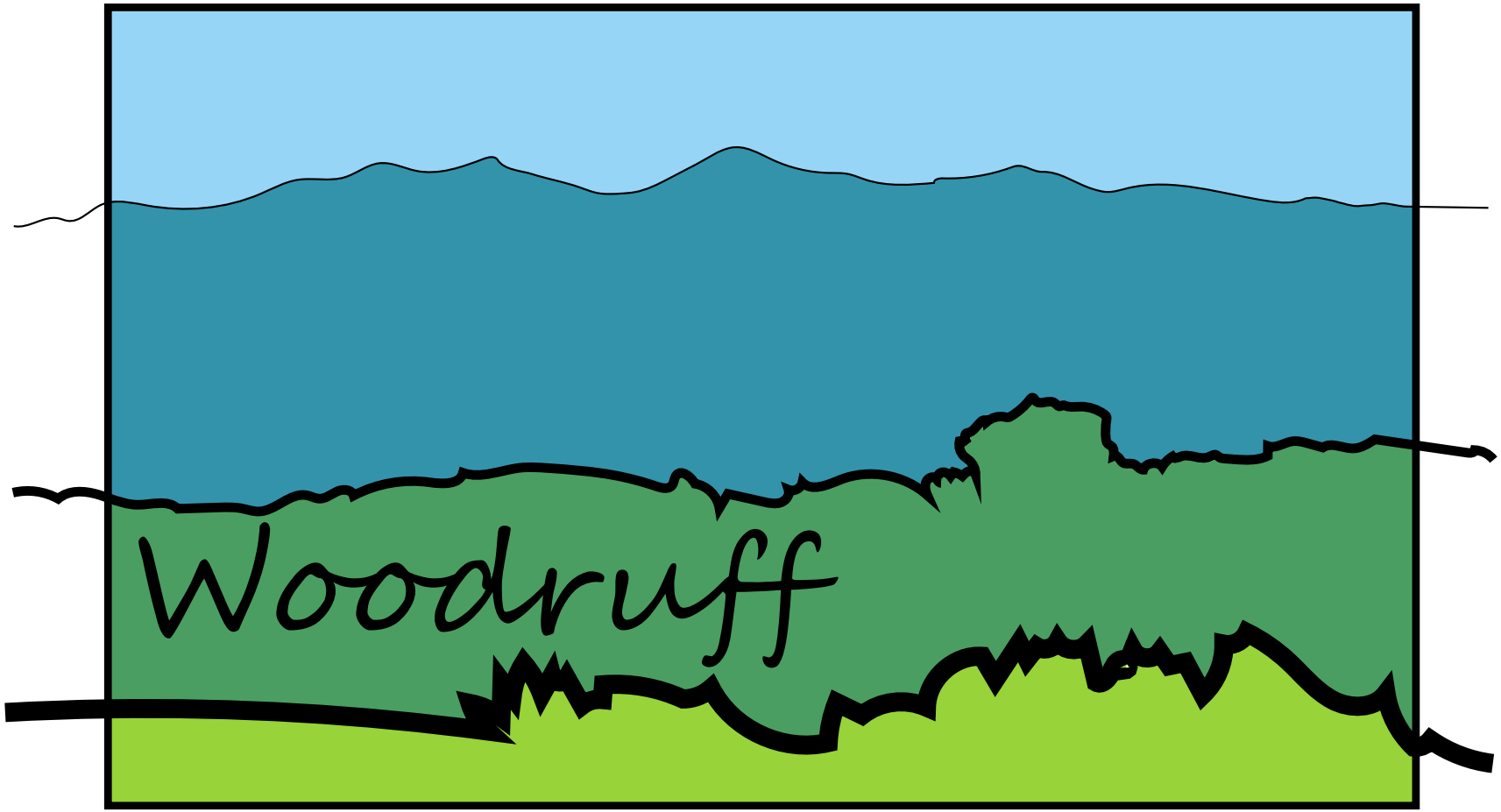

NEIGHBORHOOD PLAN

Logan City Community Development

DRAFT 1.19.2021

ACKNOWLEDGMENTS

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DRAFT 1.19.2021

TABLE OF CONTENT

A - Intro

Summary ..... pg.

B - Physical Inventory

Context - *Regional Context Map* ..... pg.
Land Use - *Historic Development - Zoning -FLUP - Current Land Use - South Gateway plan* ..... pg.
Housing - *Housing types - Year Built - Lot Size - Home Value - Owner Occupancy* ..... pg.
Transportation - *Transportation Master Plan - Pedestrian Infrastructure - Bicycle and Pedestrian Master Plan* ..... pg.
Public - *Parks and Trails* ..... pg.
Cultural Resources - *Historic - Farmland* ..... pg.
Environment - *Water - Soil* ..... pg.

C - Social Inventory

Intro to Woodruff - *Woodruff at a Glance - Demographics Study* ..... pg.
Demographics - *Age - Race/Ethnicity - Family Status - Unemployment/Poverty - Income - Education - Transportation* ..... pg.
Housing - *Single Family Homes - Owner Occupancy - Education* ..... pg.

D - Analysis

Planning Areas ..... pg.
Growth Model ..... pg.

E - Public Participation

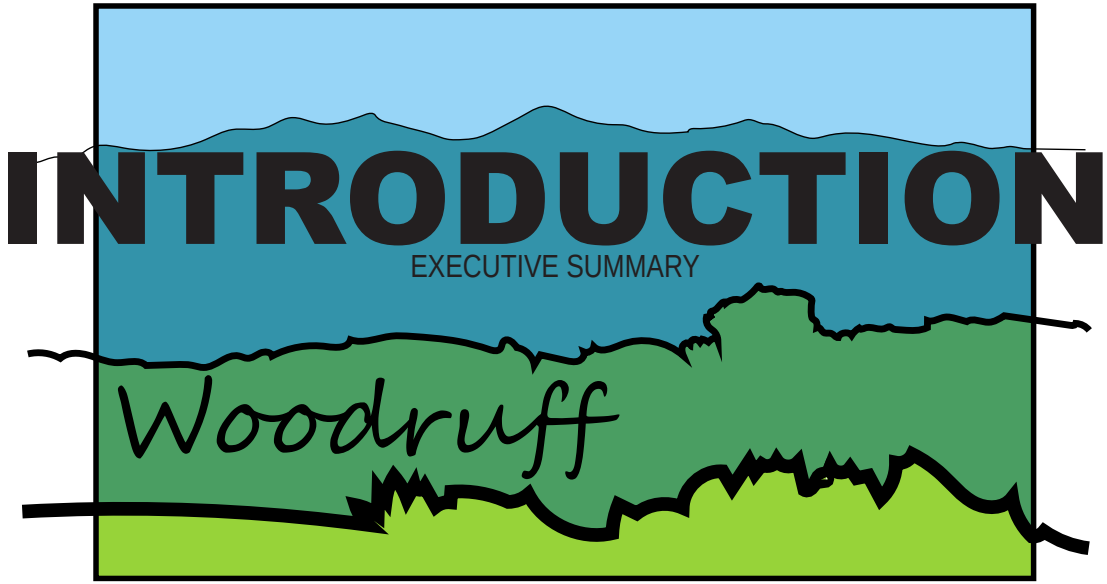
Open House ..... pg.
Survey ..... pg.

F - Recommendation

Value Statements ..... pg.
Recommendation ..... pg.
Implementation ..... pg.

Appendix ..... pg.

SECTION A



SUMMARY

WOODRUFF PLAN

Over the last several years, Community Development has been engaged in the creation of specific plans for individual neighborhoods in Logan. These plans apply the principles of the Logan City General Plan at the neighborhood level. The plans include documenting the existing conditions in the neighborhood, conducting outreach with residents, data analysis, and proposing recommendations.

Woodruff is a large and populous neighborhood that presents several planning challenges. It is one of the few neighborhoods that has undeveloped areas to accommodate new growth, it is in close proximity to environmentally sensitive lands, such as the Logan River and wetlands, and it is impacted by two highway corridors. The challenge of this plan is to balance all of the various impacts to create and preserve a thriving neighborhood.

The physical and social inventory of Woodruff reveals a diverse neighborhood that has developed in distinct ways. The core of the neighborhood near Main Street developed as the edge of the historic development of Logan. The gridded street pattern is typical, the homes are older, and there is a variety of home sizes and types. As you move out of the older portions of the neighborhood, the development pattern is primarily suburban, with large single family home developments prevalent along 600 W and 1000 W. The neighborhood is also defined by its central recreational area that includes the Cache County Fair Grounds, Willow Park, and the Logan River Golf Course. Demographically, the area is one of the most diverse in the city, with a large Hispanic/Latinx populations, and is an area of the city with a lot of families.

To help drive the analysis and recommendations of the plan, the neighborhood was broken into smaller planning areas based on similar characteristics. These areas are:

- The Historic Core - The area from Main Street to 600 W.
- The Highway - The corridor along Main Street and US 89/91
- West Woodruff - The area from 600 W and westward

Following neighborhood input and analysis of the physical and social inventory, value statements were developed for the neighborhood. These value statements are designed to inform planning recommendations in Woodruff and serve as general statements of the desires of the neighborhood.

General Value Statements

- The high quality and availability of recreational amenities in the neighborhood.
- The open space and agrarian character of the neighborhood.
- The diversity of people that live in the neighborhood.
- Attracting families to stay long term in the neighborhood.

Historic Core Value Statements

- Walkable, pedestrian oriented, neighborhood streets that are connected to various neighborhood assets.
- Preservation and rejuvenation of historic and aging homes.

The Highway Value Statements

- Convenient connectivity to the neighborhood.
- Improved and new access to commercial centers and nodes.
- Preserve an open, agrarian character as a community gateway.

West Woodruff Value Statements

- Development that matches the existing character of the area.
- Improved access to 1000 W.

For each value statement, specific recommendations were developed. The following recommendations are proposed for Woodruff and the associated planning areas:

SUMMARY

Woodruff Wide Recommendations

- Implementation of the Logan City Bicycle Pedestrian Master Plan.
- Implementation of the Blue Trail along the Logan River.
- Develop a Logan City Open Space Plan that identifies areas for protection and includes implementation strategies.
- Actively encourage, recruit, and invite interested Latinx community members to participate in the neighborhood planning process through participation in planning projects, such as steering committees, neighborhood councils, advisory boards, and other City administered committees and commissions, in order to cultivate community leadership opportunities.
- Complete a Latinx outreach survey and report to understand the unique challenges and community perceptions of Logan's largest minority group.
- Ensure housing policies allow for a variety of housing types in the neighborhood while addressing housing affordability in the community.
- Market housing grant programs towards the Latinx community.
- Zone additional area in the neighborhood to NR-4.

The Historic Core Recommendations

- Provide sidewalks and accessible crossings in areas around the fairgrounds, Willow Park, and the Aquatic Center.
- Provide sidewalks along Park Avenue.
- Implement traffic calming and pedestrian improvements along 100 W to mitigate traffic impacts.
- Continue to provide housing rehabilitation assistance to residents of Logan. Use the program to target older single-family homes that are in disrepair and need upgrades.

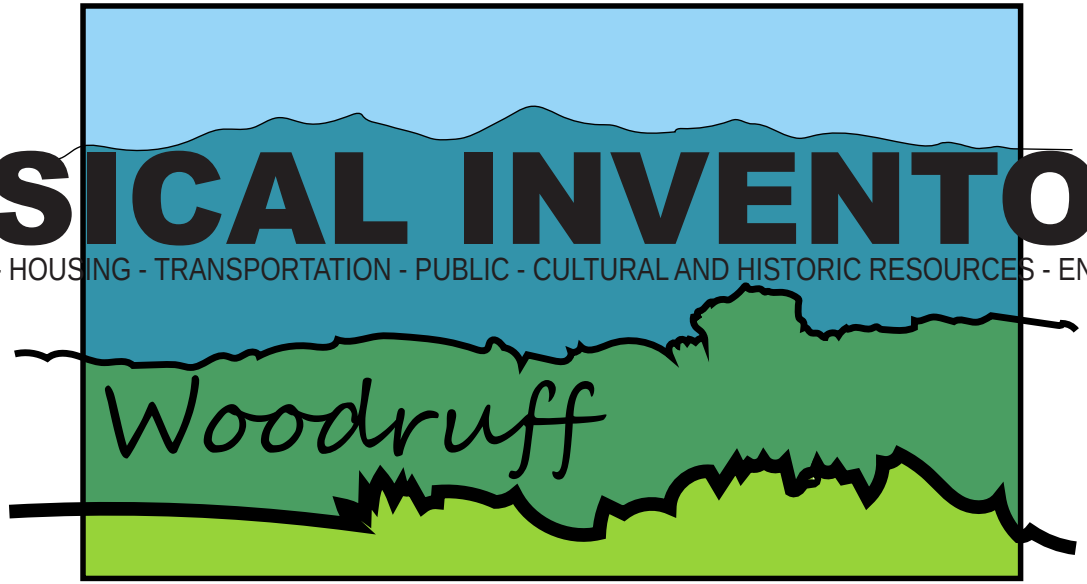
The Highway Recommendations

- Signalization along the south highway corridor.
- Signalization along South Main between 400 South and 700 South.
- Improved and new access to commercial centers and nodes.

West Woodruff Recommendations

- Use an improved 2000 W corridor as a land use edge that divides suburban and rural development along the western edge of Woodruff.
- The primary land use in the western annexation area should be detached residential.
- Create a network of connected open spaces that create a green belt open space.
- Develop active recreation parks in West Woodruff.
- Add signals along 1000 W at 200 S, 1000 S, and 1600 S.

SECTION B



PHYSICAL INVENTORY

CONTEXT - LAND USE - HOUSING - TRANSPORTATION - PUBLIC - CULTURAL AND HISTORIC RESOURCES - ENVIRONMENTAL

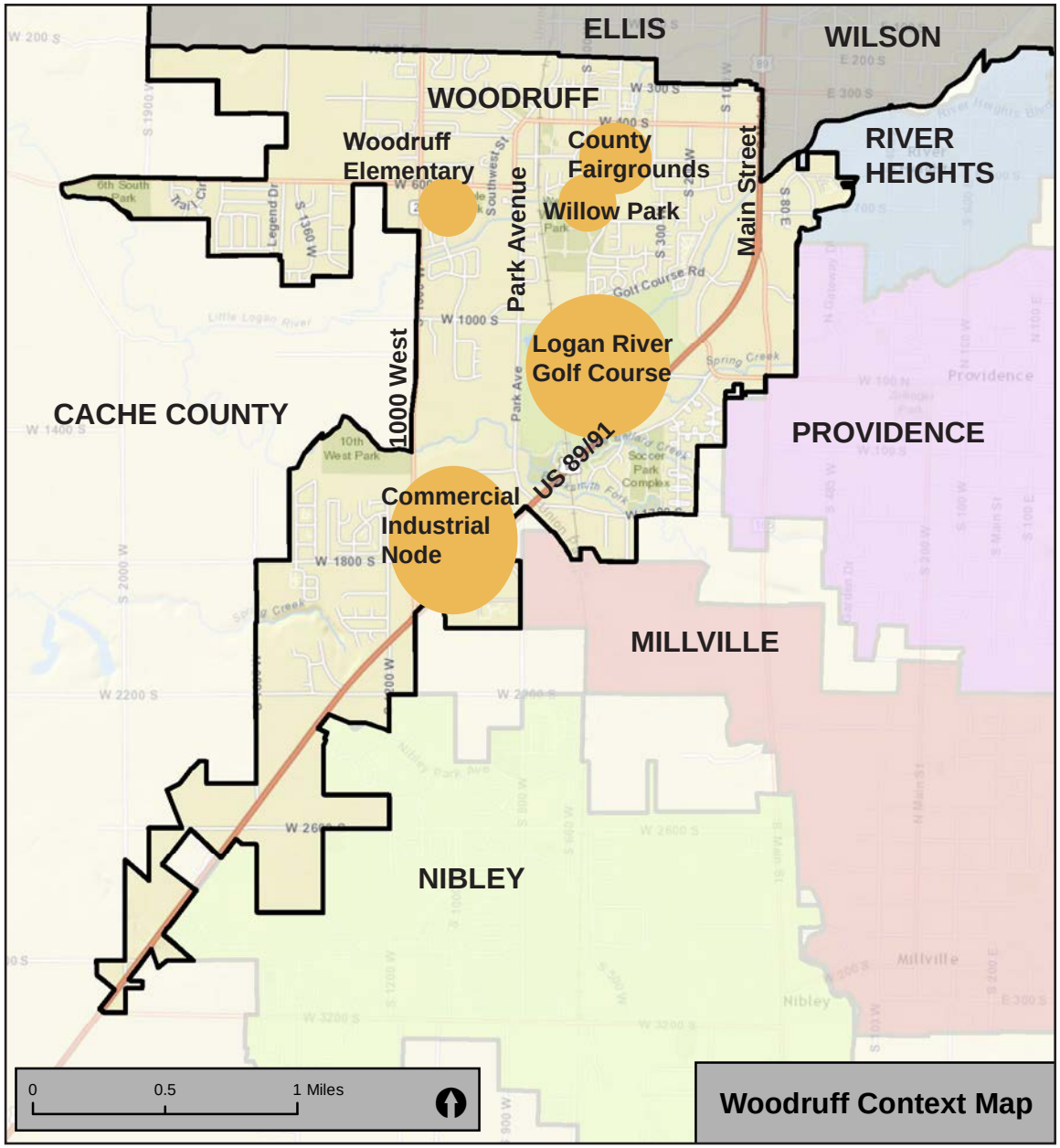
CONTEXT

REGIONAL CONTEXT MAP

The Woodruff neighborhood is located in the southwest portion of Logan City. It is roughly four square miles in area and has a population of over 11,000, making it the second largest neighborhood by population in the city.

The neighborhood abuts four other municipalities and two Logan City neighborhoods. The municipalities include River Heights to the northeast, Providence to the east, and Millville and Nibley to the south. The Logan City neighborhoods are Ellis to the north and Wilson to the northeast. To the west is unincorporated area of Cache County.

Prominent landmarks within the neighborhood include several parks and recreational facilities, such as the Cache County Fair Ground, Willow Park, and the Logan River Golf Course. Along the US89/91 corridor are prominent commercial and manufacturing areas. Highlighted on Map B.1 is the commercial/industrial node that includes Icon, GE Healthcare, and Thermo Fisher Scientific. Woodruff Elementary School is located along 600 South near 1000 West. The elementary school boundaries are used to define the neighborhood for this plan.



Map B.1 - Woodruff Context

LAND USE

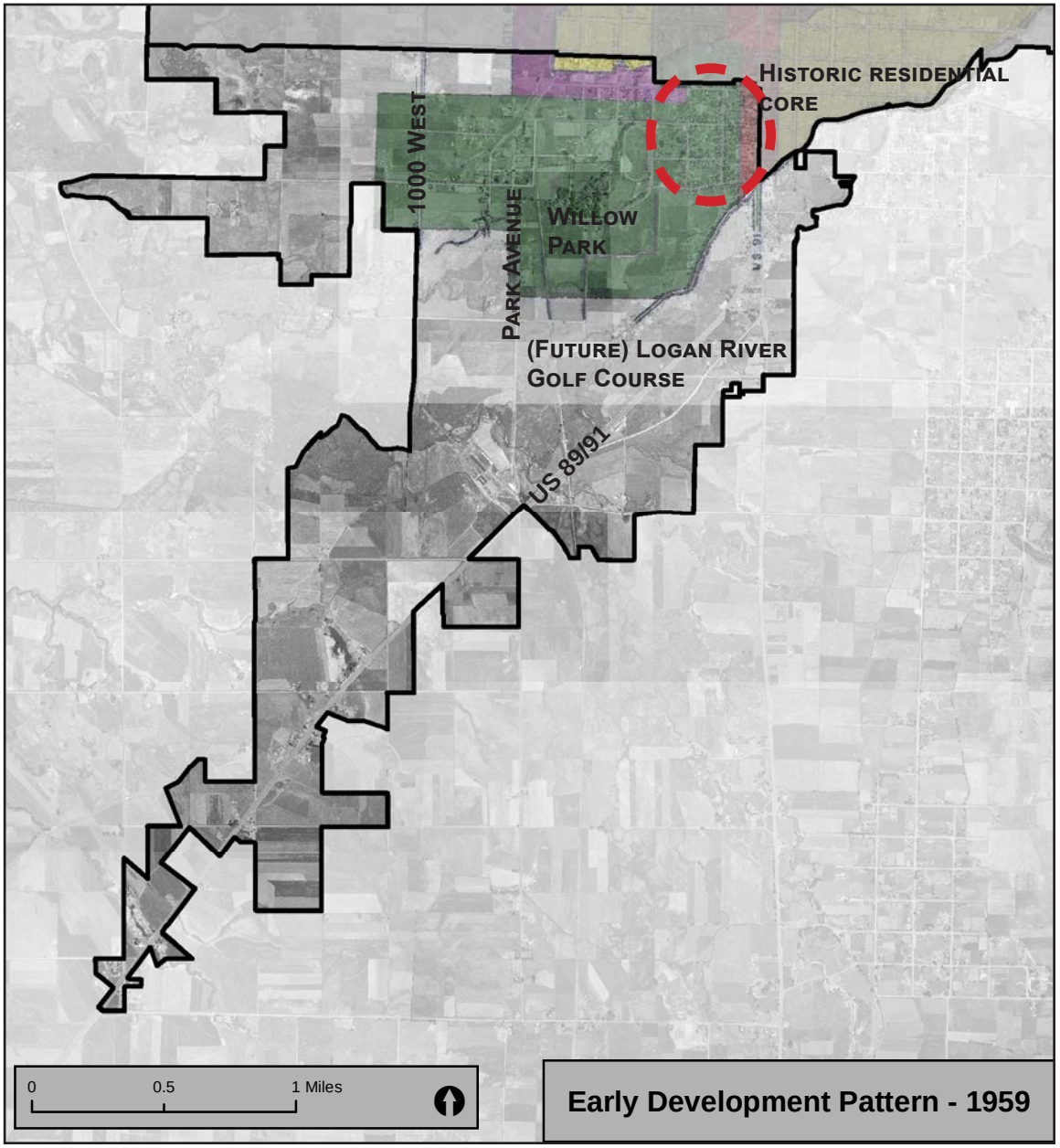
HISTORICAL DEVELOPMENT

1959 Aerial Photo

This photo (Map B.2) shows the early development pattern in the neighborhood. It is overlaid with the original 1950 Zoning Map to show the Logan City boundary and planning context. The area is defined by the historic residential core in the northeast and a dominant agricultural land use. The prominent roadways that still define the neighborhood today can also be seen, including 1000 West, US89/91, and 600 West/Park Avenue.

The green zone overlaid on the map is R2-A, which allowed for detached residential and multi-family housing up to four units.

Development was very slow in the area, with no significant changes occurring to the zoning map until 1983, when most of the southern gateway was annexed.



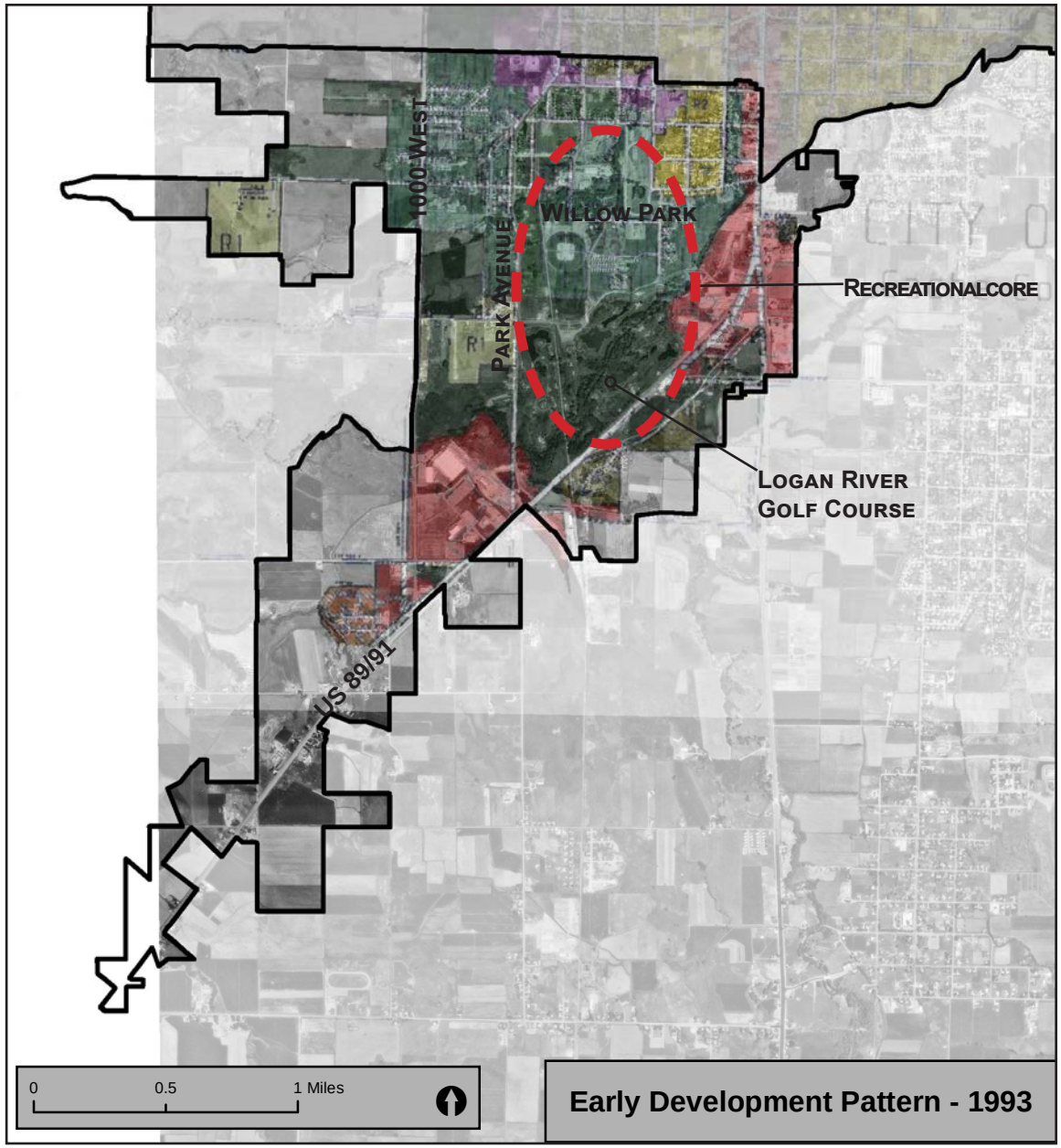
Map B.2 - Early Development Pattern - 1959

LAND USE

HISTORICAL DEVELOPMENT

1993 Aerial Photo

Map B.3 shows the 1993 aerial of the neighborhood overlaid with the 1990 zoning. This map shows significant expansion along US89/91, as well as residential development moving westward, as compared to the 1959 aerial (Map B.2). Much of the area west of 1000 West and south of Woodruff Elementary School had not yet developed. Prominent businesses, Icon and Hyclone (now GE and Thermo Fisher Scientific), can be seen along the south gateway. Also prominent along the south gateway is the newly constructed Logan River Golf Course. The golf course, sports complex, Willow Park, and fairgrounds form a core recreational development within the middle of the Woodruff neighborhood.



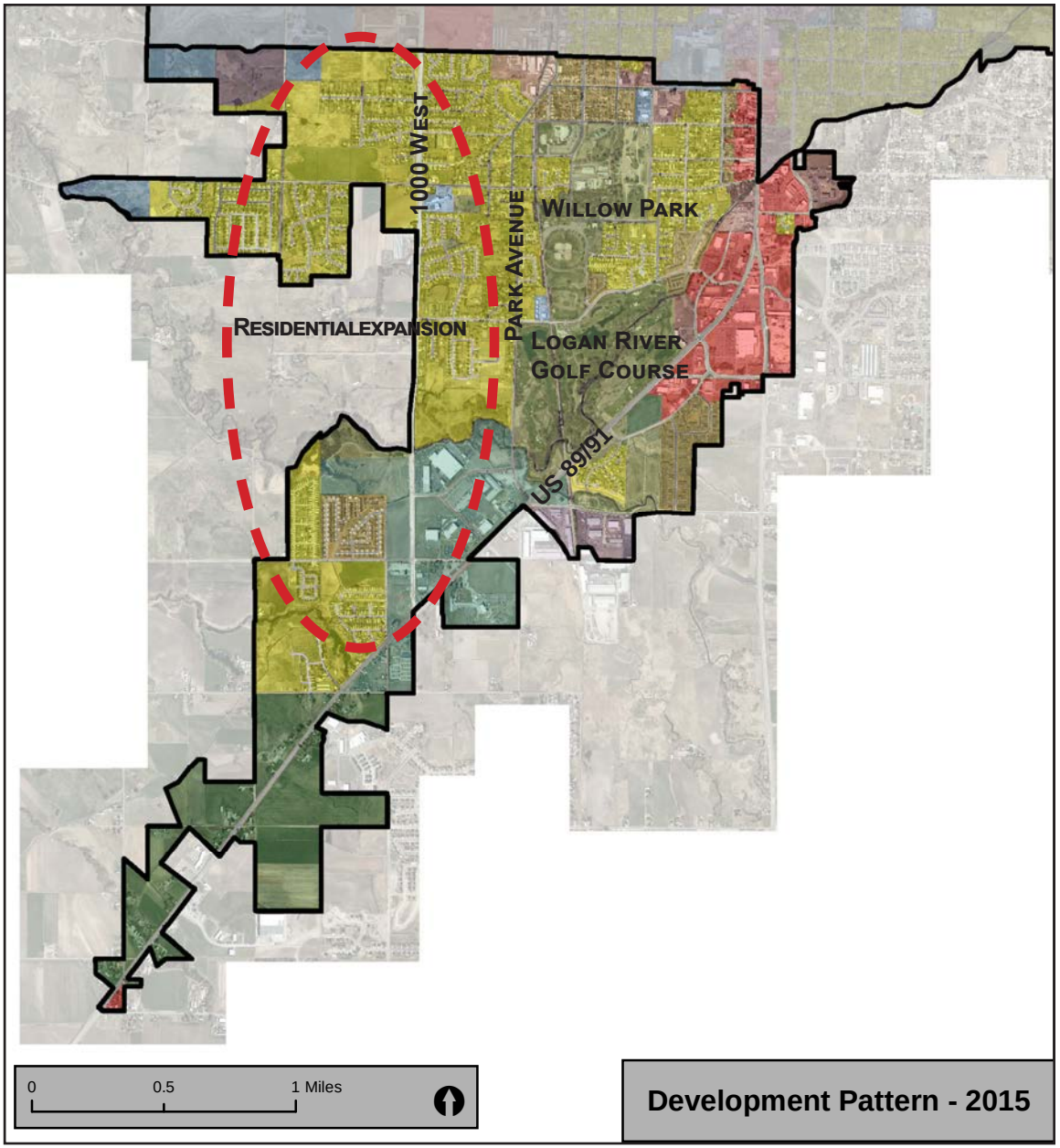
Map B.3 - Early Development Pattern - 1993

LAND USE

HISTORICAL DEVELOPMENT

2015 Aerial Photo

Map B.4 shows the current development pattern of the neighborhood overlaid with the 2016 zoning. Of note is the expansion of residential development west of 1000 West and in the area south of Woodruff Elementary School.



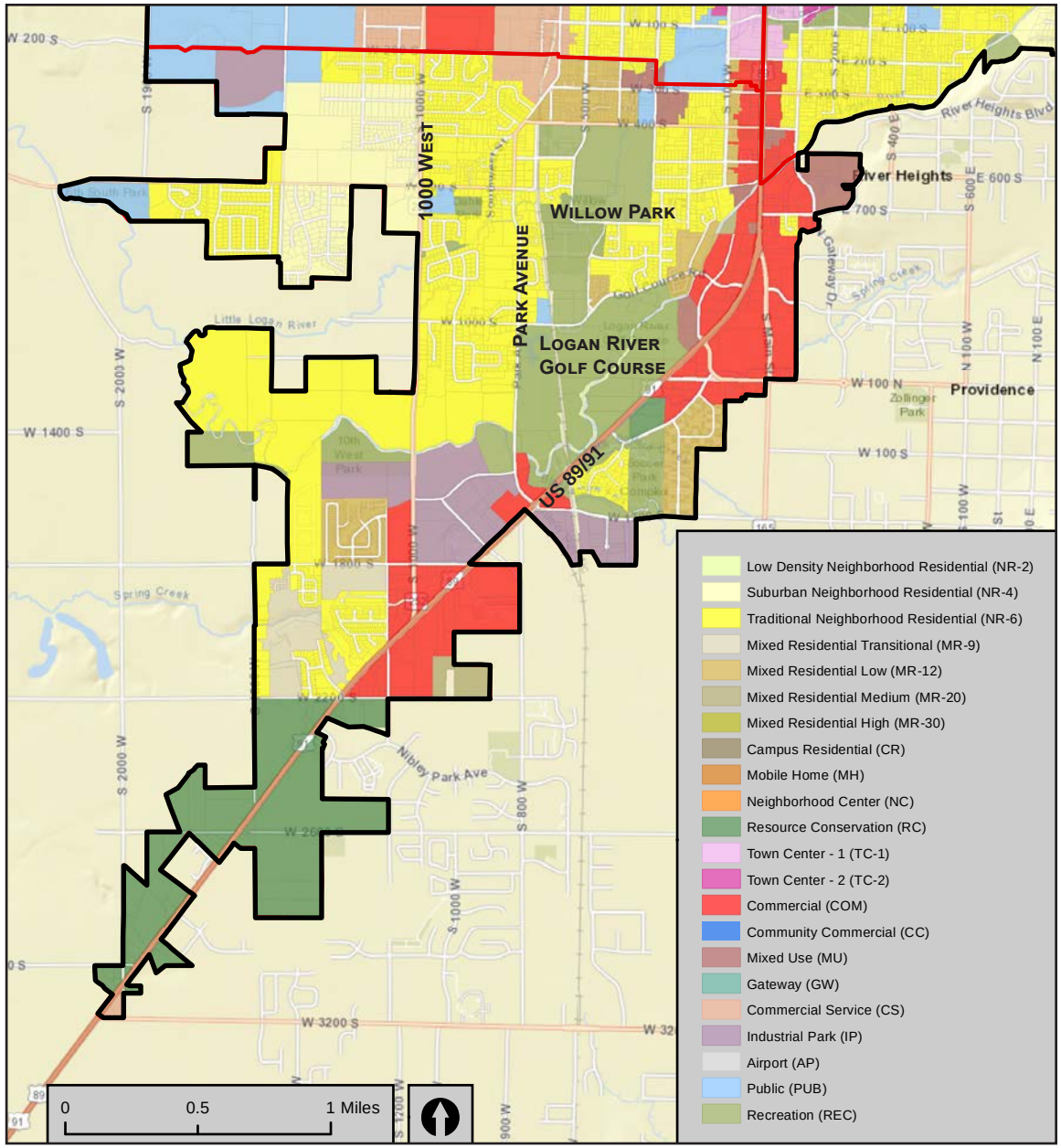
Map B.4 - Development Pattern - 2015

LAND USE

ZONING

Zoning Map

Zoning in Woodruff reflects distinct areas of the neighborhood. As previously noted, the center of the neighborhood is dominated by recreational areas. There are two distinct residential areas, the historic residential core that is zoned a variety of densities, including NR-6, MR-12, and MU, and the western residential expansion that is primarily NR-6. The south gateway is dominated by a variety of land uses, including agriculture, commercial, manufacturing, resource conservation, and residential.



Map B.5 - Zoning Map

LAND USE

ZONING

Zoning Comparison

Zoning for Woodruff and Logan City as a whole were compared to demonstrate which zones are over or under represented in the neighborhood. The comparison showed that Woodruff has:

- 5% more Residential than Logan City as a whole
- 7.98% more Resource Conservation,
- 6.72% more Gateway
- 8.68% more Recreation
- 6.1 % less Industrial Park
- 12.23% less Public

The lack of Public is likely due to Utah State University weighting that particular zone as well as the location of other public facilities such as water treatment plant and the landfill located in other neighborhoods.

As Woodruff is a neighborhood that continued to expand, it is not surprising that zones designed to protect resources, such as Gateway and Resource Conservation, are found in abundance in the neighborhood.

The large amount of Recreation zoning is due to the placement of the public golf course and other large recreational facilities in the neighborhood.

