master Plan (TMP), with one additional project from the Utah Statewide MPOs Regional Roadway Grid Study being considered for the 2055 Regional Transportation Plan. Each proposed connection includes a cost estimate, potential funding sources, and impediments to construction. Cost estimates are based on the 2023 costs from the RTP or the TMP, increased by 15% to account for inflation.

## Future Projects that will Increase Connectivity in Logan

Project Name	Description	Cost Estimate (2025 Dollars)	Potential Impediments
Logan 1800 North	This new extension will connect 1800 N to the planned Western Arterial.	\$7,529,050	<ul style="list-style-type: none"> <li>■ Wetlands</li> </ul>
Logan 400 North, 850 West to 600 West	This new roadway will link 400 North across 600 West, creating a continuous facility.	\$6,311,200	<ul style="list-style-type: none"> <li>■ Railroad Crossing</li> </ul>
800 West Corridor, 1200 North to 2500 North	The extension of 800 West to 2500 North will create a new connection while improving the existing facility.	\$13,588,400	<ul style="list-style-type: none"> <li>■ Wetlands</li> <li>■ Existing Utility Corridor</li> </ul>
1600 South, 1000 West (SR 252) to 2000 West	The extension of 1600 South further west will create an additional connection to the planned Western Arterial.	\$9,415,050	<ul style="list-style-type: none"> <li>■ Wetlands</li> <li>■ Waterways</li> </ul>
Logan-Smithfield Western Arterial, SR 30 to Hwy 218	This new bypass will move north-south travelers through the western edge of Logan.	\$159,373,870	<ul style="list-style-type: none"> <li>■ Waterways</li> <li>■ Wetlands</li> <li>■ Funding Availability</li> </ul>
Nibley-Logan Western Arterial, Hwy 89/91 to SR 30	This new bypass will move north-south travelers through the western edge of Logan.	\$121,181,243	<ul style="list-style-type: none"> <li>■ Waterways</li> <li>■ Wetlands</li> <li>■ Cost</li> </ul>
200 East Connection to 100 East from 300 South to 600 South	This new connection from 200 East to 100 East will improve connections to 200 East from points south.	\$4,417,150	
1400 North Extension to the Western Bypass Arterial	The extension of 1400 North will create an additional connection to the planned Western Arterial.	\$13,279,050	<ul style="list-style-type: none"> <li>■ Waterways</li> </ul>
2200 North from 2400 West to 500 West	The extension of 2200 North will close a gap in Logan's existing grid and create an additional connection to the planned Western Arterial.	\$15,865,400	<ul style="list-style-type: none"> <li>■ Wetlands</li> </ul>
1800 West from Future 2600 North to 600 North	This new roadway will provide a new Collector roadway as Logan expands to the west.	\$22,763,100	<ul style="list-style-type: none"> <li>■ Wetlands</li> <li>■ Waterways</li> </ul>

## Future Projects that will Increase Connectivity in Logan

Project Name	Description	Cost Estimate (2025 Dollars)	Potential Impediments
2200 West from 1400 North to 1000 North	This new roadway will fill in gridded roadway connections to support future growth.	\$3,277,500	<ul style="list-style-type: none"> <li>■ Wetlands</li> <li>■ Waterways</li> </ul>
1000 South from 2400 West to Western Bypass	This new roadway will fill in gridded roadway connections to support future growth and the Western Arterial.	\$16,555,400	<ul style="list-style-type: none"> <li>■ Waterways</li> </ul>
2400 West from 200 North to 3000 South	This new roadway will create gridded roadway connections to support future growth.	\$31,997,600	<ul style="list-style-type: none"> <li>■ Waterways</li> </ul>
2600 North to 1200 West Connection	This new roadway will fill in gridded roadway connections to support future growth.	\$7,414,050	<ul style="list-style-type: none"> <li>■ Waterways</li> </ul>
*1400 West Extension	This new roadway will fill in gridded roadway connections to support future growth.	\$24,012,580	<ul style="list-style-type: none"> <li>■ Wetlands</li> <li>■ Waterways</li> </ul>

*Source: CMPO 2050 Regional Transportation Plan, Logan City Transportation Master Plan (2023)*

*\*This project is a candidate from the Utah Statewide MPOs Regional Roadway Grid Study for inclusion in the 2055 Regional Transportation Plan*

*Funding for connectivity projects can come from a variety of sources. A detail list of funding sources is provided in Chapter 12 Implementation.*





## Parking

Logan has historically provided free parking to users throughout the City. However, as the population has grown, demand for parking has increased, especially surrounding the University and the Downtown area. Although considerable amounts of on- and off-street parking is available, users have reported that usage has increased in recent years, which makes finding parking more difficult during periods of peak demand. As Logan continues to grow, parking issues may become more severe, leading to shortages and conflicts as already experienced in high-demand areas.

Logan should research parking policies to find a policy that will balance growth demands and providing satisfactory service city-wide, which may include improving parking wayfinding, right-sizing minimum parking requirements, building new parking structures, or implementing paid parking programs. Potential new parking programs could be based on industry-standard shared parking tools, calculated by land use and neighborhood zoning, or right-sizing current parking requirements to actual use.

Logan should continue to monitor Downtown parking demand and consider conducting a study to assess current and projected parking availability and utilization, including during high-traffic events. The study should also evaluate funding options and identify potential locations for a future parking garage or other parking improvements.

## Residential Parking Management

Most residential parking restrictions in Logan currently affect the areas surrounding USU and student housing neighborhoods where the demand for free parking often exceeds supply. Logan should continue to coordinate with the University to balance the parking needs of students and area residents. Winter parking restrictions throughout Logan further prohibit the use of on-street parking as a long-term solution for residents. The City should consider re-evaluating this policy if parking demand grows, particularly in more densely populated areas where off-street parking is limited. As the City and University continue to grow, parking requirements will need to be continually monitored, and programs implemented to best support supply and demand in residential parking areas.

## Freight

Logan is seated directly on several regional highways that support freight traffic for the region. Freight traffic plays a vital role in the local and regional economy, and providing a safe, reliable, and efficient freight system is key for supporting both regional connectivity and local businesses. Measures such as improved turning bays, driveway entrances, signal timing and locations, and curb radii on freight corridors should be considered where freight traffic is heavy. Within Logan, the following roadways are designated as freight corridors in the *Transportation Master Plan*:

- 1400 N (East of 1000 W)
- SR-30 (West of Main Street)
- 400 N (East of Main Street)
- Main Street (US-89/91) \*
- 2500 N (1000 W to US-91) \*
- 1000 W (US-89/91 to 2500 N) \*
- Western Bypass
- 1000 N (East of Western Bypass)
- 600 S (West of 1000 W)

\*Roadway is a UDOT-designated Critical Freight Corridor

### Recommendations

- Implement the CMPO RTP and the *Logan Transportation Master Plan* to build a comprehensive local and regional network to address traffic issues as Logan grows.
- Implement key recommendations from the *US 89/91 Logan to North Logan Study* to fill gaps in Logan's street grid network and provide alternatives to Main Street to reduce congestion.
- Continue to collaborate with surrounding municipalities to preserve the right-of-way for critical regional connections to address through traffic congestion along Main Street.
- Implement the safety improvements and policy recommendations from the CMPO *Comprehensive Safety Action Plan (CSAP)*.
- Use the High Injury Network and policies from the CSAP to identify roadways with higher collision rates and implement traffic calming measures where appropriate, following guidance from the *Logan Transportation Master Plan*.
- Using the CMPO CSAP as a guide, research and adopt traffic calming policies that will balance providing safety and service as Logan develops.
- Preserve and promote freight corridors designated in the *Logan Transportation Master Plan* to keep freight on designated routes and away from neighborhoods.
- Study areas with high residential demands for parking to determine the available, used, and needed parking available to residents. As residents continue to increase, study and implement parking systems to provide adequate parking.
- Review code requirements to ensure parking is correctly scaled to the actual need.
- Review the winter on-street parking restrictions and determine if on-street parking can be made available year-round.
- Consider conducting a Parking Needs Assessment to analyze utilization, identify opportunities for shared parking, and inform context-sensitive standards that reduce unnecessary parking and strengthen walkability in Logan.



## Multimodal Streets

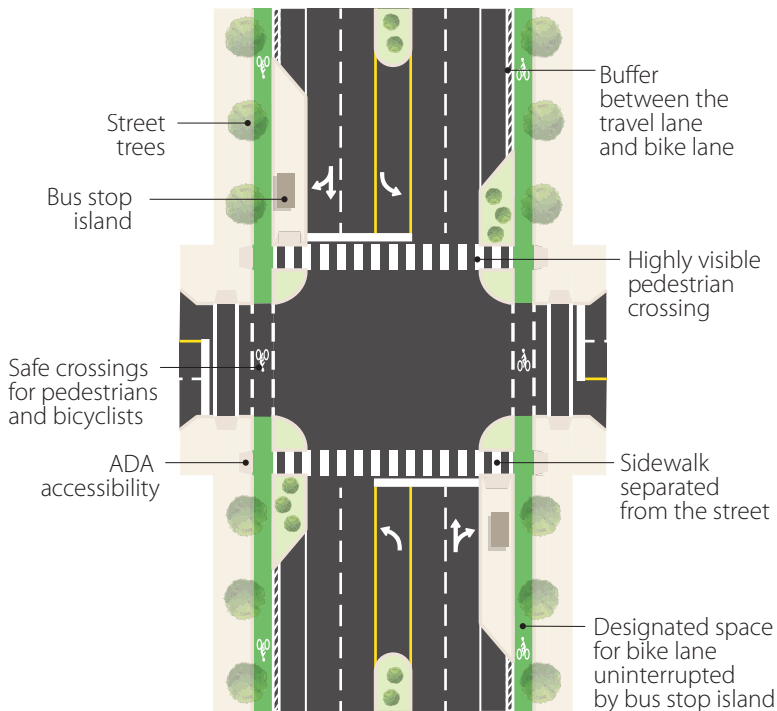
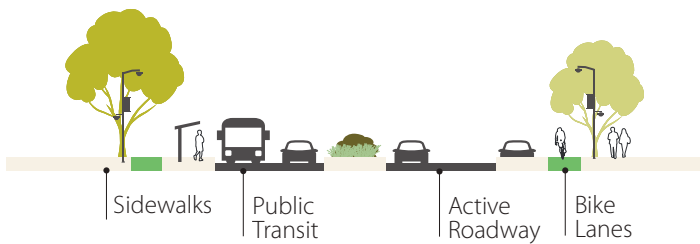
Streets should be designed and operated to be safe for all users, including motorists, transit riders, bicyclists, and pedestrians. Incorporating features that encourage walking, biking, and public transit use to enhance traffic safety, reduce congestion, and promote an active and healthy lifestyle. This may include features such as comfortable transit stops, sidewalks sized appropriately to demand, adequate lighting, dedicated crossings, traffic calming, and bikeways. The size (including number of lanes), and features of multimodal streets depends on their location and intended level of service.

Logan should consider adopting a formal Multimodal Streets Design Policy with clear expectations for the design and implementation of new street projects. This policy would help guide consistent application of multimodal infrastructure across the city's diverse roadway network. The prioritization of corridors could begin with major arterials and areas with high pedestrian and bicyclist use or be based on the CMPO CSAP High Injury Network. Updating street design standards to include multimodal principles can help create streets that work for all users. These updates allow communities to gradually build safer, more connected streets as roads are developed or rebuilt over time.

In areas of new development and annexation, there is potential to implement multimodal streets policies. New subdivisions and greenfield developments offer opportunities to design streets that prioritize safety, connectivity, and accessibility for all users. Incorporating multimodal streets elements early in the planning process can ensure that sidewalks, bike lanes, transit accommodations, landscaping, and traffic calming measures are integrated into the community fabric. This proactive approach will help promote multimodal travel options, and reduce future retrofitting costs, ultimately supporting sustainable growth and enhanced quality of life in expanding neighborhoods.



## Multimodal Street Elements and Design



### Recommendations

- Develop and formally adopt a Multimodal Streets Policy in Logan with clear guidelines for designing new and reconstructed streets.
- Prioritize corridors and intersections for Multimodal Streets improvements based on factors such as pedestrian and bicyclist activity, traffic volumes, and locations identified in the CMPO CSAP's High Injury Network.
- Incorporate specific design features into street projects, such as sidewalks of appropriate width, protected bike lanes, curb extensions, raised crosswalks, enhanced lighting, and signalized intersections to improve safety and comfort.
- Engage community members and regional partners early in the planning process to ensure designs meet local needs and encourage multimodal use.
- Update city street design standards and development codes to require Multimodal Streets elements in all applicable projects.
- Monitor and evaluate completed Multimodal Streets projects regularly to assess effectiveness and inform future improvements.

# ACTIVE TRANSPORTATION NETWORK

The Active Transportation Network in Logan plays a role in promoting safe, accessible, and sustainable mobility options for users throughout the City. Building on the *Logan Bike and Pedestrian Master Plan* and the *Cache County Trails & Active Transportation Master Plan*, Logan aims to enhance safety, accessibility, and connectivity for all pedestrians, bicyclists, and transit users. This includes cultivating a comprehensive network of sidewalks, bike lanes, trails, and pedestrian facilities that connect neighborhoods, schools, commercial areas, and regional destinations.

## Sidewalks

Sidewalks play a crucial role in connecting communities, fostering social interactions, and promoting active lifestyles. While Logan’s sidewalk network serves much of the community, there are gaps, most often seen in industrial areas, along major regional highways, and in older residential neighborhoods. These gaps force pedestrians into unsafe locations or to avoid pedestrian trips altogether in Logan. The *Logan Bike and Pedestrian Master Plan* further details the gaps in sidewalk infrastructure. The City has made efforts to complete and develop safe routes to schools. Looking ahead, the City should continue to work to build a complete sidewalk network, improving pedestrian safety and accessibility throughout the City.

Some regions in Logan see a much higher concentration of pedestrian traffic than the surrounding community, including the University and Downtown. Conflicts between pedestrian and vehicular traffic should be monitored in these areas, prioritizing pedestrian movements where they are the primary mode of transportation. Residents expressed frustration with sidewalks not being maintained in winter conditions and suggested that sidewalk maintenance become a city service. Logan should review similar programs, such as Park City’s, identify funding sources, and consider implementing a formal maintenance program for frequently used areas.

*Bike lanes, paths and trails everywhere please! They are good for everyone's health and minimize air quality problems.*



# Bikeways

Logan offers a variety of dedicated bikeways designed to provide safe and convenient connections for both commuters and recreational bicyclists. These include on-street bikeways such as bicycle boulevards, roadways with shared lane markings, bike lanes, buffered bike lanes, and protected bike lanes, as well as off-street bikeways such as paved shared-use trails and unpaved recreational paths. Together, these bikeways create a multimodal network that supports active transportation by separating cyclists from vehicular traffic where possible and integrating bike routes within the existing roadway system.

The community expressed strong support for expanding City’s bike network to better connect neighborhoods, schools, Downtown, shopping areas, and regional destinations. Residents emphasized the need for a more comprehensive and connected bike network, increased availability of secure bike parking and end-of-trip facilities at major destinations such as transit stops and commercial centers, and improved safety features throughout the system. These improvements are important in high-demand areas like Downtown and near USU.

Logan should continue to implement projects from the *Logan Bike and Pedestrian Master Plan* and the *Cache County Trails and Active Transportation Master Plan* and consider the development of bikeways on new and rebuilt roadways when opportunities arise. A new Bike and Pedestrian Master Plan should be developed as Logan Continues to grow, and integrated into the Transportation Master Plan to represent all modes of travel.

## Phase 1 (2023-2032) Active Transportation Projects

Project Name	Description
Cache Bikeway - CR238	Buffered Bike Lanes
Logan River Trail - Trapper Road to Mendon Road	Multi-Use Path
89 Pathway	Multi-Use Path
100 W Bike Lane	Buffered Bike Lanes
100 W Bike Lane (New Roadway)	Bike Lanes
Cache Bikeway - 400 W	Bike Lanes
Cache Bikeway - 100 N	Bike Lanes
Cache Bikeway - SW Logan	Sharrow
Cache Bikeway - 400 W Logan	Bike Lanes
300 S East	Sharrow
Cache Bikeway - 1800 N Bike Lane	Bike Lanes
CMPO At Route - 700 E	Bike Lanes
Spring Creek Parkway	Bike Lanes
Merlin Olsen to Stewart Nature Trail	Multi-Use Path
100 E South Continuation to CR238	Bike Lanes





## Trail Connectivity

Logan is surrounded by scenic canyons and ample trails and has many parks and green spaces for community members to enjoy. Community stakeholders have highlighted the need for enhanced multimodal connections between these to improve regional connectivity. In addition to local trail development, ensuring regional trail connectivity is important to link Logan with neighboring communities and recreational destinations throughout Cache Valley. Strengthening these regional connections will support active transportation options for commuting, recreation, and tourism, while fostering healthier lifestyles and reducing vehicle trips. Logan should continue work on planned trails, and identify new opportunities for trail development, to develop a comprehensive network. The following projects are planned trials.

### 1200 East

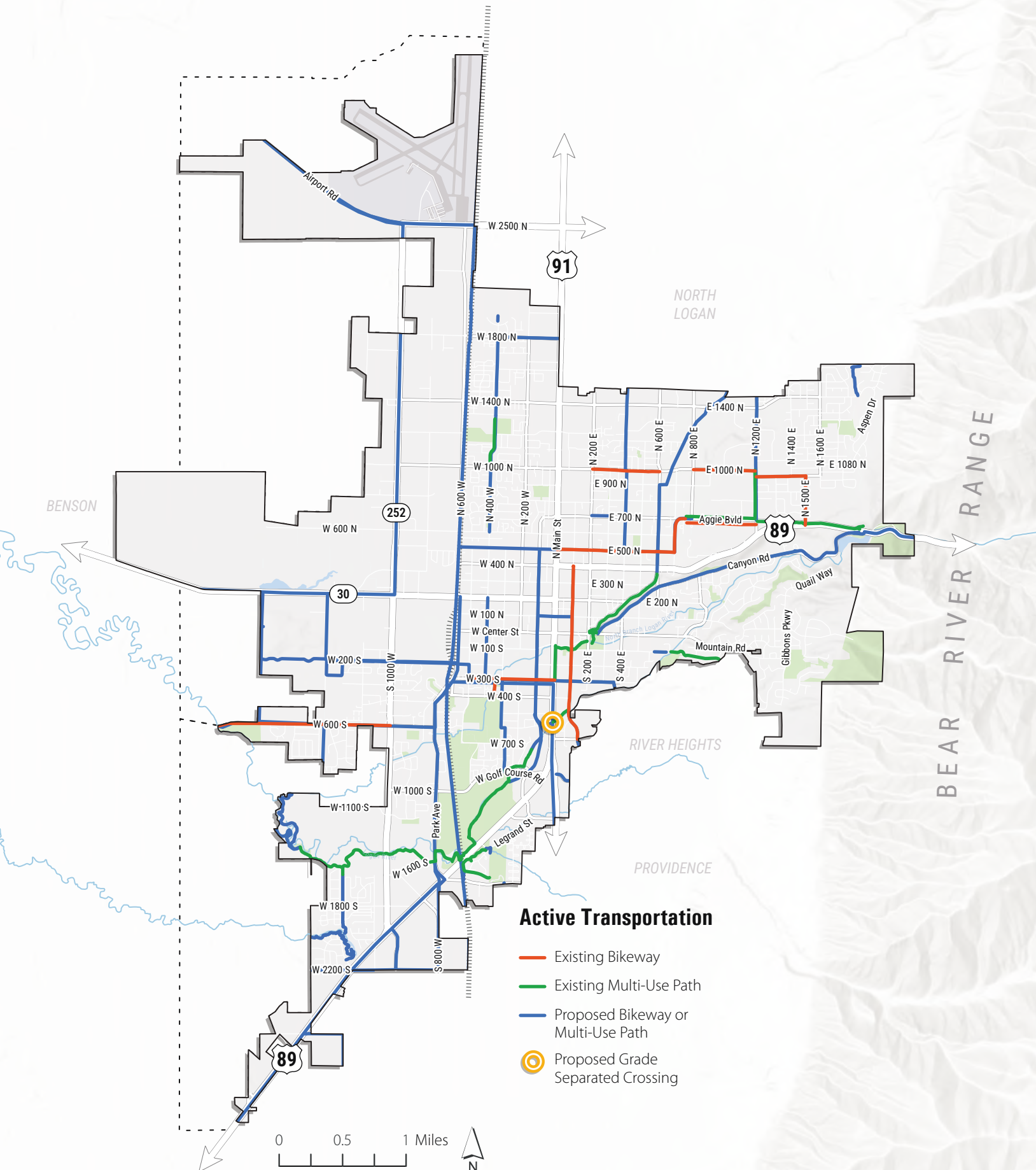
The planned 1200 E buffered bike lane builds on existing wide streets and recent safety improvements to add a primary connection for USU students and faculty from Aggie Village and the Hillcrest neighborhood to directly access the academic core of USU's campus.