Woodruff Zoning				
Zones	Zoned Acres Woodruff	% Zoned Woodruff	% Zoned Logan City	Woodruff/Logan Comparison
NR-6	862.9	38.9%	32.23%	6.65%
MR-12	133.5	6.0%	3.88%	2.13%
RC	267.3	12.0%	3.55%	8.49%
COM	168.5	7.6%	7.67%	-0.08%
MU	52.0	2.3%	0.78%	1.57%
GW	240.0	10.8%	3.63%	7.18%
CS	17.5	0.8%	4.78%	-4.00%
IP	63.0	2.8%	9.06%	-6.22%
PUB	68.0	3.1%	19.11%	-16.05%
REC	346.8	15.6%	6.28%	9.35%
AP	0.0	0.0%	6.13%	-6.13%
CC	0.0	0.0%	0.04%	-0.04%
CR	0.0	0.0%	0.78%	-0.78%
MH	0.0	0.0%	0.21%	-0.21%
MR-20	0.0	0.0%	0.49%	-0.49%
NC	0.0	0.0%	0.02%	-0.02%
TC	0.0	0.0%	1.36%	-1.36%
Total Zoned	2219.4	100.0%	100.00%	
Right-of-way	377.4			
Total	2596.8			

Table B.1 - Zoning Comparison

LAND USE

FUTURE LAND USE PLAN (FLUP)

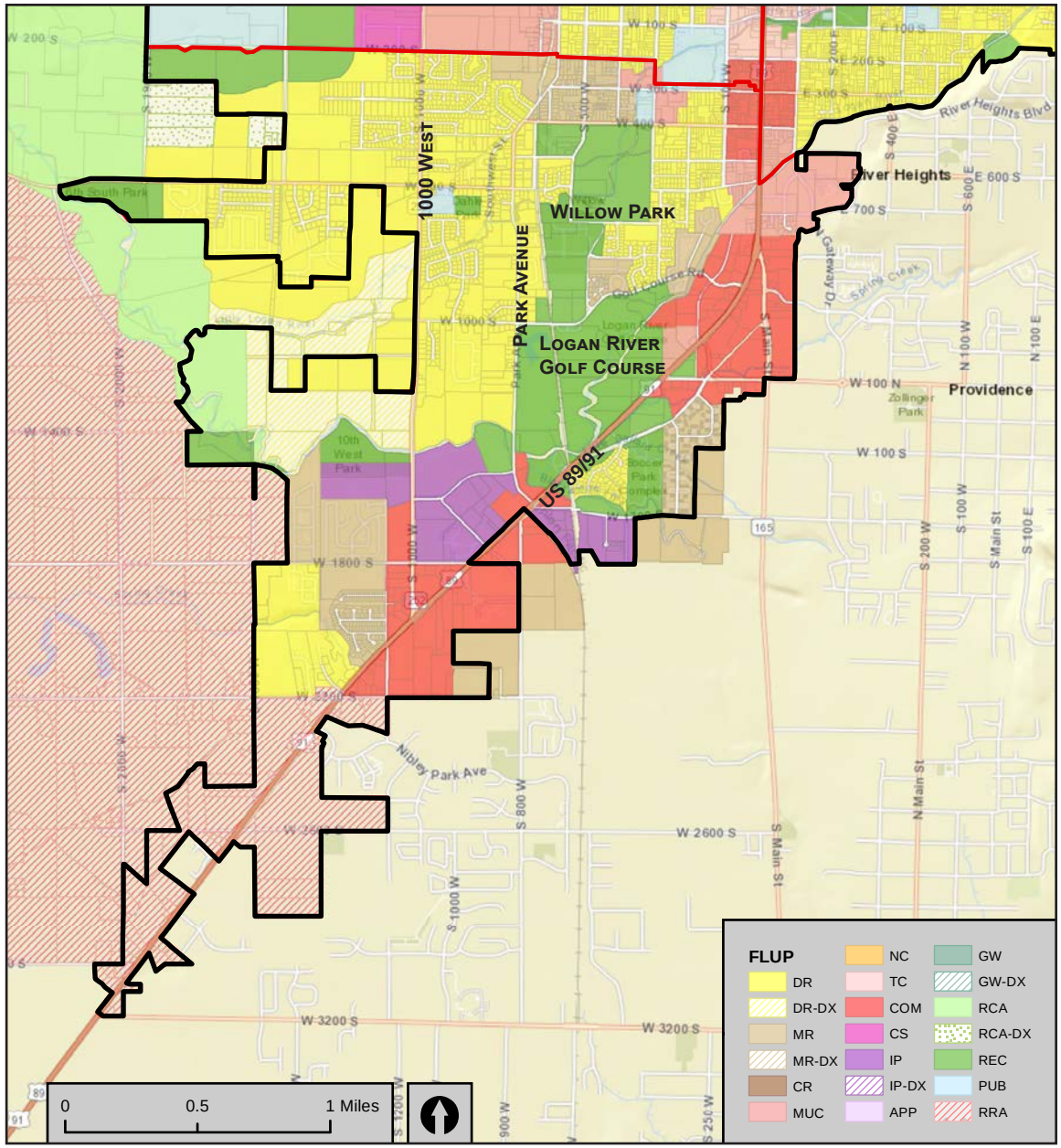
FLUP Map

The FLUP denotes the direction for future land use and is a component of the Logan City General Plan. In the Woodruff Neighborhood, notable changes from the current zoning map include:

- Recreation (REC) use along 200 South
- Additional Mixed Residential (MR) west of 1000 West and south of the Logan River
- Expansion of Detached Residential (DR) west of 1000 West
- Large area of Resource Conservation Areas (RCA) and Rural Reserve Areas (RRA) west of the current Logan City boundary

The recreational use along 200 South will follow the closure of the landfill and re-purposing the land into park space.

The FLUP recognizes that much of Logan City's residential expansion will occur in the Woodruff area.



Map B.6 - FLUP Map

LAND USE

FUTURE LAND USE PLAN (FLUP)

FLUP Study

Overall, the FLUP for Woodruff is dominated by RCA and RRA areas west of the current boundary. If all areas of the FLUP west of the current Woodruff boundary were incorporated into Logan City, the total area of Woodruff would be nearly equal to the total current area of Logan City (Woodruff with annexation area in 10,870 acres, Logan City's current boundary is 11,400 acres).

For a closer comparison on how the FLUP will impact Woodruff in the near future, a study of the FLUP within the current boundary was conducted (Table B.3). This study shows that three land uses would experience the majority of the change if the current FLUP was implement, these include:

- Detached Residential (DR) decreasing by 3.7%
- Mixed Residential (MR) increasing by 4.6%
- Recreation (REC) increasing by 4.2%

As a note to the decrease in DR, most of the area adjacent to the current Logan City boundary that is likely to be annexed into the neighborhood is designated for DR.

Woodruff FLUP - Annex		
FLUP Land Use	Acres	% Woodruff Annexation
COM	150.42	1.44%
DR	981.38	9.37%
DR-DX	160.6	1.53%
GW	213.18	2.04%
IP	32.2	0.31%
MR	239.42	2.29%
MUC	85.95	0.82%
PUB	13.34	0.13%
RCA	4302.68	41.09%
RCA-DX	102.22	0.98%
REC	449.45	4.29%
RRA	3739.25	35.71%
Total Zoned	10470.09	
Right-of-way	400.74	
Total	10,870.83	

Table B.2 - FLUP Annex

Woodruff FLUP - Current Boundary					
FLUP Land Use	Acres	% Woodruff	Current Zoning equivalence	Current Zoning equivalence	FLUP/Current Zoning Comparison
COM	150.4	6.7%	COM, CS	8.4%	-1.7%
DR	795.9	35.2%	NR-6	38.9%	-3.7%
DR-DX	0.0	0.0%		0.0%	0.0%
GW	213.1	9.4%	GW	10.8%	-1.4%
IP	32.2	1.4%	IP	2.8%	-1.4%
MR	239.2	10.6%	NR-12	6.0%	4.6%
MUC	85.9	3.8%	MU	2.3%	1.5%
PUB	13.3	0.6%	PUB	3.1%	-2.5%
RCA	13.3	0.6%		0.0%	0.6%
RCA-DX	1.6	0.1%		0.0%	0.1%
RRA	266.3	11.8%	RC	12.0%	-0.3%
REC	449.1	19.9%	REC	15.6%	4.2%
Total Zoned	2219.4	100.0%		100.0%	
Right-of-way	377.4				
Total	2596.8				

Table B.3 - FLUP Woodruff Boundary

LAND USE

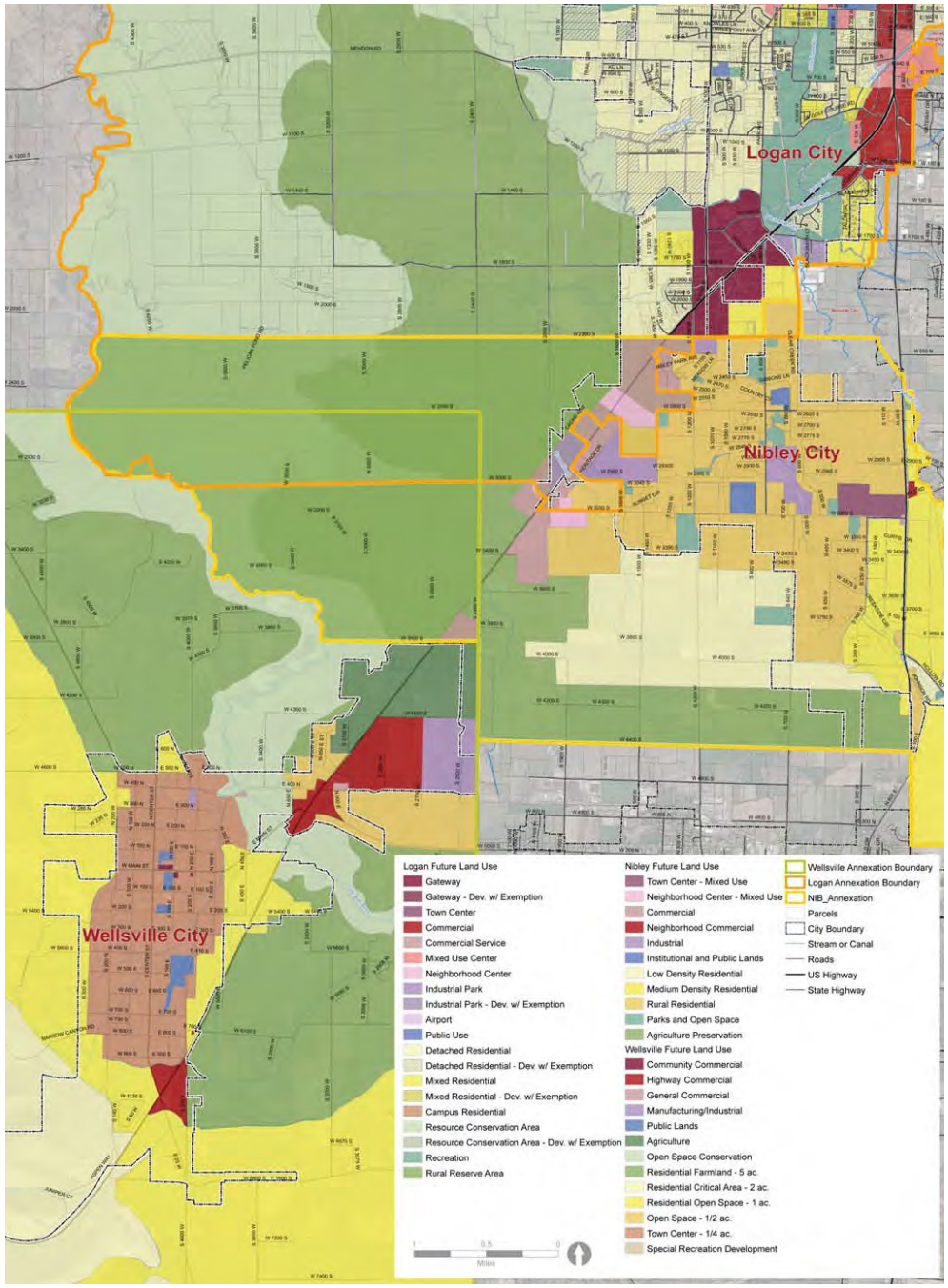
SOUTH GATEWAY PLAN

Future Land Use Plans

Map B.7 shows the Future Land Use Plans for all jurisdictions along the south gateway. Of particular note are the plans of Nibley and Millville.

The annexation boundary for Nibley shows expansion to the northwest side of US89/91, which conflicts with the Logan City annexation boundary.

The Future Land Use along the south corridor shows a variety of uses, including commercial, industrial, residential, and agricultural.



Map B.7 - South Gateway Plan Cut-sheet FLUP

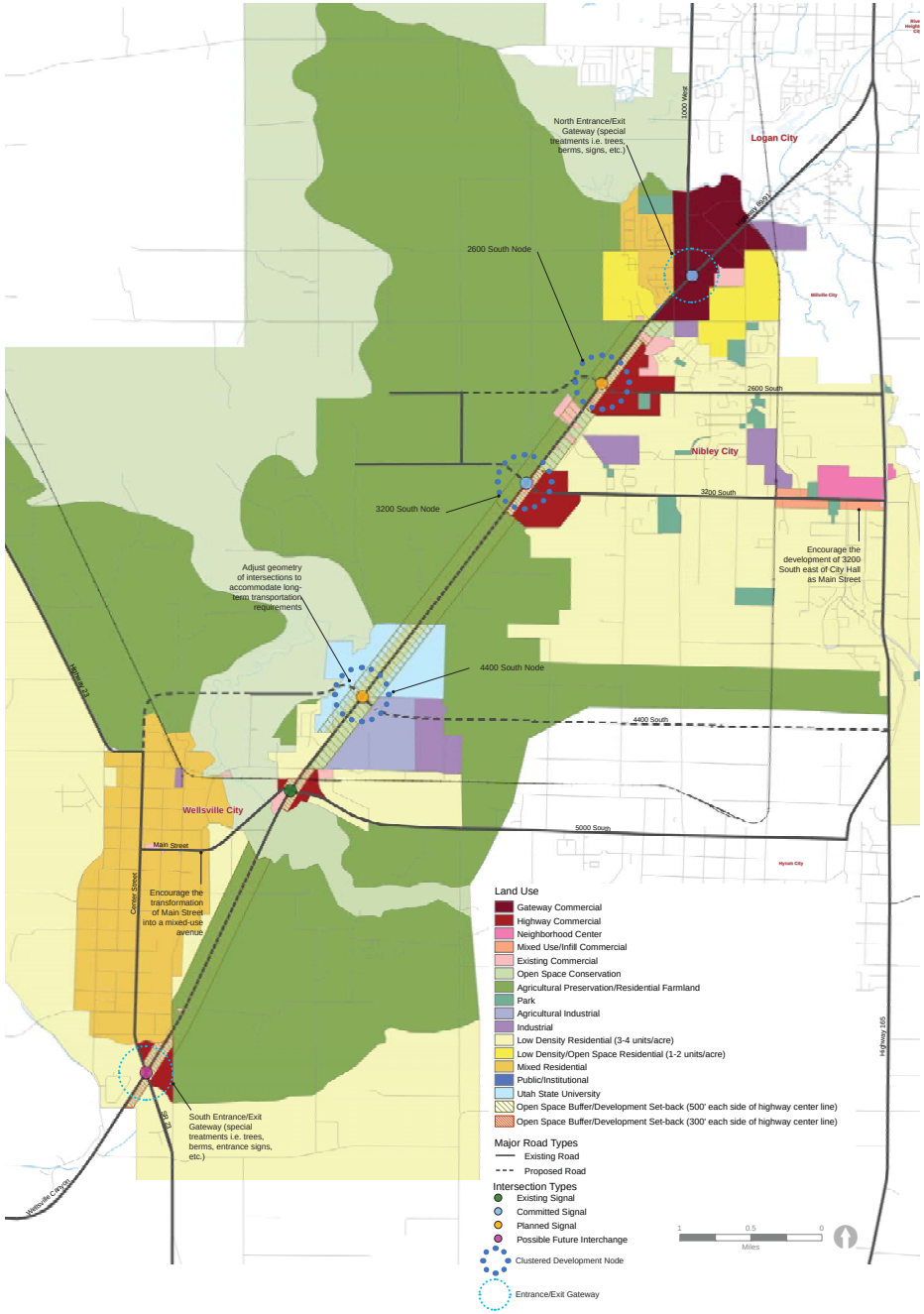
LAND USE

SOUTH GATEWAY PLAN

Preferred Land Use Plan

The South Gateway Plan presents the preferred land use for the corridor. The emphasis of the plan is to direct development around commercial nodes. These nodes surround key intersections along the corridor.

The other main land use proposal is the inclusion of significant setbacks for development along the corridor. These open space buffers will help to preserve the character of the corridor.



Map B.8 - South Gateway Plan Cut-sheet Land Use

HOUSING

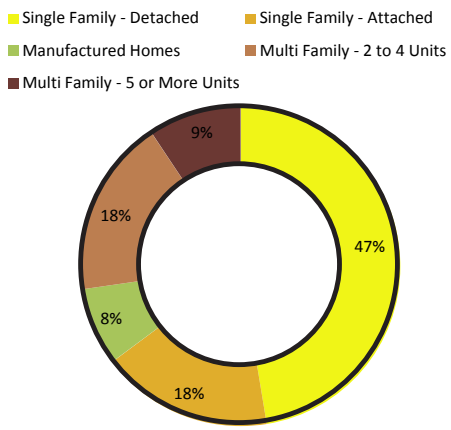
HOUSING CHARACTERISTICS

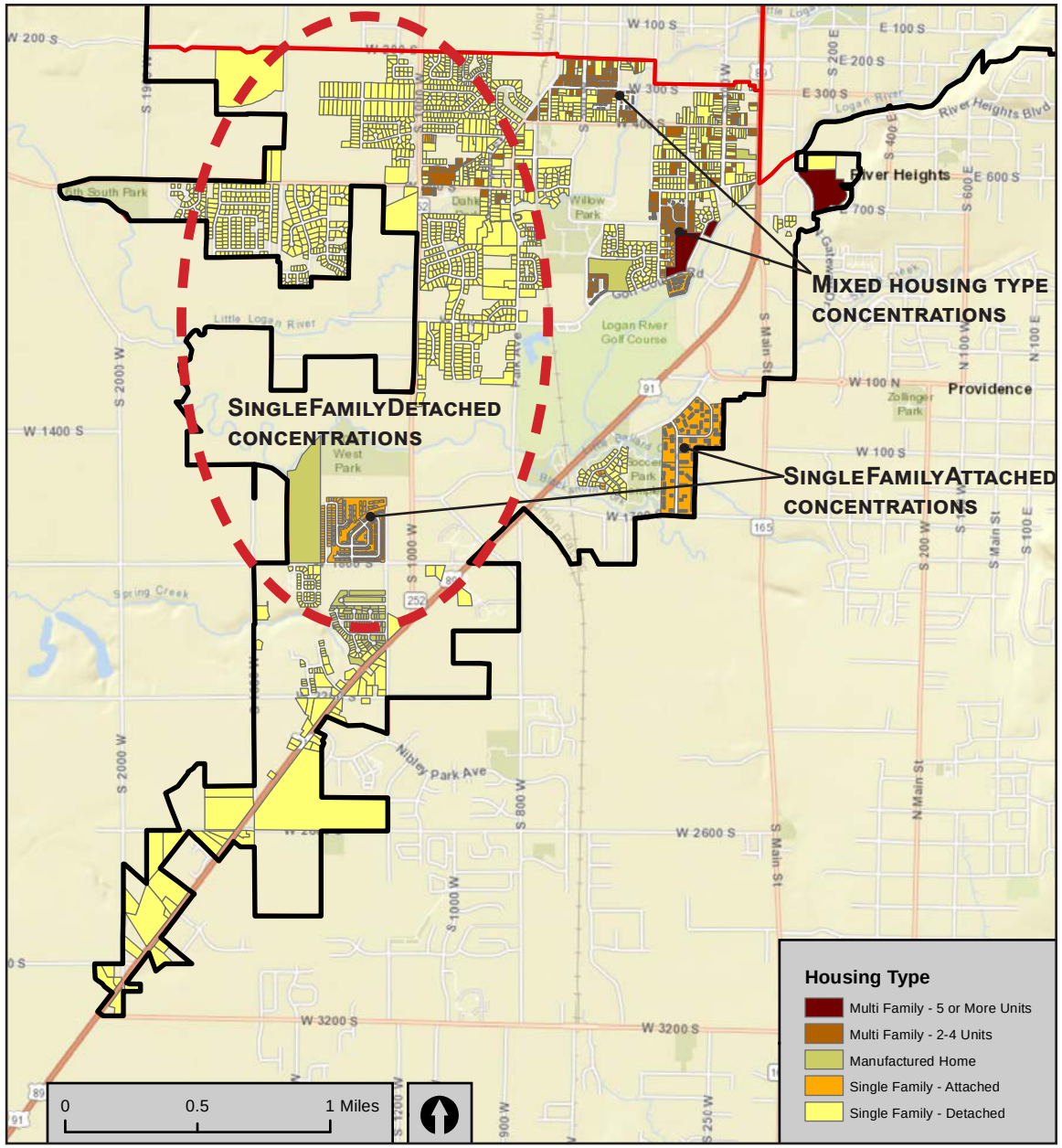
Housing Type

The predominate housing type in Woodruff are single family detached homes (SFD), which make up 47% of the housing stock. While found throughout the neighborhood, SFD is dominate in the newer subdivisions on the western expanses of the neighborhood. The next two housing types that comprise a significant portion of the units are single family attached (SFA), and multi-family (MF) with two to four units (combined are 35%).

Table B.4 - Housing Type

Woodruff Housing Type		
Housing Type	**Count**	**%**
Single Family - Detached	1757	47%
Single Family - Attached	646	17%
Manufactured Homes	293	8%
Multi Family - 2 to 4 Units	664	18%
Multi Family - 5 or More Units	347	9%
Total	3707	100%





Map B.9 - Housing Type

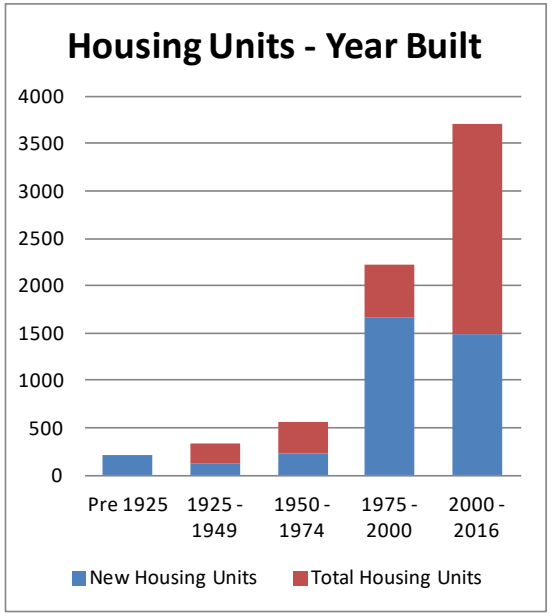
HOUSING

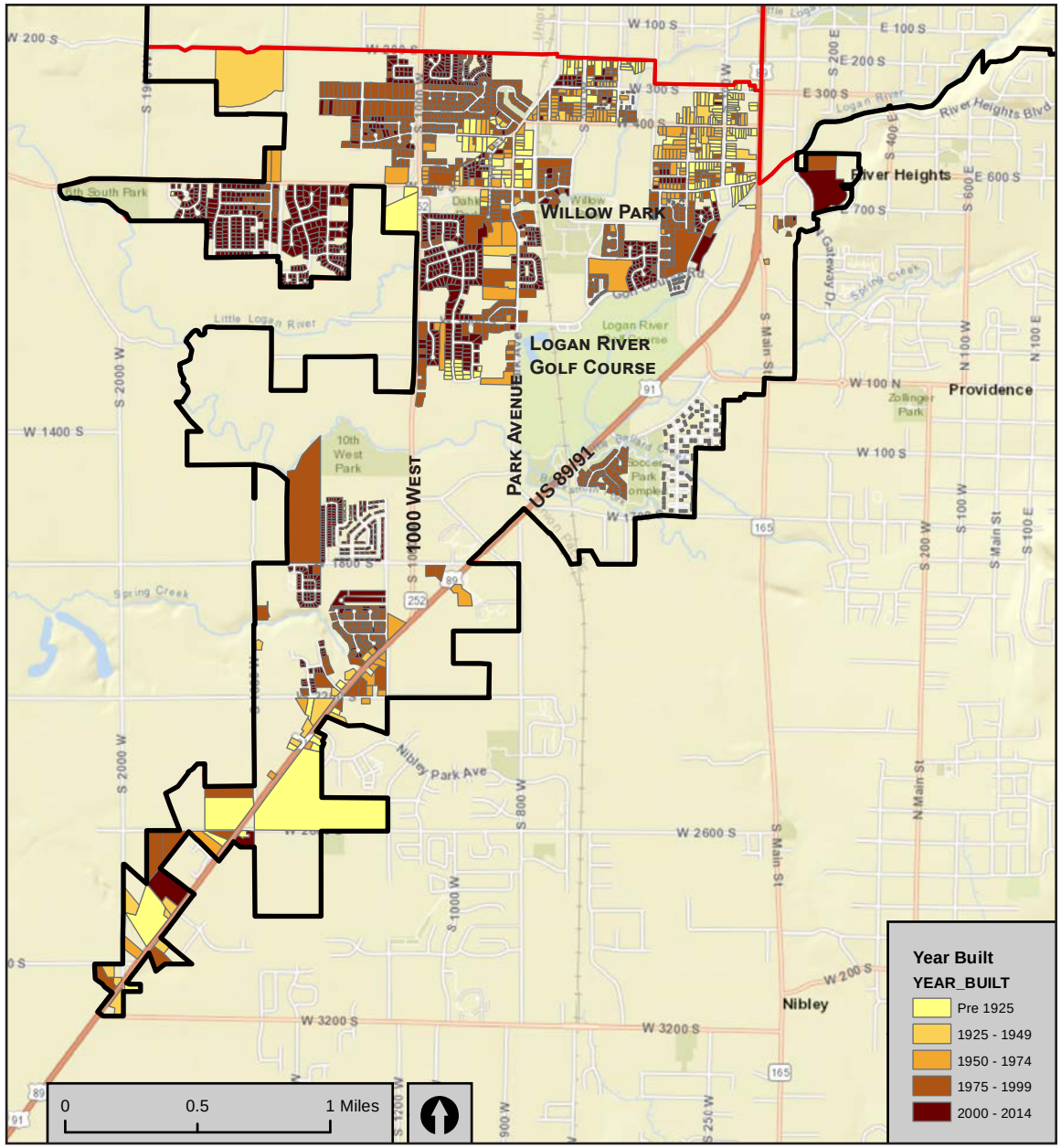
HOUSING CHARACTERISTICS

Year built

Prior to the mid-1970s, the growth rate of the neighborhood was slow. The neighborhood only added 561 housing units prior to 1975. From 1975 to 2000, 1,661 housing units were built in the neighborhood, and 1,485 have been built since 2000.

Table B.5 - Year Built





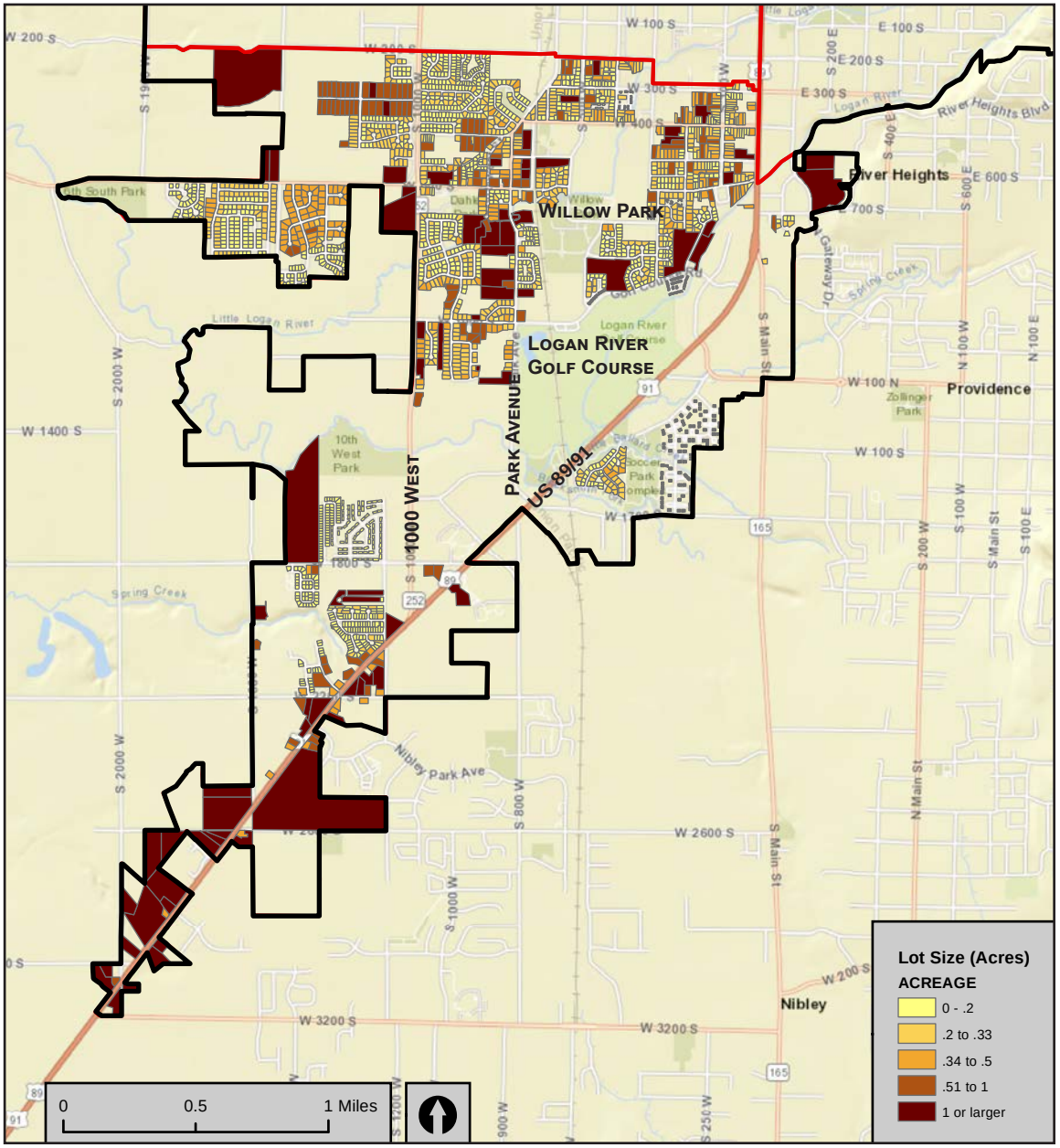
Map B.10 - Year Built

HOUSING

HOUSING CHARACTERISTICS

Lot size

Lot sizes have developed in two distinct patterns. The historic core is characterized by deep lots and a variety of sizes on any particular block. New suburban growth is characterized by its relatively consistent lot size throughout its subdivision.



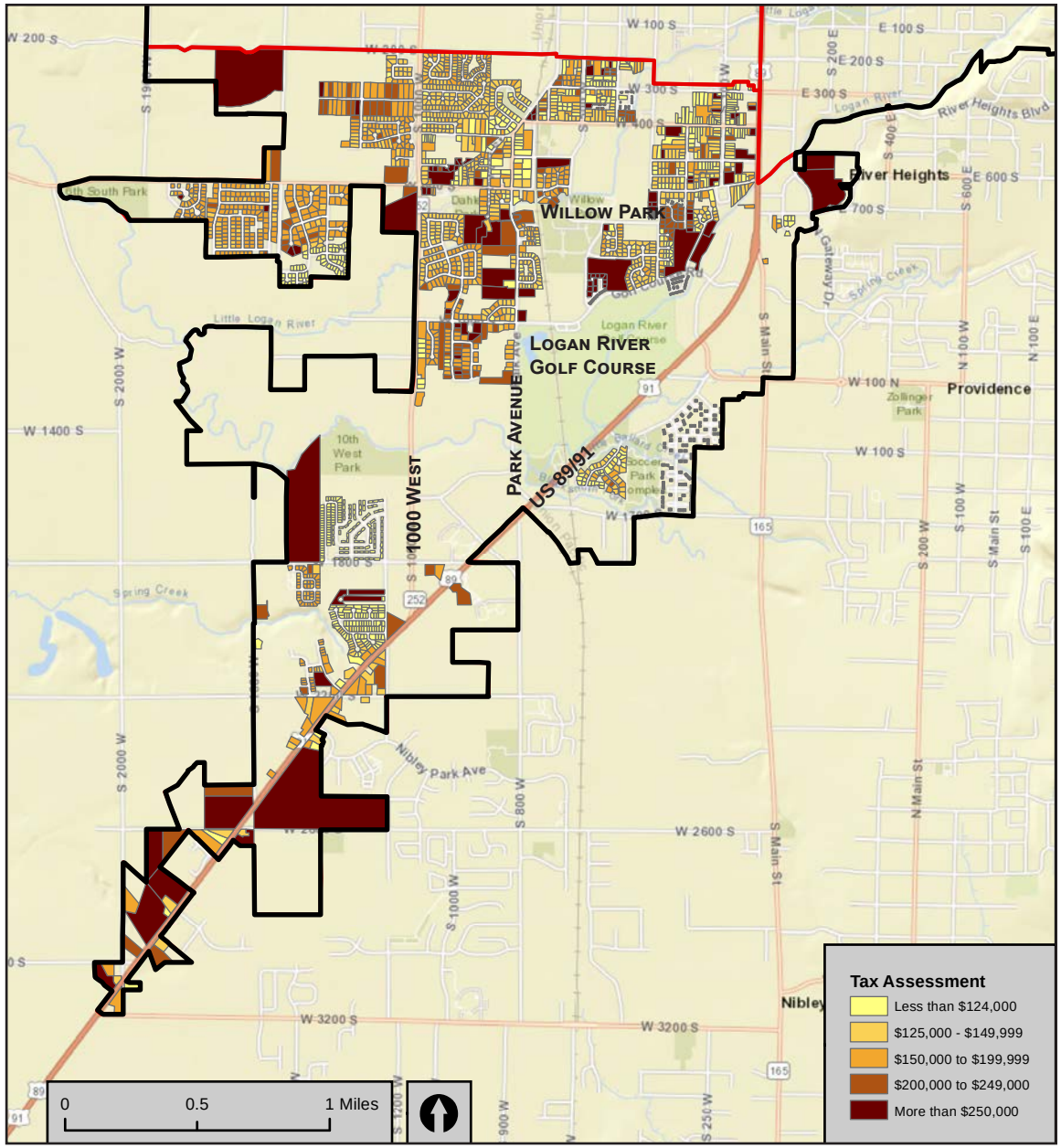
Map B.11 - Lot Size

HOUSING

HOUSING CHARACTERISTICS

Tax Assessment

Housing tax assessment varies depending on the type of housing and total land area. Generally, the areas within the historic core have the largest variety of assessment values, as well as some of the lowest assessment values. This is likely due to the variety in house and lot sizes and the age of that portion of the neighborhood. The assessment values tend to be consistent across newer suburban developments where the house and lot size are more consistent.



Map B.12 - Year Built

HOUSING

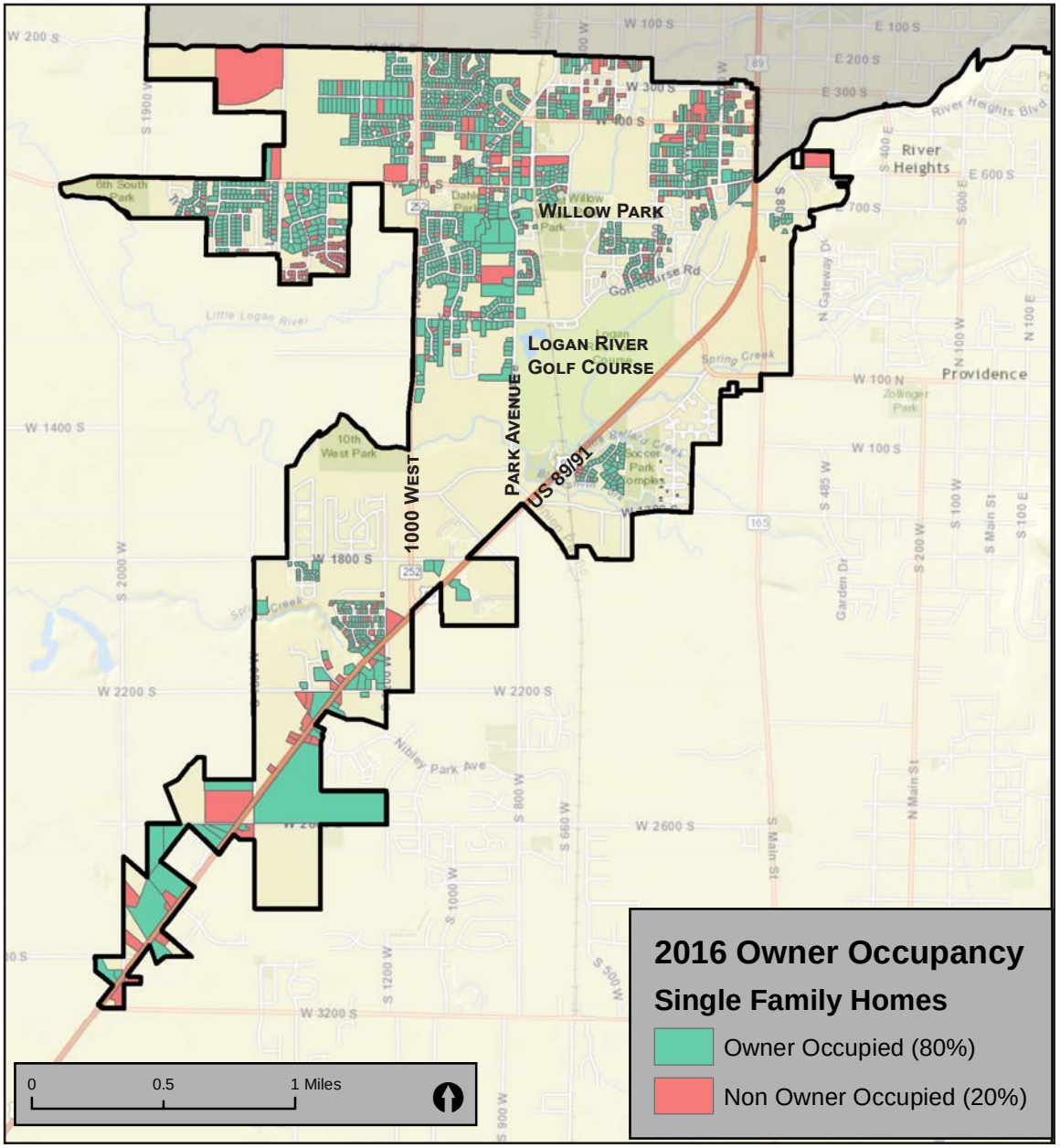
OWNER OCCUPANCY

Owner Versus Non-Owner Study

For this study the rate of owner occupancy for single family homes was analyzed. In 2016, single family home owner occupancy in the neighborhood was 80%. This is higher than Logan City in general, which has a rate of 72%. This is the second highest rate of any neighborhood.

Single Family Owner Occupancy Rate	
Neighborhood	**Rate**
Hillcrest	87%
Woodruff	80%
Wilson	78%
Bridger	75%
Ellis	68%
Adams	62%
Logan City	72%

Table B.6 - Owner Occupancy



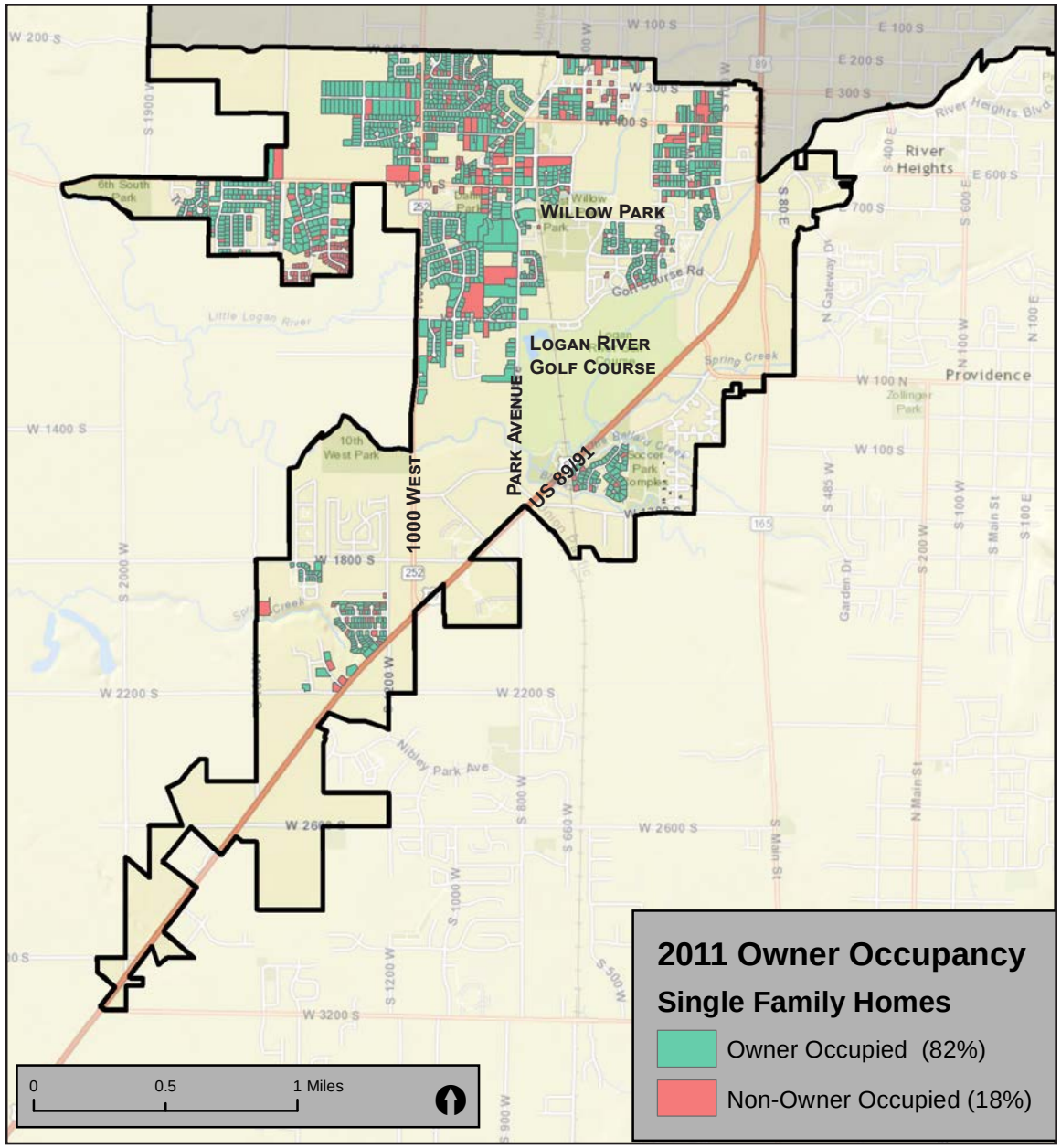
Map B.13 - Lot Size

HOUSING

OWNER OCCUPANCY

Owner Versus Non-Owner Study

The owner occupancy rate was compared across a decade and was found to be stable. In 2011 the occupancy rate was slightly higher at 82%, and in 2006 it was the same as the current rate at 80%.



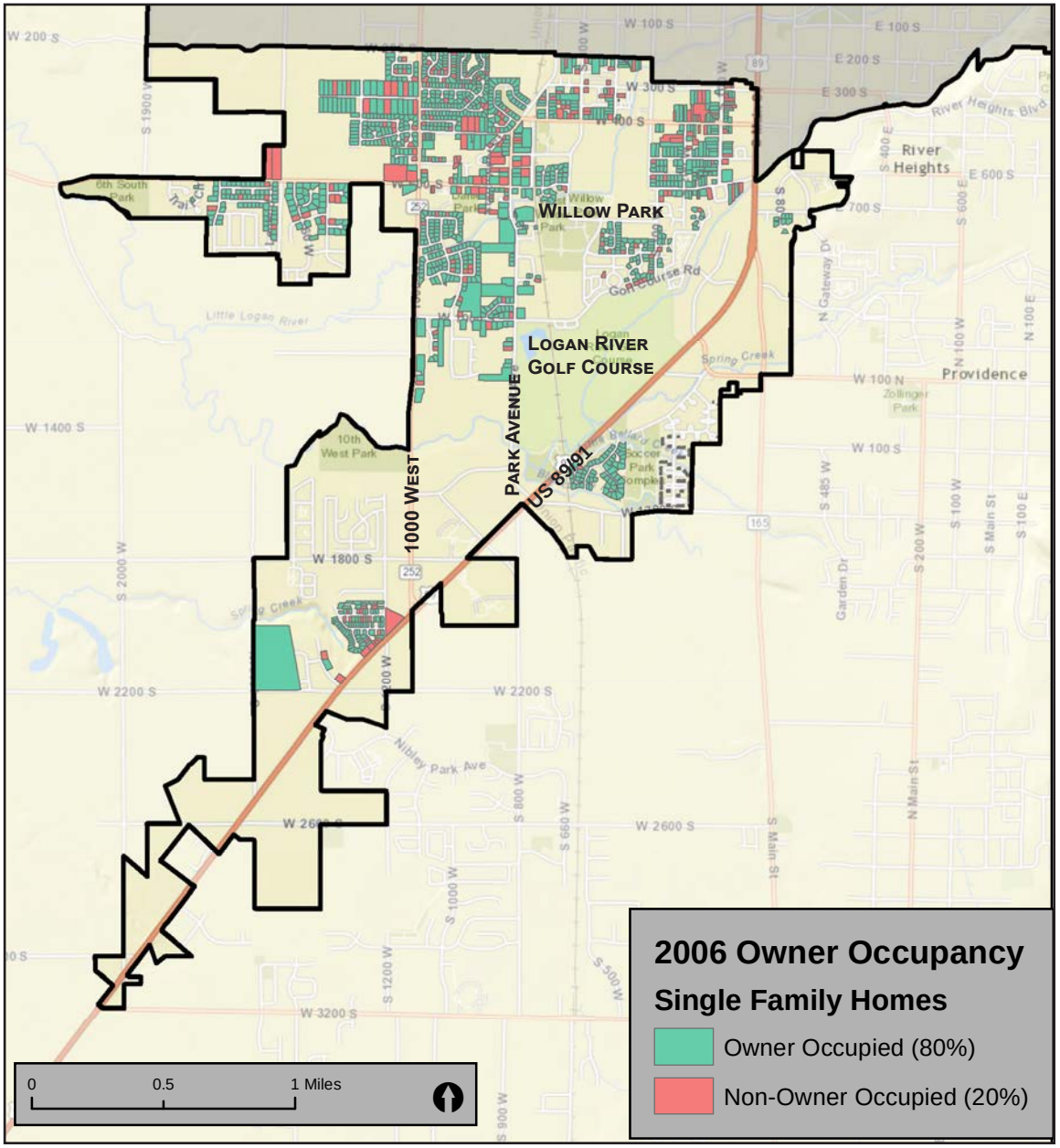
Map B.14 - 2011 Owner Occupancy

HOUSING

OWNER OCCUPANCY

Owner Versus Non-Owner Study

Single Family Homes - Occupancy			
Year	Number of Homes	Owner Occupied	%
2006	1516	1205	79%
2011	1625	1319	81%
2016	1723	1364	79%



Map B.15 - 2006 Owner Occupancy

TRANSPORTATION

TRANSPORTATION MASTER PLAN

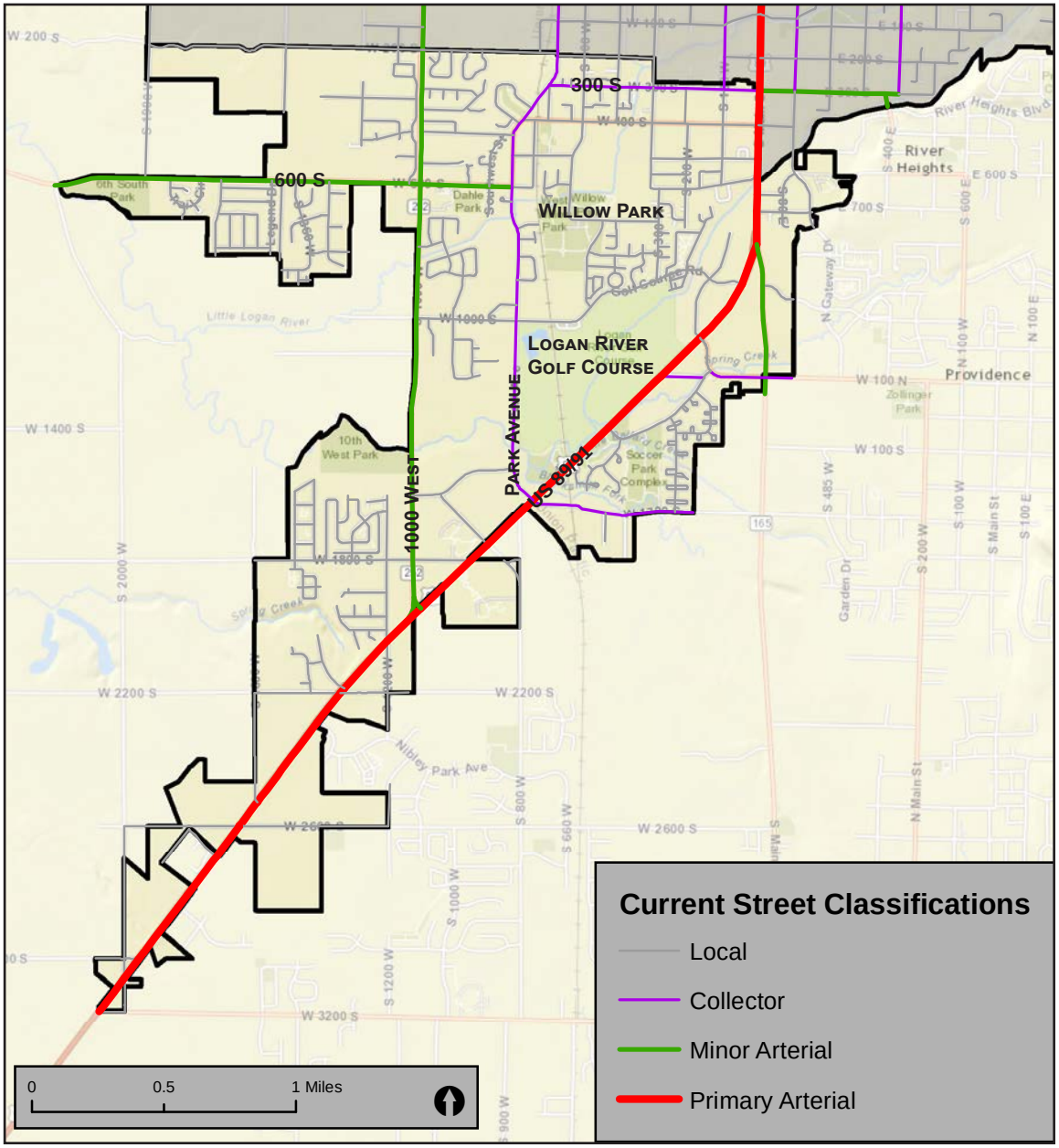
Current Road Classification

Road classifications are based on the Transportation Master Plan (TMP). The TMP designates several important transportation corridors in the neighborhood, including US/89/91 (Main Street) as a primary arterial, 1000 West and a portion of 600 South as minor arterials, and 600 West (Park Avenue) and 300 South as collectors.

Road classifications are important to consider in the context of the Woodruff Neighborhood Plan, as each classification has design and use parameters that affect the streetscape and sense of place within the neighborhood.

Arterial - These facilities are provided to service primarily through-traffic movement. While some land-access service may be accommodated, it is clearly a minor function, and all traffic controls and facility design are intended to provide efficient through movement. Arterials can be subdivided into major and minor categories depending on their traffic volumes.

Collector - These facilities are intended to serve both through and land-access functions in relatively equal proportions. For long through



Map B.16 - Current Street Classifications

TRANSPORTATION

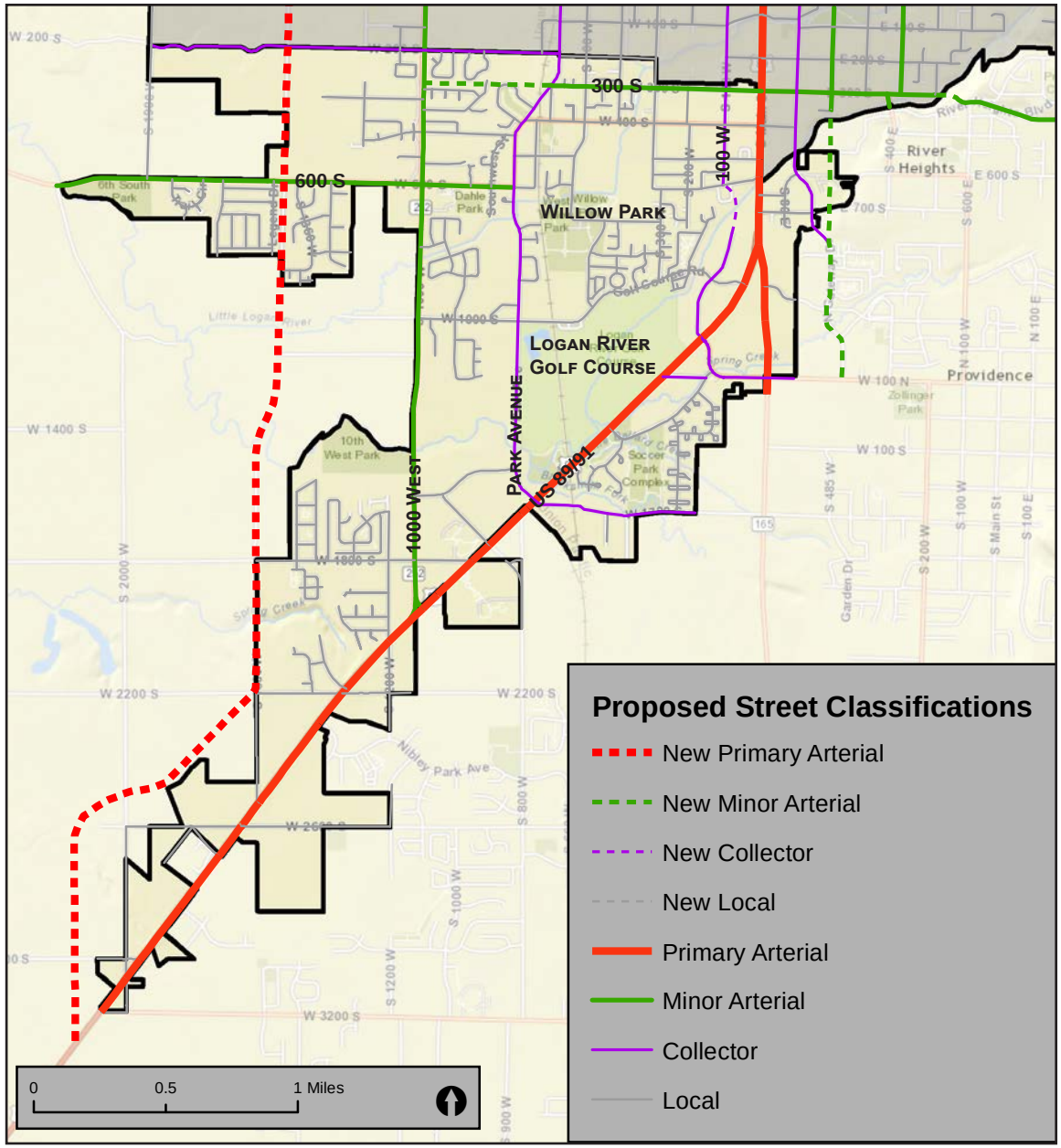
trips, such facilities are usually inefficient, though they are frequently used for shorter through movements associated with the distribution and collection portion of trips. Collectors can be subdivided into major and minor categories depending on their traffic volumes.

Local Streets - These facilities primarily serve land-access functions. Their design and control facilitates the movement of vehicles on and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of the facility.

The majority of roads in the neighborhood are classified as local streets and should be maintained as such to preserve the safety and quality of the community.

Proposed street classification and improvements

Woodruff is impacted by significant changes to future road use. Of note is the bypass to the west of 1000 West. This will be a primary arterial that will serve the western portion of Logan City and the surrounding parts of Cache County. The other major improvement is the connection of 100 West to US 89/91, and a reconfiguration of the intersection of US89/91 and 1000 West.



Map B.17 - Proposed Street Classifications

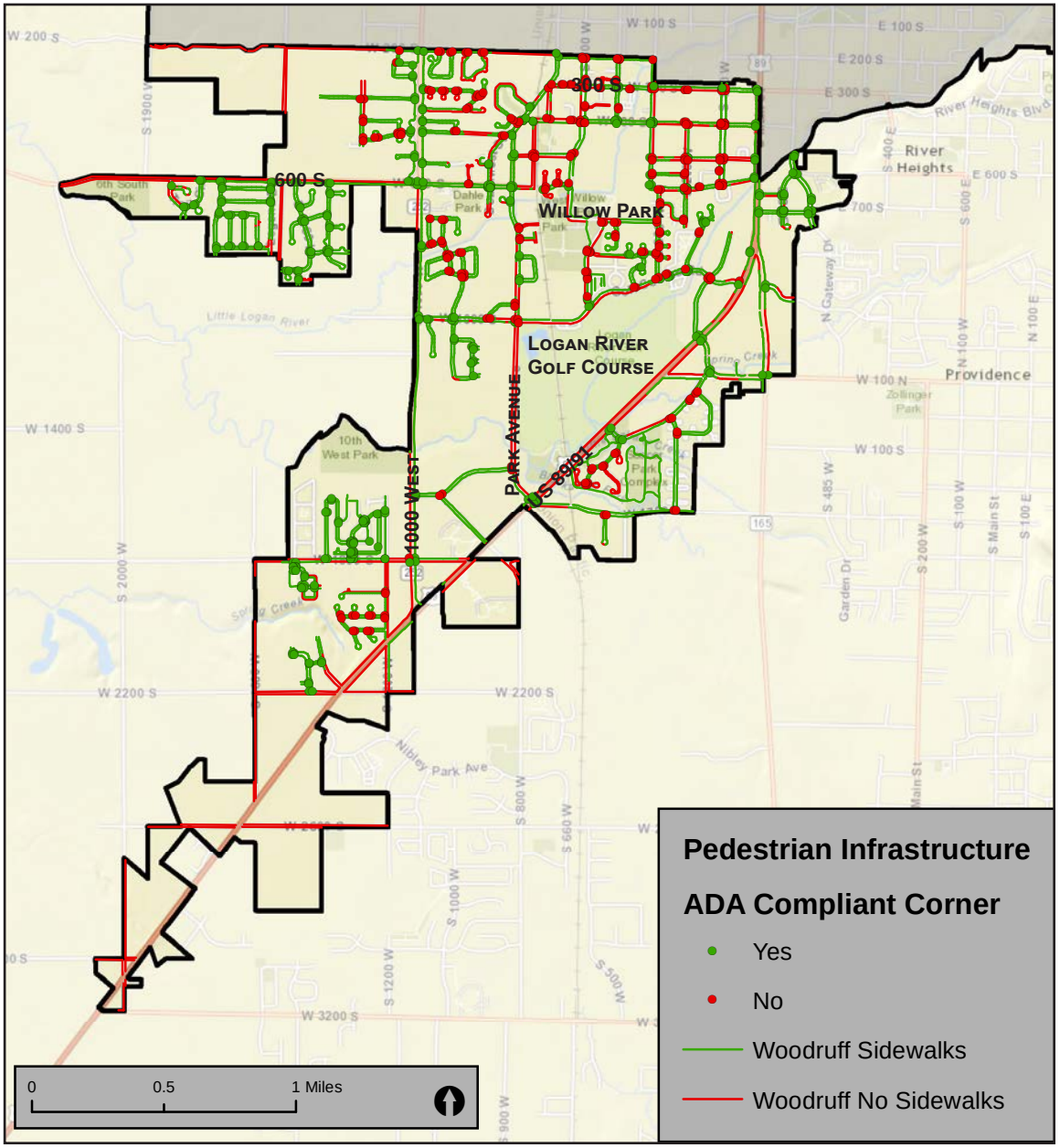
TRANSPORTATION

PEDESTRIAN INFRASTRUCTURE

Sidewalks and ADA Corners

Potential sidewalks	80 miles
Existing sidewalks	54 Miles (67%)
Missing Sidewalks	26 Miles (33%)

The pedestrian infrastructure network in Woodruff is uneven. Some parts of the historic residential core have complete infrastructure, while others do not. The newest developments tend to have complete infrastructure. This is an area of significant improvement that could help connect the neighborhood to the local assets.



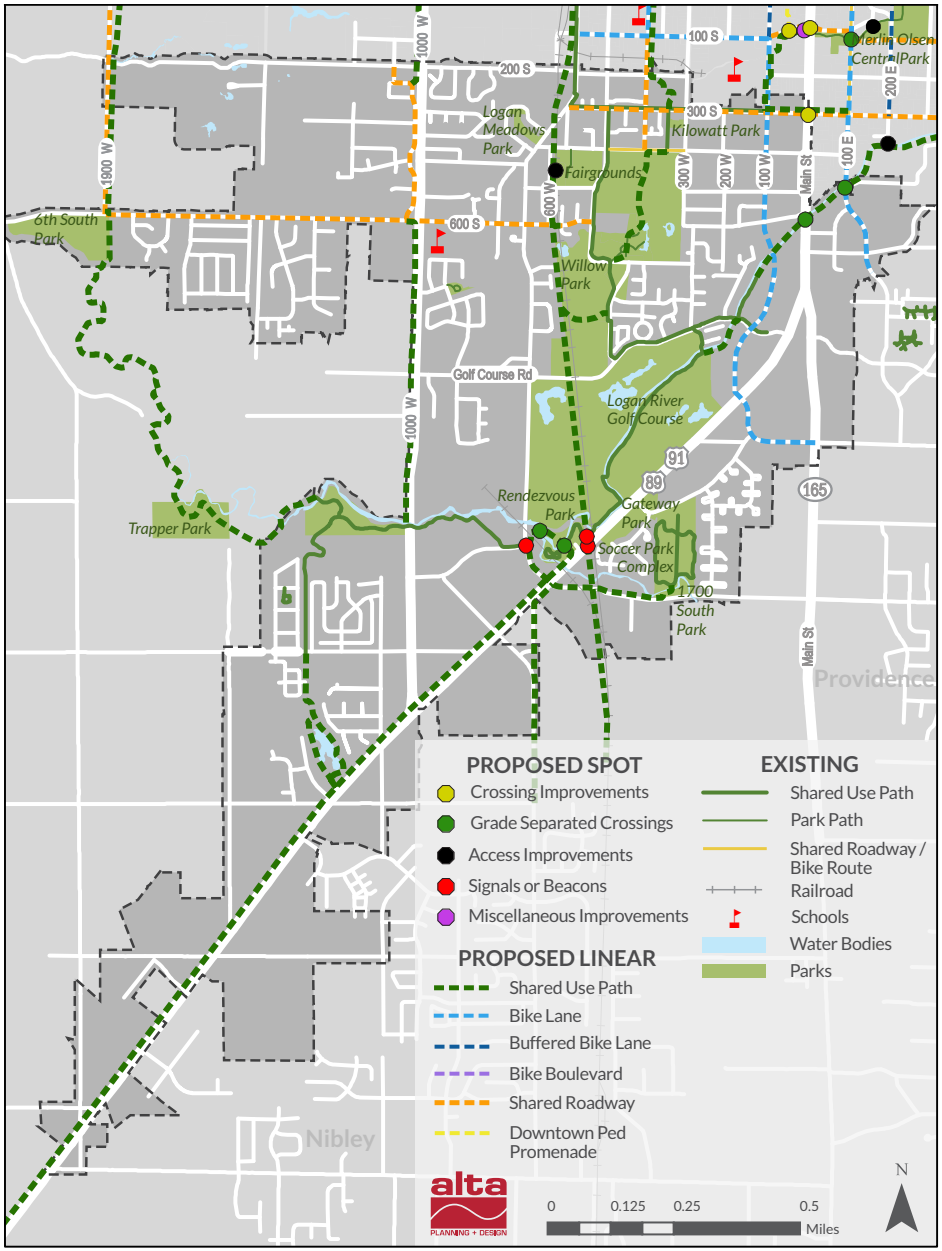
Map B.18 - Pedestrian Infrastructure

TRANSPORTATION

BICYCLE PEDESTRIAN MASTER PLAN

Woodruff Improvements

The recommendations of the Logan City Bicycle and Pedestrian Master Plan focuses on linkages through the neighborhood and capitalizes on the central open space and existing corridors. Major improvements include shared use paths along railways, park shared use paths, and improved trails along the western edge that link new parks.



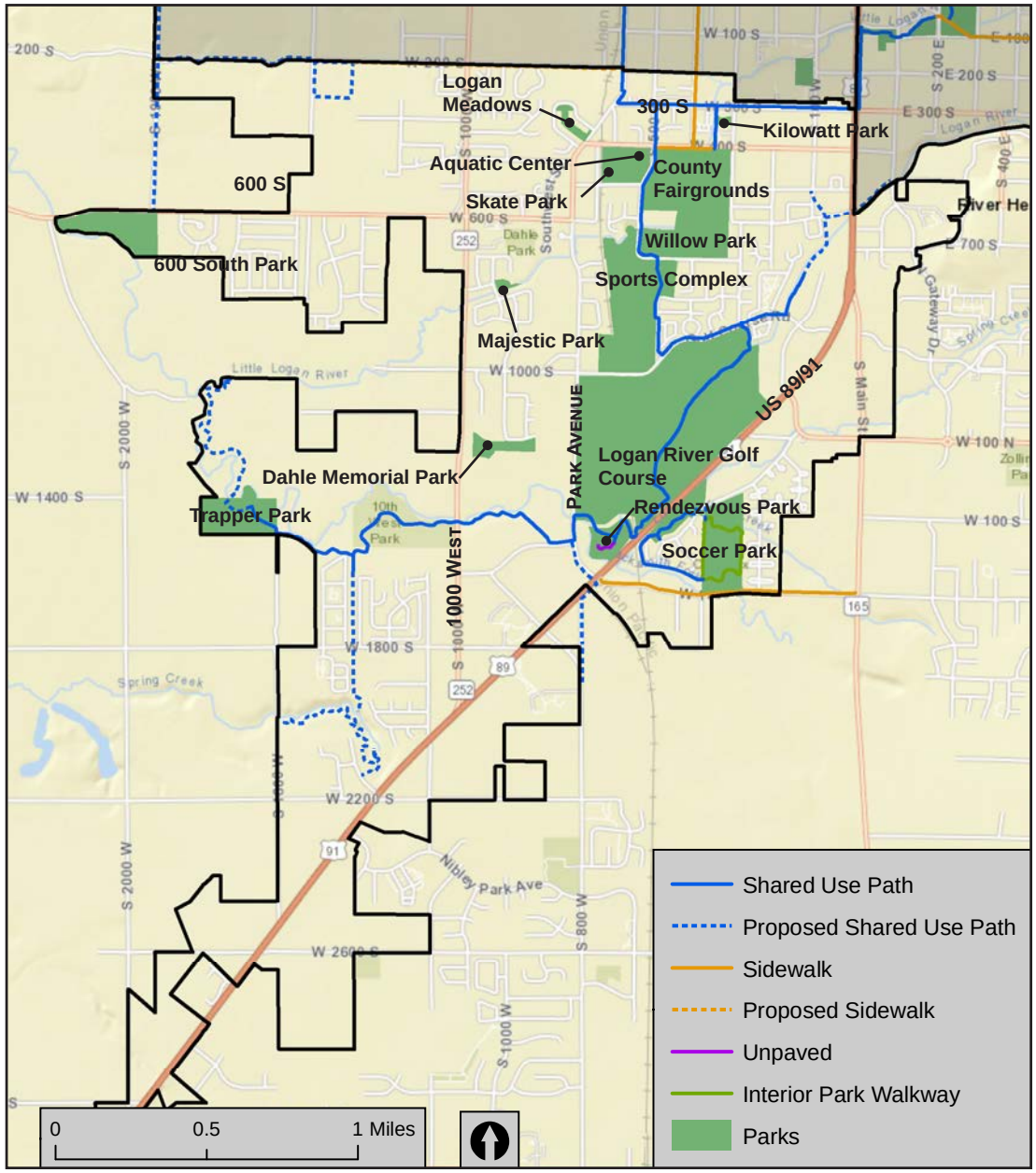
Map B.19 - Bicycle/Pedestrian Master Plan Cut-sheet

PUBLIC

PARKS & TRAILS

Central Open Space and Satellites

The neighborhood is defined by its connected central open space. The facilities that make up this core are the Aquatic Center, the Cache County Fair Ground, Willow Park and the adjacent sports complex, the Logan River Golf Course, and Rendezvous Park. Outside this core, a series of satellite parks and open spaces serve as local assets, they include Logan Meadows, Kilowatt Park, Soccer Park, 10th West Park, Trapper Park, and the 600 South Park (yet to be constructed).



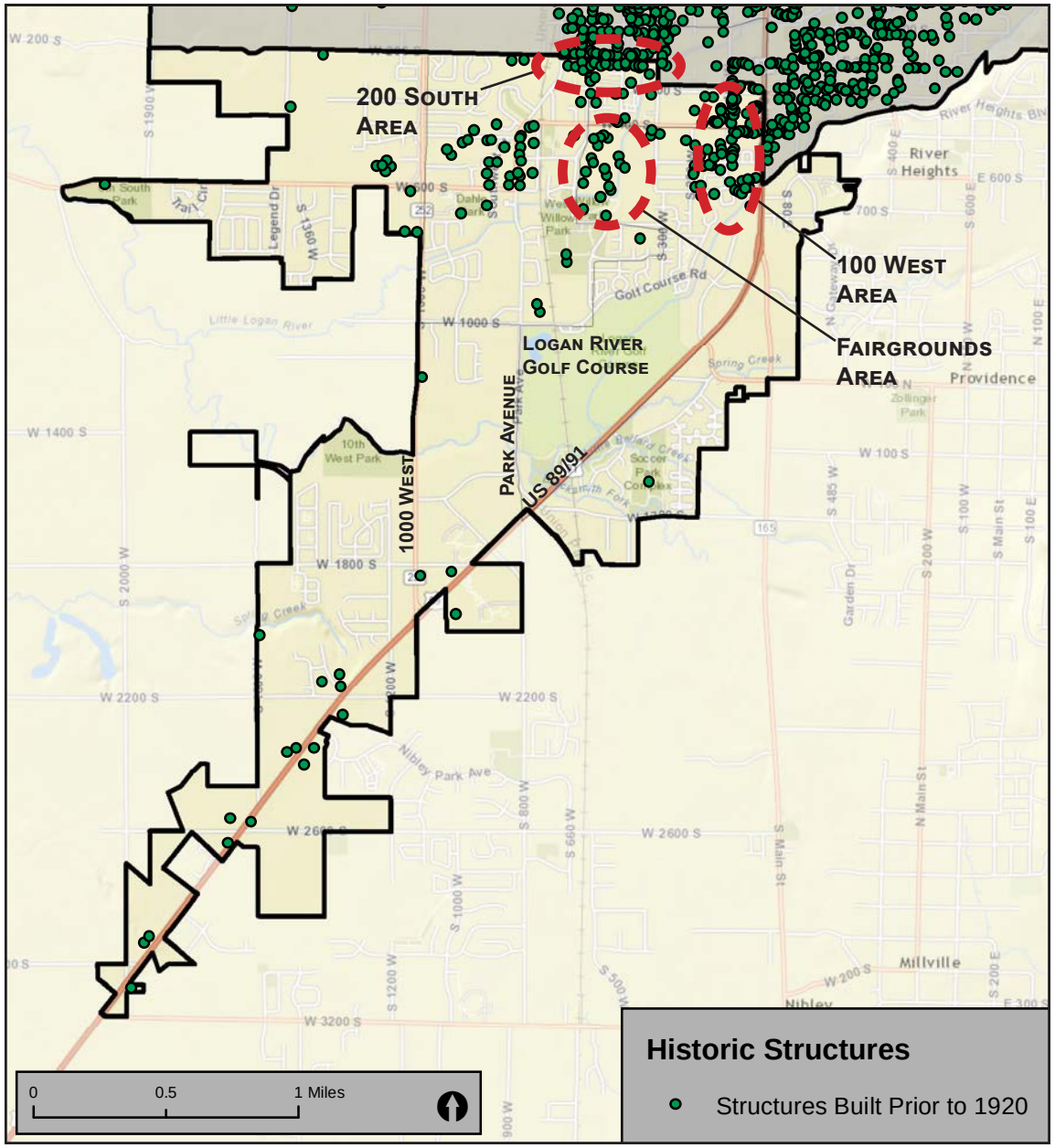
Map B.20 - Recreational Facilities

CULTURAL RESOURCES

HISTORIC

Historic Structures Inventory

Structures build before 1920 are shown on map B.21. While other structures built after 1920 may have historic value, no formal inventory of the neighborhood exists. Structures built before 1920 in Woodruff are primarily concentrated in the older northeast area of the neighborhood. Of note are the concentrations along the 100 West and 200 South. These areas are primarily residential. Other areas of historic structures center around the fairgrounds and early development along Park Avenue. The historic fairground buildings were demolished in September 2017.