### 100 West

The 100 W buffered bike lane will provide a direct bikeway through downtown Logan, providing alternate access from Main Street for bicyclists accessing Downtown. This project also pairs well with the strong desire for increased bike and pedestrian-friendly infrastructure downtown, as the desired mode-share shifts away from vehicular travel.

### Recommendations

- Continue filling in sidewalk gaps, especially in underserved neighborhoods and major corridors as prioritized in the *Logan City Bicycle and Pedestrian Master Plan*.
- Search for ways to implement projects not funded through the *CMPO Regional Transportation Plan*.
- Incorporate the *Logan City Bicycle and Pedestrian Master Plan* into the *Transportation Master Plan* and continue implementing the plan to develop a connected network of active transportation options.
- Update the *Logan City Bicycle and Pedestrian Master Plan* as Logan City grows.
- Support the development of new bikeways and multipurpose trails identified in the *Cache County Trail and Active Transportation Master Plan*.
- Consider updating the *Logan City Bicycle and Pedestrian Master Plan* to reflect evolving needs and improve safety and access for people walking, biking, and using micromobility.
- Build multimodal transportation connections between neighborhoods and commercial areas by connecting sidewalk gaps, adding marked crosswalks and ADA-compliant paths, and installing bike lanes.
- Maintain bikeways including seasonal debris removal, pavement repair, signage and striping updates, and vegetation control to support reliable bicycle mobility across Logan.



# PUBLIC TRANSPORTATION

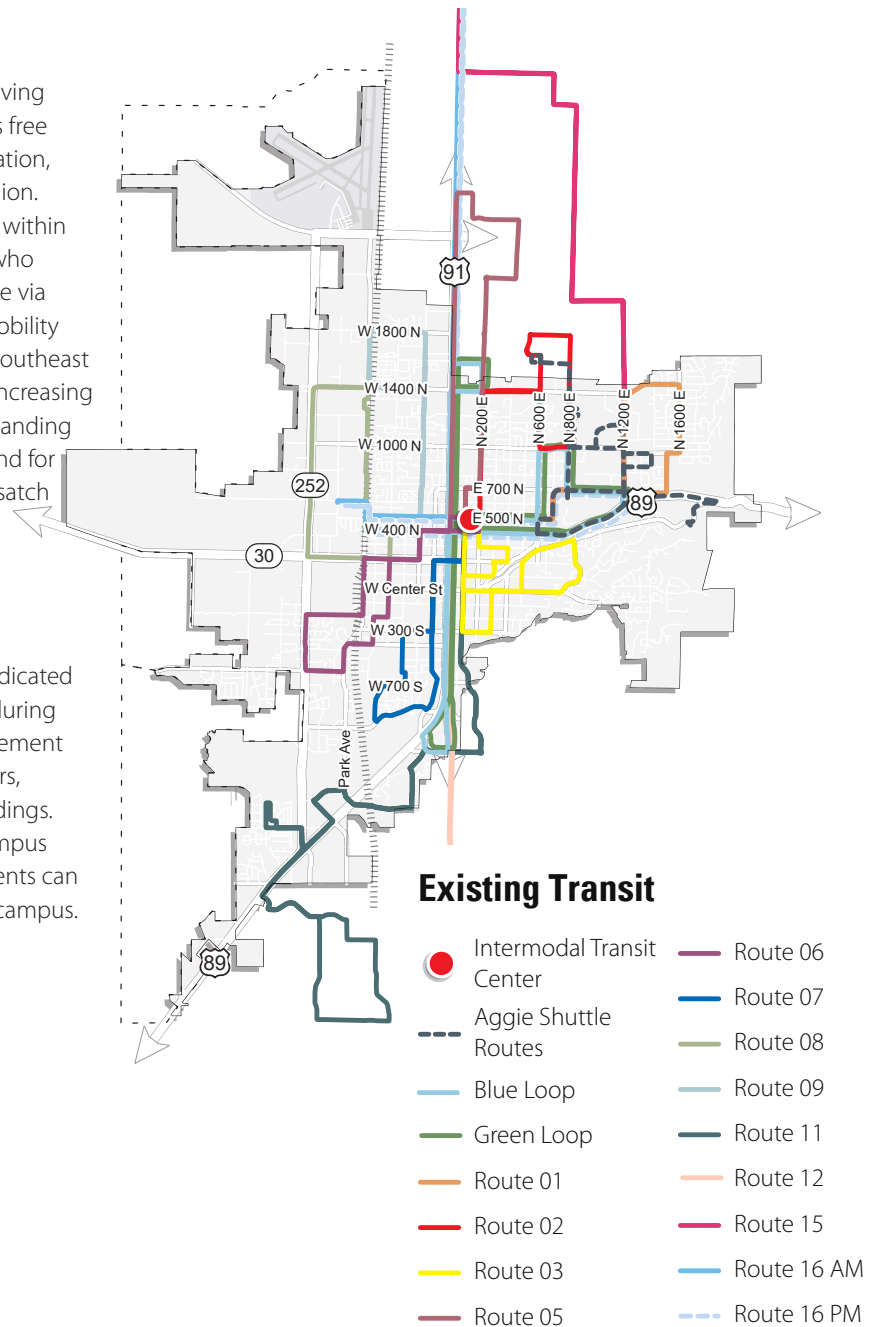
Public transportation plays an important role in providing equitable, sustainable, and efficient mobility options for Logan’s residents and visitors and easing congestion concerns. Logan currently hosts two transit systems, both of which are free for all users. As the City continues to grow, expanding and enhancing transit services will be central to reducing traffic congestion, improving regional connectivity, and supporting access to employment, education, and key destinations.

## Connect Transit

Connect Transit is the primary public transit system serving Cache Valley, with its central hub located in Logan. This free service connects users to housing, employment, education, shopping, and other opportunities throughout the region. Currently, Connect Transit operates 13 standard routes within Logan, including a service for people with disabilities who are not located close to a transit route, circulator service via the Loop bus line, and on-demand van-based micromobility services known as POOL that extend to communities southeast of Logan. Residents have expressed strong interest in increasing service frequency, extending operating hours, and expanding the service area. Additionally, there is significant demand for enhanced regional connections, particularly to the Wasatch Front and regional rail connections.

## Aggie Shuttle

The Aggie Shuttle is operated by USU and provides dedicated transit service primarily for students, faculty, and staff during the academic year. The shuttle network facilitates movement around USU’s main campus, connecting parking centers, student housing, research facilities, and academic buildings. Although the Aggie Shuttle is primarily focused on campus circulation, it does connect with Connect Transit. Students can seamlessly travel between the City and the University campus. Updates to this system are made as needed by USU.



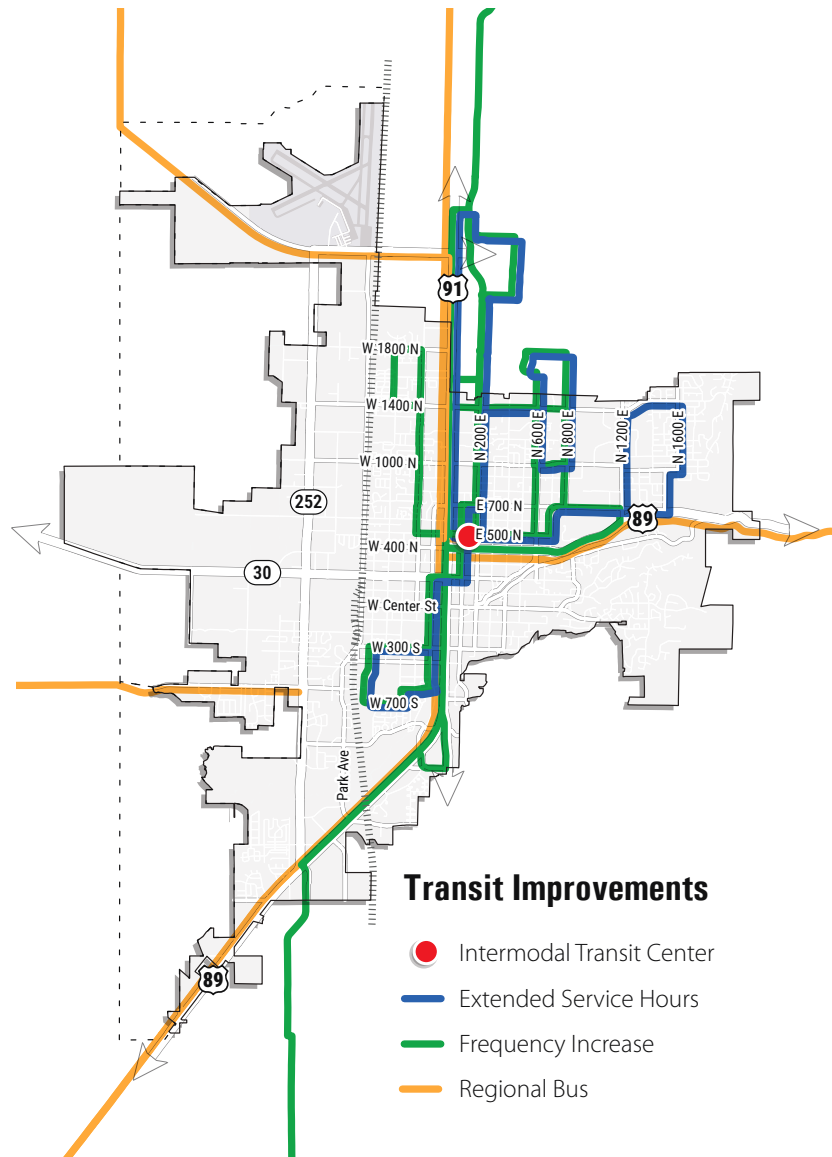


## Future Transit Improvements

Connect Transit has recently conducted several planning efforts that respond to the community's desires for increased transit services in Cache County. Potential new routes include the Box Elder Express and transit routes to Clarkston, Ogden, Wellsville, and Preston. A high-capacity transit line between Smithfield and Hyrum is also listed but is not scheduled.

### Recommendations

- Support the implementation of both the *Connect Transit Long Range and Short-Range Transit Plans* and coordinate roadway improvements to expand and enhance transit service throughout Logan and Cache County.
- Encourage Connect Transit to improve bus stop amenities and infrastructure, such as lighting, shelters, and wayfinding, city-wide to enhance user experience.
- Collaborate with regional partners to explore extending transit connectivity to the Wasatch Front, including access to the current Frontrunner station in Ogden and, eventually, the future station in Brigham City.
- Consider the needs of low-mobility individuals, including unhoused residents, by coordinating transit planning with the location of shelters, medical and social service facilities, and other essential destinations to ensure reliable, barrier-free access to support and opportunity.



### Transit Improvements

- Intermodal Transit Center
- Extended Service Hours
- Frequency Increase
- Regional Bus



# COMMUNITY FACILITIES AND INFRASTRUCTURE

Community facilities and infrastructure provide residents and businesses in Logan with services and amenities that support the City's quality of life. This chapter outlines policies and recommendations to ensure these resources remain high-quality and accessible. It also highlights the importance of coordination and communication with entities beyond the City's purview, supporting Logan's exceptional quality of life.

## GOALS

- Ensure the infrastructure and utility services meet community needs, enhance resilience, and solidify the City's capacity to support both current and future growth.
- Strengthen community identity by continuing to support the library, recreational amenities, and public gathering spaces that reflect Logan's character and support connections among residents.
- Ensure equitable access to essential public services and community facilities that meet the needs of Logan's growing and diverse population.
- Maintain a reliable and sustainable water utility infrastructure system that meets Logan's needs and sustains future growth.
- Steward Logan's water resources and strengthen the City's ability to ensure a reliable, adequate supply for current and future residents.



*Logan is a sound, friendly, well-managed community with many outstanding qualities.*



# COMMUNITY SERVICES

Each resident of Logan benefits from many City and community services. City services are at the forefront of providing and maintaining a safe, attractive, and desirable place to live and operate a business. The City is responsible for essential services like law enforcement, fire protection, and public works services. Community services are provided by various entities, including the chamber of commerce and school district. As the community continues to grow, additional staffing, expanded training, and increased resources may be necessary to effectively serve residents. Maintaining the long-term sustainability of these services will require ongoing evaluation and potential investment in personnel, equipment, and infrastructure to maintain a high standard of living.

## City Governance and Administration

Logan is governed by a Mayor-Council form of government. The Mayor, elected at-large, serves as the head of the executive branch, oversees daily operations, prepares the annual budget, and appoints department heads. The City Council consists of a five-member, elected at-large body, and acts as Logan's legislative body. It enacts ordinances, approves the municipal budget, sets policy direction, and provides oversight of the Mayor's administration.

In addition to City Council, Logan is served by several advisory boards and commissions. These bodies meet regularly to provide input that helps guide City Council decision making. The City's boards and commissions include:

- Audit Committee
- Economic Development Committee
- Forestry Board
- Golf Course Advisory Board
- Historic Preservation Committee
- Library Board
- Light and Power Advisory Board
- Neighborhood Councils
- Parks and Recreation Advisory Board
- Planning Commission
- Public Art/Fine Arts Committee
- Renewable Energy and Sustainability Advisory Board
- Solid Waste Advisory Board
- Water, Sewer, and Stormwater Advisory Board
- Rate Setting Committee for the Logan Regional WWTP

## Police

The Logan City Police Department (LCPD) is a full-service police enforcement and public safety agency with five lieutenants, seven sergeants, five corporals, and a total of 60 sworn officers. The Department responds to emergency calls, conducts investigations, and enforces local ordinances and state laws. LCPD provides 24/7 coverage, and all dispatching for police, fire, and EMS in the area is handled through a centralized valley-wide 9-1-1 dispatch center that serves Logan and Cache County.

USU has its own police department that provides 24-hour public safety and security services to ensure a secure environment for students, faculty, staff, and visitors. The USU Police Department is a fully certified agency with 15 full-time and additional part-time officers patrolling campus 24/7. They respond to incidents, and collaborate with Logan Police on significant large events.



## Fire

The Logan City Fire Department (LCFD) provides fire protection and emergency medical services to Logan, North Logan, Providence, River Heights, and nearby unincorporated areas in Logan Canyon. The department includes 68 full-time employees, all trained as Advanced Emergency Medical Technicians or Paramedics. LCFD also offers specialized response services, including Hazardous Materials, Wildland Fire, Technical Rescue, and Airport Rescue Fire Fighting. Beyond emergency response, the department completes over 2,000 fire prevention inspections annually for all businesses and delivers around 170 public safety education presentations and station tours each year. LCFD operates out of four fire stations within its service area at Stations 70, 71, 72 in Logan, and 120 in North Logan.

The National Fire Protection Association (NFPA) continuously develops standards for fire departments nationwide. Including call processing, time to get suited and into vehicles, and travel time, the NFPA recommends an emergency response time within six and a half minutes. The Logan City Fire Department should ensure that its staffing levels and facility locations continue to allow for that response time, even as the City grows.

An additional risk faced by Logan residents is wildfires. According to the Utah Department of Natural Resources, properties on the City's eastern and western peripheries are at a heightened risk of being impacted by a wildfire, especially those closest to the slopes of the Bear River Range. In response to increasing wildfire threats, the Utah Legislature passed HB 48, to help residents, cities, and counties reduce wildfire risks. With adoption of the urban wildland interface code, the City should coordinate with Cache County, which will inspect affected properties and provide resources and assistance to residents looking to reduce their property's risk.

## Health and Medical

Logan residents benefit from a local and reliable healthcare network. The Logan Regional Hospital, a 148-bed facility, is operated by Intermountain Healthcare and offers services such as cancer care, women and newborn services, orthopedics and sports medicine, cardiology, and behavioral health services. It is a Level III Trauma Center that provides medical care to 150,000 people across Cache, Rich, Box Elder, and Franklin Counties.

The Logan Regional Hospital also operates two medical clinics, the Budge Clinic and InstaCare facility. The Budge Clinic offers comprehensive medical care in various specialties and specialized care for both adults and pediatric patients. Services range from family medicine and surgery to allergy treatment, nutrition services, audiology, dermatology and surgery. Logan InstaCare offers urgent care services for non-life-threatening conditions on a walk-in basis. The facility provides immediate medical attention for illness and injuries with no appointment necessary. In addition to these facilities, Logan is served by numerous private health care providers across a wide range of medical and dental specialties.



## Schools and Education

The City's education system is a key community asset, offering diverse learning opportunities through public schools, charter schools, a university, and technical education. A student could, in theory, complete from kindergarten through college without leaving Logan. The School District remains committed to providing high-quality education and continues to serve as a pillar of the Logan community. Enrollment patterns can shift over time as neighborhoods age and families move in and out of the City, monitoring these shifts and patterns can help with inform program adjustments and facility planning to meet evolving community needs. Within Logan, both USU and Bridgerland Technical College are experiencing steady growth, leading to increased investment in facilities, resources, and programs. To stay informed on future improvements, expansions, or renovations that could affect the community, the City should maintain open communication with the local educational institutions.

### Logan City School District

The Logan City School District enrolls a diverse student body of approximately 5,300 students and operates 10 public schools: six elementary schools, one middle school, one high school, and two preschools; one specifically for those with special needs. Opportunities include dual language immersion, outdoor learning experiences in Logan Canyon and multiple pathways to prepare students for post-secondary learning. The District offers school enrollment flexibility for parents and students, enabling them to attend schools across the area, as building capacity allows, rather than being assigned based solely on location.

### Utah State University

USU's main campus is in Logan and anchors a statewide network of campuses that collectively serve 28,900 students, and over 19,000 of them are enrolled at the Logan campus. As a public, land-grant research university, USU plays a central role in advancing education, research, and community engagement throughout the state and internationally. The 600-acre Logan campus sits 340 feet above Cache Valley at the mouth of Logan Canyon. It retains strong ties to its historical roots. Old Main, the oldest campus building is listed on the National Register of Historic Places and contributes to Logan's historic character.

### Bridgerland Technical College

Bridgerland Technical College is a public technical college that focuses on career-oriented, hands-on training and serves students in the Bear River Region, including Logan and surrounding communities. Bridgerland's main campus is located in Logan and enrolls approximately 1,500 students and offers 37 vocational and certificate programs in healthcare, technology, skilled trade, cosmetology, and business fields.



## Library

The City's newly constructed library, Logan Library, opened in March 2024. The 35,000-square-foot library was designed to spark creativity, exploration, and collaboration by providing high-quality services that promote an informed and engaged public. The library provides gathering spaces, meeting rooms, digital materials, internet access, and free programs including story times, after-school activities, film screenings, and workshops. These offerings make the Logan Library a hub for learning and community engagement. Any City resident over the age of five, or businesses based in Logan, can check out books and other resources from the library.

## Cache Valley Chamber of Commerce

The Cache Valley Chamber of Commerce supports economic growth, innovation, and collaboration through networking, advocacy, and resource-sharing for the business and development community in Logan. The Chamber supports local entrepreneurs through events and programs, alongside partnerships with USU and the Cache Valley Economic Development Alliance (CVEDA), to help businesses expand, create jobs, and retain talent. The Chamber promotes the region as an innovative hub by attracting investment and new residents, supporting events like the Annual Awards Gala. It also supports initiatives like Envision Cache Valley, which aim to guide growth while preserving the area's heritage.

### Recommendations

- Consider developing a public facilities master plan to assess the current condition of all City facilities and determine necessary improvements and expansions.
- Conduct regular assessments of public facilities and services to accommodate anticipated population growth.
- Promote renewable energy solutions, such as rooftop solar, on city facilities to reduce energy costs and environmental impacts.
- Integrate water conservation and sustainability measures in all public facilities, where feasible.
- Continue to modernize and expand police and fire facilities to improve functionality and efficiency.
- Continue to work with Cache County and surrounding municipalities to implement recommendations of, and regularly update, the Bear River Region Pre-Disaster Mitigation Plan.
- Enforce the City's urban wildlife interface code.
- Maintain wildfire mitigation practices on public facilities within the state designated interface.
- Develop public resources to educate and assist residents with the best practices for maintaining a property within the urban wildlife interface.

# UTILITIES AND INFRASTRUCTURE

The City provides its own water, wastewater, and electricity services. These utilities and their associated infrastructure provide necessary services to residents and businesses. These utility systems require maintenance and periodic upgrades to reliably serve the community. Maintaining and updating these facilities can optimize the City budget, improve efficiency, and help prevent issues before they arise.

## Public Works

The Logan Public Works Department is responsible for maintaining and improving the city's infrastructure, including water, wastewater collection, stormwater drainage, streets, fleet management, public facilities, and other capital projects. Led by the Public Works Director and City Engineer, the Department oversees several divisions, such as Engineering, Streets, Stormwater, GIS, Emergency Management and Facilities.

### Water and Wastewater

Logan's Public Works Department operates the public drinking water system and the wastewater collection system, providing reliable water service and wastewater collection to residents across the City. The Water and Wastewater Division is a part of the Public Works Department, and is organized into four sections: Water Metering, Water Quality, Water Distribution, and Wastewater Collections. The Division maintains and upgrades pipes and facilities, monitors water quality, implements backflow prevention and cross-connection control, and manages compliance with state and federal standards. The City also supports source protection and water conservation through public education, annual water quality reporting, and best management practices that reduce pollution risks from fertilizers, household hazardous waste, vehicles, pesticides, and septic systems.

In 2025, Logan completed its *Logan Drinking Water Master Plan*. This Plan looks at how Logan's drinking water system works today, how much water the City will need as it grows, and what improvements are needed over time to make sure residents and businesses continue to have safe and reliable water service. Logan is also working towards completing a Wastewater Master Plan in 2026.

### Stormwater

Logan's topography, climate, and growth present unique challenges for stormwater management. Situated at the base of the Bear River Mountain Range, the City experiences seasonal snowmelt, summer thunderstorms, and runoff from surrounding foothills, which can strain its storm drain system.

An effective stormwater system manages and directs excess stormwater and runoff into a network of ditches and sewers to enhance public health and safety. Logan's stormwater system is designed to manage runoff from rainfall and snowmelt, protecting waterways and reducing flood risks. All the stormwater in Logan flows into Cutler Reservoir which flows into the Bear River. The City is also preparing a Stormwater Master Plan, anticipated for completion in 2026. Logan currently requires new development to capture and retain portions of stormwater on site, which supports groundwater recharge, reduces localized flooding, and helps limit the need for larger regional stormwater infrastructure.

### Recommendations

- Conduct regular assessments and updates to ensure City utilities and infrastructure meet evolving needs and support quality of life and community resilience.
- Confirm the City's buildout conditions against the prioritized projects for 2025 in the *Sewer Collection Master Plan (2014)* to assess capacity needs and necessary updates.
- Update the Infrastructure and Services needs for Annexation Areas A through D in the *Logan City Annexation Policy Plan (2022)* to reflect land uses outlined in the Future Land Use Map.
- Monitor and maintain the stormwater drainage system to manage runoff from snowmelt and storms, reduce localized flooding, and protect downstream waterways.



## Environmental Department

The Logan Environmental Department provides solid waste management, wastewater treatment, and forestry services for residents of Logan and Cache County, helping protect public health and quality of life. The Department also manages landfills, recycling and green waste programs, and education efforts that support the community's environmental and sustainability goals.

### Waste Water Treatment

The City's Environmental Department manages the Logan Regional Wastewater Treatment Facility (LRWWT), which treats wastewater from Logan and surrounding communities. The facility includes a mechanical treatment plant which has the capacity to process an average of 18 million gallons of wastewater per day. Design and construction of a fourth bioreactor is scheduled for 2028 and will take about three years to complete, which will increase the capacity of the LRWWT by 6 million gallons per day. The treatment facility treats wastewater from residences, businesses, and the region's large industries. The LRWWTF services the communities of Logan, Smithfield, Hyde Park, North Logan, River Heights, Providence, Nibley, and Utah State University.

### Waste Management

The Logan Landfill, managed by the Logan City Environmental Department, is a key waste management facility for the community. It accepts construction and demolition waste, green waste, household hazardous materials, asbestos, and reusable items through its ReUse Shed. Municipal solid waste is processed at the Logan Transfer Station, which handles approximately 320 tons per day, before being transported to the North Valley Landfill for disposal.

The current landfill is in the process of a phased closing and will continue to accept construction and demolition waste until it has reached capacity. After its closure, the site will undergo post-closure care for the next 30 years. This includes groundwater and surface water monitoring, leachate treatment, gas monitoring, erosion control, and more. The City is in the process of transforming portions of the current landfill into the Logan Outdoor Recreation Complex, a phased multi-year plan which will eventually encompass 200 acres of land and a variety of recreation uses. The new North Valley Landfill, which serves the entire County, is also operated by the Logan City Environmental Department and is located five miles north of the town of Clarkston near the Utah-Idaho border.



## Recycling

Logan launched its curbside recycling program in 2006, providing all residents with a 90-gallon recycling container as part of their solid waste management service. Accepted curbside materials include all types of paper, metal cans, plastic bottles, and jugs. Cardboard, additional metals, and mixed recyclables can be dropped off at the Logan City Transfer Station, which is also one of four glass recycling sites in the city. Each year, Logan offers 'Treecycling' drop-off locations from December through January for Christmas trees.

As Logan grows it may bring new challenges for waste management. Recycling, green waste program, and other waste diversion efforts help the City manage this growth by reducing the demand on solid waste facilities, conserving natural resources, and supporting Logan's sustainability goals. Community feedback during outreach efforts highlighted a strong interest in expanding both the frequency of recycling pick-up and the variety of materials accepted.

### Recommendations

- Improve recycling by adding more drop-off options at the City's transfer station and increasing recycling pick-up frequency.
- Consider implementing a curbside composting program through the new Regional Green Waste Facility.
- Continue public education and outreach on water conservation, source protection, and best practices that reduce pollution from fertilizers, household hazardous waste, vehicles, pesticides, and septic systems.

## Power and Energy

Logan City Light and Power (LCL&P) is a municipally-owned public utility that delivers electricity to over 20,000 customers within the City. As a locally-governed entity, LCL&P operates independently from state-regulated providers like Rocky Mountain Power, which serves broader regions of Utah. Logan buys most of its power from larger regional suppliers like Utah Associated Municipal Power Systems (UAMPS) and uses short-term market purchases to fill gaps.

LCL&P has 10 megawatts of capacity and now serves Logan with a diverse portfolio of hydro, natural gas, solar, wind, and solar with battery storage. LCL&P is actively pursuing additional renewable resources, including geothermal, and monitoring emerging nuclear technologies as a potential source of clean baseload power. Going forward, a key challenge will be balancing cost, rising demand, and reliable baseload supply.



## Renewable Energy

Logan's Renewable Energy and Sustainability Advisory Board (RESAB), established in 2007, advises the Municipal Council on sustainable energy options to meet the City's future needs. The board follows two guiding principles: to encourage a balanced mix of energy sources, including renewable options like solar and wind, as well as traditional fossil fuels such as coal and natural gas, while ensuring this mix is cost-effective, market-driven, and environmentally responsible. Any new energy choices should also protect and improve air quality in Cache County.

RESAB recommends that by the year 2030, 50% or more of the LCL&P's portfolio should be supplied by renewable energy resources such as hydroelectric, solar photovoltaics, wind generators, and geothermal power generators. During outreach many participants expressed concern about air quality in Cache Valley, environmental impacts over development, and that they would like to see Logan increase its sustainability efforts.

## Natural Gas

Enbridge Gas Utah is the only regulated public utility providing natural gas service in the state of Utah. It has over 900,000 customers and serves approximately 90% of the state's households, including those in Logan.

## Broadband

Logan residents have access to various internet providers. The City's infrastructure supports access to various internet providers, which provide diverse service options for businesses and residents, including cable, fiber-optic, satellite, and fixed wireless.

### Recommendations

- Educate homeowners on Utah's residential solar tax credits, such as the residential renewable system credit, and simplify access to those incentives through workshops and city resources.
- Continue to expand Logan City Light & Power's renewable electricity resources and customer-accessible renewable options, aligning future investments with the City's renewable energy goals.
- Explore the feasibility of joining the Utah Renewables Communities coalition to promote renewable energy projects in the City.

# WATER USE AND PRESERVATION

Logan owns and operates the public drinking water system (Culinary Water) that serves the City and is responsible for ensuring safe and reliable drinking water to meet current and future demands. Over the past two decades, the City has invested heavily in reducing water use and modernizing infrastructure. Key efforts include constructing a new 10 million gallon water tank, replacing Golf Course Reservoirs 1 and 2, implementing a citywide leak detection and repair program, enhancing water metering capabilities, and installing pressure-reducing valves. The City also adopted an Irrigation Resolution that limits outdoor watering to between 6:00 pm and 10:00 am, helping reduce water use from 400 gallons per capita per day (gpcd) in 1992 to 179 gpcd in 2020.

To build on this progress, the Public Works Department developed a *Water Conservation Plan (2021)* that sets clear goals and strategies for the future. Planned efforts include pipe replacement and repair, improving the accuracy of water metering, and exploring the feasibility of a regional pressurized irrigation system in partnership with neighboring communities.

## Existing Water Supply and Availability

Logan’s culinary water comes from DeWitt Spring and four groundwater wells located throughout the City. The City owns one additional groundwater well that supplies irrigation water to two canal companies in exchange for additional water diversion at DeWitt Springs. In total, there are 17 canal companies in the area that supply irrigation water to some City residences as well as the City’s cemetery.

The City holds water rights granted by the State of Utah to divert and use water owned by the State. As stated in the Water Conservation Plan, the total water rights equal 54 million gallons per day (mgd), but the water rights vary based on season and flow within Logan River. As also noted in the Water Conservation Plan, water rights are not currently the limiting factor, and the City has secured enough water rights to meet current water demands.

## Conservation Goals

Logan has adopted the State Division of Water Resources (DWR) water conservation goal of 240 gpcd or less by 2050. The Utah Division of Water Resources published “Utah’s Regional M&I Water Conservation Goals” in November 2019 which includes County-Level Water Conservation data and goals. Cache County’s 2015 baseline water use is 284 gpcd with a 2030 goal of 233 gpcd. Logan is already meeting both the state and regional goals but continued progress will ensure that future water demands remain in line with available supplies as the City grows. Further reductions beyond the State’s conservation goals will assist with refilling the water level of the Great Salt Lake.

Water Usage in Logan (2019-2023)			
Year	Population	Annual Water Use (ac-ft)	Per Capita Water Use (gpcd)
2019	53,320	8,524.94	143.92
2020	54,325	10,791.54	178.81
2021	54,475	10,107.07	167.01
2022	55,450	9,255.82	149.77
2023	56,330	9,243.80	147.71

Source: Logan City Drinking Water Master Plan and Capital Improvement Plan (2025)

### CASE STUDY

## UTAH WATER SAVERS LANDSCAPE INCENTIVE PROGRAM

Utah Water Savers was initially developed in 2017 to help Jordan Valley residents receive incentives for replacing water intensive landscaping with water efficient landscaping. Through partnering with the Utah Division of Water Resources and other regional water districts, residents across the state can earn up to \$3/sqft for removing grass and replacing it with more water efficient uses. Ultimately, this program seeks to increase water efficiency in urban areas to ensure water availability for the state’s agricultural sector.

## Water Demand

Logan, much like the rest of Utah, is experiencing significant growth and development. The *Water Conservation Plan* projects the City's population to reach approximately 74,000 by 2050. Based on the projected water demands associated with the population increase and full 2050 build out, the City will be able to meet both delivery capacity and source capacity, assuming the per capita water use continues to remain at current levels.

### Water Demand on Future Development

The City should continue to promote sustainable and low impact design concepts to reduce the demand for irrigation water and promote overall water quality enhancement within the region. Recent development projects within the City have successfully integrated sustainable and low impact development features into landscape designs. The City should continue to evaluate the viability of participating in a multi-city pressurized secondary irrigation (PI) system to reduce reliance and demand on the Culinary Water system for irrigation purposes. The City can also encourage the use of rainwater collection systems for irrigation purposes. The City should continue to provide public education and outreach concerning the importance of water conservation and practices that can be implemented to reduce water demand.

### Reducing Water Demand in Existing Development

Water conservation efforts in existing developed areas will continue to focus on repair or replacement of aging infrastructure and continued public education and outreach efforts. As with most municipalities across the country, the City of Logan is faced with aging infrastructure challenges. Aging and deteriorated water distribution systems can result in leaks and excessive water loss. Logan has made significant investments to upgrade aging infrastructure over the past 20 years, which has resulted in a dramatic decrease in estimated water loss. The City should continue to perform leak detection and repairs throughout the distribution system to minimize water loss. As with future development, Logan should continue public education and outreach on water conservation and strategies to reduce demand.

### Recommendations

- Continue efforts outlined in the *2025 Drinking Water Master Plan* and *2020 Water Conservation Plan* to detect and repair leaks, improve performance in the Culinary Water system, and to assess water meter data and identify errors and losses/unmetered connections within the system.
- Incorporate Low Impact Design (LID) and Conservation Design concepts in future development and redevelopment to reduce the demand for water and promote overall water quality enhancement in the region.
- Continue to explore participation in a pressurized secondary irrigation (PI) system to lessen reliance on the culinary water system for outdoor watering purposes.
- Continue public education and outreach to promote water conservation practices and reduce overall demand.
- Collaborate with City Forestry and Community Development Departments to develop a park-strip native landscaping and mulching program that encourages planting of diverse native tree species to reduce irrigation demands.
- Consider adopting landscaping standards or incentive programs that promote drought-tolerant turf and low-water plantings in parks strips and other landscaped areas.
- Continue to encourage tree planting in new developments through landscaping standards and development regulations.



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## NATURAL AREAS, PARKS, AND OPEN SPACE

Throughout Logan, a system of parks and open spaces provides residents with accessible places to gather, socialize, and recreate. The Logan River and Logan Canyon create a continuous network of natural areas that support wildlife habitats while offering recreation and scenic beauty for the community. The Natural Areas, Parks, and Open Space chapter offers strategies to ensure that these areas remain well utilized and prized assets of the community. This chapter identifies policies and recommendations to support the preservation of green spaces in the community and encourage recreational areas for residents.

### GOALS

- Support equitable recreational access to quality parks, trails, open spaces, nearby mountains and the Logan River.
- Promote a sustainable Logan that accommodates growth and economic development while protecting and enhancing the City's natural assets and the functions of its ecological systems.



***Parks, nature, and community in Logan are the best aspects this City has to offer. They are extremely important and beneficial to our community.***



# EXISTING CITY PARKS

Logan operates a diverse park system consisting of six community parks, twelve neighborhood parks, five mini-parks, three pocket parks, nine special-use parks/facilities, nine natural resource areas, and five greenways. The parks provide space for recreation, exercise, social gatherings, and contact with nature. They contribute to public health, community cohesion, property values, and improve the City's overall quality of life. Logan is recognized as a "Healthy Utah Community," a designation awarded to cities that implement evidence-based strategies to improve community health. Get Healthy Utah is a statewide organization that works with communities to create healthier environments by promoting healthy eating, active living, and mental well-being of all residents. As Logan continues to grow, ensuring that parks are distributed equitably and designed for different ages and abilities will be key to addressing the community's needs. Parks and open spaces also help manage stormwater, protect wildlife habitat, and reduce urban heat. Their success depends on consistent upkeep and programming, with clean, safe facilities, year-round activities, and basic infrastructure like restrooms and adequate lighting. The City should regularly assess the condition of existing parks to identify the need for upgrades and maintenance. Partnering with neighborhood associations and nonprofits, and communicating with residents, can support volunteer clean-ups when needed.

## Parks Service Area

Adequate park access supports residents' physical, mental, and social health. Additionally, parks serve important social and environmental roles such as providing a space for social connection, fostering outdoor recreation, reducing noise pollution, and carbon sequestration. Therefore, it is important to ensure parks are distributed throughout the community to maximize their benefits.

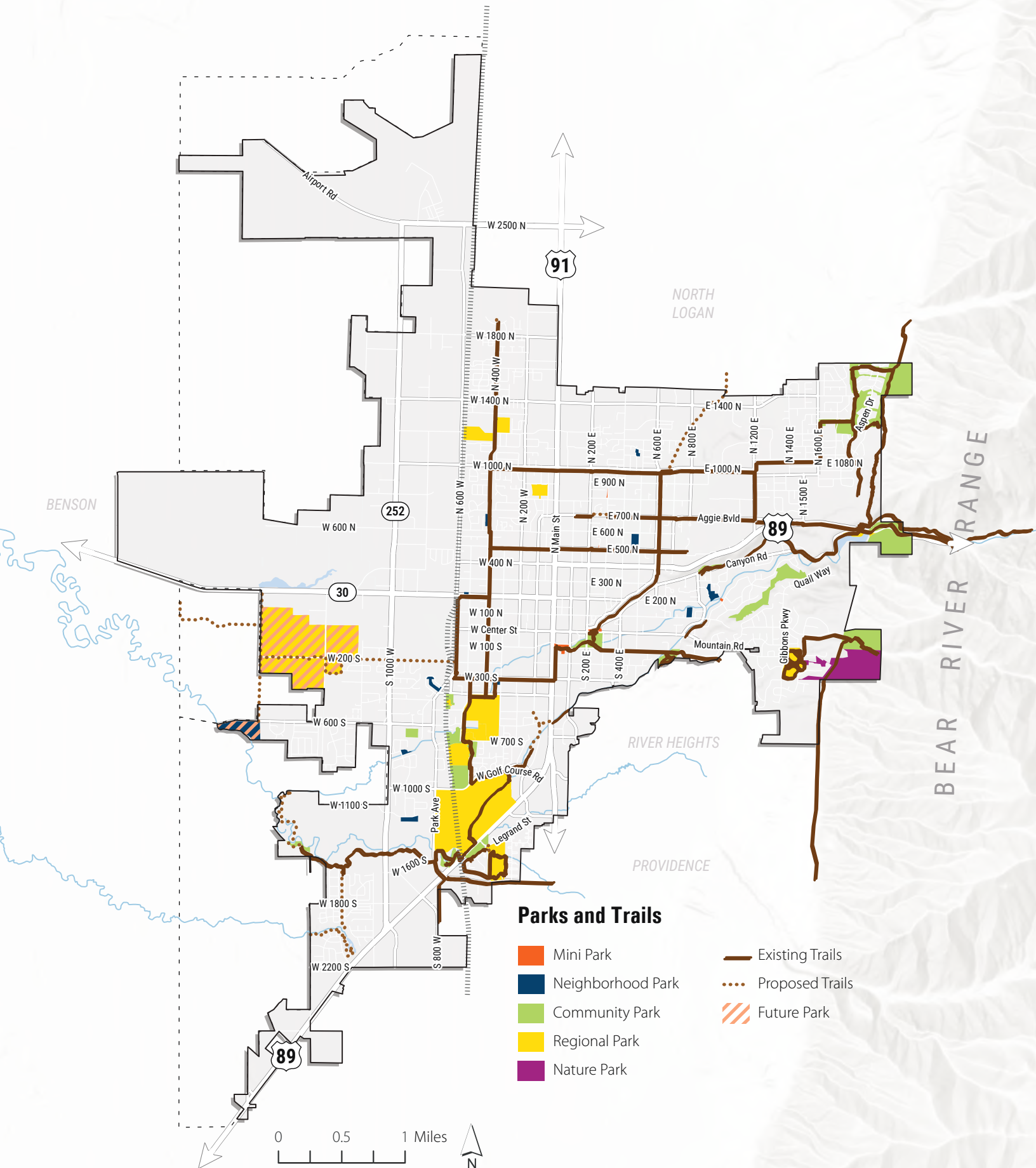
A park service analysis was conducted to assess park accessibility for Logan residents. The Trust for Public Land recommends that all residents live within a ten-minute walk of a park. In Logan, nearly 81% of residents live within a ten-minute walk of a park. However, new subdivisions on the north, west, and southwest edges of the City lack convenient access. The City has plans to develop the landfill area on the west side into a new park connected by trails to provide a recreational space west of Downtown. As Logan expands and new areas are developed, the City should ensure that residents and visitors have access to parks and open spaces. To address gaps in park access and prepare for growth, the City should promote the development of mini-parks and pocket plazas in new developments, maintained by the Homeowners Association, to create more opportunities for everyday recreation.