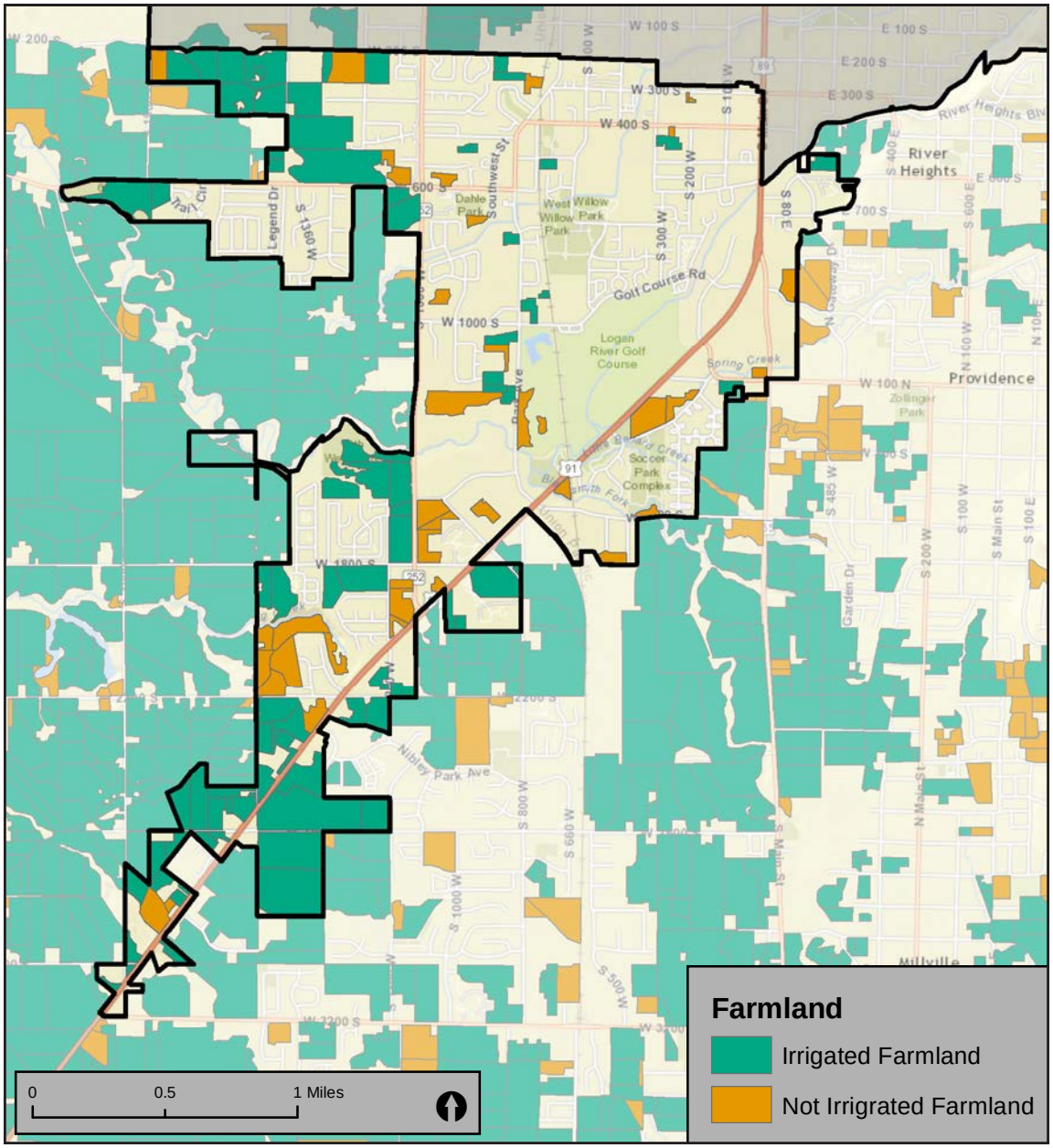
Map B.21 - Historic Structures

CULTURAL RESOURCES

FARMLAND

Farmland Inventory

Much of the woodruff development has occurred on converted farmland. Along the western and southern edges of the neighborhood significant farmland remains. Inventoried here is a farmland based on water use using Utah's water related land use data.



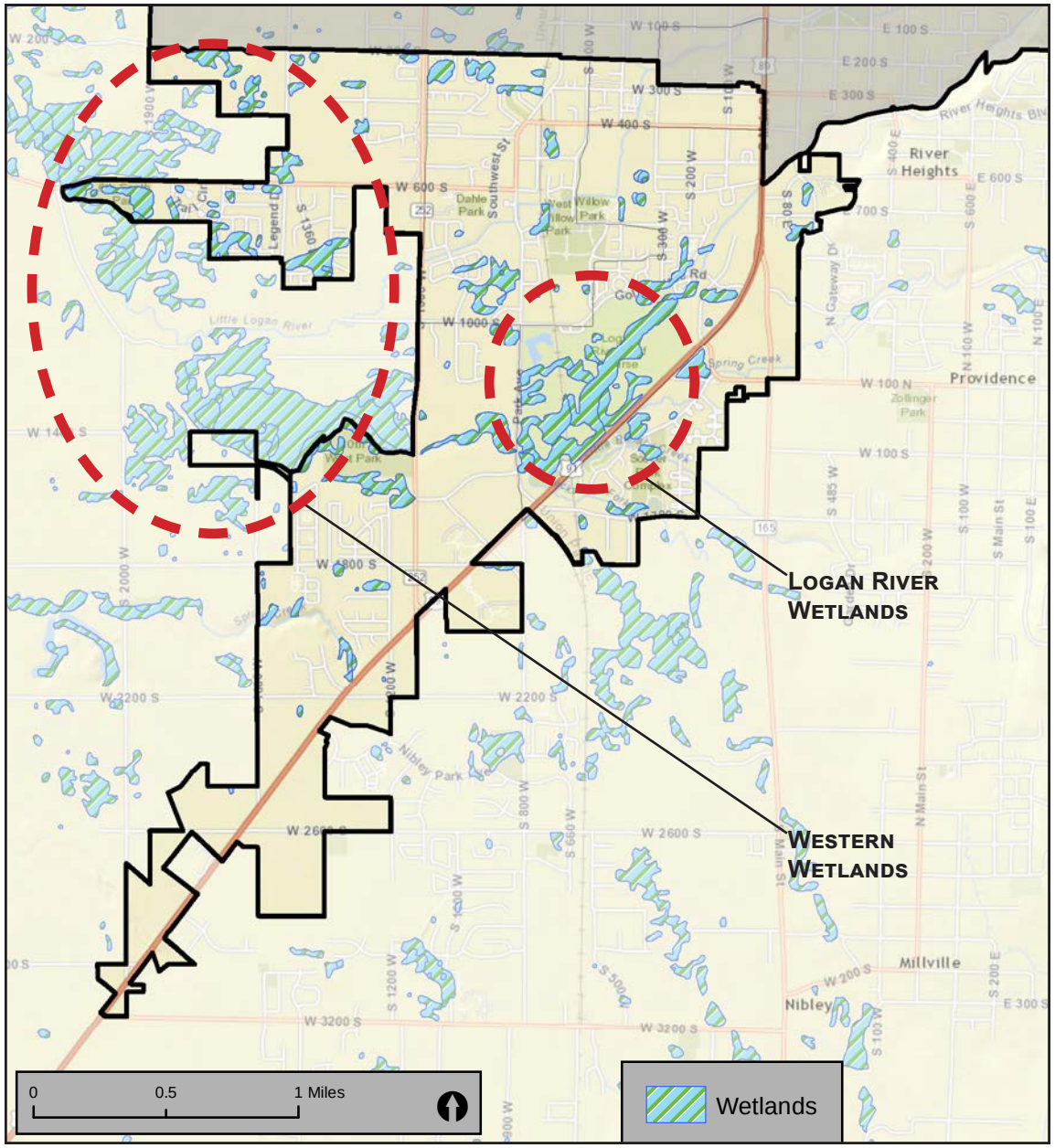
Map B.22 - Farmland

ENVIRONMENTAL

WATER

Wetlands

Woodruff has a number of wetlands. The most prominent is in the area of the Logan River Golf Course. In the annexation areas west of Logan, large amounts of wetlands are present. This will be a significant limitation to development in some areas, but also present opportunities for conservation.



Map B.23 - Wetlands

ENVIRONMENTAL

WATER

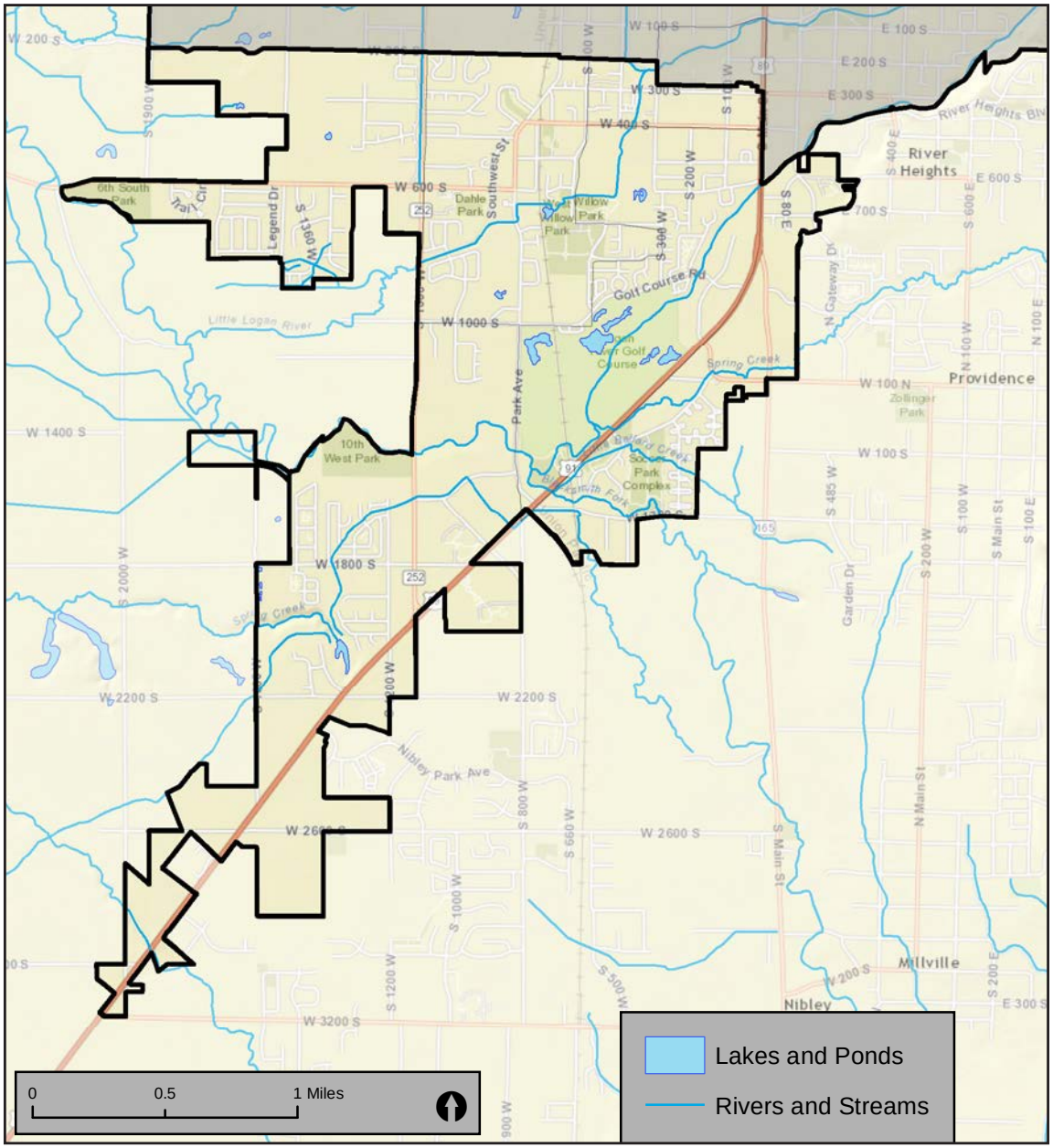
Surface Water

Several stream, rivers, and canals traverse Woodruff. Prominent features include the Logan River, the confluence of the Blacksmith Fork and Logan River, and the Little Logan River. Pond features in the area include water features in the Logan River Golf Course and the fishing pond at Willow Park.

Constraints

The surface water and wetlands impose several environmental constraints in the area, the most severe being the risk of flooding. Areas of greatest concerns are the Logan River and the Blacksmith Fork. Improvement, such as berms and debris removal have been undertaken to reduce this risk.

Wetlands in the area are of vital importance for water storage, reducing impacts from flooding and storm water, maintaining water quality in our rivers, recharging groundwater, and provide vital habitat for wildlife.



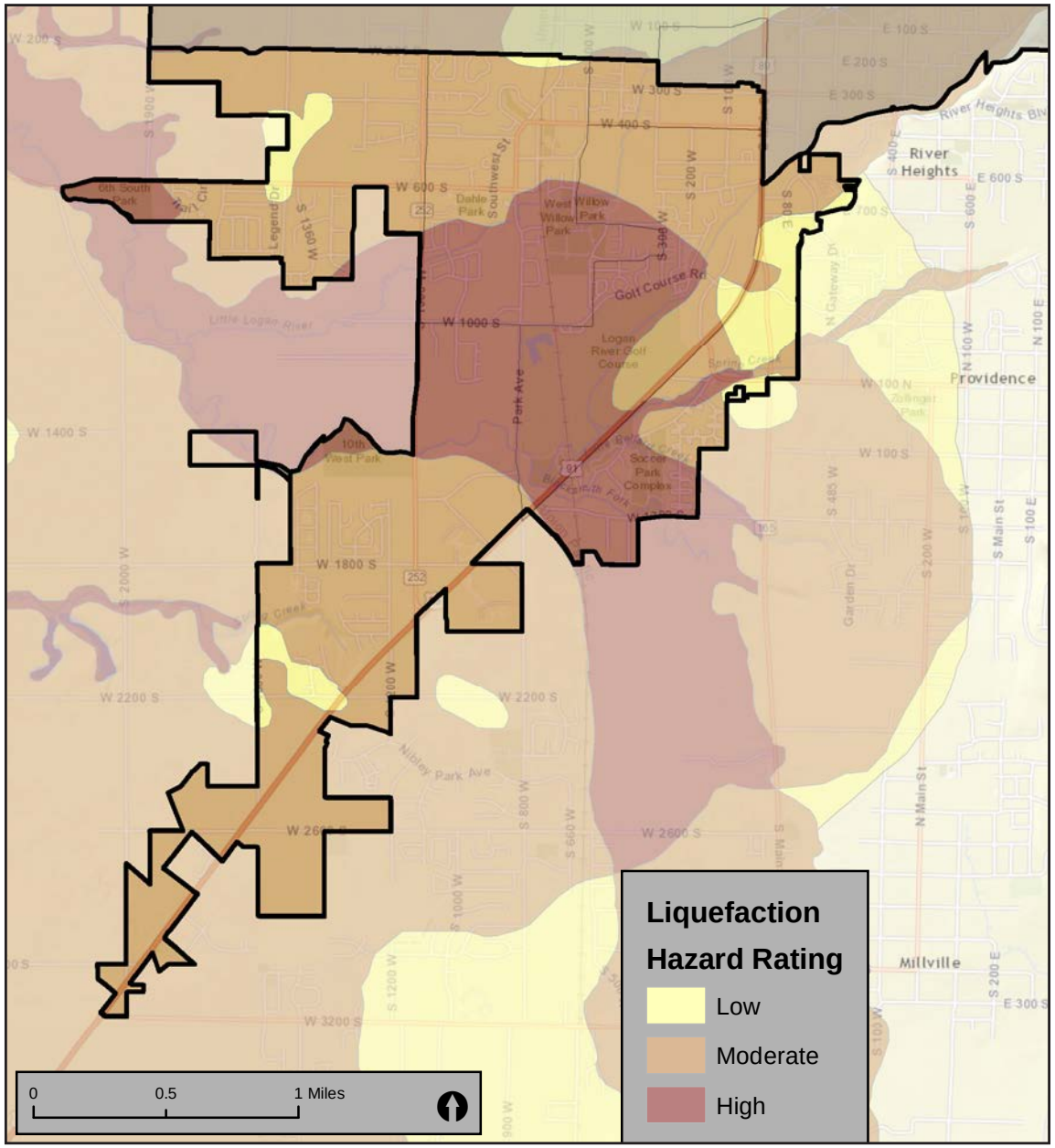
Map B.24 - Surface Water

ENVIRONMENTAL

SOILS

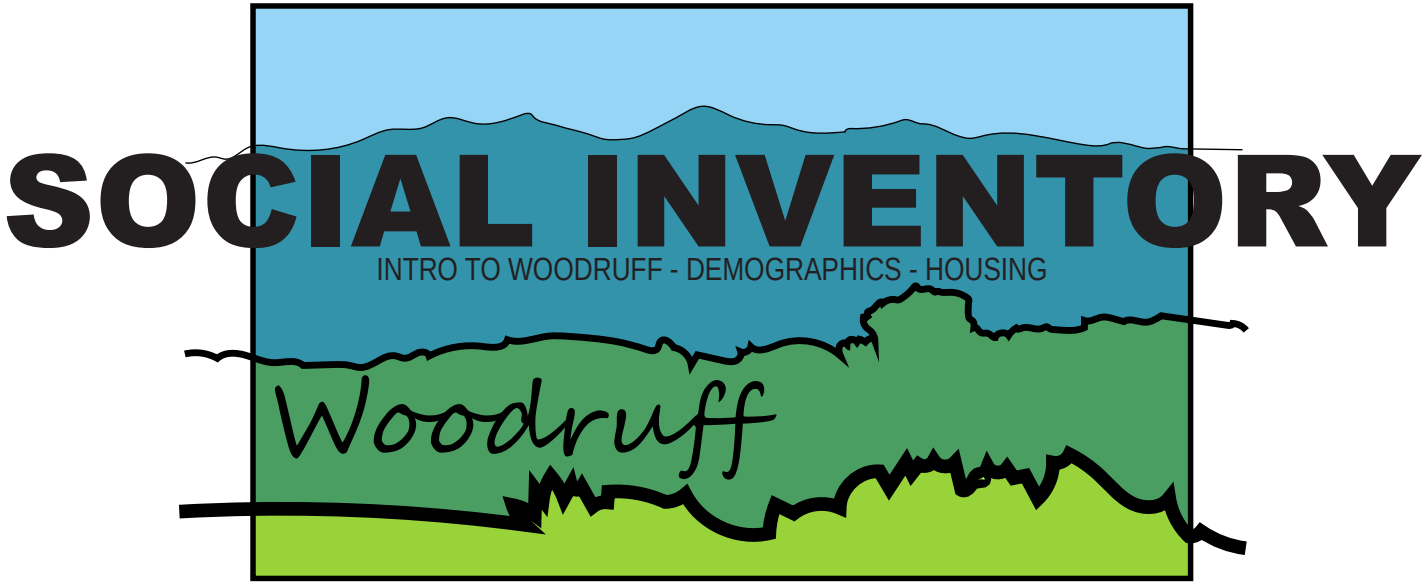
Soil Liquefaction

Soil liquefaction is the process of water saturated soils loosing strength and becoming fluid under applied stress, such as earthquakes. Due to the high water tables, wetlands, and prevalent alluvial soils, much of Woodruff has a high liquefaction danger.



Map B.25 - Soil Liquefaction

SECTION C


SOCIAL INVENTORY
INTRO TO WOODRUFF - DEMOGRAPHICS - HOUSING
Woodruff

INTRO TO WOODRUFF

WOODRUFF AT A GLANCE

The Woodruff Neighborhood contains nearly a quarter of Logan City's population. Compared to Logan City as a whole, the Woodruff population is slightly older, more racially diverse, more likely to have children in the home, earn about the same, have a slightly lower rate of unemployed, are more likely to own their home, are less likely to have a high school diploma, and are less likely to bike or walk to work.

While it is easy to quickly compare the general make-up, it is harder to understand the trends and nuances of the demographic of the neighborhood. This section will present and discuss these trends, and attempt to frame them in the historic context of the neighborhood and the direction that the neighborhood is heading.

Woodruff At-A-Glance		
	Woodruff	Logan City
Population	11,454	48,565
Median Age	25.1	23.8
Percent Non Hispanic White Population	71.4%	79.1%
Percent of Households with Children Under 18	56.2%	34.3%
Median Income	$37,207	$36,131
Percent Unemployment	7.7%	8.9%
Percent of Residential Units that are Owner Occupied	49.8%	41.3%
Less than a high school diploma	16.3%	9.6%
Percent that Bike or Walk to Work	3.9%	11.3%

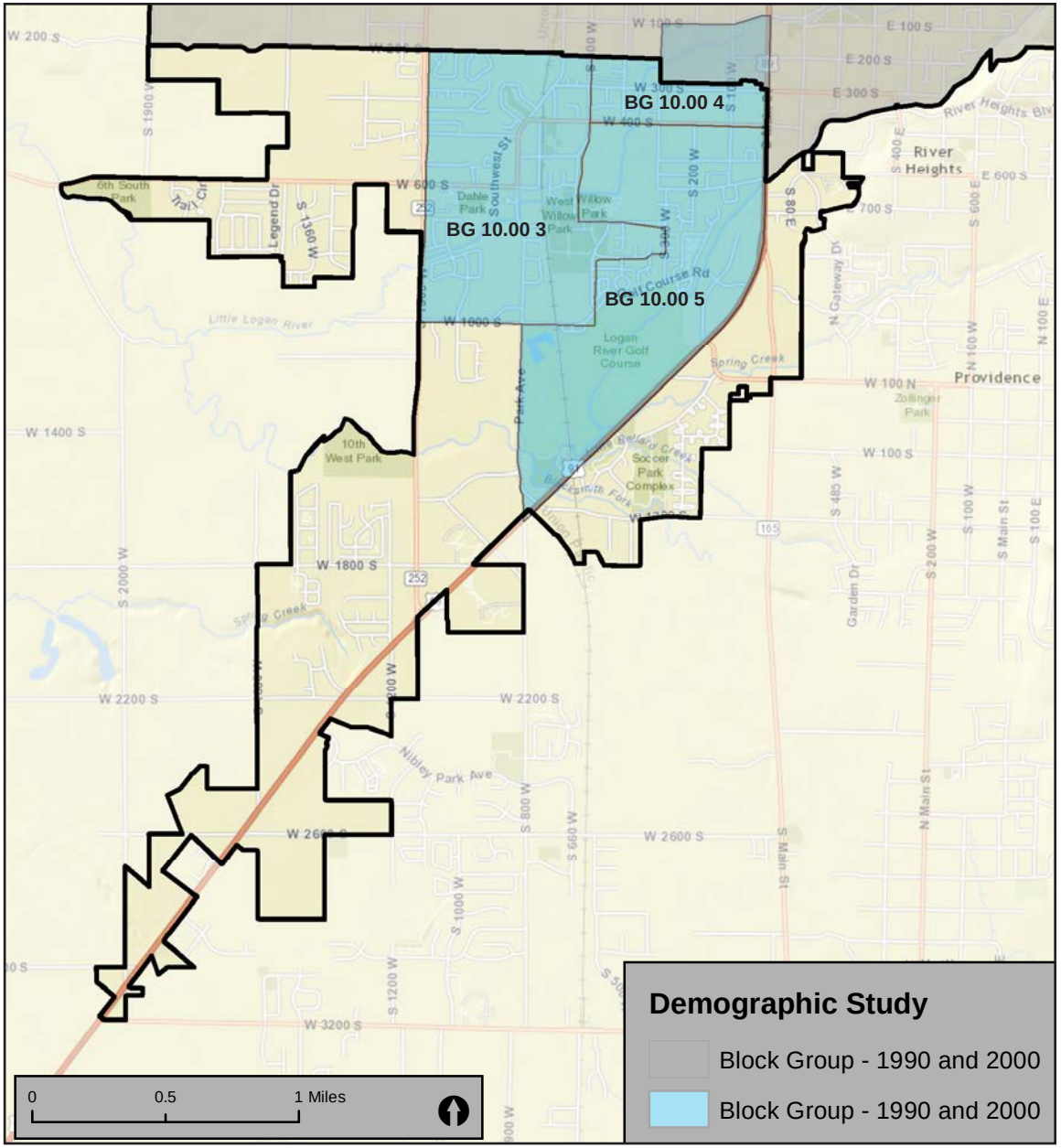
Table C.1 - Woodruff At-A-Glance

DEMOGRAPHICS

DEMOGRAPHIC STUDY

Census Block Mapping

This study was developed using the 1990, 2000, and 2010 Censuses, and the 2013 American Community Survey. The information used was based on census block groups that contain a majority of Woodruff residents. The 1990 and 2000 census block boundaries were the same, however changes were made to the boundaries for the 2010 and 2013 survey. These changes include one block group that was used during the 1990 and 2000 surveys being divided into two, which caused little change to the data, and the inclusion of a newly created block group that had been part of a larger, majority non-Woodruff block group in 1990 and 2000. This new block group was included in the data used for the 2010 and 2013 surveys as it was majority Woodruff residents and showed the impact of growth west of 1000 West.

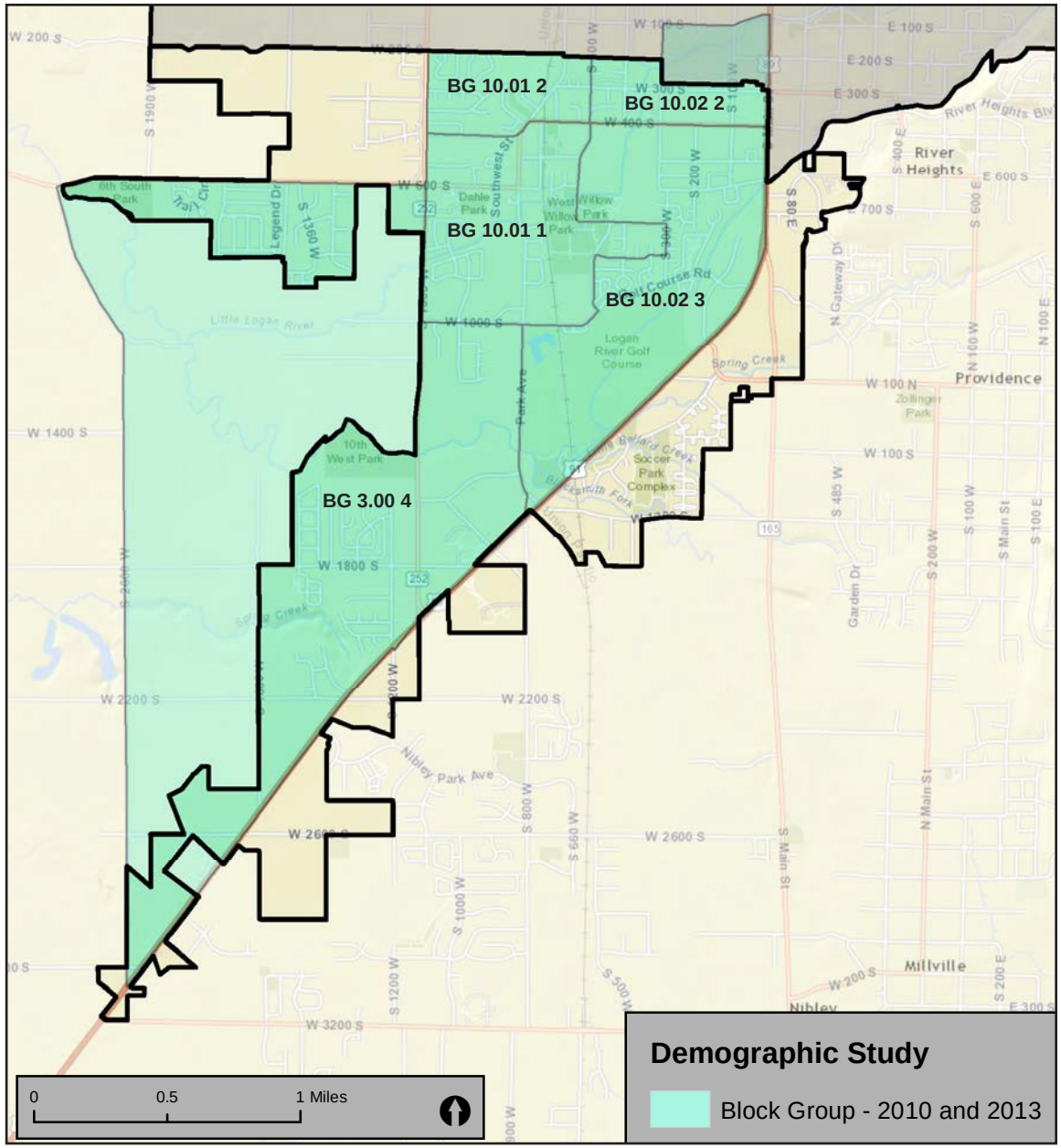


Map C.1 - 1990 and 2000 Block Groups

DEMOGRAPHICS

DEMOGRAPHIC STUDY

Census Block Mapping



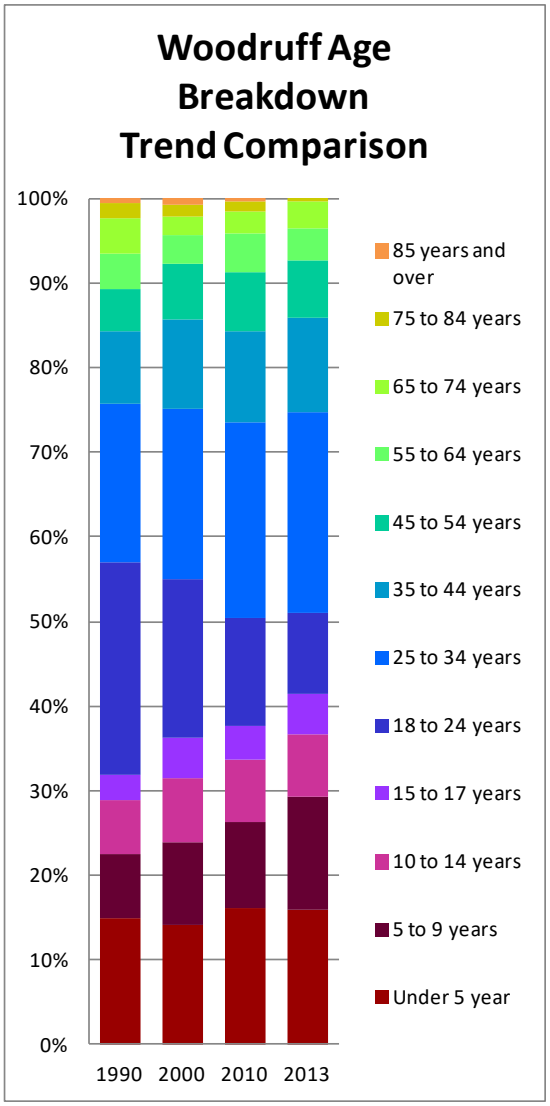
Map C.2 - 2010 and 2013 Block Groups

DEMOGRAPHICS

AGE

While Woodruff has a similar median age as the rest of Logan City (25 for Woodruff, 24 for Logan City), the breakdown of resident age is different than the rest of the City. Of note is the smaller amount of adults age 18-24, more adults age 25-34, and more children than the City at large. This shift from adults 18-24 to adults 25-34 has occurred over the last few decades, as 18-24 was the largest age category in the neighborhood in the 1990 census. It is likely that this reflects new residents that are moving into the neighborhood as housing stock turns over and new homes are built.

Logan City has a historically large 18-24 year old population due to the University. Due to its geographic location, Woodruff receives less university housing impact.



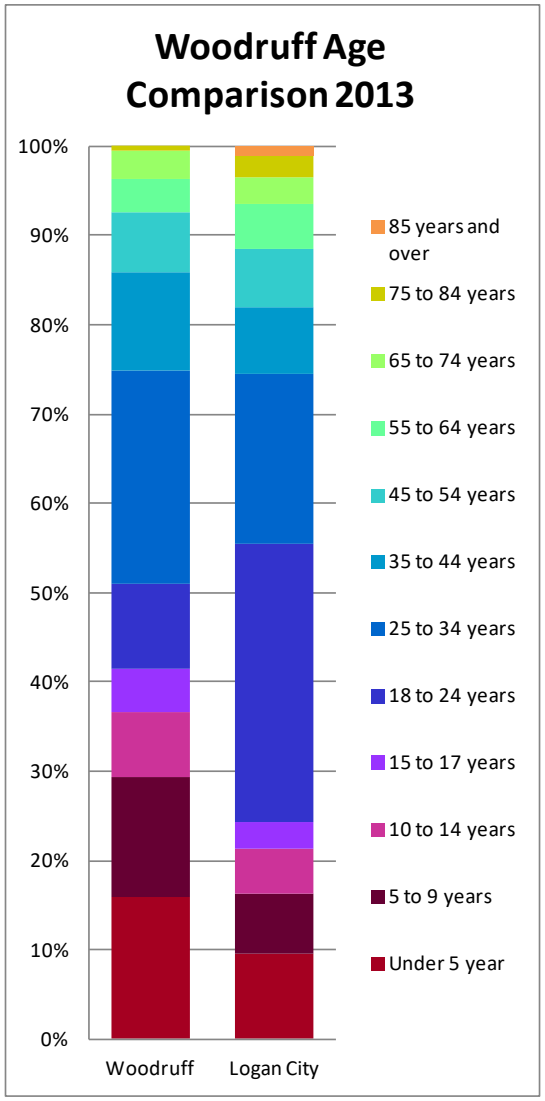


Figure C.1 - Woodruff At-A-Glance

DEMOGRAPHICS

RACE AND ETHNICITY

While the Hispanic/Latino population in Logan City has increased over the last few decades, no other neighborhood has seen its Hispanic/ Latino population grow as much as Woodruff. From 5.9% in 1990, the most recent ACS shows a Hispanic population of 28.6%. This represents more than a 400% growth as a percent of Woodruff's population since 1990, and 40% of Logan City's total Hispanic population. A contributing factor that helps to describe this concentration may be the affordability of housing in the neighborhood and the proximity to job centers.

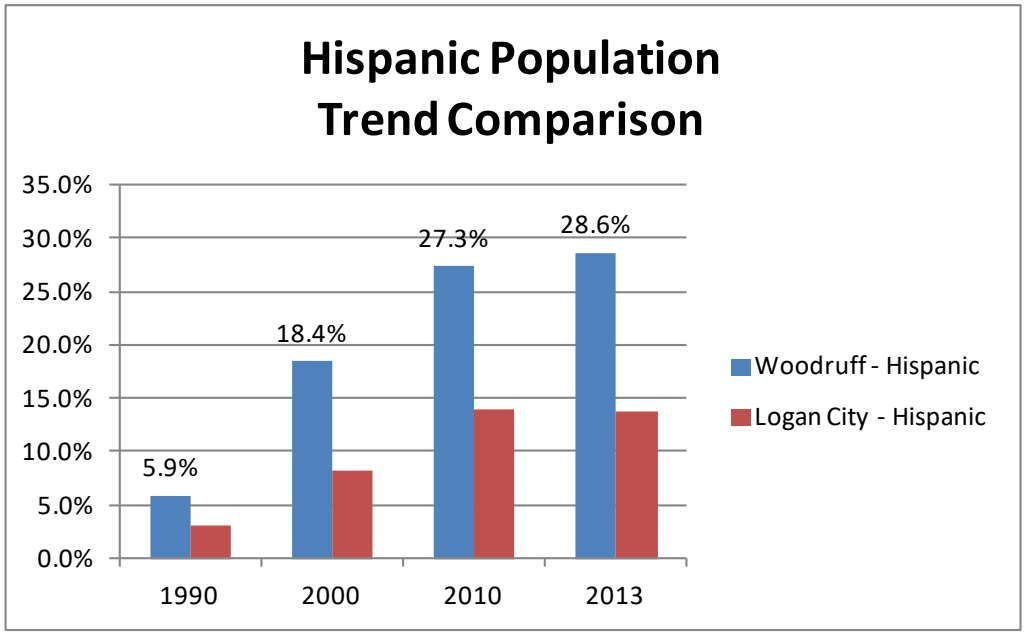


Figure C.2 - Hispanic Population Comparison

FAMILY STATUS

Woodruff has a higher than average percent of families that have children under 18 residing in the home (56%) when compared to Logan City as a whole (34%). This percent has remained at that level throughout all surveys included in this study. This is likely due to the high percent of single family homes in the area and the lack of university housing.