## Expanding Logan's Trail Network

Logan's trail network consists of 12.2 miles of unpaved trails, 10.5 miles of sidewalks routes, 17.5 miles of paved shared use trails, and 3.3 miles of walkways within parks. Community feedback indicates that they would like to have more connected trails and that there are only a few dedicated bicycle and pedestrian routes linking neighborhoods to parks and Downtown.

Trails encourage active transportation by providing opportunities for walking, running, cycling, and access to nature. These trails offer off-street routes to school and work, and support community resiliency by encouraging low-carbon travel, expanding residents' ability to commute and to enjoy natural areas without driving. A well-connected trail network will enhance mobility and support tourism by linking Downtown with Logan Canyon and the Logan River, providing safe, direct non-auto connections to canyon trailheads and river access; clear wayfinding and bicycle amenities will attract active travelers and draw users from surrounding communities. The Transportation and Mobility chapter includes a trail expansion section, on page 85, outlining local improvements that will enhance regional trail connectivity in the City.

The City's Parks and Recreation Department is working to partner with Cache County to create a shared public trail-use database to help inform and coordinate investments, prioritize maintenance and safety upgrades, and support grants and budgets with usage evidence. Building upon this momentum, the City should prioritize developing a comprehensive trail network, while making updates such as lighting, signage, clear wayfinding, and accessible trails that conform to ADA guidelines.





## Recreational Facilities

Logan's location in Cache Valley provides residents and visitors with outstanding opportunities for recreation. Recreational facilities, including the Logan Aquatic Center, Logan River Golf Course, Laub Plaza, and Cache County Fairgrounds, complement its parks and trails systems and access to surrounding public lands. Until recently, indoor recreation was supported by the Logan Recreation Center, a joint-use facility with the school district. The public portion of this facility closed in 2025 when the agreement ended. Community outreach revealed the need for a new recreational center to replace the closed public recreation center.

Recreational facilities offer spaces for sports, cultural events, education, and other activities, while promoting community health and social cohesion and drawing visitors from throughout the region. Looking ahead, working with Cache County and the surrounding communities to develop a modern recreational center will help meet the recreational needs of Cache Valley residents.

## Planned Park Improvements

The Parks and Recreation Department has many planned improvements, most of which have been identified in the City's *2025 Capital Improvement Plan (CIP)*. These improvements range from improvements to existing parks and recreation areas to trail extensions and land acquisitions. Some notable projects include the new 200-acre Logan Outdoor Recreation Complex, improvements to the Adams and Bridger neighborhood parks, and several improvements to the Logan River Trail.

During outreach and engagement, residents emphasized how much they value Logan's park system while also expressing a desire for more. The City should prioritize expanding and enhancing parks and trails, emphasizing equitable access to recreational spaces. At the same time, the trail system focuses on linking neighborhoods, parks, commercial areas, and regional destinations. Design new paths for both walking and biking to provide safe, accessible routes; a more connected network will strengthen recreation, support active transportation, and improve quality of life.



*With the loss of the Logan Rec Center there should be a plan to accommodate the citizens of Logan with a rec center.*





### Recommendations

- Prioritize land acquisition or joint-use agreements to provide residents in the currently underserved areas with access to parks within a ten-minute walk.
- Consider upgrading all parks to meet ADA and accessibility compliance standards.
- Collaborate with developers and update zoning code to encourage small parks and plazas in mixed-use developments and along commercial corridors, using tools like density bonuses, reduced parking requirements, or expedited review for projects that include public space.
- Use conservation easements and strategic acquisitions to protect natural resource areas and greenways as the City grows.
- Prioritize developing short segments and bridges that connect existing trails, focusing on access to schools, Downtown, and future planned parks.
- Secure dedicated funding for trail upkeep, bridge replacements, and signage through park impact fees or grant funding.
- Work with Cache County and the U.S. Forest Service to align trail routes with the County's *Trail and Active Transportation Master Plan* and pursue joint funding for regional connections.
- Continue implementing strategies and projects from the *Logan Bicycle and Pedestrian Master Plan* and consider updating it.
- Collaborate with Cache County and neighboring communities to explore the feasibility of constructing a new county-wide recreation center to serve all residents within Cache County.
- Connect parks and recreation areas with trails on existing rights-of-ways and through neighborhoods where it is possible to support a more connected park system.
- Continue to activate plazas and provide community shared spaces in Downtown and established neighborhoods to create more everyday gathering places.
- Assess existing parks and prioritize adding amenities where gaps exist, including dog parks, shade and seating, restrooms, to better serve residents.
- Work with local landowners and land managers to evaluate and, where feasible, implement a north-south connection for the Bonneville Shoreline Trail linking Dry Canyon to Logan Canyon.

# OPEN SPACE AND NATURAL AREAS

Logan’s natural setting, open spaces, and recreational opportunities are one of the community’s greatest assets and a key reason many residents choose to live in the City. These features not only shape the City’s identity but also contribute to quality of life, health, and economic vitality. Community members consistently express the importance of protecting these resources while also ensuring access to them. As Logan continues to grow, it will be important to balance new development with conservation efforts to preserve the natural areas that define the City.

## Logan River

The Logan River is one of the community’s most valued natural assets, offering social, ecological, and recreational benefits to residents of Logan and Cache County. Originating in the Bear River Mountains of Idaho and northern Utah, the river flows through Logan Canyon before reaching Cutler Reservoir. It serves as both a scenic and recreational community feature, with opportunities for fishing and for biking, walking, and running along the Logan River Trail. As a central feature of the Valley, the River contributes to residents’ quality of life and Logan’s environmental health and its unique character. Due to the important functions the river corridor plays in Logan, the City should preserve and improve its natural assets and recreational amenities for the City.

## The North Branch of the Logan River

Often called the Little Logan River, this corridor is also used as a canal to convey irrigation water to numerous parts of the valley. Seasonally flowing through several parks and neighborhoods, it rejoins the Logan River on the western edge of the City. It’s currently managed for irrigation purposes and is controlled at the Crockett Diversion. It is popular amongst residents during the summer months for tubing, swimming, wading, and other water-based recreational activities. In addition to its recreational benefits, the Little Logan is used to cool the Eccles Theatre in Downtown Logan.



### CASE STUDY

## LOGAN RIVER BLUE TRAIL MASTER PLAN (2020)

The *Logan River Blue Trail Master Plan* is a collaborative effort between the City of Logan and Cache County to integrate the Logan River into the City’s trail and park system by creating a “blue trail.” The “blue” or “water trail” is for canoes, kayaks, paddle boards, and inner tubes. The Plan identifies 13 unique access sites to provide access to the Logan River, these sites range from private property to public parks, and undeveloped City land. The Plan also considers parking, restrooms, ramps, and other accessibility and safety features. The City and County envision the trail connecting existing parks, beginning with Stewart Nature Park, continuing to Rendezvous Park and Trapper Park, creating a continuous recreational corridor along the River.

Natural Areas, Parks, and Open Space  
Logan 2045 General Plan

## Logan Canyon

Logan Canyon is one of the community's defining features. Carved by the Logan River through the Bear River Mountains, the Canyon is central to Logan's identity and is cherished by residents. It offers year-round opportunities for outdoor activities, including camping, climbing, hiking, trail running, fishing, skiing, and biking. The Bonneville Shoreline Trail (BST), a long distance trail along the historic shore of ancient Lake Bonneville, has a trailhead at the mouth of Logan Canyon. The trail begins at the Utah-Idaho border and segments of the trail run through Logan towards Spanish Fork. However, segments in and around Logan are not yet fully connected. The State is working to link these gaps through UDOT's trail funding. The City should continue pursuing and applying for grant funding to connect local segments to the statewide network. Additionally, the Canyon offers opportunities for birdwatching and provides important habitats for a diverse range of wildlife. The presence of these ecosystems is integral to the Canyon's health, and they create opportunities for connecting with nature, education, and recreation that are dearly valued by the community.

## Dry Canyon

South of Logan Canyon, Dry Canyon descends from Logan Peak to the Dry Canyon trailhead at the end of Mountain Road. The Dry Canyon trail gives hikers direct access to Logan Peak and other trails east of the mountain range. In addition to hiking, Dry Canyon is popular for climbing, skiing, and snowmobiling.

## Uinta-Wasatch-Cache National Forest

National forests are federally owned forest and woodland that are managed by the U.S. Forest Service. The goal of national forests is to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations.

Logan's entire eastern boundary borders national forest land. The Uinta-Wasatch-Cache National Forest spans 2.2 million acres across northern Utah and southwestern Wyoming, featuring diverse landscapes including mountains, forests, alpine lakes and meadows, rivers, and creeks. Because of its proximity to Salt Lake City, Ogden, and Logan, the Uinta-Wasatch-Cache National Forest receives millions of visitors annually. The forest offers a wide range of recreational opportunities, including skiing, snowboarding, snowmobiling, hiking, mountain biking, climbing, camping, fishing, boating, swimming, horse-back riding, and more. The portion of the forest adjacent to Logan includes several forested mountains and canyons with campgrounds. As development occurs along the eastern edge of the city limits, the City should work with the Forest Service and other stakeholders to create new trail segments that connect to existing regional trail systems, and support trailhead improvements to ensure they can sustain future use, increasing access for both residents and visitors.



# TOURISM

Tourism is an important asset to a community as it draws new visitors to the area to spend time and money and enhances the community's reputation and identity. Tourism can be a tool for economic development, increasing local tax revenues and job opportunities for tourism-based industries. Logan offers a unique blend of outdoor and urban lifestyles, making it an ideal destination for a variety of interests. The City boasts abundant natural resources, providing outdoor adventures for everyone.

## Nature-based Tourism

With its extensive trail network, climbing areas, fishing spots, and biking routes, the Logan Canyon makes the City a must-visit destination for nature lovers and adventurers. A key asset is Logan's segment of the Bonneville Shoreline Trail (BST), which links the mouth of Logan Canyon/First Dam area to Green Canyon along the ancient Lake Bonneville bench, offering easy-to-moderate hiking and biking with valley views. The BST section from Logan's Dry Canyon south is official and stretches 2.8 miles. The City is making efforts and aims to complete the missing segments from Dry Canyon to First Dam.

The City should continue working with Explore Logan and the Cache Valley Visitors Bureau to market these assets and the Canyon's rich history to attract visitors and capitalize on tourism. As Utah increasingly emphasizes stargazing tourism, Logan should also market its dark night skies to attract astronomy enthusiasts. During community engagement, residents expressed a desire to see these natural features preserved, highlighting the importance of sustainable tourism that balances recreation with conservation. Supporting locally owned tourism businesses and exploring ways to draw niche audiences will further encourage local spending and ensure that tourism enhances both Logan's economy and quality of life.

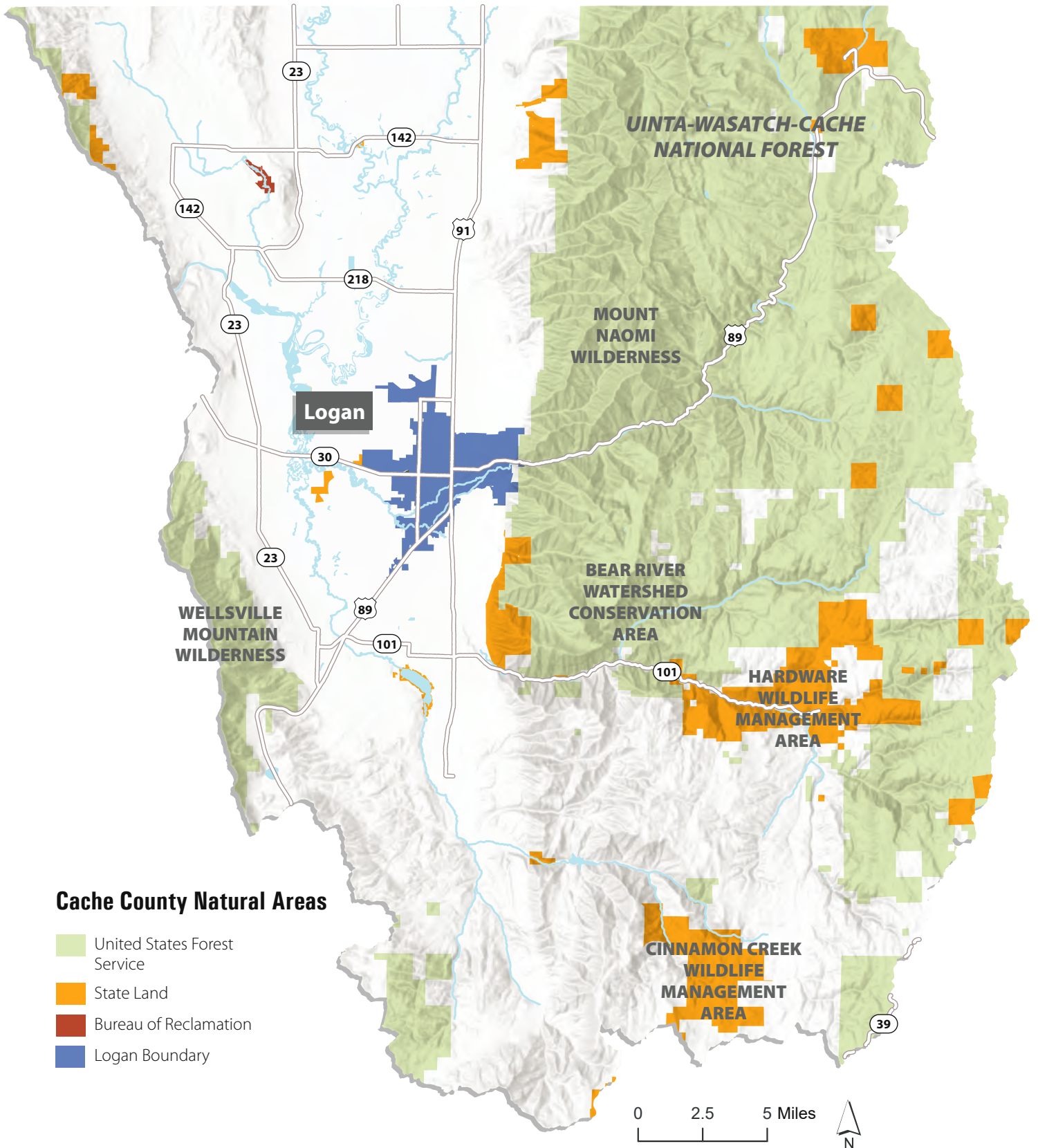
### LOCAL EXAMPLE

## EXPLORE LOGAN

Explore Logan is the official tourism page for Cache County. It is operated by the Cache Valley Visitors Bureau, and they promote Logan and Cache Valley as a destination for visitors, highlighting the area's culture, outdoor recreation opportunities, local dining, and seasonal events. From outdoor adventures in Logan Canyon to cultural experiences at the American West Heritage Center, Explore Logan hosts a catalog of resources.

### Recommendations

- Consider ways to increase connectivity of Logan's parks and trails network to Logan Canyon and Dry Canyon trails and support trailhead improvements to improve accessibility to public lands.
- Develop the identified access points along the Logan River Blue Trail from the *Logan River Blue Trail Master Plan*.
- Encourage the use of local and water efficient plant species in future landscaping to preserve Cache Valley's unique ecosystem.
- Work with local interest groups and government agencies to preserve the natural flow, water quality, and riparian environment of the Logan River.
- Update the *Logan River Task Force Conservation Action Plan* based on the *Logan City Annexation Policy Plan* and land use changes in the Future Land Use Plan.
- Collaborate with Cache Valley Visitors Bureau and Explore Logan to promote Logan's regional outdoor recreation amenities.
- Explore partnerships with the Logan Small Business Development Center to support locally-owned tourism businesses.
- Explore the feasibility of creating a recreation education program within the Parks and Recreation Department to encourage active lifestyles.
- Continue to build on Logan's strong partnerships with the Cache Valley Chamber of Commerce, Explore Logan, and the County Tourism Office to ensure the City's businesses and community events are advertised across the region.
- Prioritize improvements to the Bonneville Shoreline Trail by installing consistent signage and improving access points with parking, wayfinding, and safe connections from neighborhoods and Downtown.
- Coordinate with the Utah Division of Outdoor Recreation and other regional trail partners to support ongoing development and maintenance of the Bonneville Shoreline Trail.





# 11 COMMUNITY DESIGN

Logan's combination of its built environment, natural surroundings, and local culture make it distinctive from other communities in Utah. Its historic Downtown and buildings, the Logan River, and the presence of USU's student body are all elements unique to Logan. This sense of place was widely cited by residents as a major asset that should be protected as the City grows. This chapter highlights specific urban design elements that can benefit Logan's place-making and provides an overview of the City's neighborhoods, historical assets, and other unique places.

## GOALS

- Maintain and enhance Logan's unique identity by preserving its historic structures and ensuring that new development complements the City's built and natural environments.



*We have a lot of opportunities to create community and connection across Logan and it would be great to see the city help foster that potential.*



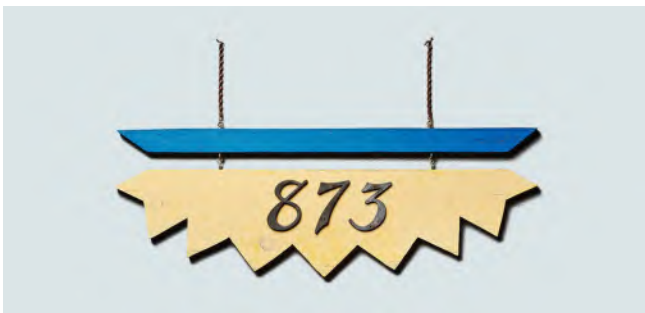
# PLACEMAKING AND IDENTITY

Placemaking involves the strategic combination of signage, branding, beautification, and functional infrastructure to enhance, reinforce, and communicate the City's unique identity. Through thoughtful design and local artistic expression, the City can implement physical improvements that strengthen community identity and connect neighborhoods to each other. Placemaking elements, such as public gathering spaces, comprehensive branding, and local art installations that reflect Logan's distinctive identity, should be incorporated into public streetscapes, parks, neighborhoods, and commercial areas.

## Signage and Gateways

Signage is an integral component of a City's identity. Clear and consistent wayfinding signage helps people orient themselves, reduces stress, and invites exploration by highlighting unique destinations across the City. Beyond navigation, wayfinding can reinforce Logan's branding, incorporate ADA-compliant design, and call attention to lesser-known destinations. The 2012 Logan Wayfinding System Plan established a wayfinding signage system for Downtown, the Recreational Area, and the University Area. Current wayfinding signage can be found in Downtown, along several bike routes and trails, and around USU's campus. Building on this, the City should expand the wayfinding and signage system city-wide, with a consistent design language that reinforces Logan's identity as a historic town and university city. By expanding its current network of signage, Logan's wayfinding can attract and direct individuals to a greater variety of destinations across the City.