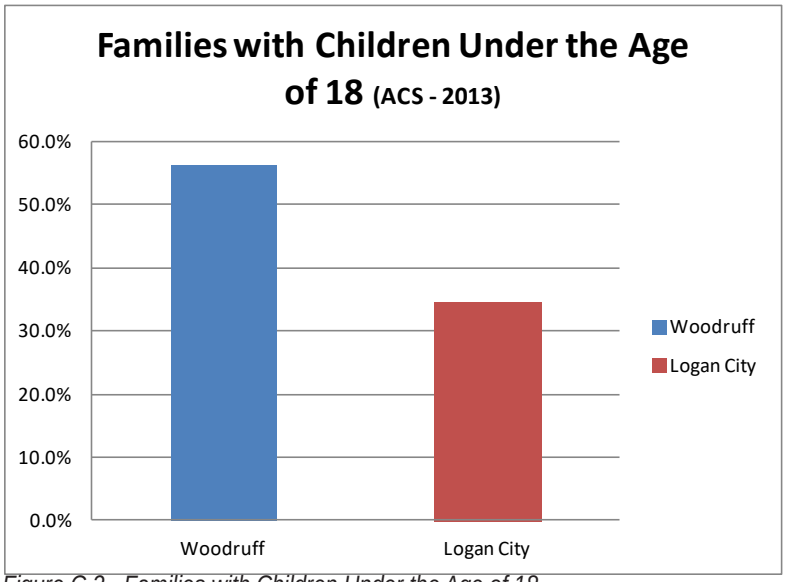


Figure C.3 - Families with Children Under the Age of 18

DEMOGRAPHICS

UNEMPLOYMENT & POVERTY

The growth in the rate of poverty in Woodruff has outpaced Logan City and has more than doubled since 1990. However, Woodruff has a lower unemployment rate than Logan City. A number of factors may be contributing to this, including the types of housing being build in the area, household size, and median income. Household size for the neighborhood is 3.3, while Logan City's median household size id 2.8.

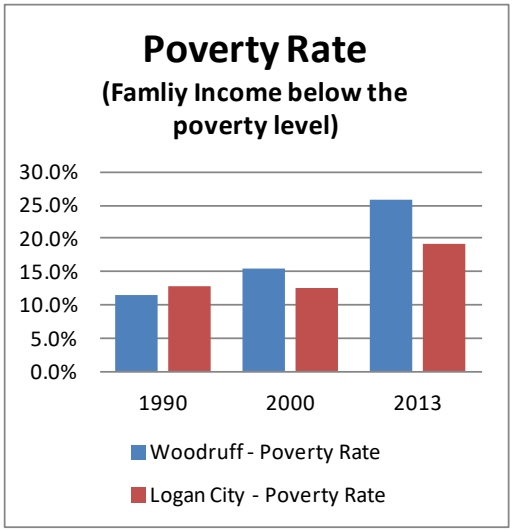


Figure C.4 - Poverty Rate

MEDIAN INCOME

The median family income is slightly higher than Logan City ($37,000 versus $36,000). As discussed under the poverty section, median income is a factor in the higher rate of poverty. Though Woodruff has similar median income compared to Logan City, it also has larger families. The poverty rate is based not only on the income, but also the size of the family.

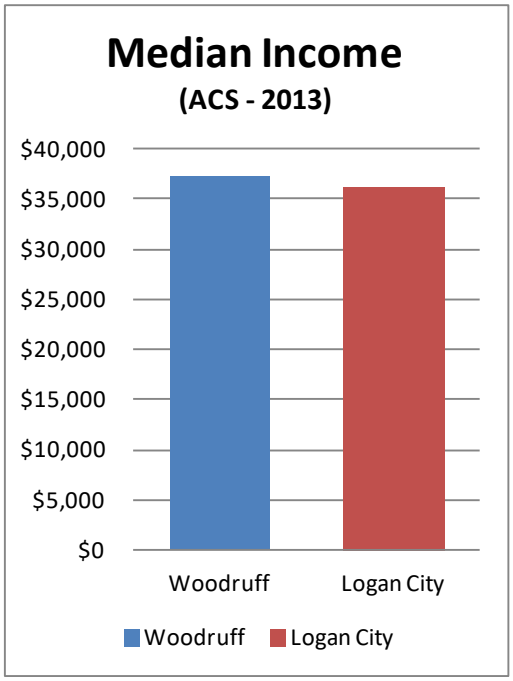


Figure C.6 - Median Income

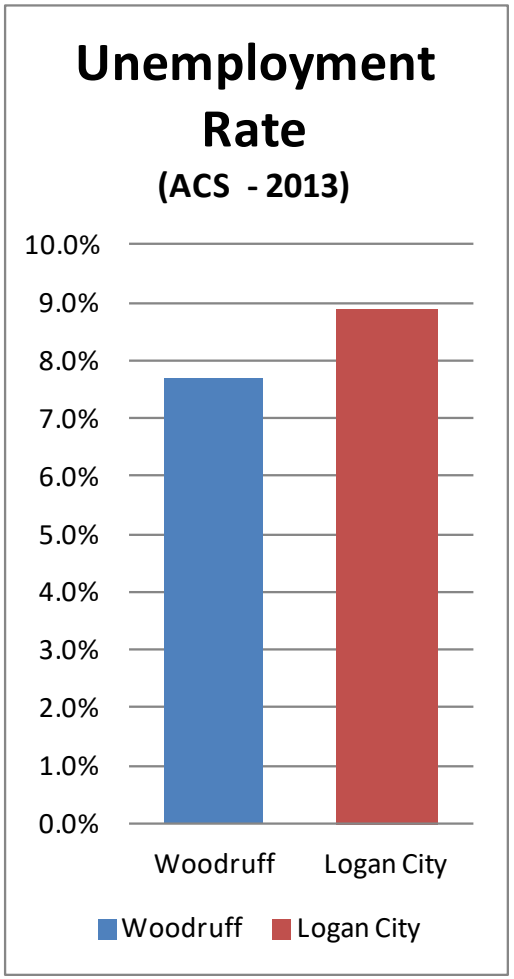


Figure C.5 - Unemployment

DEMOGRAPHICS

EDUCATION

Woodruff residents have a higher percent of residents who have less than a high school education than Logan City as a whole. However, residents are just as likely to have a bachelor's degree as the rest of Logan City.

TRANSPORTATION

Residents of Woodruff are more likely to drive to work and are significantly less likely to walk.

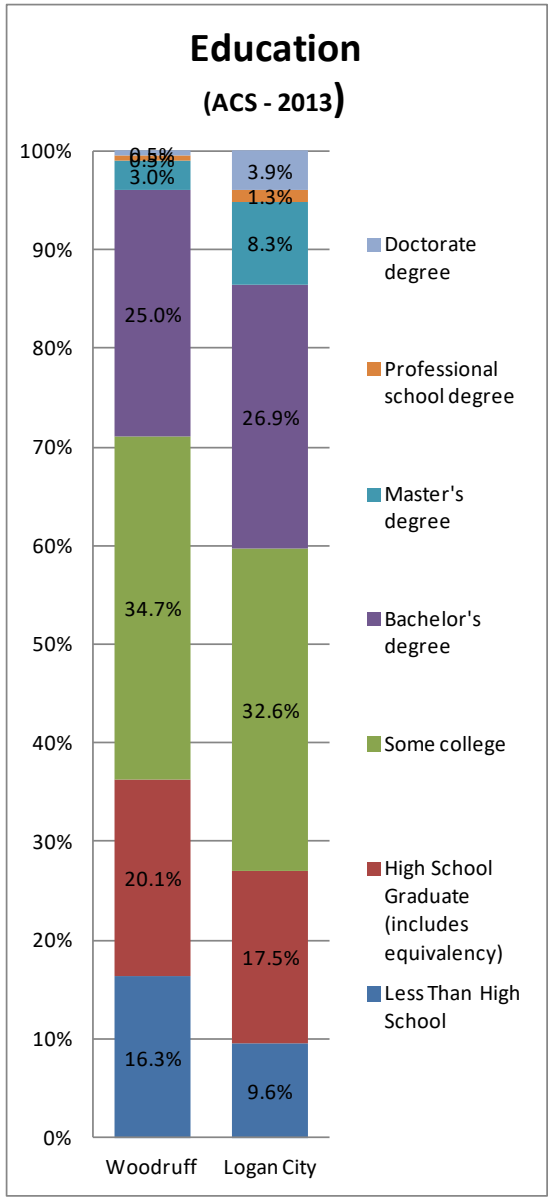


Figure C.7- Education

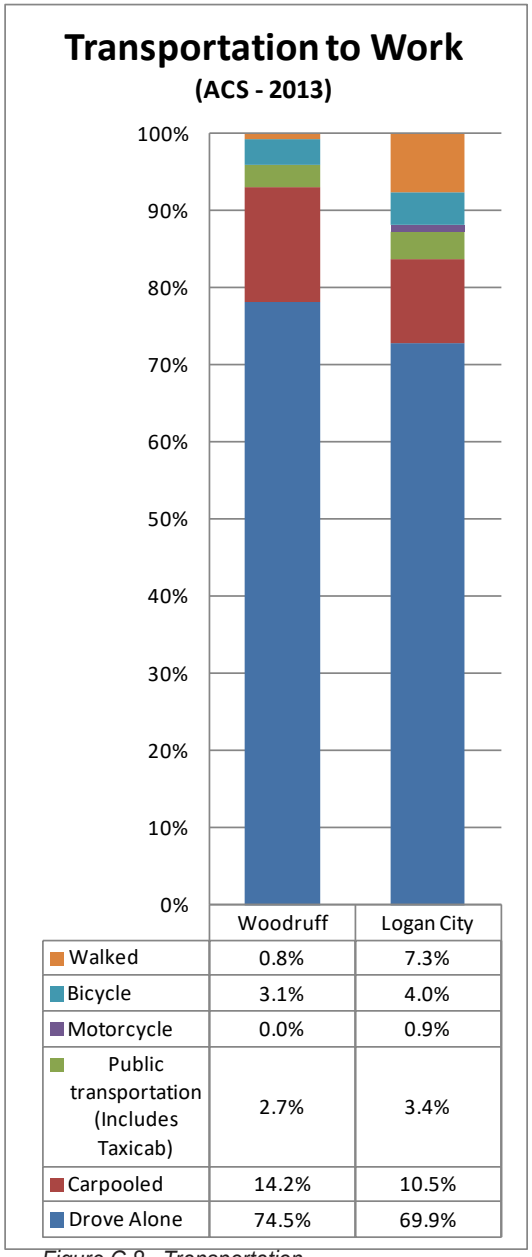


Figure C.8 - Transportation

HOUSING

YEAR BUILT

Homes in Woodruff are, on average, newer than the rest of Logan City. In 1990, the median age of a home in both Woodruff and Logan City was 1965. Currently, the median age for Woodruff is 1984 and the median age for Logan City is 1979. This median age shows that Woodruff has out-paced the rest of Logan on new homes being built in the neighborhood.

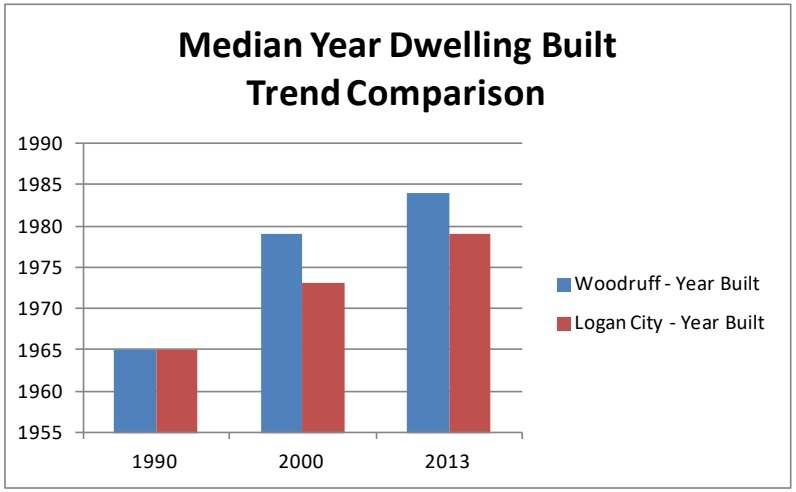


Figure C.9 - Dwelling Trend

SINGLE FAMILY HOMES

Median home values are slightly lower than Logan City as a whole, but home values have increased in value at a similar rate as Logan City. Additionally, single family homes make up a larger percent of Woodruff's housing stock than Logan City, and recent trends show this percent increasing in the neighborhood and the City since 2000.

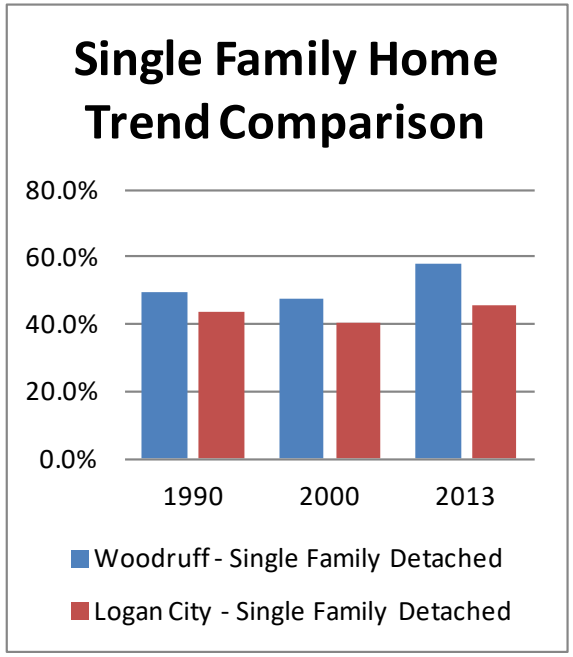


Figure C.10 - Single Family Home Comparison

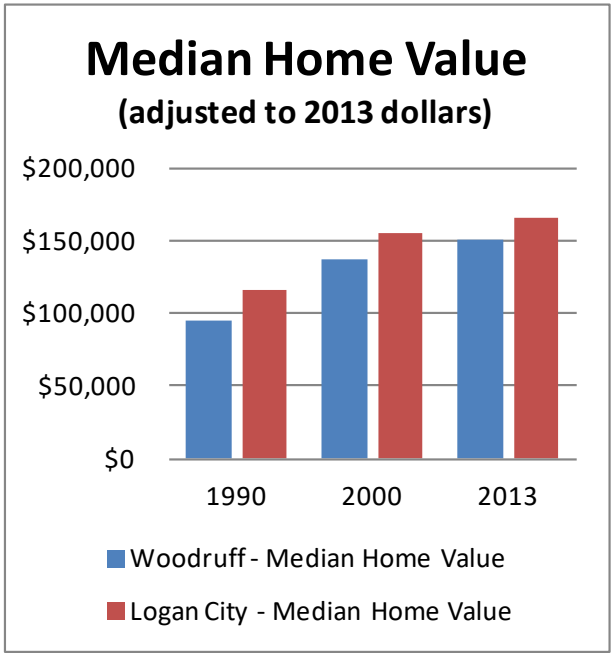


Figure C.11 - Median Home Value

HOUSING

OWNER OCCUPANCY/ RENTALS

Woodruff has a higher owner occupancy rate than Logan City. This is likely due to the higher percent of single family homes. For rentals, the median rent is slightly higher than Logan City. This is likely due to the lack of university housing in the area and more single family homes being rented, as it makes up a larger percent of the housing stock compared to the City. The cost burden of rental housing, which is defined as a household using more than 30% of their income toward housing, has risen over the last decade. This is true for both Woodruff and Logan City. However, Woodruff's cost burden percent has risen at a faster pace.

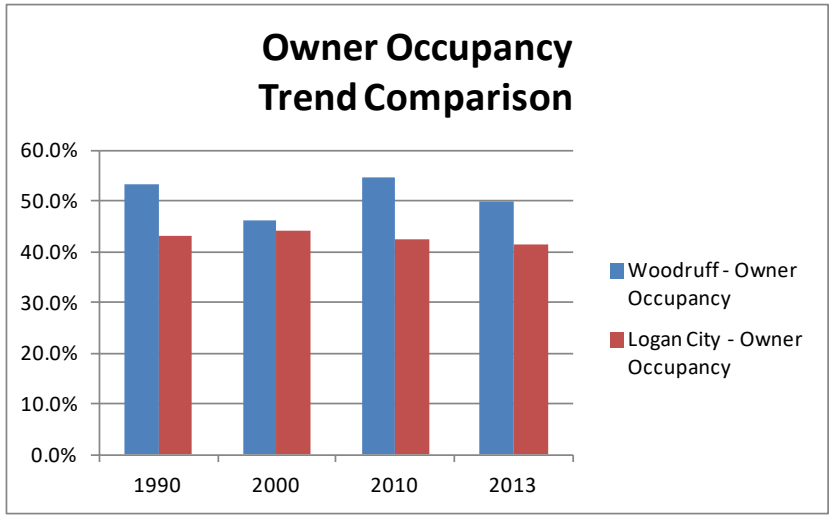


Figure C.12 - Owner Occupancy trend

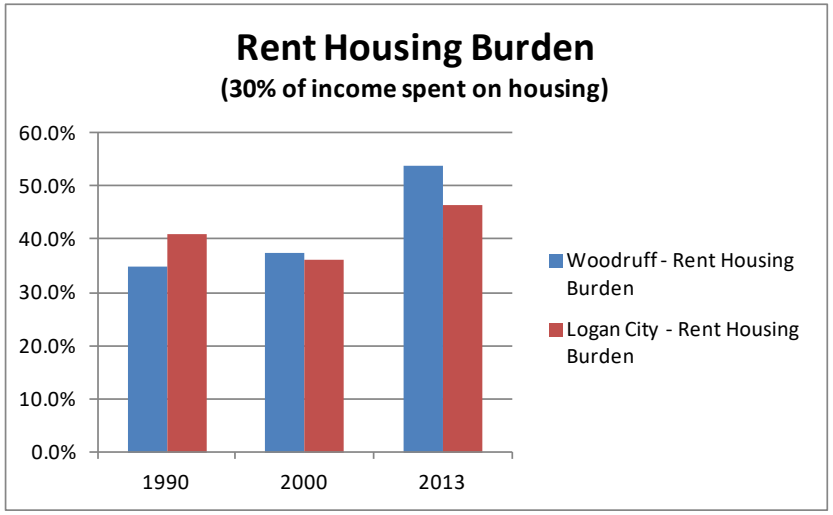


Figure C.13 - Rent Housing Burden

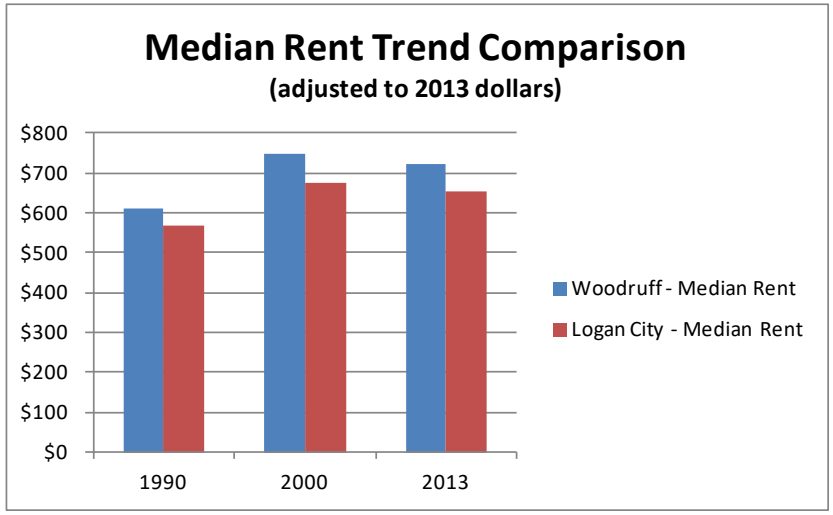
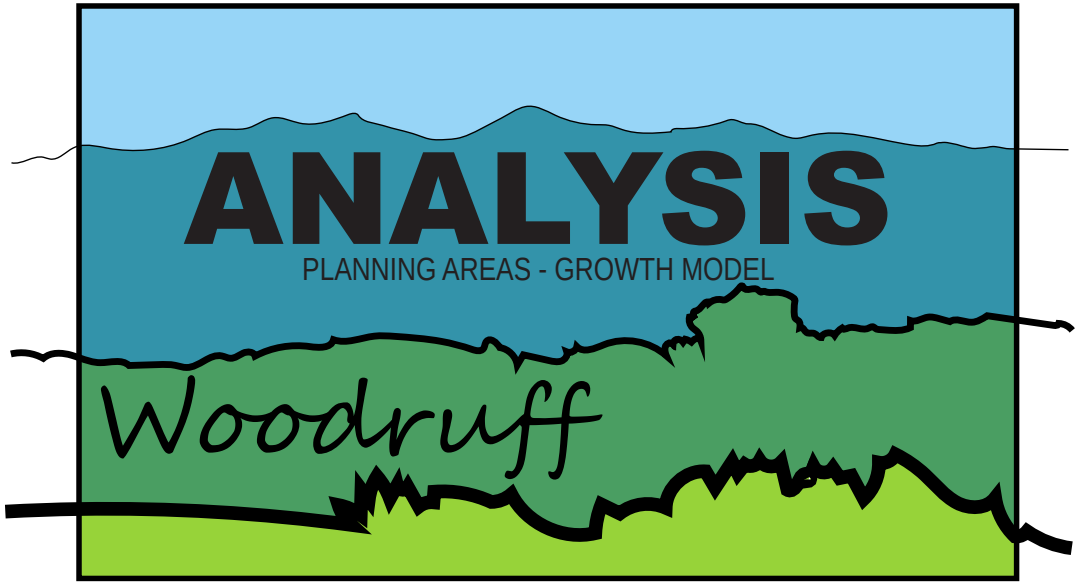


Figure C.14 - Median Rent Trend

SECTION D



PLANNING AREAS

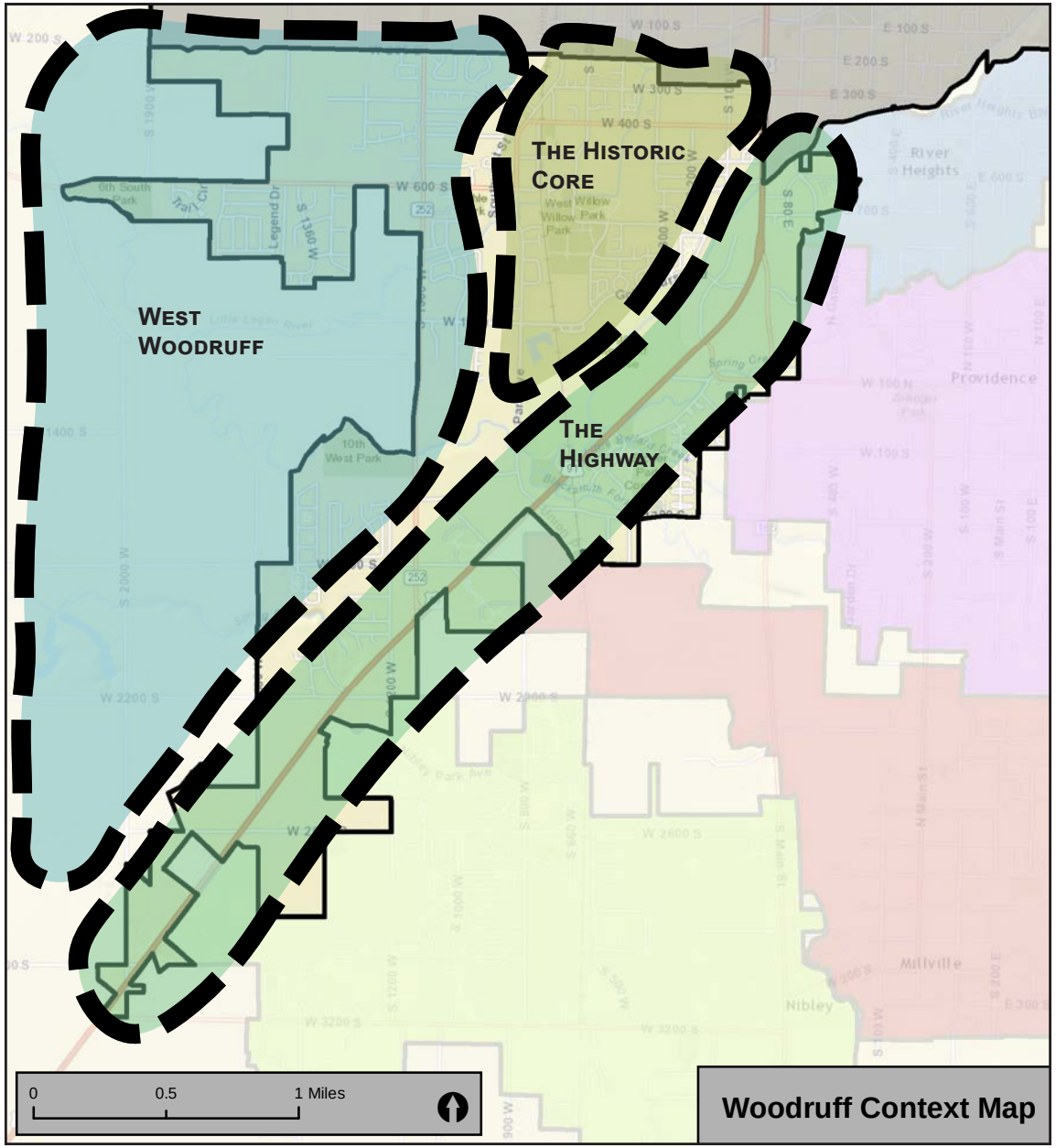
WOODRUFF'S PLANNING AREAS

The inventory of Woodruff reveals a neighborhood that is large and complex, with a variety of land uses, development patterns, and unique issues. In order to better analyze the neighborhood, Woodruff will be broken down into three planning areas. Each planning area consists of parts of the neighborhood with apparent similarities that can be used to explain underlying issues and direct planning recommendations. The three planning areas are The Historic Core, The Highway, and West Woodruff.

The Historic Core is the northeast portion of Woodruff and covers from Main Street to 600 West and 200 South to Golf Course Road. This area encompasses the oldest residential portions of the neighborhood, the recreational core, and a variety of housing types.

The Highway is the US89/91 Corridor from the southwestern tip of Logan at 3200 South to the northern edge of Woodruff at 300 South. This area's planning issues will primarily be related to transportation and land use along the corridor.

West Woodruff is the area west of 600 West extending across 1000 West into the annexation area of Logan City. Its primary planning issues relate to residential expansion and natural resource protection.



Map D.1 - Planning Areas

PLANNING AREAS

THE HISTORIC CORE

Narrative

The historic core of Woodruff is defined by its traditional grid system development along the northern edge and newer residential development around the central open space of the Cache County Fairgrounds and Willow Park. The land use, off of Main Street, is primarily mixed residential that varies from older single family homes to variety of multifamily dwellings. Most of the multifamily developments are duplexes to fourplexes, with a few larger, more recent, developments along Golf Course Road. The area is rich in recreational resources, including the fairgrounds and Willow Park, as well as the Logan Aquatic Center, skate park, fishing pond, and quad ballpark.

In regard to transportation, the primary north/south connections are along Main Street, 100 West, and 600 West. Of particular importance is the potential impact of the 100 West extension from 600 South to US 89/91. This connection is to improve congestion along Main Street by providing an alternative north/south connection. It will draw increased traffic onto a road primarily lined with residential homes. East/west traffic through the area is an issue, as most streets end at the fair grounds and Willow Park. In the Logan TMP, the primary east/west road is 300 South, as this aligns with one of the few south Main Street traffic signals. This street is also primarily lined with residential homes. The area along 300 South is home to one of the few commercial nodes that is not located along Main Street. The area round the intersection of 300 West and 300 South is home to a plant nursery, bakery, professional offices, and agricultural services.

Analysis Map - This map highlights areas of interest in the planning area.

Transportation and Infrastructure

1. 300 South

This corridor is one of the few direct routes from east to west in the neighborhood and is designated to become a minor arterial. This road is primarily residential, with a few commercial and industrial uses.

2. 300 South Main Intersection

This intersection is the only controlled crossing along Main Street from 100 S to the new 100 W US89 traffic signal. This intersection and the 300 South corridor will remain a primary east/west connection for the neighborhood.

3. 100 West Extension

The plan to extend 100 West from 600 South to the existing 100 West on the south side of the Logan River represents an enormous change for traffic through the core of Woodruff. The likely impacts are increase traffic and potential development opportunities.

4. Recreational Core

The recreational core of woodruff is both a great asset and a barrier for the neighborhood. It is an asset as it is home to many of the communities recreational facilities. It is also a barrier to east/west connection, causing traffic to route around the area.

Land Use

5. Infill

The historic core has several areas for potential infill within the interior of block. Two are noted on the analysis map (D.2). These areas present opportunities for new investment in the historic core of Woodruff.

6. Development

As noted, the area around the 100 West extension will allow for redevelopment of a

PLANNING AREAS

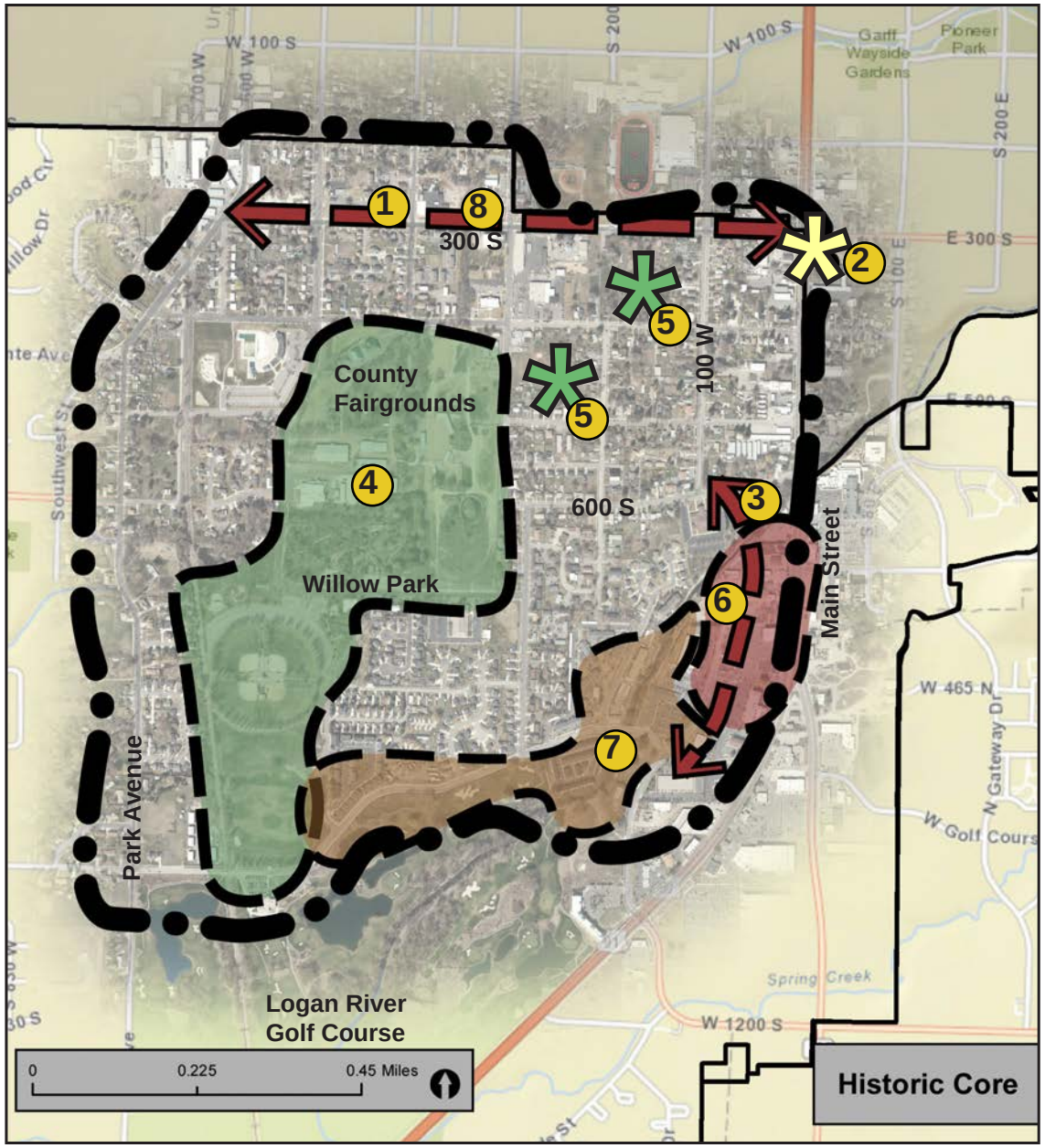
portion of the southern area of the historic core. This will impact both Main Street and the 100 West corridor. Potential development should emphasize both residential and commercial uses. Varying development intensities should be explored, as this area has the potential to define the south Logan corridor.

7. Existing Multi-family

The southern edge of the historic core has developed with a higher residential density than much of the surrounding neighborhood. This use is congruent with potential development along 100 West. Redevelopment opportunities exist along the periphery of this area where antiquated mobile homes and older mixed residential housing units exist.

8. 300 South Mixed Use

This portion of 300 South is a unique mixed use area that is off of Main Street. Several of the establishments are prototypical of potential additional neighborhood scale commercial in Woodruff.



Map D.2 - Historic Core Analysis Map

PLANNING AREAS

THE HIGHWAY

Narrative

The Highway area is dominated by the US89/91 Corridor. This is a corridor that has been extensively studied in the South Corridor Plan (SCP) that has been adopted by Logan City. The SCP outlines several proposed land use and design changes for the corridor as well as describes the potential transportation changes. The goal of the SCP is to direct commercial development around major intersections that act as nodes along the corridor, and preserving the character of the area by implementing enhanced setbacks and landscaping standards for development. In consideration of the neighborhood, the plan for the corridor, especially the development of improved access to the highway and commercial services at nodes, may direct increased traffic and development pressure around 1000 West and further westward. The plan will also increase pedestrian and recreational connections across the highway through a proposed trail crossing at 600 West.

The corridor serves as a major barrier in the neighborhood, separating homes and services on the south and north sides of the roads. Until recently, few opportunities existed for bicycle or pedestrian crossings. With the addition of traffic signals at 100 West and 600 West, as well as a new pedestrian light near the Y intersection on South Main and a trail connection at 600 West, the two sides of the highway have become more interconnected. This trend of connection should continue with the new traffic signal at 1000 W and the planned signals at 2200 South, and 3200 South.

Land use transitions along the corridor, from commercial at the northern end leading into downtown, through residential and recreational from 100 West to 600 West, industrial/ commercial uses from 600 West to 1000 West, and finally an amalgam of industrial, agricultural, commercial, and residential leading out of town to the southwest. The varying land uses and the abutting of Logan City's boundary to adjacent towns lends the southern portion of the corridor a disjointed character.

Analysis Map

Transportation and Infrastructure

1. Commercial Nodes

The construction of traffic signals along the highway will allow for the development of commercial nodes. These nodes will help to extend services to the western reaches of Woodruff and spur development opportunities.

2. Western Bypasses

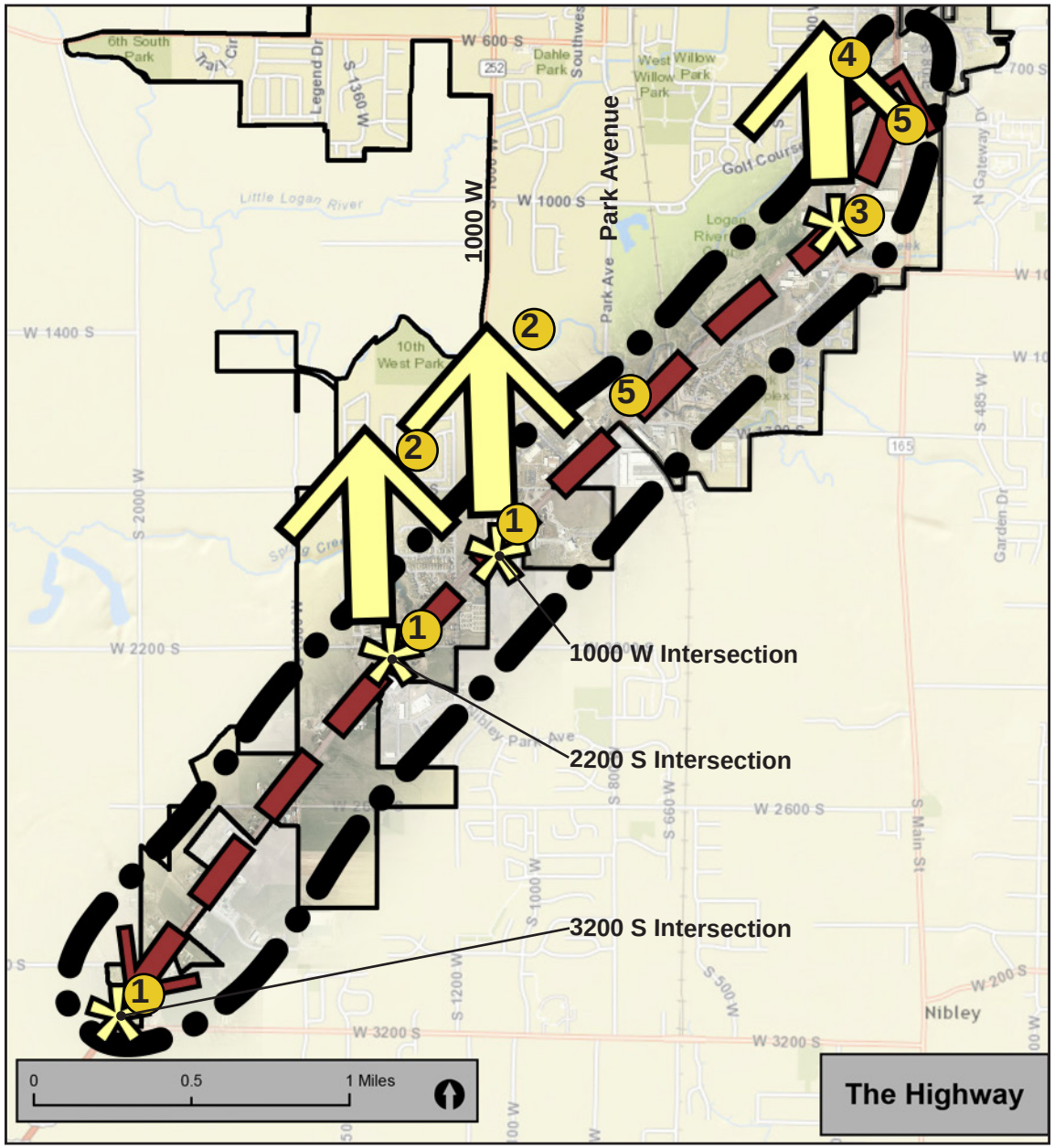
The improvement of the 1000 West corridor and the plans for a new bypass located somewhere west of 1400 West provides infrastructure for further development along the western portion of Woodruff.