Gateway signage marks entry points into the City, establishing a sense of arrival and a change of character from one place to another. These entry points should be thoughtfully designed, making use of high-quality materials and elements that reflect the community's character. The City's gateway sign on US 89/91 is a good example of this. As Logan upgrades other entry points, gateways can more clearly signal that you have arrived in Logan, using cohesive materials, landscape treatment, and design cues that reflect the river corridor, historic streets, and USU presence. The City can use gateway signage to strengthen its identity and create a more cohesive and inviting experience for residents and visitors alike.



## Branding

City branding helps manage the public perception of a city. It highlights positive characteristics to encourage the relocation of new residents and businesses, and to attract tourists. Logan's branding should reflect its history, culture, values, and character to generate a recognizable identity and differentiate it from other cities in the region. In 2007, the City went through a rebranding effort, resulting in its current system of branding. Consistent use of the City's logo, colors, and font can be seen on public buildings, vehicles, and signage. The Cache Valley Visitors Bureau has its own "Explore Logan" branding, which encourages visitors to explore the various attractions, restaurants, and natural areas around the City. Logan can strengthen its identity by prioritizing more place-based branding for Downtown, the Center Street Historic District, or the City's neighborhoods, which could be utilized to differentiate parts of the City and promote local senses of place.

### CASE STUDY

## NEIGHBORHOOD BRANDING IN ATLANTA, GA

Neighborhood branding helps distinguish one neighborhood from another and unifies a sense of belonging among residents. In Atlanta, many in-town neighborhoods utilize custom signage to display address numbers on homes and businesses. This is useful for differentiating one neighborhood from another and creates a sense of community belonging. Grant Park, for example, uses an upside-down sunburst, which is designed to emulate certain architectural patterns found on many of the homes in the neighborhood. These signs are sold by the Grant Park Neighborhood Association, which uses the proceeds to fund special projects in the neighborhood.



## Public Art/Murals

Logan hosts an active arts community and currently contains numerous art installations, including sculptures, murals, and decorative plantings. These installations can be found Downtown on businesses' facades and within parks. Public art not only beautifies public spaces but also helps promote a unique sense of place and provides opportunities for interacting with the physical environment. When intentionally placed, public art can also reinforce Logan's distinct identity by reflecting local stories and themes in everyday places, including Logan's history, Downtown, the river corridor, and natural assets.

Logan's Public Art Program oversees the funding, creation, and installation of public art in accordance with the Public Arts Master Plan (2020). The City should continue to implement the recommendations of the public arts plan and continue with projects such as the Art in the Park mural program. The City should continue to actively promote completed projects and expand installations in active and visible places so public art becomes a signature part of what sets Logan apart from nearby communities.

## Third Places

A third place refers to the social surroundings that are separate from the social environments of the home (first place) and work (second place). They are inherently places where individuals can gather and socialize with others. Such spaces instill a sense of belonging, identity, and culture in the places and the neighborhoods in which they are located. Third spaces include publicly accessible parks, plazas, streetscapes, and parklets; they can also include private spaces, such as cafes, bars, restaurants, and other locations that bring people together. By investing in new public gathering spaces, Logan can support community engagement and encourage street activity.

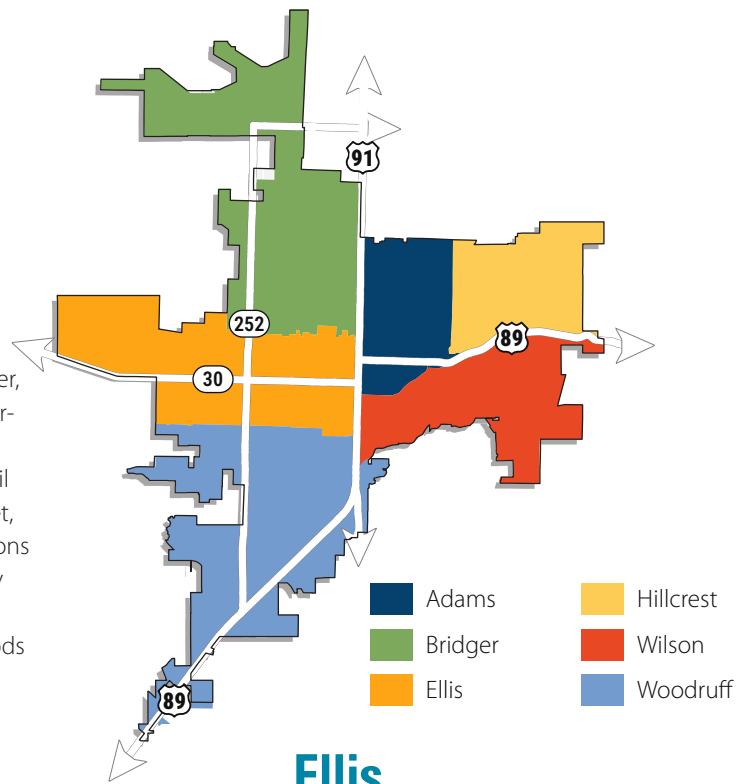
**Community Design**  
Logan 2045 General Plan

## Recommendations

- Install gateway signage at all major entry points into Logan.
- Utilize local materials, design elements, and landscaping to enhance gateways and third places.
- Continue to install wayfinding signage at key locations to guide individuals across all modes of transportation throughout the City.
- Continue to implement the Logan City brand into gateway and wayfinding signage.
- Work with the Cache Valley Visitor's Bureau to incorporate the Explore Logan branding into the City's public spaces.
- Work with neighborhood groups to promote thoughtful placemaking and community branding throughout the City's neighborhoods.
- Continue to install public art as recommended by the *Public Arts Master Plan (2020)*.
- Ensure public art is incorporated into the development of new public parks and gathering spaces.
- Incorporate outdoor seating and/or small public gathering spaces into streetscapes within the City's commercial areas.
- Continue to require the incorporation of public gathering spaces in new residential developments.
- Continue to activate plazas and provide third places in Downtown and established neighborhoods to create more everyday gathering places.
- Consider establishing a branding and identity framework for all Logan neighborhoods and make targeted design, public realm, and wayfinding investments that reinforce each neighborhood's distinct features and assets.
- Ensure every neighborhood has a dedicated neighborhood plan and update each plan regularly to keep priorities, conditions, and implementation actions current.

# NEIGHBORHOODS

Logan is comprised of six official neighborhoods: Adams, Bridger, Ellis, Hillcrest, Wilson, and Woodruff. Each neighborhood is differentiated by a diverse mixture of demographics, land use, and development. Each neighborhood has a Neighborhood Council with an elected Chairperson and Steering Committee that meet, as needed, to advocate for their area. Neighborhood Chairpersons serve as liaisons and meet regularly with City leaders, and a City Council member is assigned to each neighborhood to attend meetings. This section showcases each of Logan’s neighborhoods and highlights their unique impact on the rest of the City.



## Adams

Adams is a historic neighborhood located between Downtown Logan and Utah State University (USU). Originally part of Logan’s Plat of Zion, the neighborhood features a gridded street layout with a mix of single-family and multi-family housing, commercial buildings (both historic and modern), churches, schools, and parks. Its compact design and diverse land uses make it highly walkable and appealing to residents who prefer not to rely on a private vehicle. Today, Adams is home to a range of residents, from small families to university students. To address these shifts, the neighborhood completed the *Adams Neighborhood Specific Plan* in 2013, which aimed to balance the demand for student housing with preserving the community’s character. To keep pace with the evolving needs of the community, the *Adams Neighborhood Specific Plan* requires an update.

## Bridger

Bridger is in northwest Logan, bounded by the City’s municipal boundary, Main Street, and 600 N. Its street network reflects newer development patterns, characterized by large “super blocks” with only occasional local street connections. As a result, connectivity between developments is more limited than in other neighborhoods. Union Pacific railroad tracks run north–south through the area, dividing residential uses on the east from industrial and commercial uses on the west. Most of the housing stock is relatively new, consisting of single-family detached, single-family attached, and multi-family homes built in the late 20th and early 21st centuries. Because development occurred rapidly, Bridger’s physical character differs from other Logan neighborhoods, and during community outreach, some residents expressed concern that it feels disconnected from the rest of the city. There is an opportunity to develop a Bridger neighborhood plan that can guide future development in this neighborhood.

## Ellis

Ellis is in western Logan, bounded by the City’s municipal boundary, 600 N, Main Street, 600 S, and 200 S. The eastern portion of the neighborhood, which overlaps with Downtown Logan, is walkable with access to many local businesses, Downtown events, and community activities. This area is home to a new elementary school modeled after the original Ellis School, as well as key civic destinations such as Logan City Hall and the Logan Library. Ellis is one of Logan’s most culturally diverse neighborhoods and features a mix of housing types that range from historic single-family homes to newer multi-family residences. Ellis east of 600 W includes nearly half of Logan’s Plat of Zion, characterized by a compact street grid and a variety of residential, commercial, mixed-use, and public land uses. This part of the neighborhood also contains much of the Center Street Historic District and many contributing historic structures. Ellis west of 600 W is primarily industrial, though several mixed-use developments and residential subdivisions have been built or are planned for this section of the neighborhood. Creating a neighborhood plan for Ellis would allow the community to proactively guide future development and improvements.



## Hillcrest

Hillcrest is in northeast Logan. About half of the neighborhood is occupied by USU's campus and nearby student housing along 1200 E. The eastern portion includes a compact mid-century neighborhood, with new single-family homes currently under construction in the foothills of the Bear River Range. Residents in the Hillcrest neighborhood place a high value on its character, location, and local amenities such as Hillcrest Elementary School, Lundstrom Park, and the mountain trail system. In 2024, the community updated the *Hillcrest Neighborhood Plan*, highlighting the need for improved streetscape design, enhanced community spaces, and stronger pedestrian connections to recreation areas and other parts of the City.



## Wilson

Wilson is in southeast Logan, originally known as the "Island" because it was bounded by the Logan River and Little Logan River. Wilson was once a highly productive agricultural area. Over time, development spread outward from Downtown, creating a built environment that generally followed the City's original plat while adapting to the river's channels and canals. The neighborhood maintains a strong sense of community, centered around the beloved Island Market. The portion of the neighborhood in the river valley features older housing stock and a higher proportion of renters. A newer area, south of the river on the hills, consists primarily of owner-occupied single-family homes clustered around Hyrum Gibbons Mount Logan Park. The *2025 Wilson Neighborhood Plan* emphasizes these distinct areas and recommends improvements to housing diversity, pedestrian connectivity, and recreational opportunities.



## Woodruff

Woodruff is in southwest Logan. The neighborhood includes historic residential areas, large parks and recreation facilities, sensitive habitats, undeveloped land, and major highway corridors. East of 1000 W, relatively compact and walkable residential areas, with a mix of single-family and multifamily homes, are centered around the Cache County Fairgrounds, the Logan Aquatic Center, Zootah, and Willow Park. The neighborhood's primary commercial node is located at the intersection of US 89/91 and Main Street. The *Woodruff Neighborhood Plan*, completed in 2021, acknowledges the abundance of developable land and provides several future land use scenarios that accommodate new growth, protect natural areas, and ensure the neighborhood remains a cohesive community.

# POINTS OF INTEREST

As the largest city in Cache Valley, Logan serves as the region’s artistic and cultural hub. Residents view these assets as central to the City’s identity, and Logan has actively promoted a variety of cultural activities and events. Its location along the Logan River and at the base of the Bear River Range also makes it a destination for outdoor recreation. This section highlights the City’s assets that attract year-round tourism and offers recommendations for building on that success.

## Unique Destinations

Attractions such as the Logan Temple, Logan Tabernacle, Ellen Eccles Theater, Cache Valley Daughters of the Utah Pioneers Museum, Nora Eccles Harrison Museum of Art, USU, Ice Skating Rink at Laub Plaza, and the City’s Downtown and historic neighborhoods offer diverse cultural experiences that showcase Logan’s history as a pioneer settlement and development into a cultural and educational hub. By promoting these destinations through coordinated marketing and local partnerships, Logan can position itself as a premier place in Cache Valley to visit, live, and start or grow a business. Investing in visitor-friendly infrastructure, such as enhanced wayfinding signage will attract more visitors, boost economic growth, and highlight lesser-known attractions.

## Events

Events and festivals are a fun and engaging way to draw large groups of residents and visitors together. These celebrations build a sense of community, boost tourism, and increase the visibility of local businesses. Logan already hosts a diverse array of events such as the Pumpkin Festival, Latino Festival, Chocolate Festival, Cache County Fair, Cache Valley Gardener’s Market, Summerfest Arts Faire, Logan Pride, Cache Valley Cruise-In, LoToJa classic bike race, and much more. Center Street’s historic character makes it a popular location for Downtown events. USU hosts many additional events for both students and members of the public. The City should continue to support and expand these events while encouraging the development of new ones.

*I love the efforts in recent years to have more community events around downtown — my family enjoys attending them. The addition of the plaza and skating rink in Downtown has been wonderful.*



## Historic Assets

Logan's development into the largest city in Cache County is reflected in the historic buildings and sites found across the City. These historic assets are central to Logan's story and identity, contributing to its unique sense of place. The City's Center Street Historic District has 17 properties that are individually listed on the National Register of Historic Places. In addition, the Ellen Eccles Theatre, Utah Theatre and Lyric Theatre, clustered on Main and Center Streets, form the state-recognized Historic Theatre District. Both the historic district and the historic places include a variety of commercial, residential, and public buildings that showcase the development of Logan over time. By preserving and celebrating these assets, the City can leverage its history to shape its future, creating lasting connections to the past for both residents and visitors alike.

### Historic Preservation Committee

Logan relies on the Historic Preservation Committee (HPC) to guide the preservation of its architectural and cultural heritage. The HPC enforces the guidelines outlined in the City Ordinance by reviewing all exterior modifications to any site or building within the Historic District and issuing Certificates of Appropriateness.

Recently, Logan worked to update its Historic District Design Standards. The update was guided by a Steering Committee, comprised of members of the Historic Preservation Commission, Planning Commission, City Council, City Administration and the public. The update included a comprehensive review and update of the existing guidelines with an emphasis on current best practices and technological and materials innovations which are appropriate and acceptable under the Secretary of the Interior's Standards.

### Center Street Historic District

The Center Street Historic District includes Center Street, extending from Union Pacific's railroad tracks to the west to Logan Temple to the east. It includes historic residential areas and portions of Downtown, which exemplify development patterns and architectural style common in Logan during the early 1900s. According to recently conducted RLS approximately 622 (79%) of all structures within the district are contributing structures. Property owners must adhere to the regulations laid out in the *Center Street Historic District Design Standards*, which seeks to preserve the character of the district and suggests resources for financial assistance. A pending update to the historic district may expand its boundaries and number of contributing properties. The City should continue monitoring the district and its contributing structures, ensuring historic structures are preserved without placing undue financial burdens on residents. Periodic updates should be made to both the historic district and its design standards to ensure best practices are maintained and/or implemented.

### Ellen Eccles Theatre

The Ellen Eccles Theatre has been a cornerstone of arts and culture in Logan for more than a century. Originally built in 1923 as the Capitol Theatre by the Thatcher family, the venue reflected Logan's growing reputation as "the Athens of Utah." After decades as a movie house, the theatre fell into disrepair, but community members formed the Capitol Arts Alliance in 1989 to restore it. Following a \$4.3 million renovation, the theatre reopened in 1993 as the Ellen Eccles Theatre. Known as the "crown jewel" of Cache Valley, the theatre serves as a cornerstone of Downtown's cultural identity and the Cache Valley Center for the Arts.

### Bear River Heritage Area

The Bear River Heritage Area spans seven counties across northern Utah and southeast Idaho, including Cache County. The Bear River region is rich in agricultural history, indigenous heritage, and has a history of pioneer settlement patterns which effected rural town development across Utah and Idaho. The Bear River Heritage Area is a consortium of governmental, business, tourism, education, and cultural organizations that work together to promote and preserve the region's natural, historical and cultural resources.

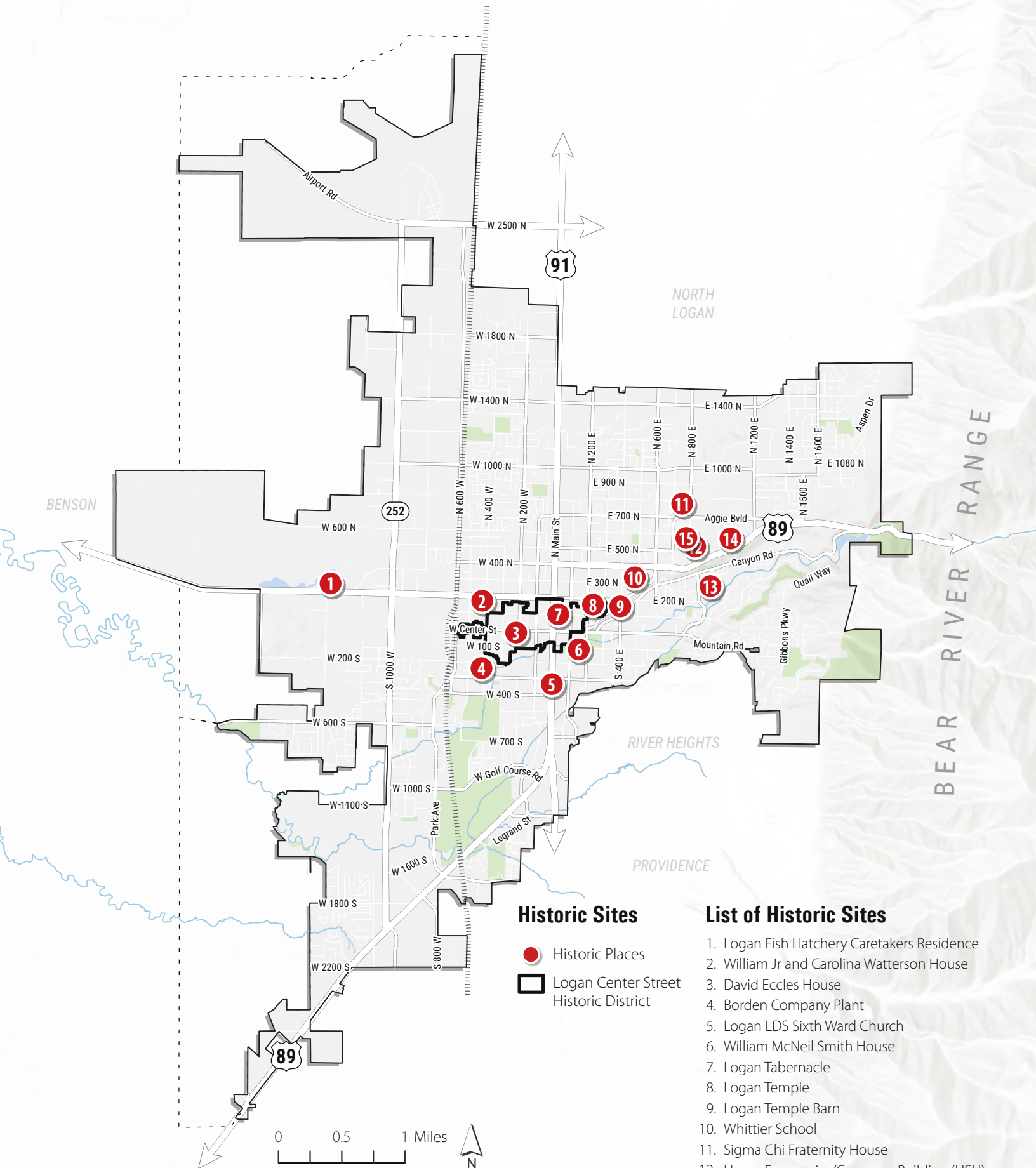
## National Register of Historic Places

The National Register of Historic Places, maintained by the National Park Service, is the official list of the Nation's historic places worthy of preservation. In addition to highlighting properties with historic and cultural significance, the national register helps qualified properties receive preservation benefits and incentives. Though being listed on the national register recommends their preservation, properties are not barred from demolition. As of 2021, Logan has 17 properties listed on the national register, though three have been demolished since their inclusion. As these properties are emblematic of the history of both Logan and the State of Utah, the City should work with property owners to maintain as many of these properties as possible.

- Borden Company Plant – 290 S 400 W
- Crockett House – 82 Crockett Ave
- David Eccles House – 250 W Center St
- Family Life Building (USU) - 2905 Old Main Hill
- Federal Building (160 Main St)
- Logan Fish Hatchery Caretaker's Residence – 1469 W 200 N
- Logan High School Gymnasium (Demolished in 1999) – 162 W 100 S
- Logan LDS Sixth Ward Church – 395 S Main St
- Logan Municipal Slaughterhouse (Demolished in 2020) – 265 N 600 W
- Logan Tabernacle (LDS) – 50 Main St
- Logan Temple (LDS) – 175 N 300E
- Logan Temple Barn – 368 E 200 N
- Old Main (USU) – 338 Old Main Hill
- Sigma Chi Fraternity House – 705 N 800 E
- William McNeil Smith House – 116 S 100 E
- William Jr. and Caroline Watterson House – 449 W 100 N
- Whittier School – 290 N 400 E
- Women's Residence Hall (USU) (Demolished in 2013) – North-east corner of the intersection of E Champ Ave and US 89

## Recommendations

- Partner with Neighborhood Council groups to assess and adjust neighborhood boundaries to ensure they accurately reflect how residents define their neighborhoods today.
- Continue to partner with the Cache Valley Visitor's Bureau and Utah Office of Tourism to increase the visibility of Logan's attractions.
- Expand the City's network of wayfinding signage to highlight additional local attractions.
- Ensure accessibility to events and destinations by installing ramps, accessible parking, signage, and other accommodations where necessary.
- Continue investment in the upkeep and expansion of cultural and artistic institutions to maintain high-quality experiences for visitors.
- Continue to work with USU to coordinate planning and logistics for events on and around the University's campus.
- Continue to collaborate with local partners, like the Cache Valley Chamber of Commerce's Committee for City Center Event Sponsorship or local business and nonprofits to schedule, organize, improve, and create new community events.
- Conduct regular surveys with both residents and visitors to identify successful events and potential improvements for future events.
- Continue to promote the proper upkeep and appearance of historic structures.
- Continue to maintain City-owned historic buildings in a manner that is consistent with buildings within the historic district or on the national register.
- Consider installing signage to recognize the historic theatre district along Main and Center Streets.
- Partner with the Cache Valley Visitors Bureau to create place-making signage recognizing the Historic Theatre District, and potentially other Downtown historic features.
- Regularly review and update the regulations of the *Center Street Historic District Design Standards*.
- Update the *2013 Adams Neighborhood Specific Plan* and complete neighborhood plans for the Bridger and Ellis neighborhoods.
- Coordinate with Neighborhood Council Chairs to develop specific branding for each neighborhood to incorporate into gateway points and signage.



### Historic Sites

- Historic Places
- Logan Center Street Historic District

### List of Historic Sites

1. Logan Fish Hatchery Caretakers Residence
2. William Jr and Carolina Watterson House
3. David Eccles House
4. Borden Company Plant
5. Logan LDS Sixth Ward Church
6. William McNeil Smith House
7. Logan Tabernacle
8. Logan Temple
9. Logan Temple Barn
10. Whittier School
11. Sigma Chi Fraternity House
12. Home Economics/Common Building (USU)
13. Crockett House
14. Old Main (USU)
15. Family Life Building (USU)



# 12 IMPLEMENTATION

Realizing the vision and goals of the **Logan 2045 General Plan** will require leadership, organization, and persistent monitoring, and adjustment. The Implementation chapter translates the General Plan's recommendations into tangible actions the City should take to achieve the General Plan's long-term vision.



## Use of the Plan

The *Logan 2045 General Plan* should be used as the official policy guide for planning decisions made by the City Council, Planning Commission, and other boards, commissions. The Plan should serve as a primary reference in guiding policy formation, evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. Referring to the General Plan will ensure future planning efforts and decisions align with the community's long-term vision and goals. Service providers and partner organizations should also be encouraged to use the General Plan when considering new development, facilities, and infrastructure updates within the city. To promote regular use of the Plan, Logan should:

- Post the General Plan document on the City website and make it available in hard copy at City Hall and the Logan Public Library for easy public access.
- Educate the public on how the Plan connects to development projects and other proposals within the City.
- Align annual departmental budget requests with the Plan's goals.
- Guide the City Council, Planning Commission, and other boards and commissions in the administration interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Maintain a list of possible amendments, issues, or needs that may be the subject of change, addition or deletion in the Plan.
- Coordinate with and assist the City Council and Planning Commission in the Plan amendment process, as necessary.

## Reviewing and Updating the Plan

Noting the City's dedication to thoughtful planning, the General Plan should not exist as a static document, but rather the center of a continuous planning process. Following adoption of the Plan, the City will continue to move forward and evolve. As such, the Plan should be updated on a regular basis to respond to these changes, addressing shifts in community aspirations and demographic trends as well as new and unexpected issues as they arise.

Utah statute requires that the planning commission review the General Plan at least every five years and determine whether an update to the General Plan and Future Land Use Plan is necessary. Change, of course, seems to follow its own schedule without much consideration of state statute. Given the fast pace of change, a full review should be completed at least every two to three years. Best practice, however, would be an annual review. This process should coincide with the preparation of the City's annual budget and Capital Improvements Program, enabling recommendations and projects from the Plan to be considered as part of upcoming funding commitments for that fiscal year. Establishing a routine for review of the Plan will ensure the document remains relevant to the needs and desires of the City.

## Capital Improvements Program

Logan's Capital Improvements Program (CIP) represents its fiscal commitment to initiatives aimed at maintaining and improving the community. As a critical tool for implementing the General Plan, the City should review and update the CIP as needed to reflect General Plan recommendations. Projects or initiatives may include restoring and upgrading existing utilities and infrastructure, and the renovating, expanding, or relocating City facilities.

The annual review of the CIP should ensure that projects align with the vision and goals set out in the General Plan. This review should assess short-term and long-term recommendations that City staff can review, prioritize, and organize cost-estimates and potential funding sources to complete. Some of these projects could be broken down into incremental stages that contribute to the Logan 's long-term vision.

## Jurisdiction Cooperation and Participation

While Plan recommendations require an active role by the City, successful implementation will require coordination with partner agencies and organizations that influence the quality of life in Logan. For the General Plan to be successful, the City should assume a leadership role in facilitating the cooperation and participation of its local and regional agencies, organizations, and various jurisdictions. Establishing partnerships and maintaining open, clear communication will contribute to more efficient implementation.

## Update Related Plans

Past plans, studies, and reports have influenced planning and development policy in Logan. The *Logan 2045 General Plan* has integrated relevant goals and ideas from these documents. Looking ahead, these plans should be updated to correlate with recommendations presented in the Plan.

## Review Zoning and Development Controls

While the *Logan 2045 General Plan* articulates a vision for the Logan community, the City's development regulations are one of the primary tools that can be used to implement Plan recommendations. The City should update its *Land Development Code*, subdivision regulations, and related development ordinances to reflect the policy directives in this General Plan.

## Implementation Through Regulation

The General Plan is a policy guide that outlines the necessary actions for Logan to achieve its vision. It serves as a foundation for decision-making for staff, elected and appointed officials, developers, residents, and other stakeholders. Despite the comprehensive scope of the Plan's vision, it is not regulatory. The Plan itself is advisory and does not have the "regulatory teeth" needed to require new development and redevelopment to align with the City vision, or with the goals and strategies conveyed in the Plan.

Land development regulations are the rules that new development and redevelopment must follow, making them an essential tool in Plan implementation. Often, communities will adopt a plan with a clear vision, only to "pull the reins back" on the land development regulations needed to achieve their objectives. The common rationale for this is that stakeholders often feel that such regulations will drive development elsewhere. However, properly drafted land development regulations that align with the vision and goals of the General Plan can remove unnecessary barriers to investment by providing flexibility for potential developments and offsetting the requirements related to design. In this way, land development regulations offer an opportunity to implement the Plan by making preferred development easier.



## Potential Funding Sources and Resources

The following funding sources are available to the City and its partners to help implement the plan. This is a general overview of the potential tools and resources. City staff should research each in more detail and regularly monitor these sources to account for legislative and statutory changes that may affect the applicability or availability of funding, as well as proactively seek new funding sources.

### Economic Development

#### *Tax Increment Financing (TIF)*

TIF funding is a tool that can be used to incentivize and attract desired development within key areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued investment. As the Equalized Assessed Value of properties within a TIF district increases, the incremental growth in property tax over the base year that the TIF was established is reinvested into the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in the new revenue. Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as the base year.

#### *Economic Development Tax Increment Financing (EDTIF)*

The EDTIF program supports the creation of new, high paying jobs and investment in targeted industries including advanced manufacturing, aerospace and defense, financial services, life sciences and healthcare, and software and information technology and other industries approved by the Governor's Office of Economic Development. The EDTIF is a state post-performance refundable tax credit based on a share of the new state tax revenues a project generates. In Cache County (classified as a rural county by the program), projects may qualify for up to a tax credit of up to 50% of new state revenues if certain requirements are met. The EDTIF may be a powerful tool in attracting high-paying jobs to Logan.

#### *Business Improvement District (BID)*

Utah municipalities can establish one or more Business Improvement Districts (BID) within their community. Logan does not have a BID that supports Downtown areas. State law allows municipalities to establish an assessment methodology that allows properties within that geographic area to contribute to programs aimed at promotion, management, maintenance, and development of the district. Assessments are restricted to commercial and industrial properties within a municipality that are subject to real estate tax. Tax-exempt properties, such as those used for religious purposes, public utilities, or government functions, as well as properties used exclusively for residences, cannot be included in the assessment district.



### ***Economic Assistance Grant (EAG)***

EAG provides one-time awards up to \$200,000 to Utah businesses whose projects promote economic opportunities related to industry, education, community development or infrastructure. Funding tiers include \$50,000, \$100,000 and \$200,000. Eligible applicants must be registered Utah businesses with their principal place of business in Utah. Grants may support workforce training, business incubators or community redevelopment projects in Logan.

### ***Enterprise Zone Tax Credits***

Utah's Enterprise Zone program offers income tax credits to businesses that locate or expand in designated rural enterprise zones. Credits include \$750 for each new full-time job paying the county average wage, plus additional credits for higher wages or agriculture value-added jobs. Businesses also receive a tax credit equal to 25% of rehabilitation costs for vacant commercial buildings (up to the first \$200,000) and 5% of investments in depreciable property up to \$750,000. Credits are non-refundable and may be carried forward for three years. Logan businesses in eligible zones could use these credits to offset the cost of renovating historic buildings or expanding manufacturing lines.

### ***Small Business Development Center (SBDC)***

In partnership with USU, the Logan Small Business Development Center (SBDC) is located on the Logan, Brigham City, and USU campuses and the Tooele County building, serving business owners with fewer than 500 employees and individuals considering business ownership. The SBDC provides free consulting and training for business owners and those considering starting a business. It has locations at Utah State University and in North Logan.

### ***Cache Valley Chamber of Commerce***

The Chamber offers networking opportunities, services, and educational programs to members. It also provides tools and resources to help local businesses grow.

### ***Cache Valley Business Expansion and Retention (BEAR) Program***

This program provides existing businesses and entrepreneurs with resources, including training, information on grants and incentives, and support on city-related issues.



## Housing

### *Community Reinvestment Areas (CRAs)*

In Utah, cities and counties can establish CRA through a Community Reinvestment Agency that operates as a TIF district to support the development of affordable housing. As with commercial developments, TIF can be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

### *Urban Renewal Areas (URAs)*

URAs operate similarly to CRAs but require a finding of blight. URA funding may be useful especially for redevelopment and rehabilitation that increase affordability of housing.

### *HOME Investment Partnerships Program (HOME)*

In Utah, HOME funds are administered statewide by the Utah Department of Workforce Services – Housing & Community Development (HCD) through the Olene Walker Housing Loan Fund (OWHLF). That means developers, nonprofits, housing authorities, and local governments proposing projects can access HOME for new construction, acquisition/rehab, and homebuyer assistance as gap financing, typically via low-interest loans layered with other sources. The State's CAPER confirms OWHLF uses HOME funds to finance multiple projects annually, and Logan's own programs (e.g., BRAG's single-family rehab) cite OWHLF funding in the City. Example Logan uses: a nonprofit-led infill rental project near transit, rehabilitate aging multifamily assets, and partner with Neighborhood Housing Solutions for homebuyer assistance.

### *National Housing Trust Fund (NHTF)*

Utah's NHTF is also administered by OWHLF/HCD and is targeted to extremely low-income ( $\leq 30\%$  Area Median Income) rental housing, primarily multifamily new construction or rehab. The State's Consolidated Plan and prior plans identify OWHLF as Utah's NHTF grantee, and HUD publishes the income and rent limits used statewide (including the Logan/Cache area). Eligible Logan applicants include qualified nonprofits, public housing authorities, and developers proposing affordable rentals.

### *Olene Walker Housing Loan Fund (OWHLF)*

Administered by the Utah Department of Workforce Services, the OWHLF supports the development of affordable rental housing for very low, low-, and moderate-income persons. The OWHLF has multiple programs targeted at supporting the construction of multi-family housing and the rehabilitation and reconstruction of rural single-family housing.

### *Logan City Community Development Block Grant (CDBG)*

As an entitlement jurisdiction, Logan receives an annual CDBG allocation from HUD. The City publishes an Annual Action Plan and solicits applications from non-profits and City departments for projects benefiting low- and moderate-income residents. Past projects include housing rehabilitation, public infrastructure, parks improvements and services for homeless or special-needs populations. Applicants must demonstrate consistency with the City's Consolidated Plan and meet federal requirements.



## Transportation

### *Transportation Alternatives Program (TAP) & Safe Routes to School – Utah Department of Transportation (UDOT)*

UDOT's Transportation Alternatives Program provides federal funds for pedestrian and bicycle facilities, recreational trails, community improvements (e.g., vegetation management, historic preservation), and environmental mitigation related to stormwater and habitat connectivity. The program also includes Safe Routes to School funding for non-infrastructure education/encouragement activities and infrastructure such as sidewalks, pavement markings and bike parking. Eligible applicants include local governments, school districts and transit agencies; projects typically require a 20% local match unless waived. Logan could pursue TAP funds to build multi-use paths, safe crossings near schools or streetscape enhancements.

### *Safe Streets and Roads for All (SS4A) Grants*

SS4A is a U.S. DOT competitive grant program funding local roadway safety projects. The FY 2025 notice of funding opportunity allocates \$982 million, of which \$580 million is available for Implementation Grants (expected awards \$2.5–\$25 million) and \$402 million for Planning & Demonstration Grants (awards \$100,000–\$5 million). Logan could apply for a planning grant to develop a comprehensive safety action plan or an implementation grant to install traffic-calming measures and pedestrian safety improvements. A local Comprehensive Safety Action Plan is required before applying for implementation funds.

### *Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants*

Formerly known as BUILD, the RAISE program funds road, rail, transit and port projects of regional significance. For FY 2025, capital grants in urban areas must be at least \$5 million, while rural capital projects have a minimum of \$1 million; there is no minimum for planning grants. The maximum award is \$25 million. Federal cost-share may not exceed 80% for urban projects unless they are in Areas of Persistent Poverty or Historically Disadvantaged Communities; rural or disadvantaged projects may exceed 80%. Logan could apply for funding to reconstruct key corridors, bridge replacements or transit facilities that enhance sustainability and equity.

### *RAISE/BUILD Transportation Discretionary Grants*

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides competitive grants for surface transportation projects with significant local or regional impact. The City can pursue funding for multimodal transportation improvements, road and bridge reconstruction projects, transit system enhancements, bicycle and pedestrian infrastructure, and freight transportation improvements. Projects must demonstrate economic benefits, safety improvements, environmental sustainability, and quality of life enhancements. The FY2025 program offers \$1.5 billion nationally, with grants ranging from \$1 million to \$25 million (\$1 million minimum for rural projects).

### *FTA Urbanized Area Formula Grants*

Provides formula funding to urban areas (>50,000 population) for transit capital improvements and some operating expenses, planning and preventive maintenance. Eligible uses include bus purchases, facility construction/rehabilitation, and ADA paratransit services. Federal share is generally 80% (85–90% for ADA or clean-air compliant vehicles).



### ***WFRC Surface Transportation Program (STP)***

Administered by the Wasatch Front Regional Council (WFRC), the STP provides federal funds for projects on federal-aid-eligible roadways, transit capital improvements and active transportation facilities. The region allocates approximately \$31–\$35 million annually; projects are selected competitively. Eligible sponsors include local governments in the Ogden/Layton or Salt Lake urbanized areas, UDOT, or Utah Transit Authority (UTA). Logan (through Cache MPO) may access similar STP funds via its MPO for road and transit projects.

### ***WFRC Congestion Mitigation and Air Quality (CMAQ) Program***

CMAQ funds transportation projects that reduce mobile-source emissions. The WFRC region programs \$7–8 million annually. Eligible projects include transit enhancements, traffic signal coordination, vehicle-to-infrastructure communication systems and projects encouraging alternative modes. Sponsors must be local governments in the urbanized area; letters of intent and application timelines are the same as STP. Logan’s MPO could pursue CMAQ funds for bus rapid transit, signal upgrades or bicycle infrastructure that improves air quality.

### ***Highway Safety Improvement Program (HSIP)***

HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Pedestrian and bicycle safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the State’s Strategic Highway Safety Plan (SHSP).

### ***WFRC Carbon Reduction Program (CRP)***

The CRP funds projects that reduce on-road CO<sub>2</sub> emissions. Eligible activities include traffic monitoring and management systems, truck-stop electrification, construction or purchase of new public transportation facilities and equipment, bicycle or pedestrian facilities, ridesharing promotion, Intelligent Transportation Systems (ITS) and traffic signal coordination. Eligible sponsors are local governments in the Ogden/Layton or Salt Lake urbanized areas, UDOT or UTA; other entities can partner with them. WFRC receives roughly \$1.4 million per year for the Ogden/Layton area and \$2.6 million per year for the Salt Lake area, programmed over six years.

### ***Infrastructure Investment and Jobs Act***

In Utah, federal monies are administered through the Utah Department of Transportation (UDOT) and Council of Governments (COGs) or Metropolitan Planning Organizations (MPOs). Federal funding is intended for capital improvements, safety, and education programs, and projects must relate to the surface transportation system.

### ***BUILD Grant Program***

The U.S. Department of Transportation’s (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program provides grants for surface transportation infrastructure projects with significant local or regional impact.

### ***Bridge Investment Program***

Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.



## Community Facilities, Parks and Recreation

### *Utah Outdoor Recreation Grant (UORG) & Community Parks and Recreation Grant*

The Utah Outdoor Recreation Grant (UORG) provides funding for new outdoor recreation infrastructure projects that stimulate local economies and improve quality of life. According to the state's 2025 grant announcement, UORG offers several tiers: Tier 1 funds projects \$30,001–\$500,000, the Regional Asset Tier funds large projects up to \$1 million, and the Mini-Grant funds small projects \$5,000–\$30,000. Grants require local match and support construction of trails, campgrounds, fishing access, climbing facilities and similar infrastructure. The Recreation Restoration Infrastructure Grant provides up to \$250,000 to restore high-use trails or repair developed recreation infrastructure on public lands.

### *Community Parks and Recreation Grant – Utah Division of Outdoor Recreation*

The Community Parks and Recreation (CPR) Grant aids in the rehabilitation and construction of community parks, sports fields, pools and playgrounds, offering awards from \$5,000–\$200,000. Eligible applicants include municipalities, state/federal agencies, public educational institutions, non-profits and tribal governments. Municipalities, state/federal agencies, public educational institutions, non-profits and tribal governments may apply.