3, 4. 100 West Node and 100 West Extension

The 100 West node serves as a commercial center for south Main Street and much of Woodruff. The node is likely to increasing in importance for the corridor following the extension of 100 West. For the highway area, this connection will place pressure on the 100 West node, as connectivity into town will be improved.

5. Pedestrian Crossings

Installed Y intersection crossing on South Main, and a trail crossing at 600 West will improve pedestrian access across the highway.



Map D.3 - The Highway

PLANNING AREAS

WEST WOODRUFF

Narrative

The area of Woodruff west of 600 West that has developed along the 1000 West corridor is defined by suburban housing development. Starting in the 1970s, Woodruff expanded rapidly to the west. 400 homes were added to the neighborhood during the 1970s, which was as much as had been built in the neighborhood in all previous decades. The largest growth period for the neighborhood occurred in the 1990s, when over 1,000 homes were added. This expansion placed pressure on roads, open space, and environmentally sensitive lands. The form of much of this development abandoned the traditional grid pattern of Logan's core and was generally more homogeneous in its housing type, with large tracts of single family homes.

The rapid growth of the area is somewhat due to the build-out of other portions of Logan. With the core of Logan and the area east of Main Street mostly developed, new construction moved to open farmland on the west. As Logan City continues to grow, it is likely that most of that development will take place in the open areas on the western edge of Logan, primarily in Woodruff and Bridger neighborhoods, further impacting infrastructure, culturally significant

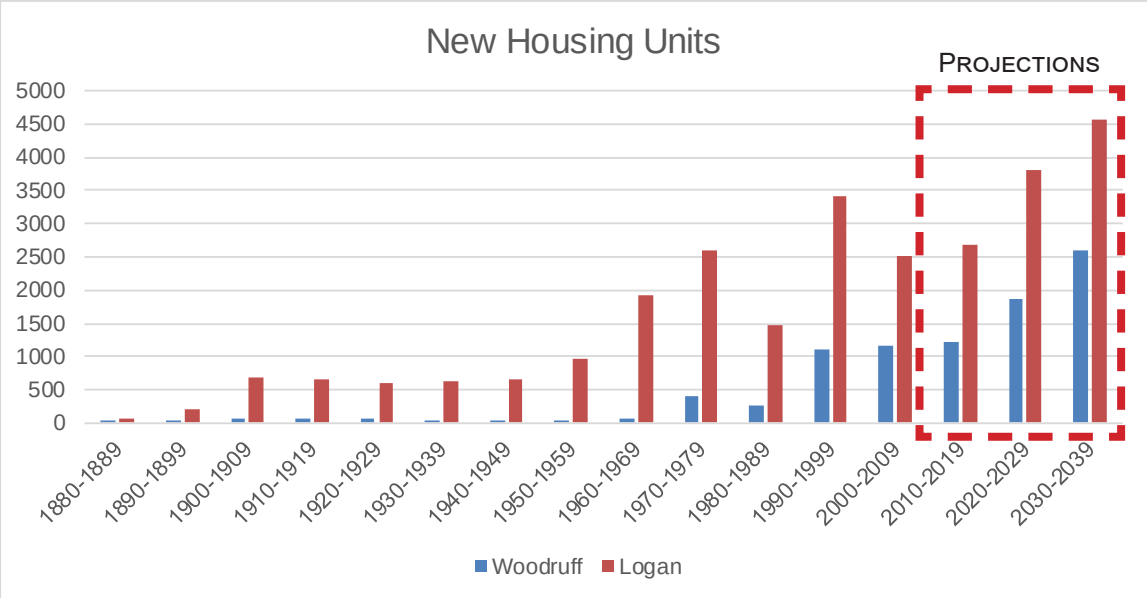


Figure D.1 - Housing Project

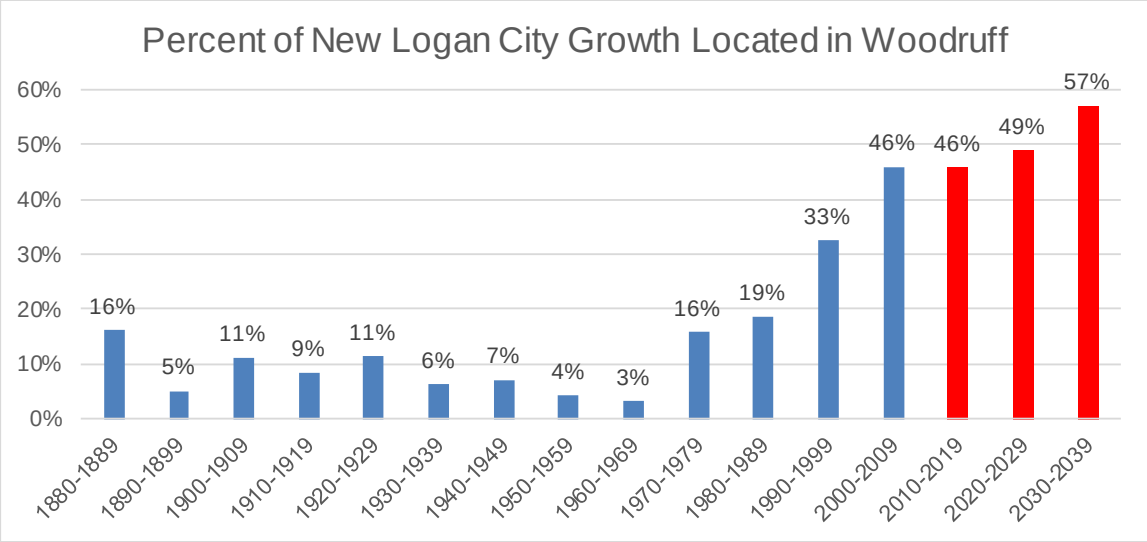
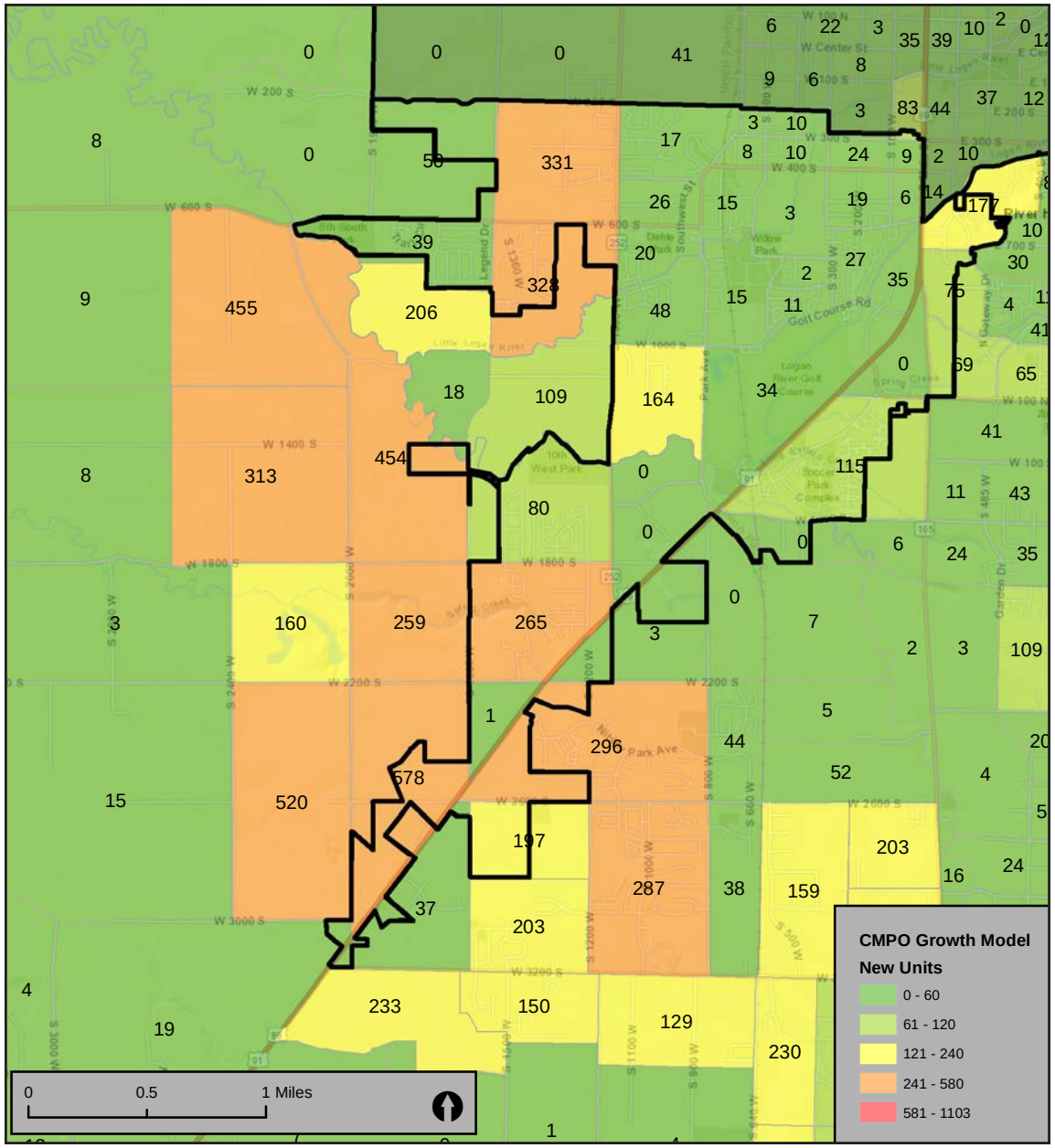


Figure D.1 - New Growth in Woodruff

PLANNING AREAS

agricultural lands, and environmentally sensitive areas. From 1970 to 2013, Logan's housing units grew from 8,971 to 16,935, or at a rate of 2.3% annually. Of that growth, 31% was located in Woodruff. While the growth rate for Logan has declined since 2000, the percent of that growth occurring in Woodruff has increased to 48%. Based on a growth rate of 2% for Logan between 2014 and 2040, Logan City will add over 10,000 new housing units. If current trends continue, between 3,800 to 5,300 of those new units may be placed in Woodruff and the adjacent area. This will more than double the amount of housing in Woodruff to over 9,000 units. Based on a unit density of 6.1 units per acre (estimated density of development since 1970), if this growth were to take place on only infill land and right of way was assumed at an additional 17% (same as existing Woodruff), it will consume an estimated 864 acres. All residential development currently built west of 600 West in Woodruff covers roughly 600 acres.



Map D.4 - CMPO Growth Model

PLANNING AREAS

CMPO Model

The Cache Metropolitan Planning Organization (CMPO) has produced a growth model for all of Cache Valley. The findings of their study corroborate the growth projection produced in this study for Woodruff. The CMPO study shows that the total units located in the Woodruff area will be over 8,000 by 2040, with 4,700 of those being new units primarily located in the West Woodruff area.

The growth projection for Woodruff and the initial findings of this plan and the CMPO study present several questions to be explored further:

- Will the FLUP accommodate that amount of growth?
- What alternative scenarios can be developed to accommodate growth while protecting the character of the neighborhood?

Analysis Map

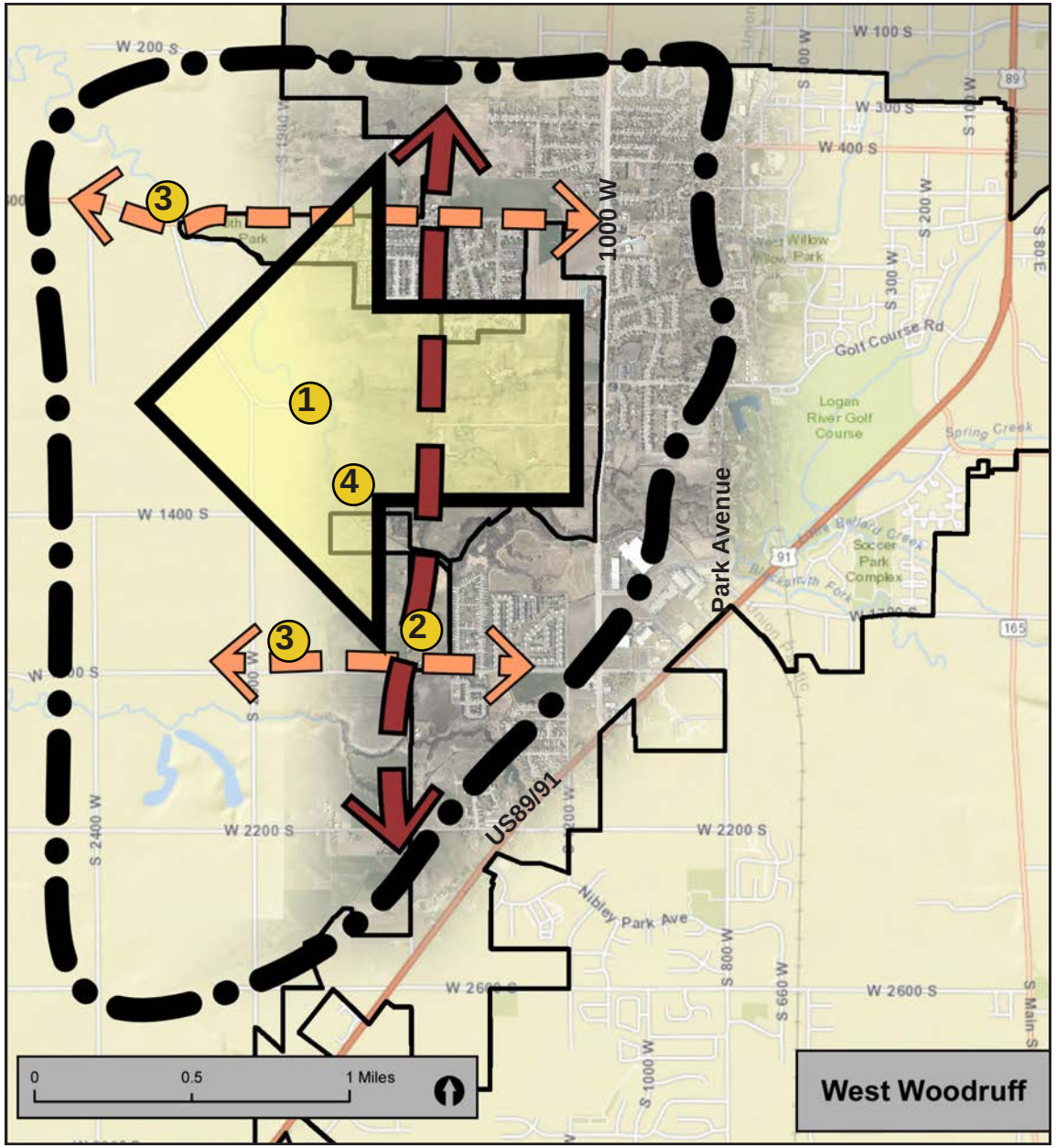
1. Westward Expansion
Residential development in Woodruff will continue to push out to the west. This expansion will place pressure on the rural character and natural resources of the area. Of primary concern are the historic agricultural land use, Logan River, and expansive wetlands. Development strategies will be explored further in this plan.

2. Western Bypasses
As mentioned with the highway, the planned development of a highway west of 1000 West will create opportunity for development along the corridor. The alignment and land use associated with this corridor will help to define the character of westward expansion of Woodruff.

3. East/West Connections
With development pressure to the west comes the need to make improved east/west connections into town. 2000 South and 600 South are roads that connect westward that may serve part of this purpose, but other options should be explored.

PLANNING AREAS

4. Logan River Corridor
The Logan River corridor is one of the great assets of the West Woodruff area and is likely to be severely impacted by developmental pressure. Efforts should be made to preserve the corridor from these pressures.



Map D.5 - West Woodruff

GROWTH MODEL

STUDY DESCRIPTION

The nexus of many of the planning questions for Woodruff is growth. With the potential development pressure outlined in West Woodruff, the built-out nature of the Historic Core, and the development of new nodes and services along the Highway, it is important to understand how underlying land use will influence the amount and character of residential development in the neighborhood. To do this, several growth scenarios based on various land use options were developed to visualize potential growth in the Woodruff area. Scenario 1 uses the current FLUP to develop a baseline growth model. Scenario 2 focuses on a redevelopment option within the core of Woodruff, while limiting Greenfield development to the west. Scenario 3 focuses on the influence of new transportation corridors to the west and the potential for higher density and cluster development. Scenario 4 shows growth based on a suburban single family home model that accommodates the total growth projection for the area.

Environmental constraints will be used for all development scenarios to limit the potential land use where appropriate. The main factors for constraint will be wetlands and floodplains.

Scenarios will be developed by manipulating the underlying land use description which has a potential residential density associated with it. Each cell that develops in a scenario will be assigned a residential unit amount based on existing unit densities in Woodruff for the land use, e.g. Detached Residential land use areas in Woodruff that have developed since 1970 have a unit density between 1.5 and 4.8 units per acre.

GROWTH MODEL

EXISTING CONDITIONS

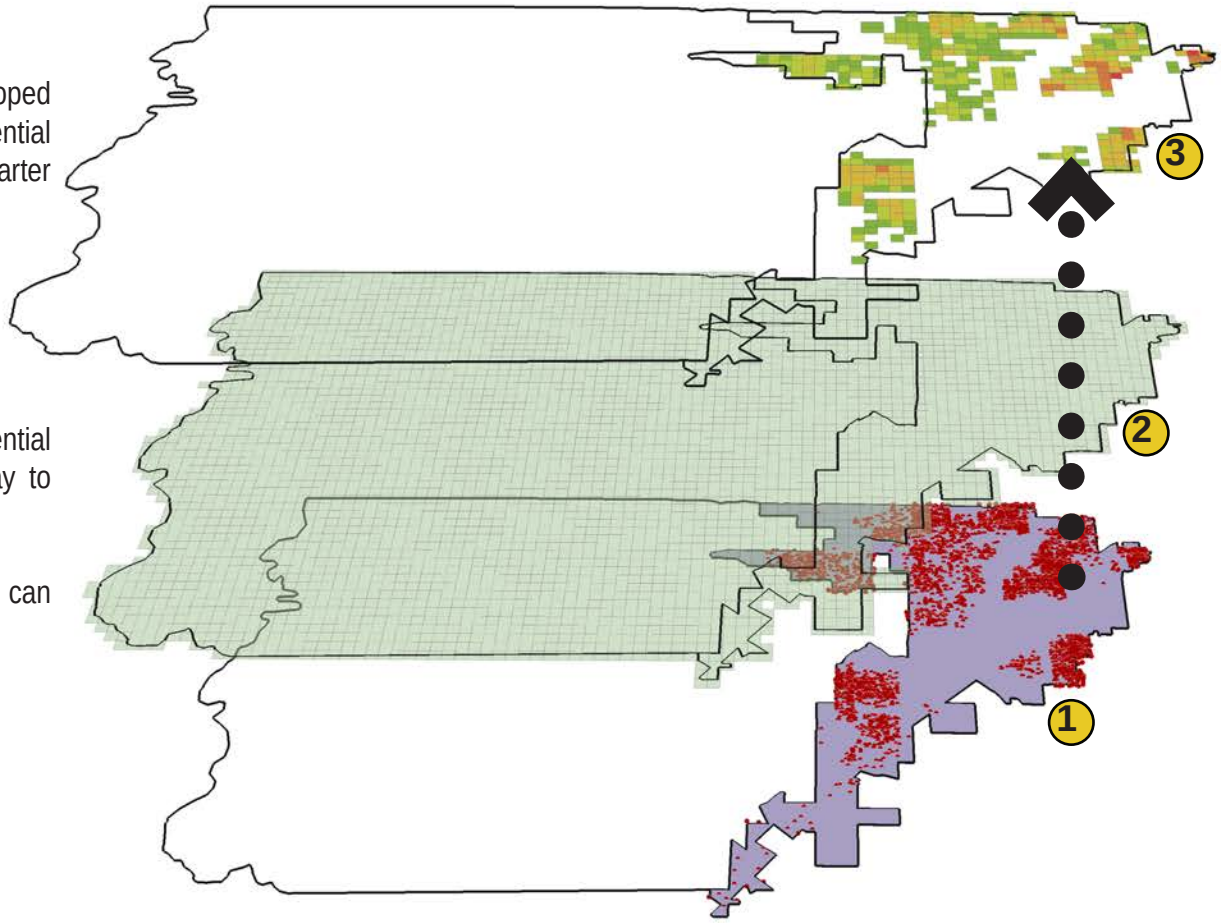
Model Development

The existing conditions model was developed by counting the number of existing residential units in each cell. Each cell is roughly a quarter of a city block (330' x 330')

1 **Residential Units** - Existing residential units were used to calculate the current unit density for the growth model.

2 **Grid Overlay** - Existing residential units were passed through a grid overlay to produce a unit count for each cell.

3 **Existing Density** - Final output can be used to display unit density per cell.



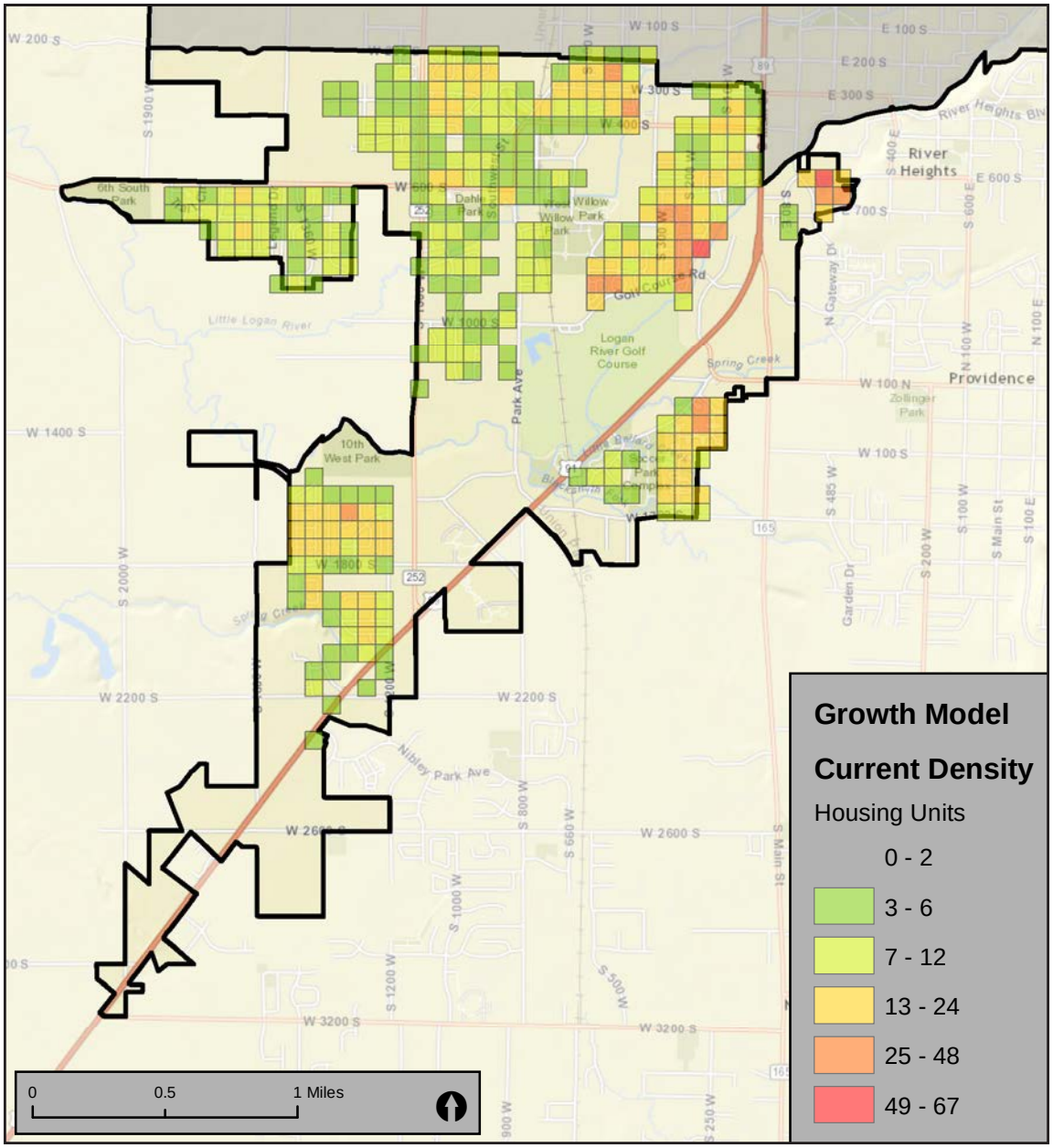
Map D.6 - Existing Conditions Model

GROWTH MODEL

EXISTING CONDITIONS

Existing Density

The existing density map (D.7) shows the unit density count per cell. Each cell is roughly a quarter of a city block (330' x 330'). Areas with less than three housing units per cell are not shown. Densities shown on the map from green to red range from 3 units per cell to 67 units per cell. The highest density areas are around the mixed use development east of Main Street, and in the area along Golf Course Road.



Map D.7 - Existing Density

GROWTH MODEL

EXISTING CONDITIONS

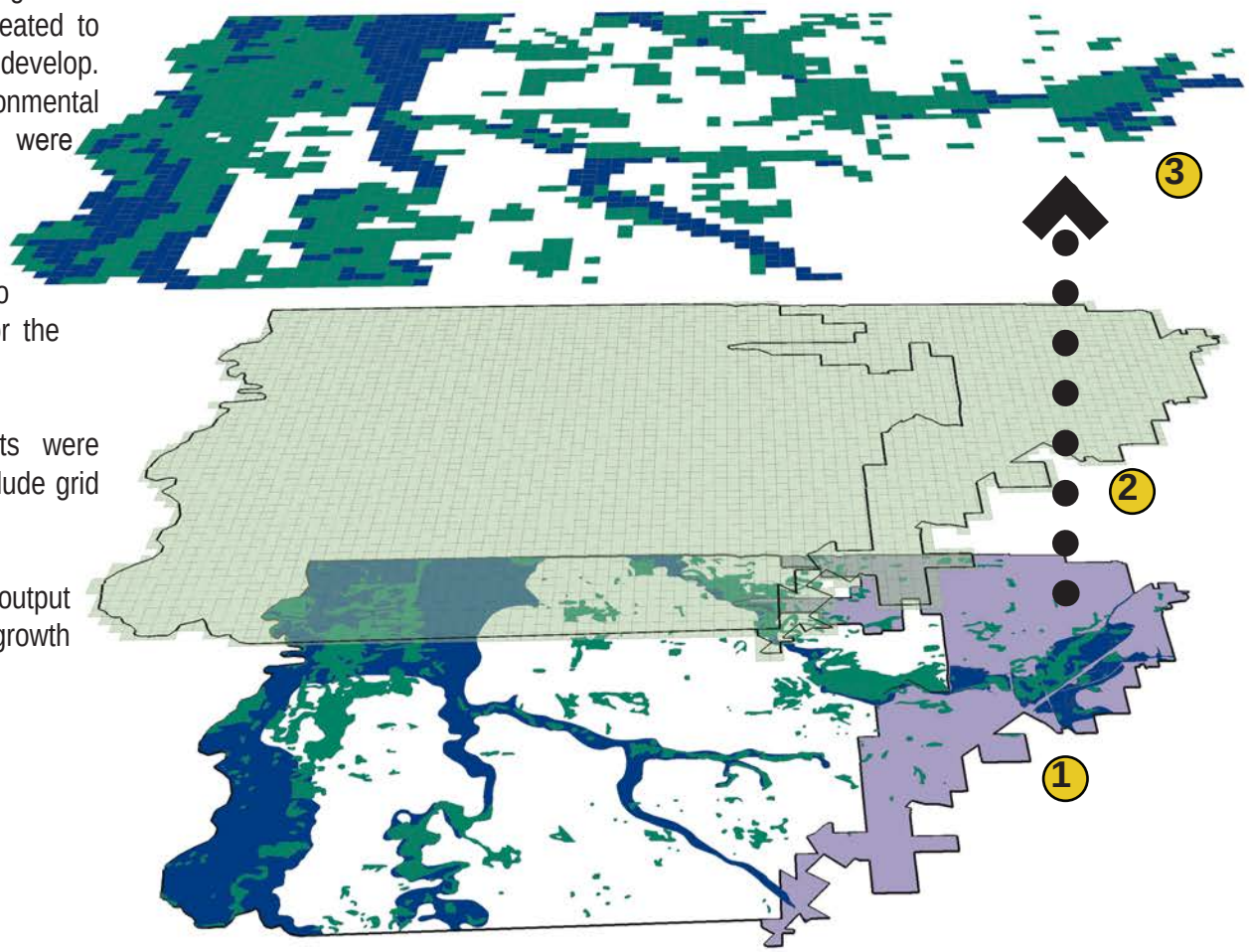
Environmental Constraints

In order to make assumptions regarding future development, a model had to be created to exclude areas that can not or should not develop. For the scenarios presented, environmental factors of floodplains and wetlands were used to constrain development.

1 **Constraints** - Floodplain and wetland maps were used to develop environmental constraints for the growth model.

2 **Grid Overlay** - Constraints were passed through a grid overlay to exclude grid cells from the growth model.

3 **Constraints Model** - Final output of cells that were excluded from the growth model.



Map D.8 - Environmental Constraints Model

GROWTH MODEL

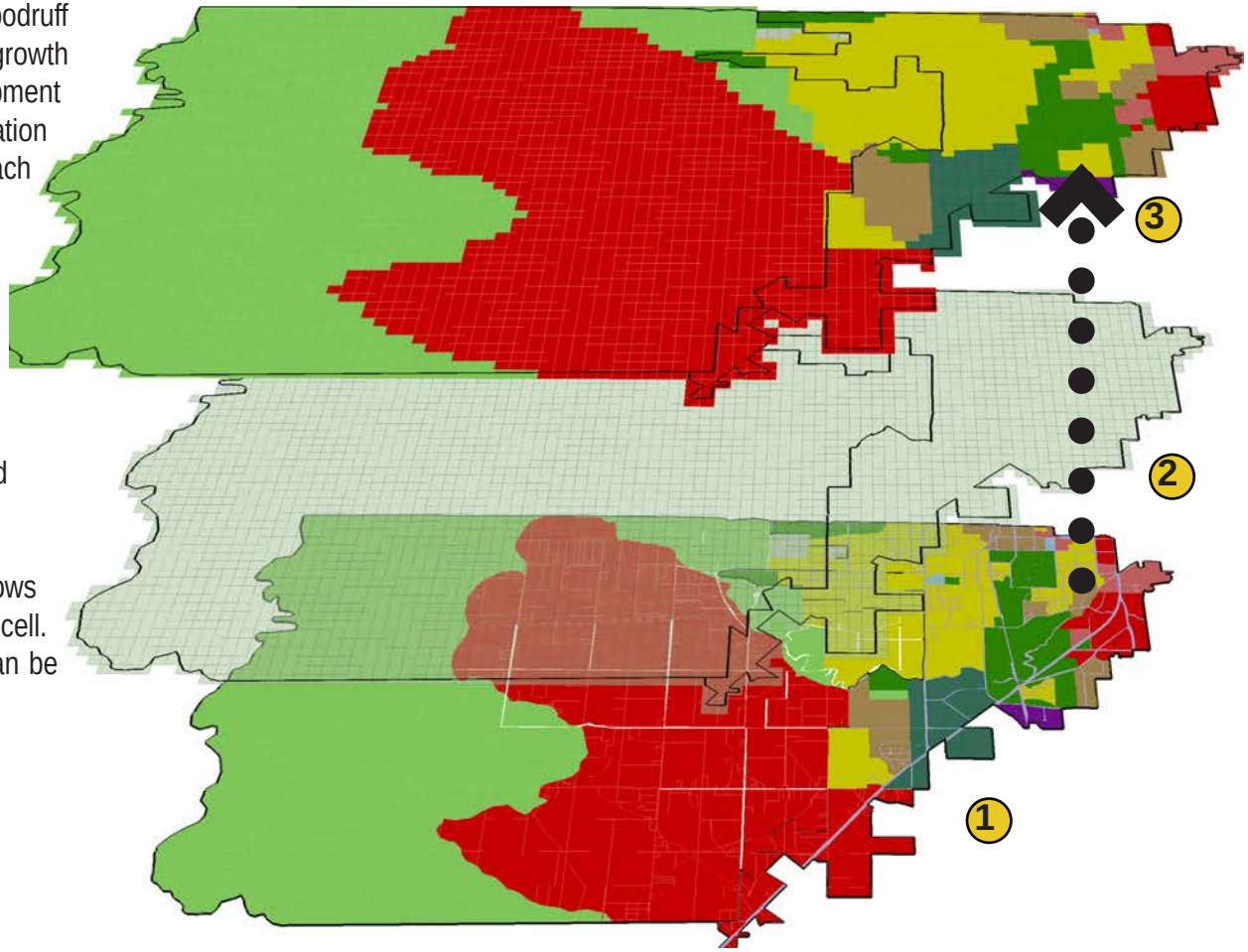
SCENARIO 1 - EXISTING FLUP

For Scenario 1, the existing FLUP for Woodruff was modeled to determine the potential growth if no changes were made to the development plan. The existing FLUP land use designation was applied to the grid overlay so that each cell had a single land use description.

1 FLUP - The current FLUP was used to determine potential development in Woodruff.

2 **Grid Overlay** - A land use designation from the FLUP was assigned to each cell.

3 **FLUP Grid** - Final output shows a potential future land use for each cell. Underlying development assumptions can be applied to each land use.



Map D.9 - FLUP Model

GROWTH MODEL

SCENARIO 1 - EXISTING FLUP

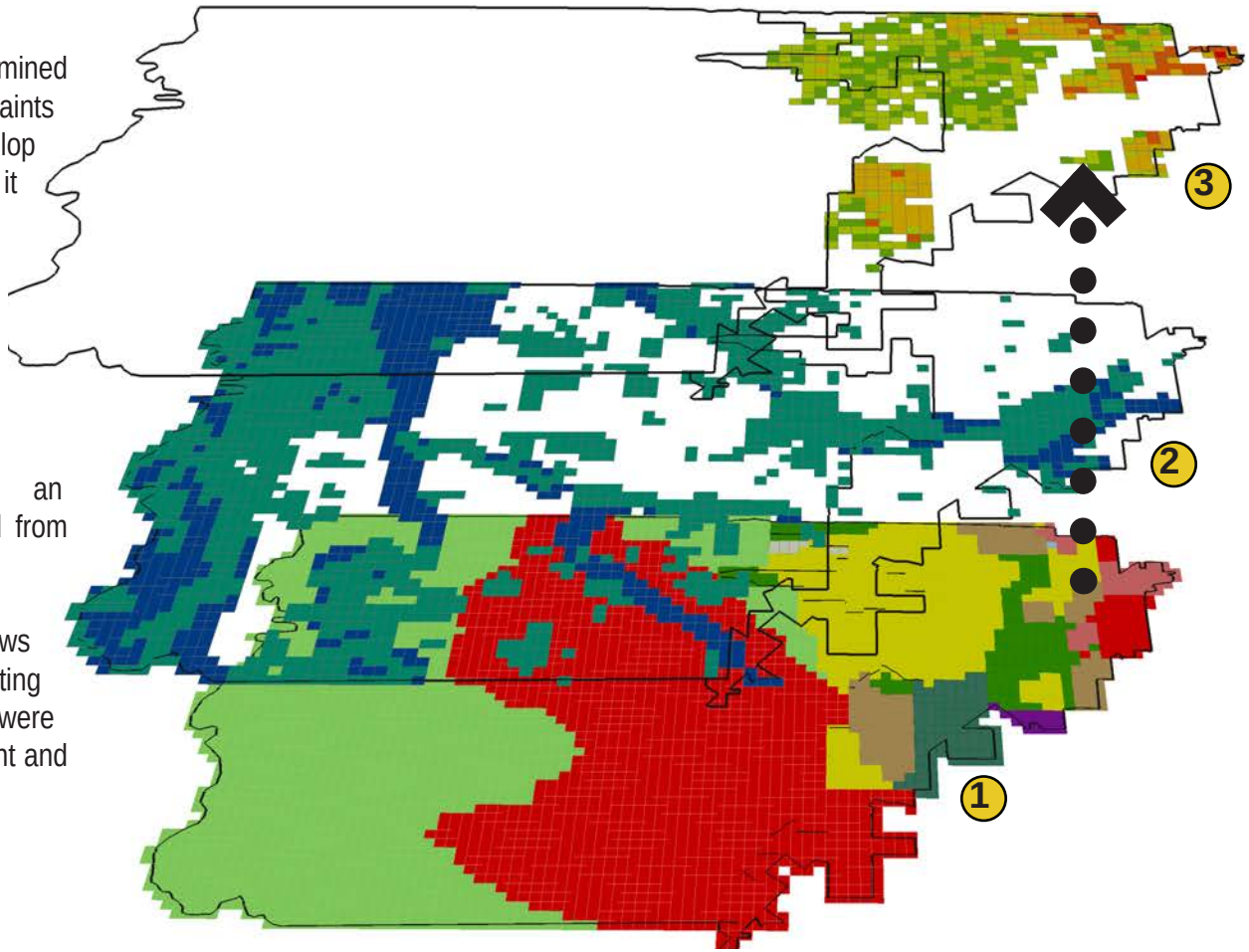
Development Density

Potential for development was determined using the FLUP Grid and the Constraints Model to determine if a cell could develop (constraints model), and what density it would develop at (FLUP Grid).