### *Recreational Trails Program (RTP)*

RTP provides federal funding for construction, restoration and educational promotion of motorized, non-motorized and diverse-use trails and trail-side facilities. Utah awards range from \$10,000–\$200,000[42]. Eligible applicants include municipalities, state and federal agencies, non-profits and tribal governments. Projects could consist of building multi-use trails, restoring eroded sections of the Logan River trail or providing trail-user education.

### *Utah Outdoor Recreation Planning Assistance (ORPA)*

Relaunched as a grant program (one-time \$1.5M via Outdoor Adventure Commission) to fund recreation planning and build local capacity using consulting services and Division of Outdoor Recreation technical expertise. Awards up to \$200,000; no financial match required, but a commitment letter and a meeting with the state planning coordinator are required before applying. Eligible uses span feasibility & trail-alignment studies; NEPA/environmental, cultural, and biological surveys; community outreach and facilitation; master plan development; wayfinding; conceptual trail/site design; visitor-use mitigation; mapping; funding strategies; field data collection; land-use recommendations; user-conflict strategies; engineering/construction design; and procurement scoping. Logan was awarded over \$40,000 to conduct a feasibility study and wayfinding.



### ***Logan City Community Development Block Grant (CDBG)***

In addition to affordable housing and economic development, CDBG funding can also be used to support the construction and rehabilitation of public infrastructure and parks.

### ***Cache County Recreation, Arts, Parks, and Zootah (RAPZ) and Restaurant Tax Program***

Recreation, Arts, Parks, and Zootah (RAPZ) grants utilize county-wide sales tax revenue to fund capital improvements and operating expenses for publicly owned recreation, parks, and zoological facilities, as well as botanical and cultural nonprofit organizations. Awards typically range from \$5,000–\$500,000. Eligible applicants include Cache County municipalities and qualified 501(c)(3) organizations. Projects often include trail expansions, park upgrades, and venue enhancements. Logan City was recently awarded \$275,000 for the Main Street pedestrian/bike underpass and over \$330,000 for the Logan Outdoor Recreation Complex trails and neighborhood park improvements.

### ***EPA Green Infrastructure Grants***

The EPA offers a number of grant resources that serve to improve clean water in communities, such as the EPA Clean Water State Revolving Fund, EPA Clean Water Act Non-Point Source Grant, and EPA Community Action for a Renewed Environment (CARE) Grants.

### ***Cache Valley Visitors Bureau Grant Program***

This program provides matching marketing funds to help local entities advertise events and attract out-of-area visitors, specifically aiming to generate overnight hotel stays. Awards generally cap around \$1,500 and prioritize “shoulder season” events (October through May) to boost off-peak tourism. Eligible applicants include non-profits and municipalities organizing events within Cache Valley. Projects focus on event development and promotional reach, supporting Logan-based cultural gatherings that drive economic impact

### ***Land and Water Conservation Fund (LWCF) – Utah Division of Outdoor Recreation***

LWCF grants fund the acquisition and development of outdoor recreation spaces to expand public access, preserve natural landscapes and ensure long-term conservation. Projects must remain publicly accessible in perpetuity. Utah awards range from \$200,000–\$3,000,000. Eligible applicants typically include municipalities, counties, state agencies and tribes.



## Action Matrix

The action matrix offers a comprehensive list of all implementation strategies, policies, and recommendations included within the *Logan 2045 General Plan*. It serves as a tool for staff to prioritize implementation tasks and projects throughout the duration of the Plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based on completed implementation strategies.

### Priority Level

Each action item has been designated a priority level to aid with implementing the Plan recommendations. Action item priorities are broken into three levels:

- (1) - Actions that have immediate impact. Though not necessarily more important, items listed as priority 1 may have a fundamental impact on the community, may be more easily completed, or may be necessary for long-term projects to begin.
- (2) - Actions that have interdependent needs. These items include strategic and substantial projects, actions that indirectly impact the quality of life, and actions that require the completion of other projects before they can begin. They may require additional planning, have additional financial considerations, or include outside agency cooperation.
- (3) - Actions that are desirable or aspirational. Though these items may not be necessary for Logan's daily operations, they represent the community's forward-looking planning approach.

### Timeframe Estimate

Timeframe estimates indicate, in years, how long it would take to complete a specific action.

- (S) Short-term: Less than two years.
- (M) Mid-term: Two to five years.
- (L) Long-term: Greater than five years.
- (O) Ongoing: Requires immediate action and continued attention throughout the life of the General Plan.
- (ADO) As Development Occurs: Can be implemented as development occurs over time.

### Cost Estimate

Each action has been assigned a cost estimate:

- \$ - (\$1 - \$100,000)
- \$\$ - (\$100,001 - \$1M)
- \$\$\$ - (\$1M +)

*Note: Cost estimates are rough approximations and subject to change over time due to market conditions and inflation.*

### Partners

To fully implement the General Plan, Logan will need to work with neighboring cities, county government, and local organizations. While the City leads the effort, real progress requires partnerships with transit agencies, the county, developers, and community groups. The action matrix identifies potential partner organizations, but additional organizations may be better suited to specific policies or recommendations and should be considered.

*Note: Actions highlighted in blue in the Action Matrix above are Zoning Implementation Recommendations and reflect specific code amendments tied to General Plan goals.*

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>06 Housing and Neighborhoods</b>					
<b>Existing Neighborhoods Improvements and Beautification</b>					
06-01	Identify areas within the City with code enforcement issues and create a city-wide assistance program to work with property owners to aid in upkeep	Priority 1	Mid-term	\$	Property Owners
06-02	Continue to use Community Development Block Grant (CDBG) funds to support infrastructure investments such as sidewalks improvements, pedestrian crossings, trail extensions, and new and upgraded parks across the City	Priority 2	ADO	\$	Community Development Block Grants
06-03	Consider creating a "Yard of the Month" or seasonal decorating contest with the Logan Neighborhood Council	Priority 3	Short-term	\$	Logan Neighborhood Council
06-04	Explore the feasibility of offering rebates or financial incentives to encourage property owners to include low-maintenance, drought-tolerant native plants in their landscaping	Priority 2	Short-term	\$\$	
06-05	Maintain a clear and transparent code enforcement policy that outlines steps for compliance, timelines, and appeal processes to ensure fairness and consistency	Priority 1	ADO	\$	
06-06	Continue to utilize programs, such as CDBG, to help fund home rehabilitations for low- and moderate-income households	Priority 2	ADO	\$	Community Development Block Grants
06-07	Following the Adams Neighborhood Plan, develop a Neighborhood Cleanup Program to address bulk waste (such as discarded furniture or appliances), unmaintained grass and weeds, and track vacant or foreclosed properties	Priority 3	Short-term	\$	Logan Neighborhood Council
06-08	Beautify neighborhoods and enhance sense of place with investments such as gateway signs, street trees, pedestrian-scaled street lighting, and other public infrastructure improvements	Priority 3	Mid-term	\$\$	Logan Neighborhood Council
<b>Housing Affordability and Availability</b>					
06-09	Promote the inclusion of rent-stabilized or income-sensitive units in new housing development through policy incentives such as density bonuses, reduced utility connection fees, or expedited permitting	Priority 2	ADO	\$	Developers
06-10	Encourage lot consolidation across the City to facilitate infill development on larger lots	Priority 2	ADO	\$	Developers
06-11	Consider establishing a vacant lot transformation program that partners with local builders to turn underutilized land into infill housing	Priority 1	Short-term	\$	Developers
06-12	Collaborate with Cache County to promote their Home Now, Borrow Smart, and Home Empowered grant programs and educate potential homebuyers on available financial resources to support homeowners	Priority 2	ADO	\$	Cache County
06-13	Investigate housing subsidies to ensure affordability for people at all income levels	Priority 1	Short-term	\$	
06-14	Explore the potential of alternative home ownership arrangements such as Community Land Trusts and Housing Trust Funds to build more attainable housing and ways to better organize and utilize buying power for potential home buyers	Priority 2	ADO	\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>06 Housing and Neighborhoods</b>					
6.15	Consider revising the Land Development Code to allow for townhomes and twinhomes in Neighborhood Residential districts	Priority 1	Short-term	\$	
6.16	Review the external ADU location requirements, in older neighborhoods with shallow lots or irregular configurations, to increase the number of eligible lots across the City	Priority 3	Short-term	\$	Developers, Property Owners
6.17	Consider grants or tax incentives for building owners to convert upper-floor commercial spaces in Downtown Logan into residential units	Priority 2	ADO	\$	Developers, Property Owners
<b>Moderate Income Housing</b>					
6.18	Rezone for densities necessary to facilitate the production of moderate-income housing	Priority 1	Short-term	\$	
6.19	Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones near major transit corridors, commercial centers, or employment centers	Priority 1	Short-term	\$	
6.20	Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixed-use zones near major transit corridors	Priority 2	Short-term	\$	
6.21	Amend land use regulations to eliminate or reduce parking requirements for residential development where residents are less likely to rely on personal vehicles, such as near major transit corridors or senior living facilities	Priority 2	Short-term	\$	
6.22	Partner with entities applying for state or federal funds, tax incentives, or programs that promote the construction or preservation of moderate-income housing (including those administered by the Utah Housing Corporation, Department of Workforce Services, associations of governments, or public housing authorities)	Priority 2	ADO	\$	Developers, Property Owners
6.23	Continue to support and partner with organizations to develop moderate-income housing projects for residents with disabilities and adults age 55 and older	Priority 2	ADO	\$	Developers
6.24	Create or allow for, and reduce regulations related to, multifamily residential dwellings that are compatible in scale and form with detached single-family dwellings in walkable communities within residential or mixed-use zones	Priority 1	Short-term	\$	
6.25	Demonstrate implementation of any other program or strategy addressing the housing needs of residents earning less than 80% of area median income, including dedicating a local funding source or adopting a land use ordinance requiring 10% or more of new residential development to be moderate-income housing	Priority 1	ADO	\$	
6.26	Adopt or approve a qualifying affordable home ownership density bonus for single-family residential units, as described in Utah Code Section 10-9a-403.2	Priority 1	Short-term	\$	
6.27	Adopt or approve a qualifying affordable home ownership density bonus for multi-family residential units, as described in Utah Code Section 10-9a-403.3	Priority 1	Short-term	\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>06 Housing and Neighborhoods</b>					
<b>Planning for New Growth</b>					
6.28	Prioritize infill development and redevelopment over outward growth to maximize existing infrastructure and leverage proximity to established neighborhoods and amenities	Priority 1	ADO	\$	Developers
6.29	Implement policies and provide incentives to guide growth toward areas with existing infrastructure	Priority 1	Short-term	\$\$	Developers
6.30	Promote areas for new Mixed Residential and Mixed-Use developments per the Future Land Use Map	Priority 1	ADO	\$	Developers
6.31	Integrate multi-use trails into new residential developments near the Logan River to enhance access and connectivity	Priority 2	ADO	\$\$	Developers, Property Owners
6.32	Encourage developers to use low-impact development (LID) practices such as rain gardens, permeable pavements, and natural drainage systems in new residential developments	Priority 1	ADO	\$	Developers, Property Owners
6.33	Consider offering reduced permit fees or expedited permitting for new developments that integrate neighborhood commercial spaces and a variety of housing types	Priority 2	ADO	\$\$	Developers
6.34	Consider developing a lawn replacement program that offers incentives for residents to replace water-intensive lawns with low-water or native landscaping	Priority 3	Short-term	\$\$	Utah Department of Natural Resources, Utah Water Savers
6.35	Support established residential neighborhoods by encouraging neighborhood commercial areas, parks, and community gathering spaces that build on local identity	Priority 2	ADO	\$	Developers
6.36	Evaluate infrastructure capacity (water, sewer, transportation) and community services (schools, parks, transit) as new development occurs	Priority 1	ADO	\$	Developers
6.37	Collaborate with the Neighborhood Councils to determine whether new residential areas should be incorporated into existing neighborhood associations or organized as a new, distinct neighborhood groups	Priority 3	ADO	\$	Logan Neighborhood Council
6.38	Preserve protective agricultural lands on the City's edge and direct new growth to infill and vacant parcels served by existing infrastructure.	Priority 1	Ongoing	\$\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>06 Housing and Neighborhoods</b>					
<b>Student Housing</b>					
6.39	Encourage USU to review and update the Student Housing Master Plan at key milestones to ensure planning reflects current demand and campus growth	Priority 2	ADO	\$	Utah State University
6.40	Encourage USU to collaborate with the City to review and update its Transportation Study (2016) to address future parking demand on adjacent neighborhoods	Priority 2	ADO	\$	Utah State University
6.41	Continue to work with USU to enforce the Off-Campus/Commuter parking rules near campus to limit student parking in adjacent neighborhoods	Priority 2	ADO	\$	Utah State University
6.42	Coordinate with USU to address off-campus parking, traffic congestion, absentee landlords, and rental demand	Priority 2	ADO	\$	Utah State University
6.43	Coordinate with USU and local transit agencies to improve car-share, ride-share, and late-night/weekend transit services to reduce the need for student-owned vehicles	Priority 2	ADO	\$	Utah State University
6.44	Establish an annual registration program for off-campus student housing to help the City track units and address recurring concerns related to noise, parking, and property upkeep	Priority 3	Short-term	\$	
6.45	Explore expanding the CR zoning district or establishing a new district with similar density allowances on the east side of campus and along the 400 N corridor	Priority 1	Short-term	\$	
6.46	Review the current occupancy limits in the Land Development Code and consider allowing more unrelated individuals to live together in a dwelling unit, based on available bedrooms and parking spaces	Priority 2	Short-term	\$	
6.47	Support implementation of USU's campus housing plans and future on-campus housing expansion to accommodate more students on campus and reduce pressure on Logan's off-campus rental housing, providing more housing options for families	Priority 1	Long-term	\$	Utah State University

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>07 Economic Development</b>					
<b>Business Attraction and Retention</b>					
7.1	Continue to collaborate with the Utah State University Small Business Development Center (SBDC) to expand programs like mentoring, business planning workshops, and marketing assistance to existing and prospective local businesses	Priority 2	ADO	\$	Utah State University
7.2	Work with Connect Transit to improve transit connectivity and frequency to Downtown and other commercial areas to provide easy access and reduce congestion on Main Street	Priority 2	Long-term	\$\$\$	Connect Transit
7.3	Work with the Cache Valley Chamber of Commerce to identify retail and service gaps and then recruit businesses that fill those gaps	Priority 3	Long-term	\$	Cache Valley Chamber of Commerce
7.4	Promote Logan's strengths and advantages, such as proximity to USU, a skilled workforce, and existing life-science cluster, to attract tech and food companies	Priority 2	ADO	\$	
7.5	Continue offering incentives such as façade improvement, expedited reviews, and reduced fees to attract businesses and service providers to vacant or underutilized buildings and parcels	Priority 1	ADO	\$\$	Developers, Property Owners
7.6	Review zoning to ensure it is aligned with community goals and can effectively promote and support the development of mixed-use walkable areas to attract foot traffic and encourage exploration of local shops	Priority 1	Short-term	\$	
7.7	Continue to work with the Cache Valley Chamber of Commerce to expand marketing of locally owned businesses and develop "shop local" campaigns	Priority 1	ADO	\$	Cache Valley Chamber of Commerce
<b>Destinations</b>					
7.8	Continue supporting the Cache Valley Visitors Bureau in its outstanding marketing and branding campaign to promote Logan as a destination, emphasizing Logan's unique mix of outdoor recreation and cultural attractions	Priority 3	ADO	\$	Cache Valley Visitors Bureau
7.9	Continue to enhance wayfinding and visitor infrastructure, consider installing attractive gateway signs at City entrances, and directional signage for the Logan Canyon National Scenic Byway	Priority 2	Mid-term	\$\$	
7.10	Collaborate with USU Extension or Bridgerland Technical College to promote customer service training, tour guide programs, and hospitality skills for residents	Priority 3	ADO	\$	Bridgerland Technical College, Utah State University
7.12	Work with local businesses to facilitate temporary pop-up shops and maker fairs in vacant storefronts to test new experiential retail concepts and highlight local makers	Priority 2	ADO	\$	Business Owners, Property Owners
7.13	Continue to promote and preserve City's historic character through design guidelines, adaptive reuse incentives, and coordinated streetscape improvements	Priority 2	Long-term	\$\$\$	
7.14	Expand mixed-use development and residential options Downtown to increase foot traffic and support businesses	Priority 1	ADO	\$	Developers, Property Owners

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>07 Economic Development</b>					
7.15	Continue to invest in and enhance the character of Downtown, further establishing it as a lively, pedestrian-friendly center of activity where residents and visitors gather to dine, shop, and enjoy public gathering spaces.	Priority 2	Long-term	\$\$\$	Business Owners, Developers, Property Owners
7.16	Continue encouraging Logan's local culture and existing events like the Pumpkin Festival, Cruise-In car show, Summerfest Arts Faire, and holiday lighting downtown, while also exploring new events that utilize Logan's assets	Priority 2	ADO	\$\$	Cach Valley Chamber of Commerce, Business Owners, Explore Logan, Logan Downtown Alliance
7.17	Adopt commercial design guidelines to ensure new development is compatible with nearby residential areas, uses high-quality materials and context-appropriate architecture, and contributes to a cohesive corridor identity that reflects Logan's character	Priority 1	Short-term	\$	
7.18	Consider rezoning more areas Mixed-Use land use area that offers a blend of housing, employment, and ground-floor retail/food service	Priority 2	Short-term	\$	
7.19	Consider reducing parking minimums downtown and along key corridors; adopt maximums and shared-parking provisions	Priority 1	Short-term	\$	Business Owners
7.20	Work with UDOT and CMPO to develop and realign the Y intersection of US-91 and Main Street for safer operations, better access, and placemaking	Priority 2	Long-term	\$\$\$	Cach Metropolitan Planning Organization, Utah Department of Transportation
<b>Economic Development Framework</b>					
7.21	Work with the Utah Department of Transportation to implement access management strategies, intersection improvements and signal coordination to reduce congestion and improve safety	Priority 2	Long-term	\$\$\$	Utah Department of Transportation
7.22	Adopt corridor design standards that encourage consistent landscaping, signage and facade treatments, creating a distinct gateway identity	Priority 2	Short-term	\$	
7.23	Encourage redevelopment of large parking lots at the 1400 N and US 89/91 intersection, into mixed-use centers with smaller blocks, shared parking structures, and pedestrian connections	Priority 2	Long-term	\$	Developers, Property Owners
7.24	Implement a business attraction and retention strategy to market the strong presence of the businesses and industries along Highway 252	Priority 2	Short-term	\$	Cache Valley Chamber of Commerce
7.25	Where appropriate, consider providing incentives through the City Redevelopment Agency to attract new businesses	Priority 2	ADO	\$\$	
7.26	Encourage internal access and circulation between uses on the same lot or adjacent lots	Priority 2	Short-term	\$	Developers, Property Owners
7.27	Develop design standards for screening, landscaping, pedestrian improvements, and streetscaping elements to create a unified look in the northern areas of the City	Priority 1	Short-term	\$	
7.28	Enhance the south gateway along US 89/91 to incorporate clearer signage, lighting, and landscape elements	Priority 2	Mid-term	\$\$	
7.29	Consider updating the Logan -Cache Airport Landside Specific Plan to align with the 2045 General Plan and guide compatible commercial/light-industrial growth in the area	Priority 2	Short-term	\$	
7.30	Engage with residents to identify potential sites for neighborhood-scale commercial nodes	Priority 2	Short-term	\$	Logan Neighborhood Council

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>08 Transportation and Mobility</b>					
<b>Roadway Network</b>					
8.1	Address current and anticipated roadway capacity needs through targeted improvements	Priority 2	Long-term	\$\$\$	Utah Department of Transportation
8.2	Collaborate with UDOT and neighboring communities to promote adequate LOS on regional corridors	Priority 2	Long-term	\$\$\$	Utah Department of Transportation
8.3	Ensure that new development along gridded street corridors fully connects with existing and planned roadway networks	Priority 2	ADO	\$	Developers, Utah Department of Transportation
<b>Roadway Improvements</b>					
8.4	Implement safety education programs collaboratively with State agencies such as the Zero Fatalities Program	Priority 1	Short-term	\$	
8.5	Regularly review and refine Safe Routes to Schools	Priority 1	Ongoing	\$	
8.6	Update street standards to include safety measures for new and redeveloped roadways	Priority 2	Mid-term	\$	
8.7	Revise speed limit policies to better reflect local contexts, using the latest and modern tools	Priority 1	Short-term	\$	
8.8	Proactively develop safety measures at areas of concern, such as the US 89/91 interchange	Priority 2	Mid-term	\$	
8.90	Implement traffic calming measures to reduce vehicle speeds, especially in residential neighborhoods and areas with high pedestrian activity	Priority 1	Ongoing	\$\$	
8.10	Study the need to set, post, and enforce speed limits for bikeway users to ensure the safety of drivers and all users	Priority 3	Long-term	\$	
8.11	Implement the CMPO RTP and the Logan Transportation Master Plan to build a comprehensive local and regional network to address traffic issues as Logan grows	Priority 3	Long-term	\$\$\$	Cach Metropolitan Planning Organization, Utah Department of Transportation
8.12	Implement key recommendations from the US 89/91 Logan to North Logan Study to fill gaps in Logan's street grid network and provide alternatives to Main Street to reduce congestion	Priority 3	Long-term	\$\$\$	Utah Department of Transportation
8.13	Continue to collaborate with surrounding municipalities to preserve the right-of-way for critical regional connections to address through traffic congestion along Main Street	Priority 2	Long-term	\$\$\$	Cache County, Neighboring Municipalities
8.14	Implement the safety improvements and policy recommendations from the CMPO Comprehensive Safety Action Plan (CSAP)	Priority 2	Long-term	\$\$\$	Cach Metropolitan Planning Organization, Utah Department of Transportation
8.15	Use the High Injury Network and policies from the CSAP to identify roadways with higher collision rates and implement traffic calming measures where appropriate, following guidance from the Logan Transportation Master Plan	Priority 2	Long-term	\$\$\$	Cach Metropolitan Planning Organization, Utah Department of Transportation
8.16	Using the CMPO CSAP as a guide, research and adopt traffic calming policies that will balance providing safety and service as Logan develops	Priority 2	Short-term	\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>08 Transportation and Mobility</b>					
8.17	Preserve and promote freight corridors designated in the Logan Transportation Master Plan to keep freight on designated routes and away from neighborhoods	Priority 3	ADO	\$\$	Cach Metropolitan Planning Organization, Utah Department of Transportation
8.18	Study areas with high residential demands for parking to determine the available, used, and needed parking available to residents. As population continues to increase, study and consider parking systems to provide adequate parking including pricing, time limits, or other management tools	Priority 1	Short-term	\$	
8.19	Review code requirements to ensure parking is correctly scaled to the actual need	Priority 1	Short-term	\$	
8.20	Review the winter on-street parking restrictions and determine if on-street parking can be made available year-round, and analyze the potential of monetizing on-street parking spaces	Priority 1	Short-term	\$	
8.21	Consider conducting a Parking Needs Assessment to analyze utilization, identify opportunities for shared parking, and inform context-sensitive standards that reduce unnecessary parking and strengthen walkability in Logan	Priority 1	Short-term	\$	
8.22	Develop and formally adopt a Multimodal Streets Policy in Logan with clear guidelines for designing new and reconstructed streets	Priority 2	Mid-term	\$\$	
8.23	Prioritize corridors and intersections for Multimodal Streets improvements based on factors identified in the CMPO CSAP's High Injury Network	Priority 2	Long-term	\$\$\$	
8.24	Incorporate specific design features into street projects	Priority 1	ADO	\$\$	
8.25	Engage community members and regional partners to ensure designs meet local needs and encourage multimodal use	Priority 2	Ongoing	\$	
8.26	Update city street design standards and development codes to require Multimodal Streets elements in all applicable projects	Priority 3	Mid-term	\$	
8.27	Monitor and evaluate completed Multimodal Streets projects regularly to assess effectiveness and inform future improvements	Priority 2	Ongoing	\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>08 Transportation and Mobility</b>					
<b>Active Transportation</b>					
8.28	Continue filling in missing sidewalk gaps, especially in underserved neighborhoods and major corridors as prioritized in the Bike and Pedestrian Master Plan	Priority 1	Long-term	\$\$\$	
8.29	Search for ways to implement projects not funded through the CMPO Regional Transportation Plan.	Priority 2	Long-term	\$\$\$	
8.30	Incorporate the Logan City Bicycle and Pedestrian Master Plan into the Transportation Master Plan and continue implementing the plan to develop a connected network of active transportation options.	Priority 2	Long-term	\$\$\$	
8.31	Update the Logan City Bicycle and Pedestrian Master Plan as Logan City grows.	Priority 1	ADO	\$	
8.32	Support the development of new bikeways and multipurpose trails identified in the Cache County Trail and Active Transportation Master Plan.	Priority 2	Long-term	\$\$\$	Cache County
8.33	Consider updating the Logan City Bicycle and Pedestrian Master Plan to reflect evolving needs and improve safety and access for people walking, biking, and using micromobility.				
8.34	Build multimodal transportation connections between neighborhoods and commercial areas by connecting sidewalk gaps, adding marked crosswalks and ADA-compliant paths, and installing bike lanes.	Priority 2	Long-term	\$\$\$	Developers, Property Owners
8.35	Maintain bikeways including seasonal debris removal, pavement repair, signage and striping updates, and vegetation control to support reliable bicycle mobility across Logan.	Priority 3	ADO	\$\$	
<b>Public Transportation</b>					
8.36	Support the implementation of both the Connect Transit Long Range and Short-Range Transit Plans and coordinate roadway improvements to expand and enhance transit service throughout Logan and Cache County.	Priority 2	Long-term	\$\$\$	Cache Metropolitan Planning Organization, Connect Transit, Utah Department of Transportation
8.39	Encourage Connect Transit to improve bus stop amenities and infrastructure, such as lighting, benches, shelters, and wayfinding, city-wide to enhance user experience	Priority 3	Long-term	\$\$	Connect Transit
8.40	Collaborate with regional partners to explore extending transit connectivity to the Wasatch Front, including access to the current Frontrunner station in Ogden and, eventually, the future station in Brigham City	Priority 2	Long-term	\$\$	Cache Metropolitan Planning Organization, Connect Transit
8.41	Coordinate transit planning with the location of shelters, medical and social service facilities, and other essential destinations to ensure reliable, barrier-free access to low-mobility individuals and unhoused residents	Priority 2	ADO	\$\$\$	Cache Metropolitan Planning Organization, Connect Transit

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>09 Community Facilities and Infrastructure</b>					
<b>Community Services</b>					
9.1	Consider developing a public facilities master plan to assess the current condition of all City facilities and determine necessary improvements and expansions	Priority 1	Short-term	\$	
9.2	Conduct regular assessments of public facilities and services to accommodate anticipated population growth	Priority 2	ADO	\$\$	
9.3	Promote renewable energy solutions, such as rooftop solar, on city facilities to reduce energy costs and environmental impacts	Priority 3	ADO	\$	
9.4	Integrate water conservation and sustainability measures in all public facilities, where feasible	Priority 3	Long-term	\$\$	
9.5	Continue to modernize and expand police and fire facilities to improve functionality and efficiency	Priority 1	Long-term	\$\$\$	
9.6	Continue to work with Cache County and surrounding municipalities to implement recommendations of, and regularly update, the Bear River Region Pre-Disaster Mitigation Plan	Priority 1	ADO	\$	Cache County, Neighboring Municipalities
9.7	Enforce the City's urban wildlife interface code	Priority 1	Short-term	\$	Developers, Property Owners
9.8	Maintain wildfire mitigation practices on public facilities within the state designated interface	Priority 1	ADO	\$\$	
9.9	Develop public resources to educate and assist residents with the best practices for maintaining a property within the urban wildlife interface	Priority 1	Short-term	\$	
<b>Utilities and Infrastructure</b>					
9.10	Conduct regular assessments and updates to ensure City utilities and infrastructure meet evolving needs and support quality of life and community resilience	Priority 1	ADO	\$\$	
9.11	Confirm the City's buildout conditions against the prioritized projects for 2025 in the Sewer Collection Master Plan (2014) to assess capacity needs and necessary updates	Priority 1	Short-term	\$	
9.12	Update the Infrastructure and Services needs for Annexation Areas A through D in the Logan City Annexation Policy Plan (2022) to reflect land uses outlined in the Future Land Use Map	Priority 1	Short-term	\$	
9.13	Monitor and maintain the stormwater drainage system to manage runoff from snowmelt and storms, reduce localized flooding, and protect downstream waterways	Priority 1	ADO	\$\$	
9.14	Improve recycling by adding more drop-off options at the City's transfer station and increasing recycling pick-up frequency	Priority 2	Mid-term	\$\$	
9.15	Consider implementing a curbside composting program through the new Regional Green Waste Facility	Priority 3	Short-term	\$	
9.16	Continue public education and outreach on water conservation, source protection, and best practices that reduce pollution from fertilizers, household hazardous waste, vehicles, pesticides, and septic systems	Priority 2	ADO	\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>09 Community Facilities and Infrastructure</b>					
9.17	Educate homeowners on Utah's residential solar tax credits, such as the residential renewable system credit, and simplify access to those incentives through workshops and city resources	Priority 2	ADO	\$\$	
9.18	Consider consolidating the Logan City Light and Power Advisory Board and RESAB into a single advisory body to provide integrated guidance on Logan's overall energy portfolio	Priority 3	Short-term	\$	
9.19	Explore the feasibility of joining the Utah Renewable Communities coalition to promote renewable energy projects in the City	Priority 3	Short-term	\$	Utah Renewable Communities
<b>Water Use and Preservation</b>					
9.20	Continue efforts outlined in the 2025 Drinking Water Master Plan and 2020 Water Conservation Plan to detect and repair leaks, improve performance in the Culinary Water system, and to assess water meter data and identify errors and losses/unmetered connections within the system	Priority 1	ADO	\$\$\$	Cache Water District
9.21	Incorporate Low Impact Design (LID) and Conservation Design concepts in future development and redevelopment to reduce the demand for water and promote overall water quality enhancement in the region	Priority 2	ADO	\$\$	Developers, Property Owners
9.22	Continue to explore participation in a pressurized secondary irrigation (PI) system to lessen reliance on the culinary water system for outdoor watering purposes	Priority 2	Long-term	\$\$\$	Cache Water District, Crockett Avenue Irrigation Company
9.23	Continue public education and outreach to promote water conservation practices and reduce overall demand	Priority 3	Short-term	\$	
9.24	Collaborate with City Forestry and Community Development Departments to develop a park-strip native landscaping and mulching program that encourages planting of diverse native tree species to reduce irrigation demands	Priority 2	Mid-term	\$\$	
9.25	Consider adopting landscaping standards or incentive programs that promote drought-tolerant grasses and low-water plantings in parks strips and other landscaped areas	Priority 1	Short-term	\$	
9.26	Continue to encourage native tree planting in new developments through landscaping standards and development regulations	Priority 1	ADO	\$	Developers, Property Owners

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>10 Natural Areas, Parks, and Open Space</b>					
<b>Existing City Parks</b>					
10.1	Prioritize land acquisition, conservation easements, or joint-use agreements to provide residents in the currently underserved areas with access to parks within a ten-minute walk and to protect natural resource areas and greenways as the City grows	Priority 1	ADO	\$\$\$	Developers, Property Owners
10.2	Consider upgrading all parks to meet ADA and accessibility compliance standards	Priority 2	Long-term	\$\$	
10.3	Collaborate with developers and update zoning code to encourage small parks and plazas in mixed-use developments and along commercial corridors, using tools like density bonuses, reduced parking requirements, or expedited review for projects that include public space	Priority 2	ADO	\$\$	Developers
10.4	Prioritize developing short segments and bridges that connect existing trails, focusing on access to schools, Downtown, and future planned parks	Priority 1	ADO	\$\$\$	Developers, Property Owners
10.5	Secure dedicated funding for trail upkeep, bridge replacements, and signage through park impact fees or grant funding	Priority 2	Short-term	\$\$	
10.6	Work with Cache County and the U.S. Forest Service to align trail routes with the County's Trail and Active Transportation Master Plan and pursue joint funding for regional connections	Priority 2	Mid-term	\$\$	Cache County, U.S. Forest Service
10.7	Continue implementing strategies and projects from the Logan Bicycle and Pedestrian Master Plan and consider updating it	Priority 1	ADO	\$\$\$	
10.8	Collaborate to explore the feasibility of constructing a new county-wide recreation center to serve all residents within Cache County	Priority 1	Mid-term	\$\$\$	Cache County, Neighboring Communities
10.90	Connect parks and recreation areas with trails on existing rights-of-ways and through neighborhoods where it is possible to support a more connected park system	Priority 2	ADO	\$\$	Developers, Property Owners, UDOT, Cache County
10.10	Continue to activate plazas and provide third places in Downtown and established neighborhoods to create more everyday gathering places	Priority 2	ADO	\$\$	Developers, Property Owners
10.11	Assess existing parks and prioritize adding amenities where gaps exist, including seating, restrooms, shade and seating.	Priority 2	Short-term	\$\$	
10.12	Evaluate where feasible and implement a north–south connection for the Bonneville Shoreline Trail linking Dry Canyon to Logan Canyon.	Priority 3	Mid-term	\$\$	Developers, Property Owners

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>10 Natural Areas, Parks, and Open Space</b>					
<b>Open Space and Natural Areas</b>					
10.13	Increase connectivity of Logan's parks and trails network to Logan Canyon and Dry Canyon trails and support trailhead improvements to improve accessibility to public lands	Priority 2	Mid-term	\$\$	
10.14	Develop the identified access points along the Logan River Blue Trail from the Logan River Blue Trail Master Plan	Priority 2	Long-term	\$\$	
10.15	Encourage the use of local and water efficient plant species in future landscaping to preserve Cache Valley's unique ecosystem	Priority 3	Long-term	\$	
10.16	Work with local interest groups and government agencies to preserve the natural flow, water quality, and riparian environment of the Logan River	Priority 2	Long-term	\$	
10.17	Update the Logan River Task Force Conservation Action Plan based on the Logan City Annexation Policy Plan and land use changes in the Future Land Use Plan	Priority 2	Mid-term	\$\$	
10.18	Collaborate to promote Logan's regional outdoor recreation amenities	Priority 1	Ongoing	\$	Cache Valley Visitor's Bureau, Explore Logan
10.19	Explore partnerships with the Logan Small Business Development Center to support locally-owned tourism businesses	Priority 1	Short-term	\$	Logan Small Business Development Center
10.2	Explore the feasibility of creating a recreation education program within the Parks and Recreation Department to encourage active lifestyles	Priority 3	Long-term	\$	
10.21	Continue to build on Logan's strong partnerships with the Cache Valley Chamber of Commerce, Explore Logan, and the County Tourism Office to ensure the City's businesses and community events are advertised across the region	Priority 1	Ongoing	\$	Cache Valley Chamber of Commerce, Explore Logan, County Tourism Office
10.22	Prioritize improvements to the Bonneville Shoreline Trail by installing consistent signage and improving access points with parking, wayfinding, and safe connections from neighborhoods and Downtown	Priority 2	Short-term	\$\$	
10.23	Coordinate with regional trail partners to support ongoing development and maintenance of the Bonneville Shoreline Trail	Priority 2	Short-term	\$	Utah Division of Outdoor Recreation

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>11 Community Design</b>					
<b>Placemaking and Identity</b>					
11.1	Install gateway signage at all major entry points into Logan	Priority 2	Mid-term	\$\$	
11.2	Utilize and implement local materials, historic elements, and landscaping to enhance building and site design	Priority 2	Long-term	\$	
11.3	Continue to install wayfinding signage at key locations to guide individuals across all modes of transportation throughout the City	Priority 2	ADO	\$	
11.4	Continue to implement the Logan City brand into gateway and wayfinding signage	Priority 1	Short-term	\$	
11.5	Work with partner to incorporate the Explore Logan branding into the City's public spaces	Priority 1	Short-term	\$	Cache Valley Visitor's Bureau
11.6	Work with neighborhood groups to promote thoughtful placemaking and community branding throughout the City's neighborhoods	Priority 2	Ongoing	\$	Property owners, Neighborhood Groups
11.7	Continue to install public art as recommended by the Public Arts Master Plan (2020)	Priority 2	ADO	\$\$	
11.8	Ensure public art is incorporated into the development of new public parks and gathering spaces	Priority 3	Long-term	\$	
11.9	Incorporate space for outdoor seating and/or small public gathering spaces into streetscapes within the City's commercial areas	Priority 2	ADO	\$\$	
11.10	Continue to require the incorporation of public gathering spaces in new residential developments	Priority 2	Ongoing	\$	
11.11	Continue to activate plazas and provide third places in Downtown and established neighborhoods to create more everyday gathering places	Priority 1	ADO	\$\$\$	
11.12	Establish a branding and identity framework for all Logan neighborhoods and make targeted design, public realm, and wayfinding investments that reinforce each neighborhood's distinct features and assets	Priority 2	Short-term	\$\$	
11.13	Ensure every neighborhood has a dedicated neighborhood plan and update each plan regularly	Priority 3	Long-term	\$\$\$	

#	Actions	Priority Level	Timeframe	Cost	Partners
<b>11 Community Design</b>					
<b>Points of Interest</b>					
11.14	Partner to assess and adjust neighborhood boundaries to ensure they accurately reflect how residents define their neighborhoods today	Priority 2	Mid-term	\$	Neighborhood Council Groups
11.15	Continue collaboration to increase the visibility of Logan's attractions	Priority 2	Ongoing	\$	Cache Valley Visitor's Bureau, Utah Office of Tourism
11.16	Expand the City's network of wayfinding signage to highlight additional local attractions	Priority 1	Short-term	\$\$	
11.17	Ensure accessibility to events and destinations by installing ramps, accessible parking, signage, and other accommodations where necessary	Priority 2	ADO	\$\$\$	
11.18	Continue investment in the upkeep and expansion of cultural and artistic institutions to maintain high-quality experiences for visitors	Priority 2	Ongoing	\$\$	
11.19	Coordinate planning and logistics for events on and around the University's campus	Priority 1	Ongoing	\$	Utah State University
11.20	Continue to collaborate with local partners for City Center Event Sponsorship or local business and nonprofits to schedule, organize, improve, and create new community events	Priority 2	Mid-term	\$	Cache Valley Chamber of Commerce's Committee
11.21	Conduct regular surveys with both residents and visitors to identify successful events and potential improvements for future events	Priority 1	Short-term	\$	
11.22	Continue to promote the proper upkeep and appearance of historic structures	Priority 2	Ongoing	\$	
11.23	Continue to maintain City-owned historic buildings in a manner that is consistent with buildings within the historic district or on the national register	Priority 1	Mid-term	\$\$\$	Historic Preservation Committee
11.24	Consider installing signage to recognize the historic theatre district along Main and Center Streets	Priority 2	Mid-term	\$	Historic Preservation Committee
11.25	Partner to create placemaking signage recognizing the Historic Theatre District, and potentially other Downtown historic features	Priority 2	Short-term	\$	Cache Valley Visitors Bureau
11.26	Regularly review and update the regulations of the Center Street Historic District Design Standards	Priority 1	Ongoing	\$	
11.27	Update the 2013 Adams Neighborhood Specific Plan and complete neighborhood plans for the Bridger and Ellis neighborhoods	Priority 2	Mid-term	\$\$	
11.28	Coordinate with Neighborhood Council Chairs to develop specific branding for each neighborhood to incorporate into gateway points and signage	Priority 3	Long-term	\$	



**WORKING DRAFT**  
FOR PLANNING AND DESIGN PURPOSES