1 **FLUP Grid** - Random numbers based on expected unit density were applied to each cell with a residential land use.

2 **Constraints** - Cells with an environmental constraint were removed from the model.

3 **Scenario 1** - Final output shows potential development based on the existing Future Land Use Plan. Corrections were made to account for existing development and redevelopment.



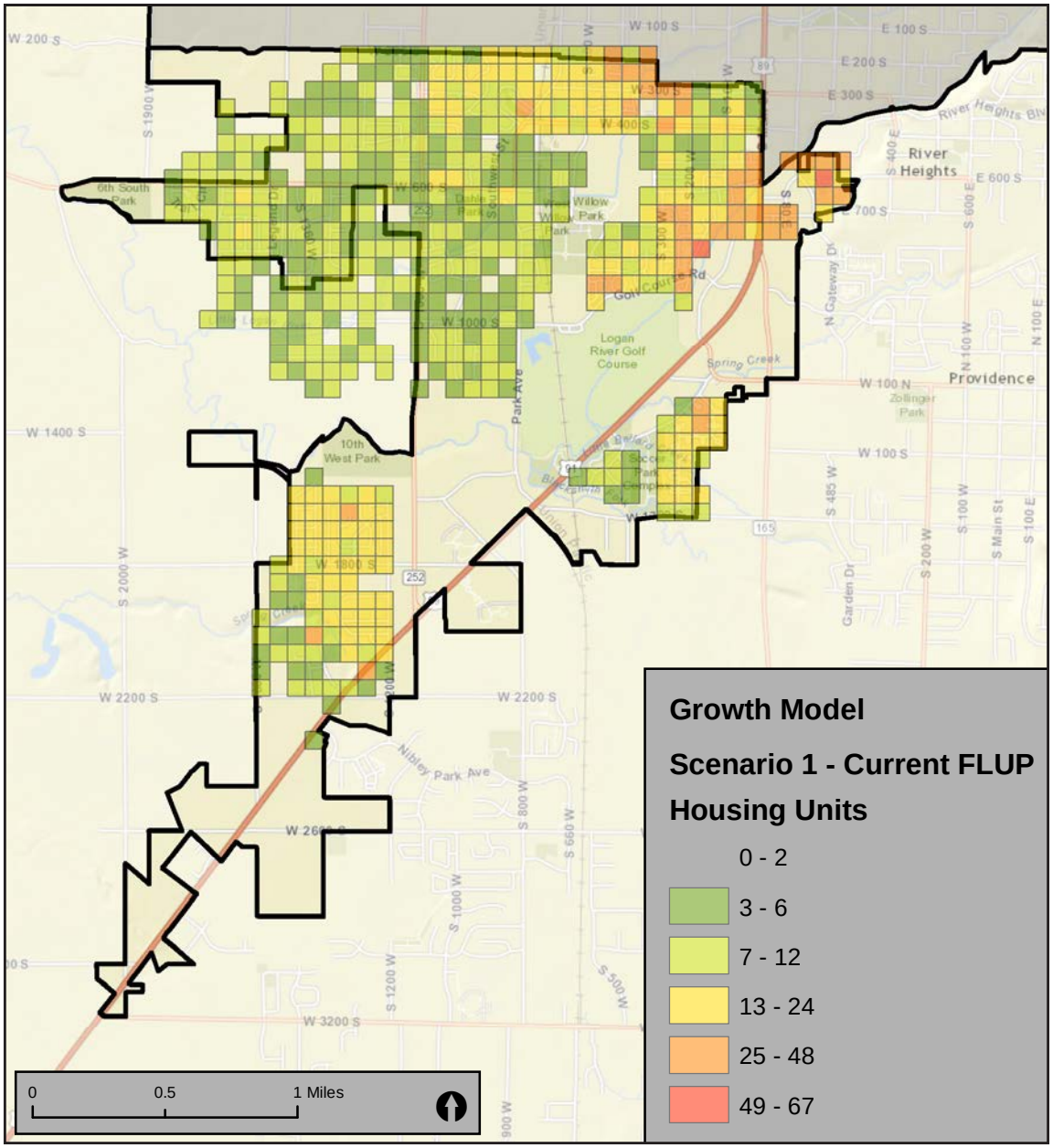
Map D.10 - Scenario 1 Model

GROWTH MODEL

SCENARIO 1 - CURRENT FLUP

This scenario represents a land use status quo, as it is based on the land use assumptions of the current FLUP.

Total Units: 6,565
Land Consumption: 1,470
Density: 4.9 units/acre



Map D.11 - Scenario 1

GROWTH MODEL

SCENARIO 1

New Units

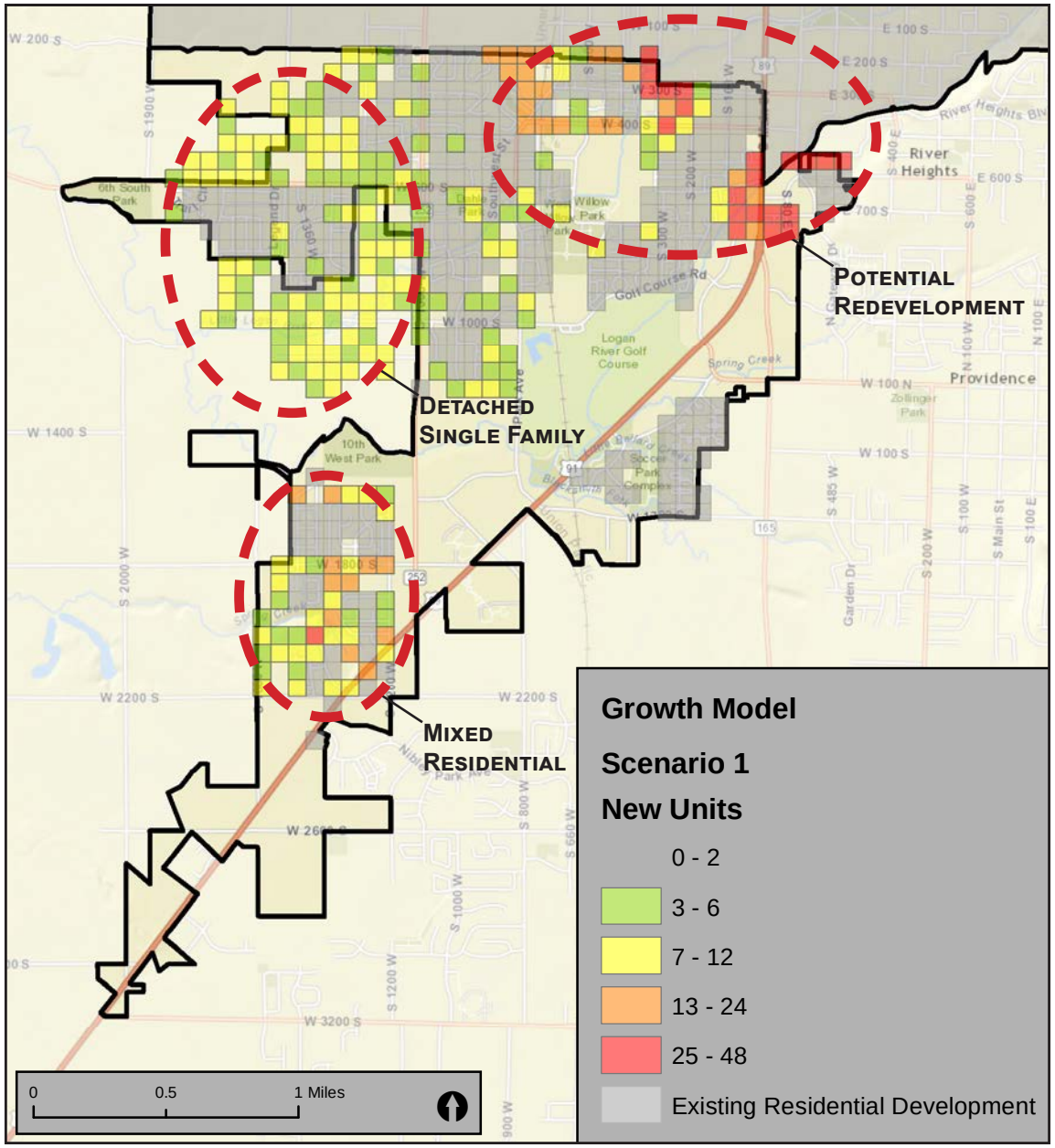
Total new units: 2,810
Percent of New Growth Projection: 54%
Land Consumption: 712 acres
New Unit Density: 4 units/acre

Detached Residential Units: 1,303
% of New Units: 46%
Land Consumption: 515 acres
New Unit Density: 2.5 units/acre

Mixed Residential Units: 1,507
% of New Units: 54%
Land Consumption: 197 acres
New Unit Density: 7.6 units/acre

New units from this growth scenario are primarily located along the western interface in mixed residential MR and MUC land uses in the core. Much of the new growth in the core would occur as redevelopment. The southwest area also receives a significant amount of new housing, as much of it is a higher density land use, along with more mixed residential.

This scenario fails to meet the 2040 projection. New growth would have to be accommodated elsewhere.



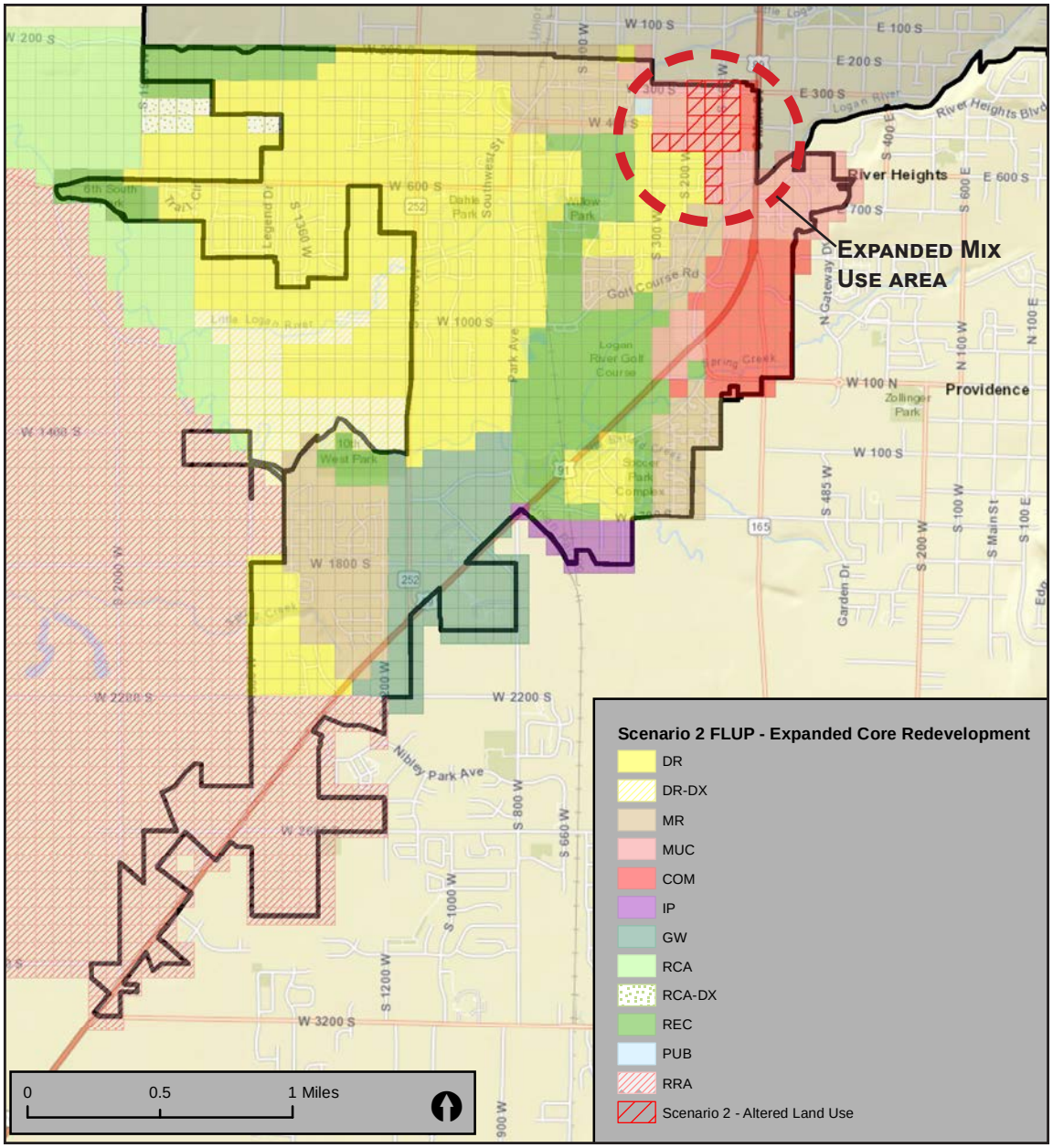
Map D.12 - Scenario 1 New Units

GROWTH MODEL

SCENARIO 2 EXPANDED CORE REDEVELOPMENT

Scenario 2 - Redevelopment FLUP

For Scenario 2, the existing FLUP was modified to reflect more intense redevelopment efforts along Main Street and 100 West. The land use selected for this area was Mixed Use.



Map D.13 - Scenario 2

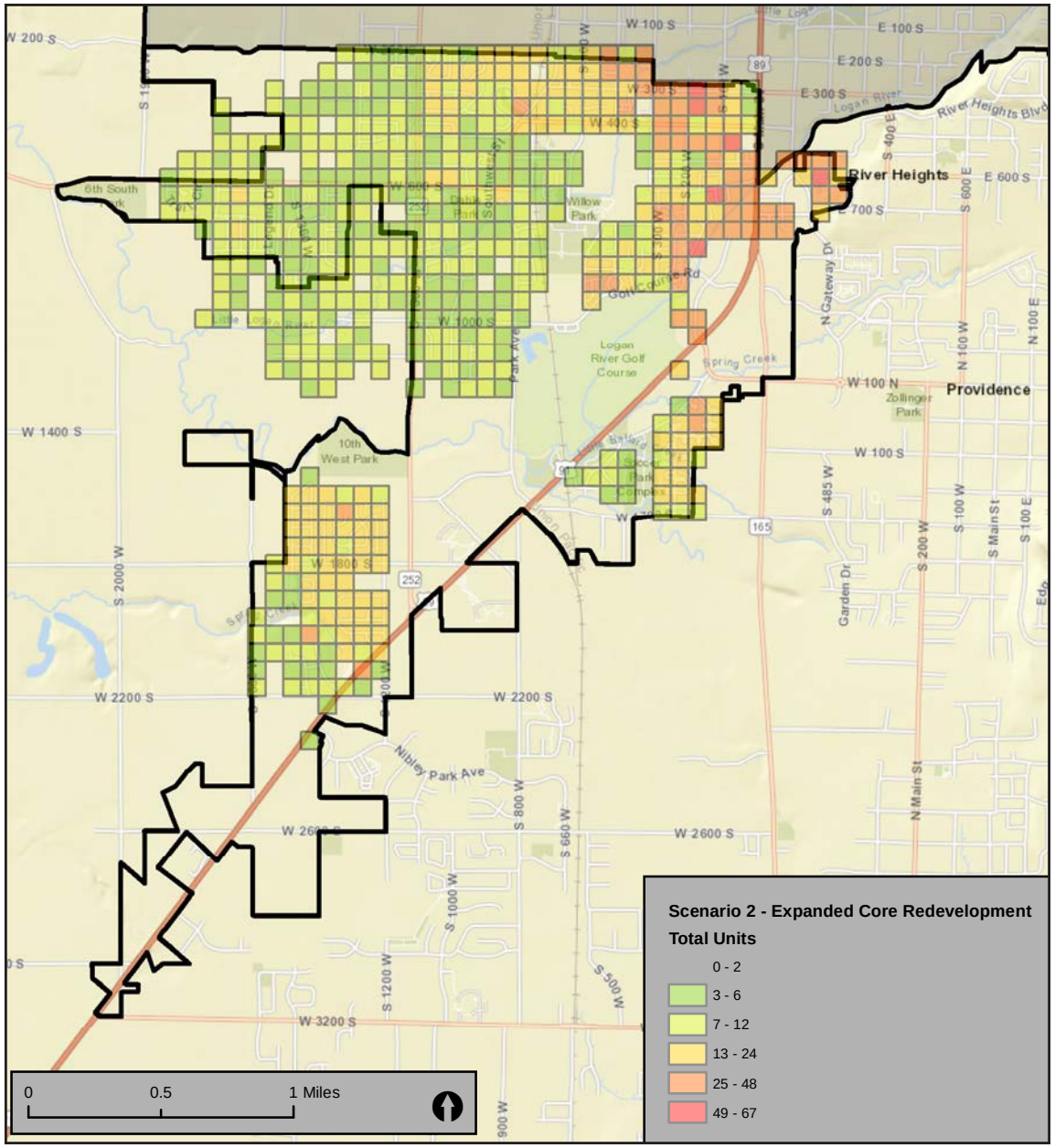
GROWTH MODEL

SCENARIO 2
EXPANDED CORE REDEVELOPMENT

Scenario 2

Total Units: 7,266
Land Consumption: 1,470 acres
Density: 4.9 units/acre

This scenario represents the most intense redevelopment scenario, focusing on the older core of Woodruff that would be the most severely impacted by the 100 West expansion. The areas of expanded mix use impacts areas that are primarily single family homes, many of which are historic in nature.



Map D.14 - Scenario 2

GROWTH MODEL

SCENARIO 2
EXPANDED CORE REDEVELOPMENT

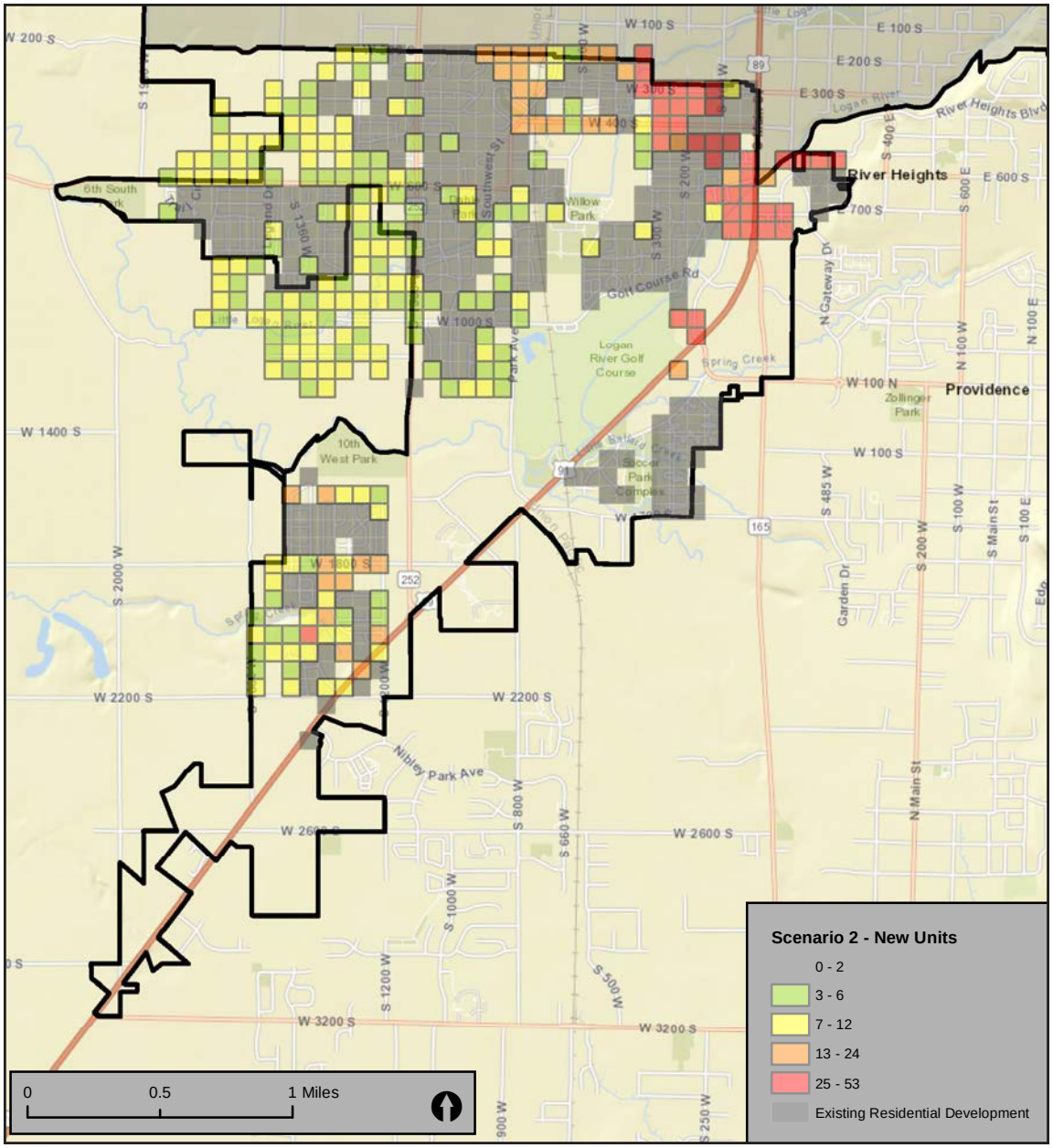
New Units

Total New Units: 3,471
Percent of New Growth Projection: 67%
New Unit Land Consumption: 745 acres
Density: 4.7 units/acre

New Detached Residential
Units: 1,303
% of New Units: 38%
Land Consumption: 515 acres
Density: 2.5 units/acre

New Mixed Residential
Units: 2,168
% of New Units: 62%
Land Consumption: 240 acres
Density: 9 units/acre

The percentage of DR (38%) and MR (62%) in this scenario more closely aligns with the percent of housing types built in the neighborhood since 1970. However, this scenario does not meet the projected growth rate. The result is that additional housing units would likely develop elsewhere in Logan or adjacent cities.



Map D.15 - Scenario 2

GROWTH MODEL

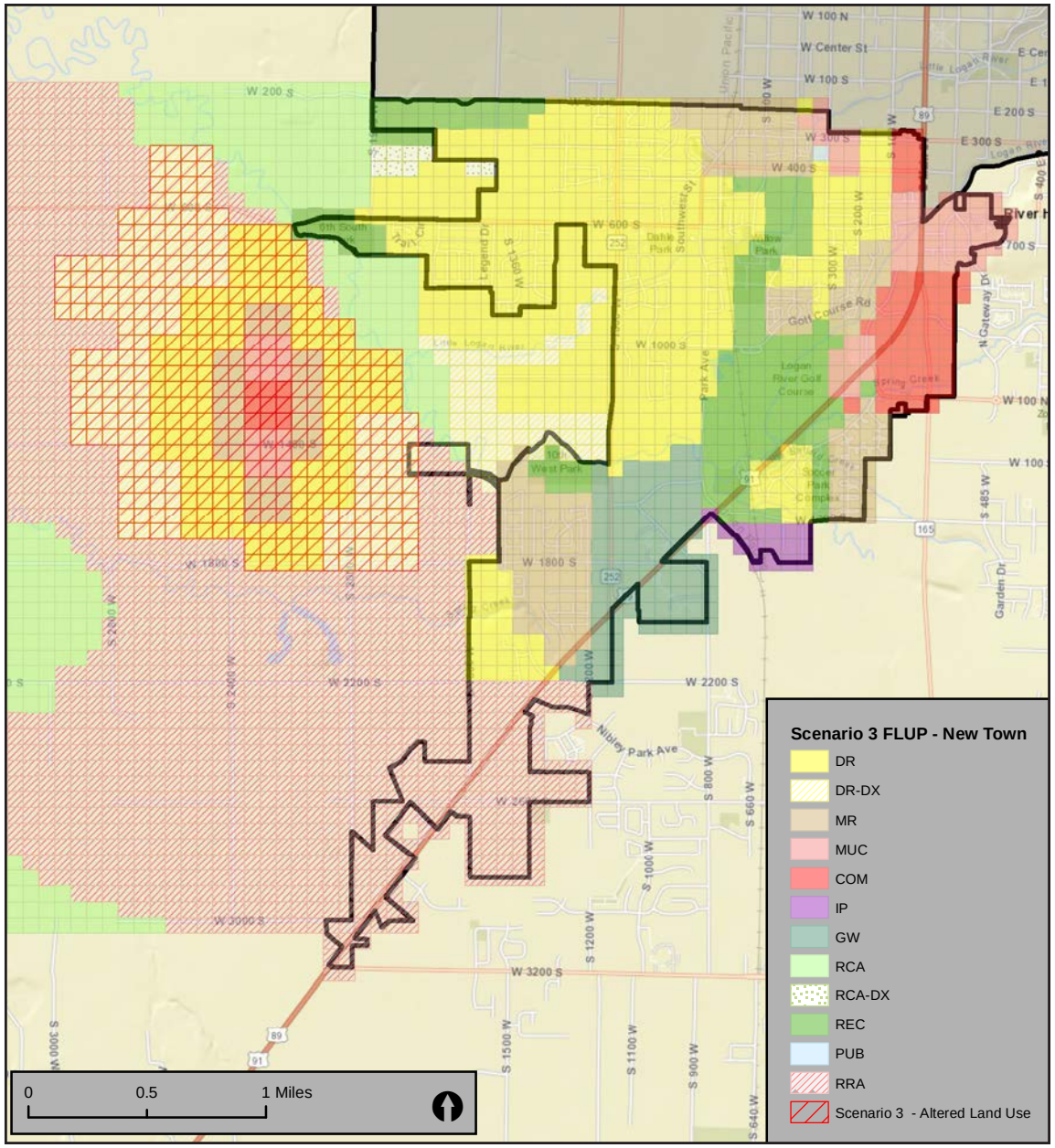
SCENARIO 3
NEW TOWN

Scenario 3 FLUP

The new town scenario is based on the development of a new town center west of the Logan River. This scenario is built upon the assumption that a new arterial road could be located in the area and provide improved access north/south through the area and connect the new town area to town and other major roads.

This site was selected due to the relative absence of flood zones and wetlands. While this scenario would impact farmlands, is visually buffered from existing development and the highway by riparian corridors. The land use for this scenario is a new commercial core in the center surrounded by mix-use and mixed residential, followed outward by detached residential.

Resource conservation zoning was left intact along the Logan River to enhance the preservation of the corridor.



Map D.16 - Scenario 3

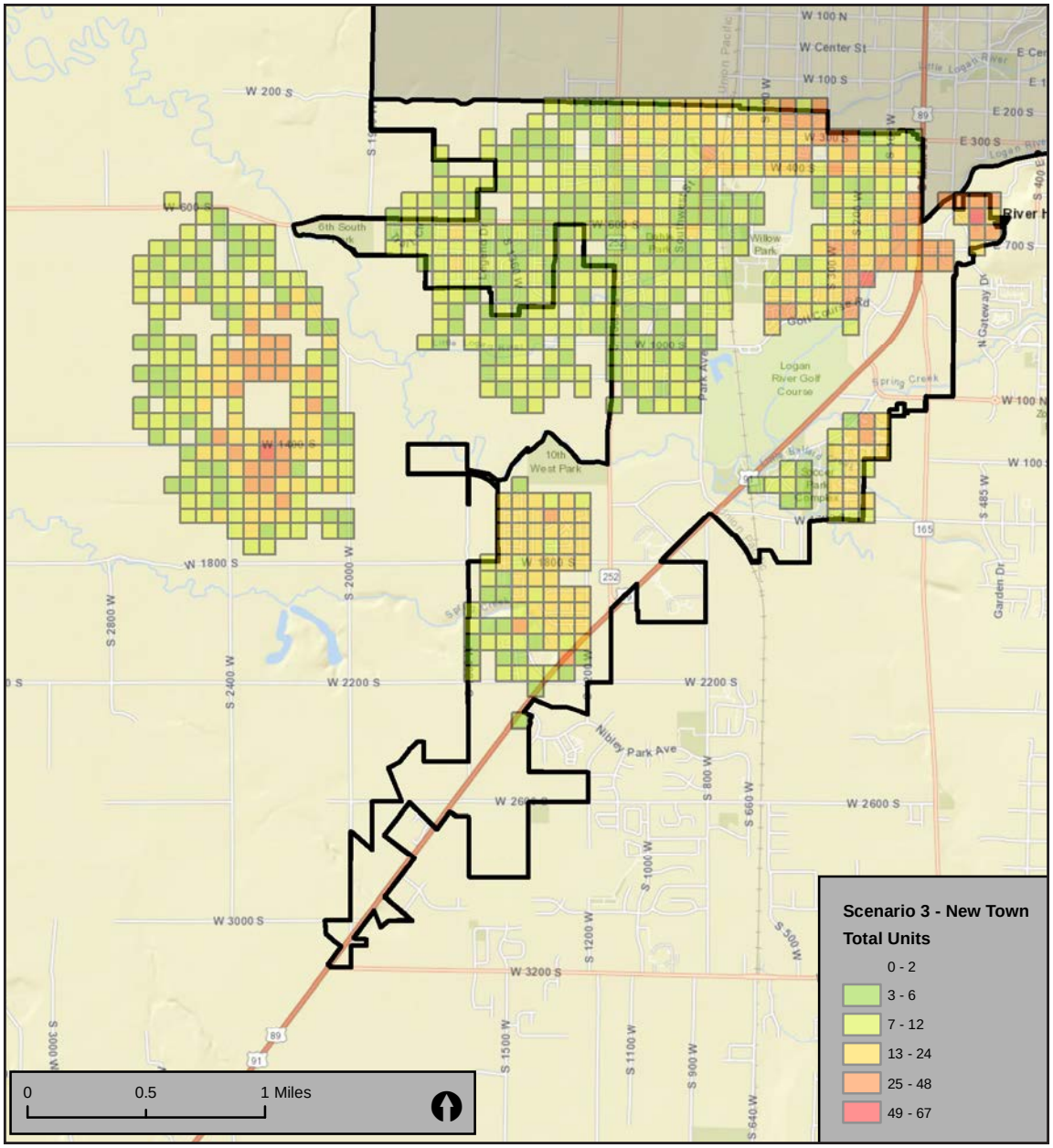
GROWTH MODEL

SCENARIO 3
NEW TOWN

Scenario 3

Total Units: 9,024
Land Consumption: 1,985 acres
Density: 4.5 units/acre

This scenario meets 100% of the most intense growth projection for Woodruff. The most intense concentrations occur around the new town center and the and the 100 West and Main mixed-use area in the historic core.



Map D.17 - Scenario 3

GROWTH MODEL

SCENARIO 3
NEW TOWN

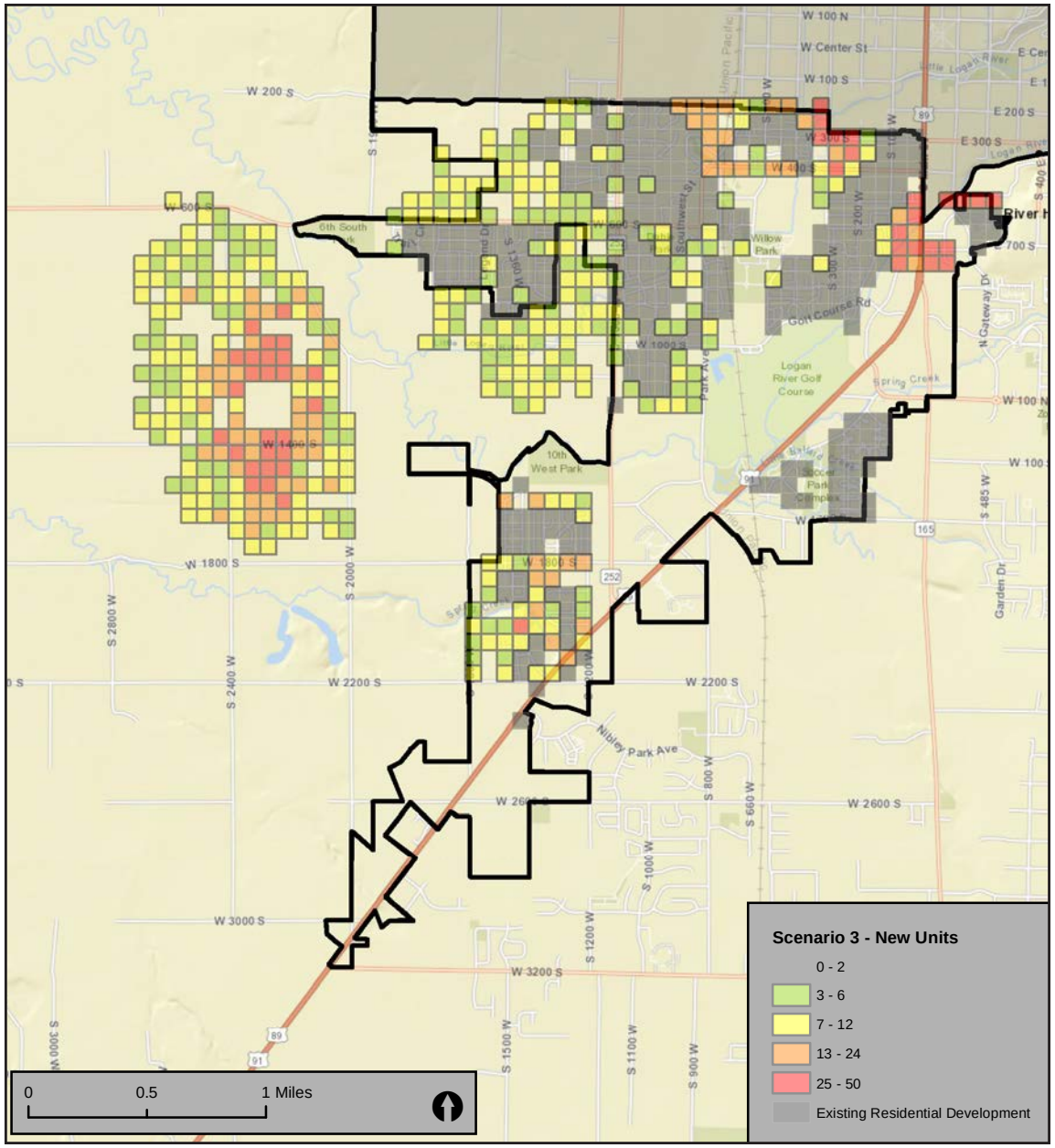
New Units

Total New Units: 5,269
Percent of New Growth Projection: 100%
New Unit Land Consumption: 1,227 acres
Density: 4.3 units/acre

New Detached Residential
Units: 2,387
% of New Units: 45%
Land Consumption: 890 acres
Density: 2.7 units/acre

New Mixed Residential
Units: 2,882
% of New Units: 55%
Land Consumption: 337.5 acres
Density: 8.5 units/acre

This scenario balances detached and mixed residential development. This split in percentages is close to the current development ratio, though it slightly favors detached residential.



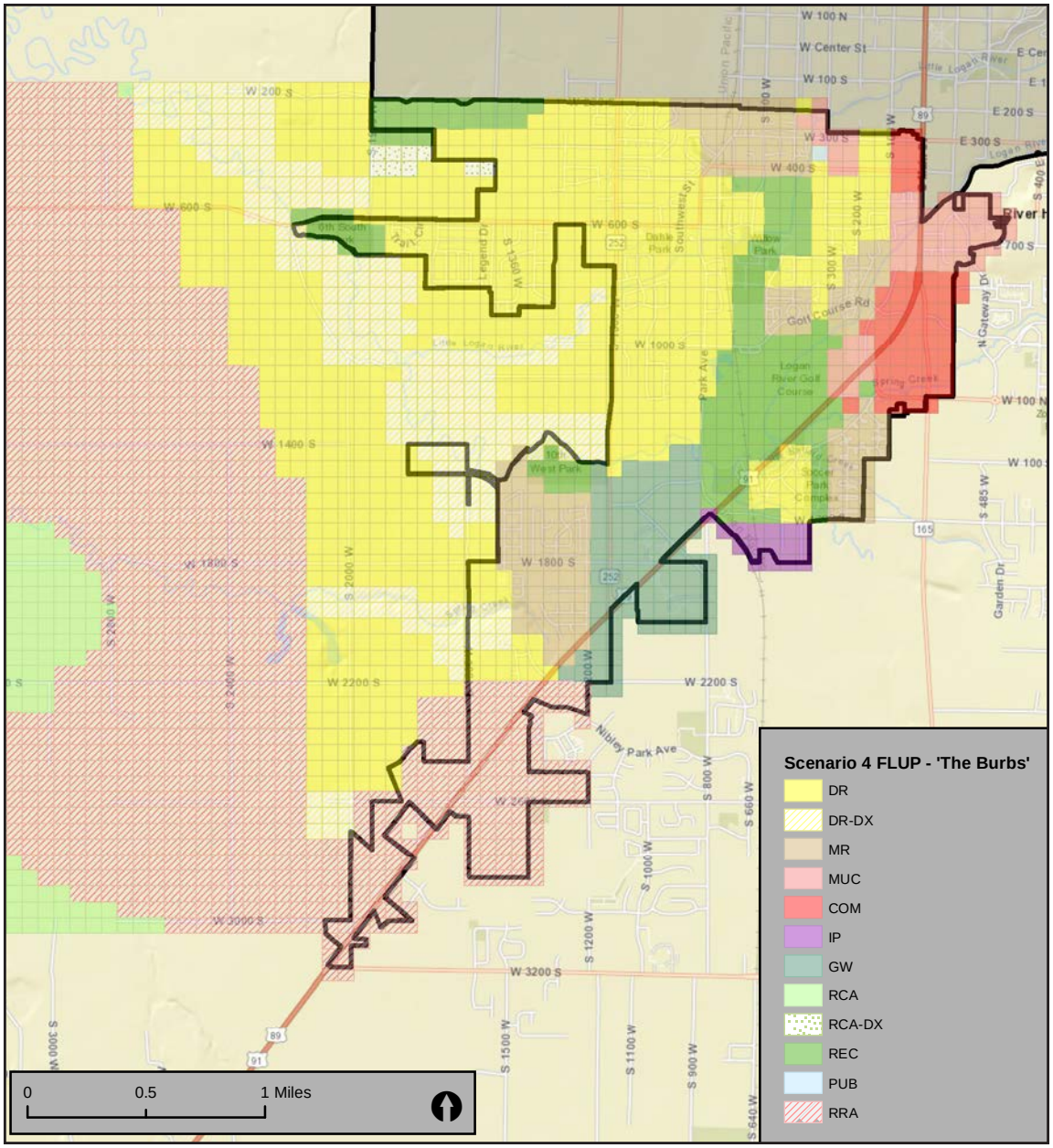
Map D.18 - Scenario 3

GROWTH MODEL

SCENARIO 4
'THE BURBS'

Scenario 4 FLUP

This scenario emphasizes the expansion of suburban growth westward. This growth consumes the first available land and has minimum consideration for natural resources. This scenario was laid-out to demonstrate how much land would be consumed to meet the needs of the highest growth projection for the area.



Map D.19 - Scenario 4

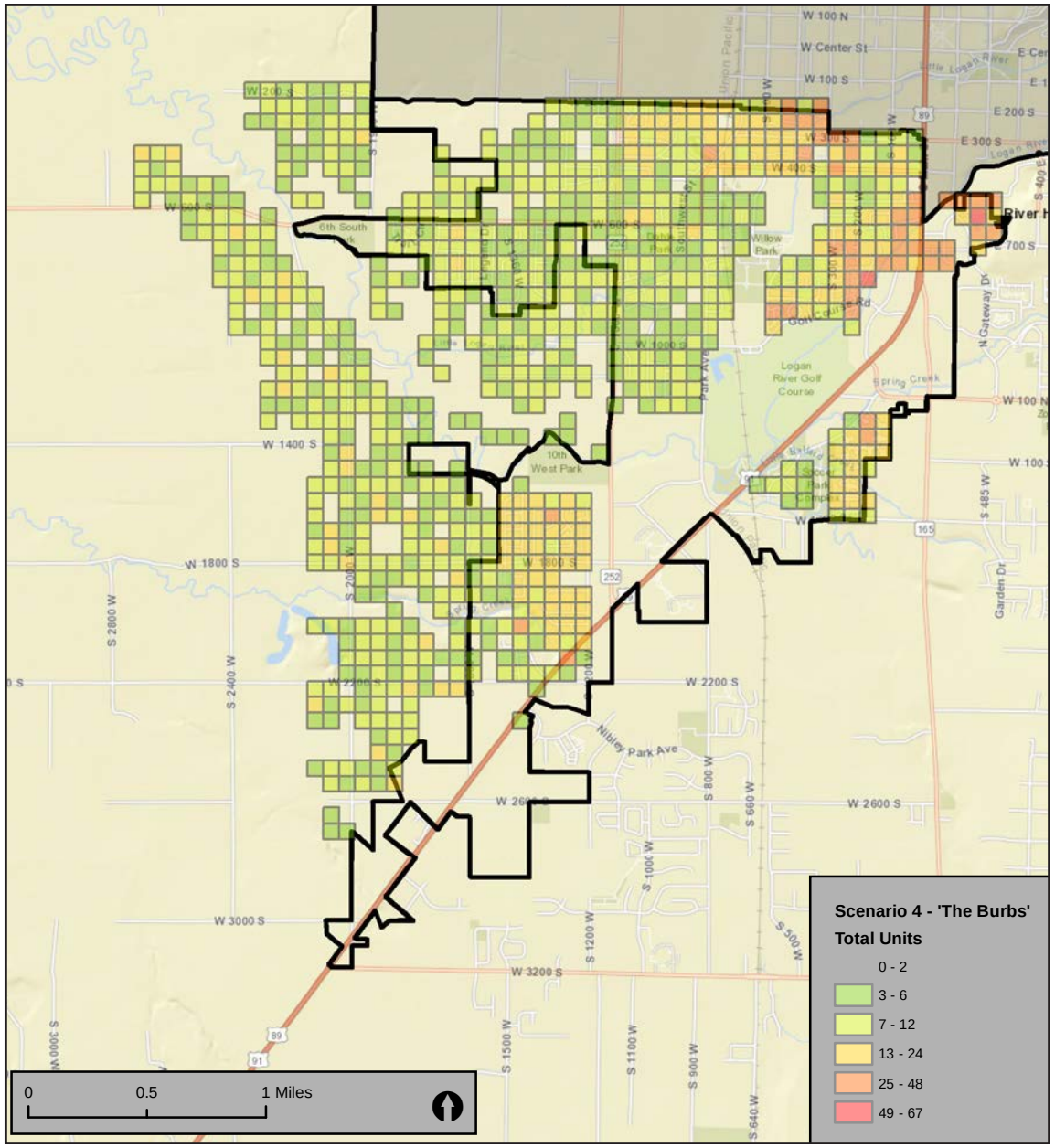
GROWTH MODEL

SCENARIO 4
'THE BURBS'

Scenario 4

Total Units: 9,061
Land Consumption: 2,462 acres
Density: 3.7 units/acre

The housing units in this scenario area generally dispersed across the area, the only areas of higher density are the historic core and areas adjacent to the 1000 West Corridor. Both of these are land-uses designated in the existing FLUP. This scenario has the lowest density and the highest land consumption (roughly 500 additional acres). Without proposed improved services in the area, the development would also be car-centric.



Map D.20 - Scenario 4

GROWTH MODEL

SCENARIO 4
'THE BURBS'

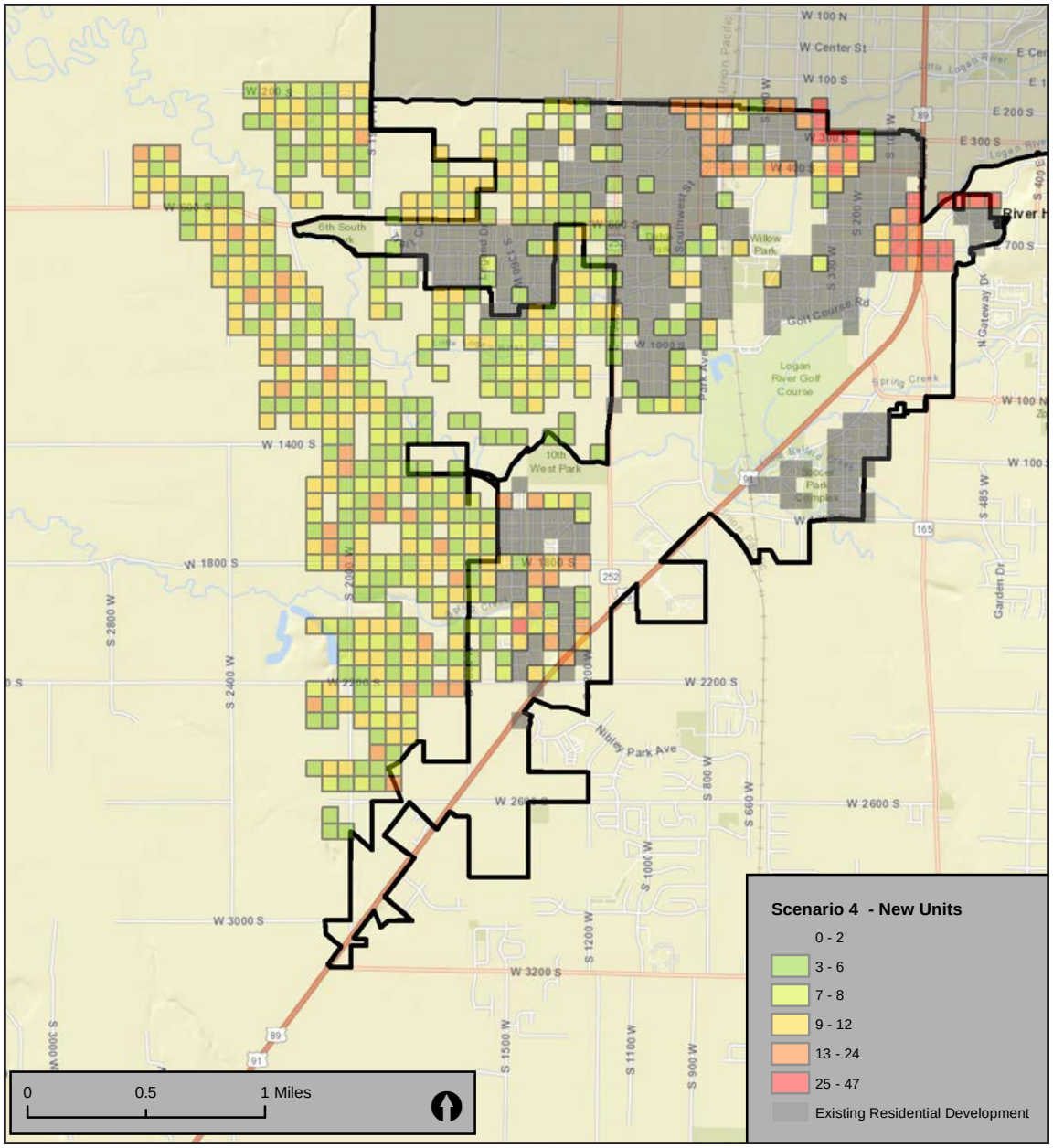
New Units

Total New Units: 5,306
Percent of New Growth Projection: 100%
New Unit Land Consumption: 1,705 acres
Density: 3.1 units/acre

New Detached Residential
Units: 3,799
% of New Units: 72%
Land Consumption: 1,507 acres
Density: 2.5 units/acre

New Mixed Residential
Units: 1,507
% of New Units: 28%
Land Consumption: 197 acres
Density: 7.6 units/acre

In this scenario the percent of new units is overwhelmingly detached residential and consumes twice as much land for that use as compared to scenario 3.



Map D.21 - Scenario 4

GROWTH MODEL

SCENARIO COMPARISON

The four presented scenarios demonstrate a variety of potential land-use scenarios for the Woodruff Neighborhood. While each scenario is different, a common thread emerges from the exercise:

- With limited infill opportunities, pressure will be placed on open space, natural resources, and farmland to the west as Logan and Cache Valley continue to grow.

The scenarios address this dilemma through various means. Scenario 1 and 2 do not expand residential development westward past the current FLUP. While scenario 2 locates some of the growth in the historic core through expanded redevelopment, neither scenario meets the highest growth projection. This means that the remaining units will be built in other areas. With limited growth potential in Logan, much of this development will take place in adjacent towns and in the county.

Scenarios 3 and 4 both meet the highest growth projection, but do so in very different ways. Scenario 3 focuses on concentrating growth and keeping the ratio of detached residential to mixed residential in balance with recent development patterns in the neighborhood. Scenario 4 focuses on detached residential development. The result is that scenario 3 consumes less land, is denser, and preserves more of the natural and cultural resources. Scenario 4 consumes more land, is more visually sprawling, and has a greater impact on the natural and cultural resources.

A final land-use solution for Woodruff will have to balance findings from all of the scenarios.

Growth Scenarios - Comparison

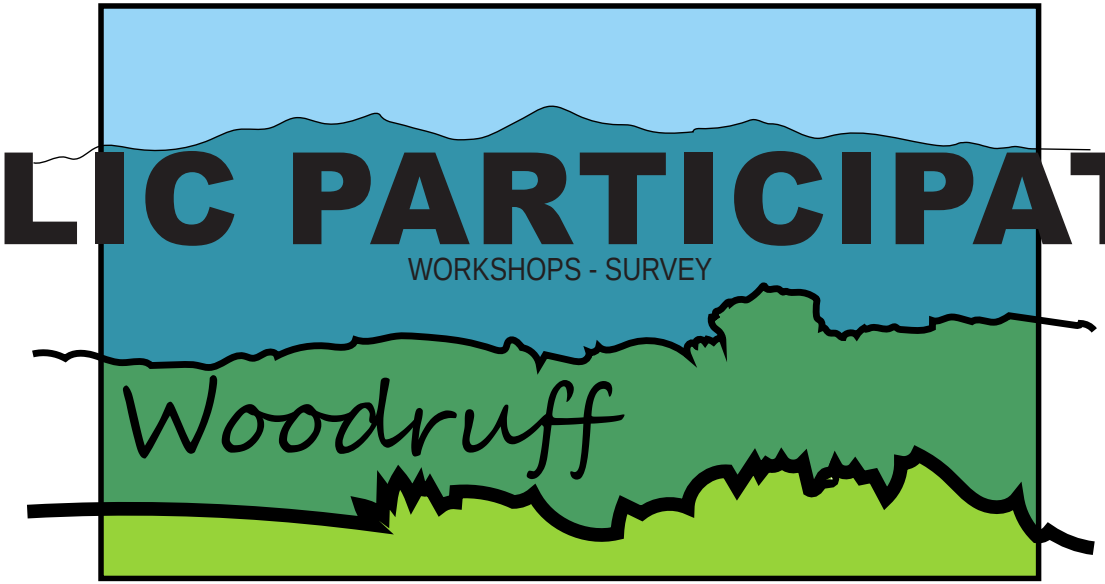
	Total Units	Land Consumption	Density	DR Units	DR Land Consumption	DR Density	MR Units	MR Land Consumpt	MR Density						
Existing	3755	1113	3.4	1698	630	2.7	2057	483	4.3						
Growth Projection	5200														
	Total Units	Land Consumption	Density	New Units	% of Growth Projection	New Unit Land Consumption	New Unit Density	New DR Units	% of new units	New DR Land Consumption	New DR Density	New MR Units	% of new units	New MR Land Consump	New MR Density
Scenario 1	6565	1470	4.5	**2810**	**54%**	**712.5**	**3.9**	1303	46%	515	2.5	1507	54%	198	7.6
Scenario 2	7266	1470	4.9	**3471**	**67%**	**745**	**4.7**	1303	38%	515	2.5	2168	62%	240	9.0
Scenario 3	9024	1985	4.5	**5269**	**100%**	**1228**	**4.3**	2387	45%	890	2.7	2882	55%	338	8.5
Scenario 4	9061	2463	3.7	**5306**	**100%**	**1705**	**3.1**	3799	72%	1508	2.5	1507	28%	198	7.6
CMPO Model	8176			4732											

Table D.1 - Growth Scenarios Comparison

SECTION E

PUBLIC PARTICIPATION

WORKSHOPS - SURVEY



OPEN HOUSE

OPEN HOUSE
1.25.2017

On January 25, 2017, an open house workshop was held at Woodruff Elementary School to gather input from neighborhood residents on a variety of topics relating to the plan. Topics included neighborhood assets and issues, land-use, future growth, housing, transportation, and recreation. City staff manned stations relating to each topic, facilitated a variety of mapping exercises, and distributed questionnaires.

The open house was attended by roughly 50 residents. Input from the various stations were mapped and recorded by staff following the meeting. Open ended responses were grouped together so that a clearer understanding of the input could be achieved.

Attendees - The questionnaires revealed that the attendees, on average, had lived twenty years in the neighborhood, were primarily home owners, and the average age was 53. Almost 2/3 of the attendees lived west of 600 W/Park Avenue. The demographics of the attendees mostly reflects older, established neighborhood residents, and does not reflect the diverse characteristics of the neighborhood. However, their input is invaluable, as they represent long term stake holders in the community.

NEIGHBORHOOD STATION

NEIGHBORHOOD ASSET POSTER

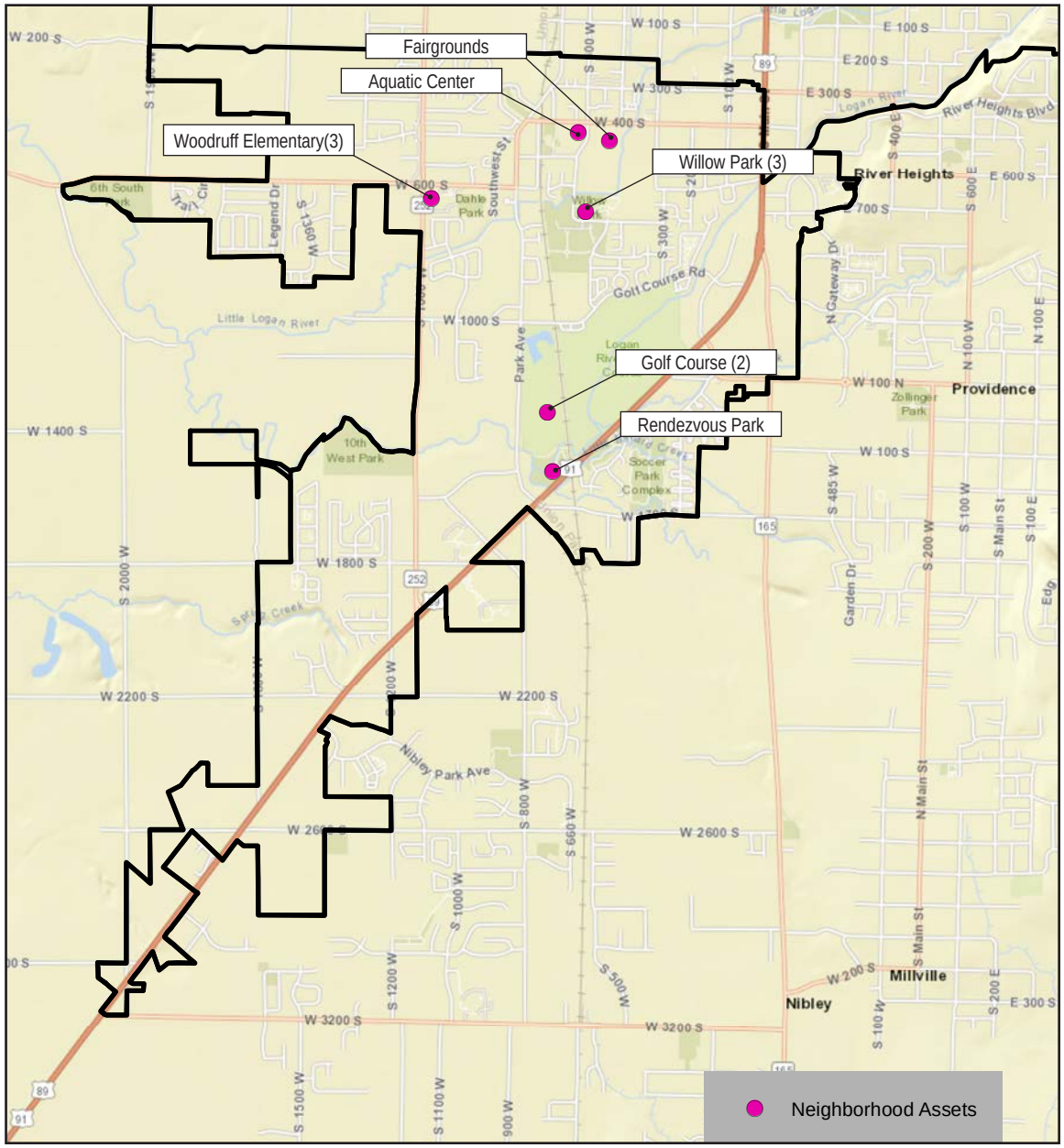
The Neighborhood Asset Poster allowed attendees to identify areas of importance in the neighborhood. The identified assets were recreational facilities, such as Willow Park and the Logan River Golf Course, and civil areas, such as the elementary school.

NEIGHBORHOOD QUESTIONNAIRE

The Neighborhood Questionnaire responses identified recreation, open space, and quality of the residents as the primary strengths.

The main issues identified in the neighborhood were too many rental properties, disrepair of sidewalks and properties, and speeding.

Over the next ten years, residents expected the neighborhood would increase in the amount of rentals, that homes would fall into disrepair, and that open space would begin to disappear.



Map E.1 - Neighborhood Poster

NEIGHBORHOOD STATION

NEIGHBORHOOD QUESTIONNAIRE

Question 1 - What do you like about Woodruff? What are the greatest strengths of the neighborhood?

Neighborhood Asset	# of Responses
The open space/agriculture	4
Fairground	3
The great people	3
quiet neighborhood	3
Willow Park	2
Woodruff Elementary	2
Recreational resources	2
Aquatic Center	1
Golf Course	1
Young children	1
wide streets	1
safe crossing areas	1
lack of congestions	1
Diversity	1
Logan River	1
1000 W access	1
close communities	1
Beauty of the area	1
Easy access to town	1
large lot sizes (in parts)	1
Zoo	1

Question 2 - What are some of the issues? What areas need improvement?

Issues in the Neighborhood	# of Responses
Too many apartments/rentals	4
sidewalk repair	3
Small subdivisions	2
Disrepair of properties	2
danger from high speed roads	2
PUD developments	1
Need improved pedestrian infrastructure for kids to walk to school	1
1800 S 1000 W intersection	1
Graffiti	1
Lack of parking around the fair grounds	1
Smell from landfill	1
undeveloped parks	1
lack of new larger homes	1
Barrier between homes south of the school	1
Traffic congestion	1
engine breaks on 1000 W	1
The mounds of chips along Oakwood Dr.	1

Question 3 - Over the next 10 years, how do you think your neighborhood will change?

How will the neighborhood change	# of Responses
Increase in apartments	2
disrepair of buildings	2
Disappearing green space	2
More residential development	2
More traffic	2
Increase in PUDs, apartments may lead to increased crime and decreased quality of life.	1
Redevelopment	1
Rentals return to owner occupied	1
As little as possible	1
It will decline in value	1

Question 3 - When you think of Woodruff, you think of...?

When you think of Woodruff...
quiet area
Easy access to town
Diversity
Home
Crayon Elementary School
Lack of respect from Logan City
Open space
Great people and community

LAND USE STATION

ZONING POSTER

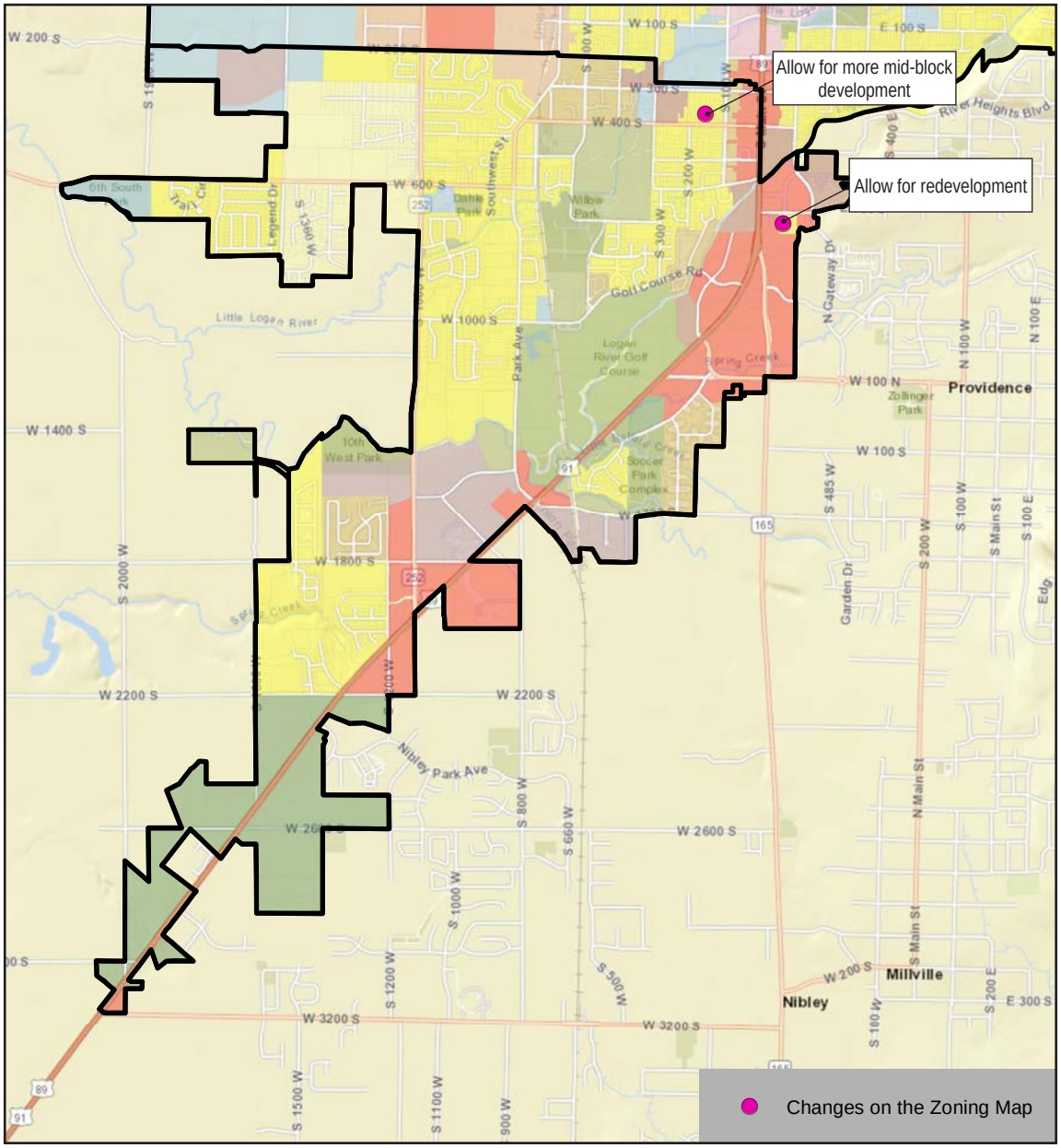
Few responses were received on the Land Use Poster. Those that did leave comments noted the possibilities for redevelopment in inner-block areas and areas east of Main Street.

LAND USE QUESTIONNAIRE

Very few responses were received for the land use questionnaire. The land use goals identified on the questionnaire included preference for more single family homes, larger lots, and preservation of open space.

Changes suggested to both the Zoning and FLUP include more open space and less density.

The responses regarding expanded neighborhood commercial opportunity were split.



Map E.2 - Zoning Poster

LAND USE STATION

LAND USE QUESTIONNAIRE

Question 1 - What should be the overall goals and objectives for land use and development in the neighborhood?

Land Use Goal	# of Responses
More single family homes	3
Larger lots	1
Preserve open space	3
Life cycle development	1

Question 2 - Are there changes that you would make to the zoning map? Why?

Changes to Zoning Map
Love the change to eliminate PUDs
More greenbelt/Ag preserved along 1800 S
Match lot sizes/character of existing development

Question 3 - Are there changes that you would make to the FLUP? Why?

Changes to FLUP
Less traffic
Less density

Question 4 - Do you utilize neighborhood commercial areas that are located in the neighborhood? How do you typically access those services?

Do you utilize neighborhood commercial?	# of Responses
Yes	4
No	1
Sometimes	2

Question 5 - Would you like to see more neighborhood commercial opportunities in the neighborhood?

Would you like to see more neighborhood Commercial	# of responses
Yes	2
No	3

GROWTH STATION

GROWTH SCENARIOS

Residents were asked to identify a preference between five growth scenarios.

- Scenario 1 utilized the existing FLUP with no changes.
- Scenario 2 emphasized redevelopment in the historic core.
- Scenario 3 accommodated greater growth by building a new town in the area west of Woodruff. This new town incorporated single family and mixed use housing, as well as a commercial center.
- Scenario 4 expanded single family housing along the western edge of Woodruff. This scenario consumed the most land.
- Scenario 5 was not described, but allowed attendees to brain storm possible alternatives.

Responses to the scenario indicated that Scenario 4, emphasizing single family growth along the western edge was preferred.

Question 1 - Growth scenario preference

Scenario 1 - Existing FLUP	3
Scenario 2 - Expanded Redevelopment	0
Scenario 3 - New Town	8
Scenario 4 - The Burbs	13
Scenario 5 - Something Else	1

GROWTH QUESTIONNAIRE

Three development patterns were presented on the Growth Questionnaire.

- Suburb, which emphasized maximizing space for homes.
- Grid, which mirrored the historic development pattern in Logan.
- Cluster, which emphasized preservation of open space.
- Attendees preferred continuation of the grid pattern.

Preference was also asked regarding lot size. Attendees most preferred a lot size between .33 and .5 acres. Lots .5 and larger and lots between .2 and .33 acres also received support. The smallest size of lots did not receive much support.

Question 1 - Please rate your preference for the following development patterns (1 not preferred, 5 most preferred)

Which Growth Pattern Do you prefer	Total preference points (scale 1-5, 5 being most preferred)
Suburb	45
Grid	60
Cluster	40

Question 2 - What is your preferred average lot size for new development?

Lot Size	# of Responses
.5 + acre lots	4
.5 to .33 acre lots	6
.33 to .2 acre lots	4
.2 to .16 acre lots	1

HOUSING STATION

HOUSING QUESTIONNAIRE

Question 1 - What do you like about the residential situation in the neighborhood?

What do you like about the residential situation?
Mix of housing types
Single family homes
Ideal family neighborhoods
Generally pleased
Safe
Stable
Sense of community
Suburban neighborhoods
Lower density
Encourage single family owners

Question 2 - What do you dislike about the residential situation in the neighborhood?

What do you dislike about the residential situation?	# of Responses
Too much rental/low income housing	3
Noise from traffic	1
High density	1
Low community commitment	1

A mix of answers were given regarding what attendees liked about the housing situation in Woodruff. What attendees dislike focused on rental, traffic, and density.

Attendees generally agreed that property maintenance enforcement should be a priority for the city and financial incentives should be provided to help residents with housing rehabilitation.

Attendees overwhelming would like to be living in the neighborhood in five years.

Attendees generally did not want to see a mix of single and multi-family housing.

Question 3 - Housing Statements

	# of Responses			
Statement	Agree	Somewhat Agree	Somewhat Disagree	Disagree
Property maintenance enforcement should be a priority for the City.	3	11	3	0
Logan City should provide financial incentives to help people rehabilitate their homes and property.	5	9	1	2
I would like to be living in a home in Woodruff neighborhood in five years.	13	4	1	0
I would like new housing in Woodruff to be a mix of single family and multifamily housing options.	2	5	1	9

Question 4 - Would you support raising property maintenance standards?

Raise Property Maintenance Standards	# of Responses
Yes	10
No	6

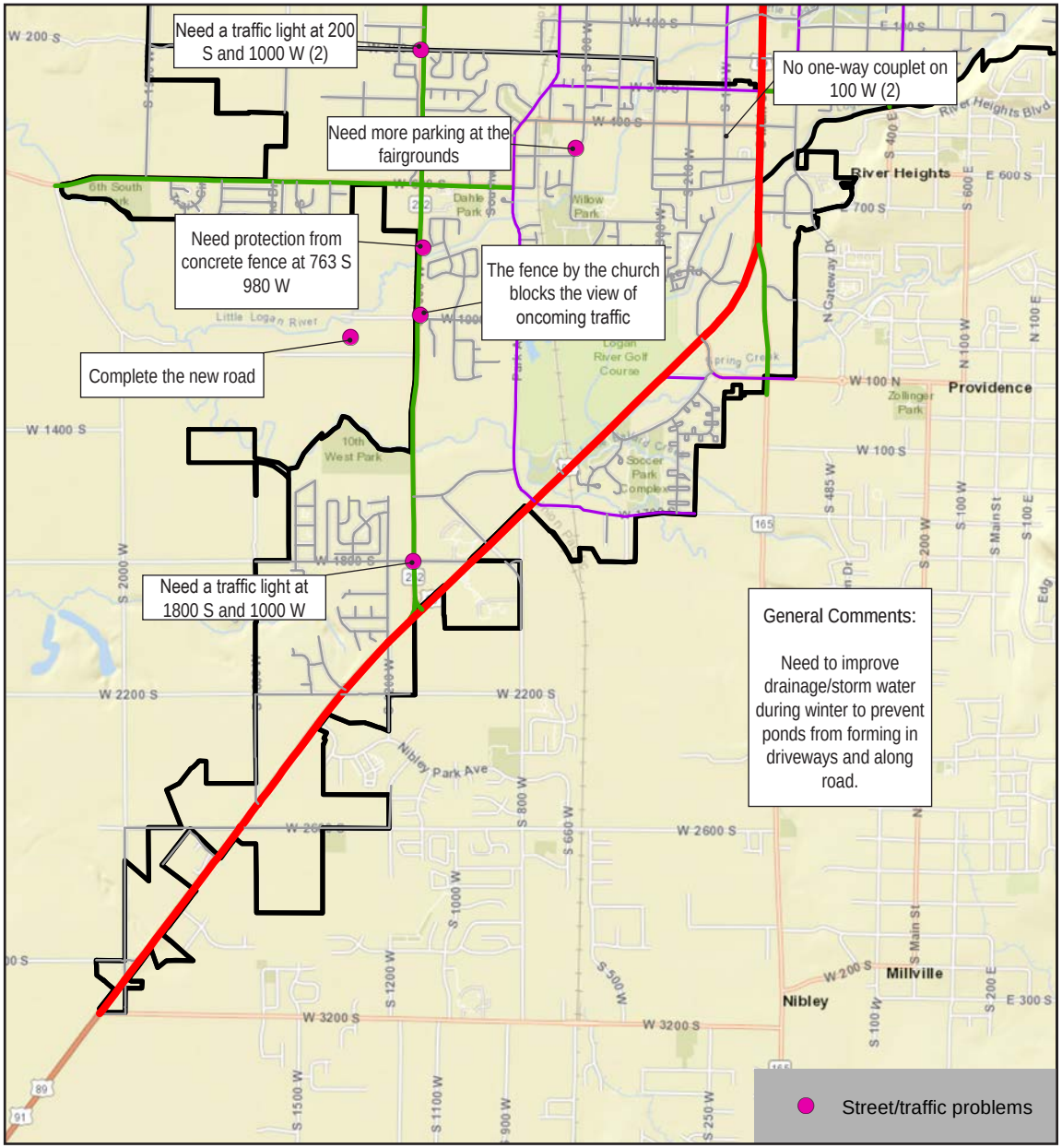
Question 5 - What property maintenance issues need priority?

Property Maintenance Issue	# of Responses
Snow shoveling	2
Rental maintenance	1
Sidewalk maintenance	1
Junk cars	3
Pets	1
parkstrip maintenance	1
Junk in yard	1
Weeds	1

TRANSPORTATION STATION

STREETS POSTER

The majority of responses indicated issues with the function of the 1000 West corridor. These included access on the south portion of the corridor near 1800 South, completion of the road network west of 1000 West, fence and protection, traffic sight issues, and the need for improved access on the north end. Also noted on the poster was the lack of adequate parking around the fairgrounds during events, and the desire to not have one-way couplets on 100 West.

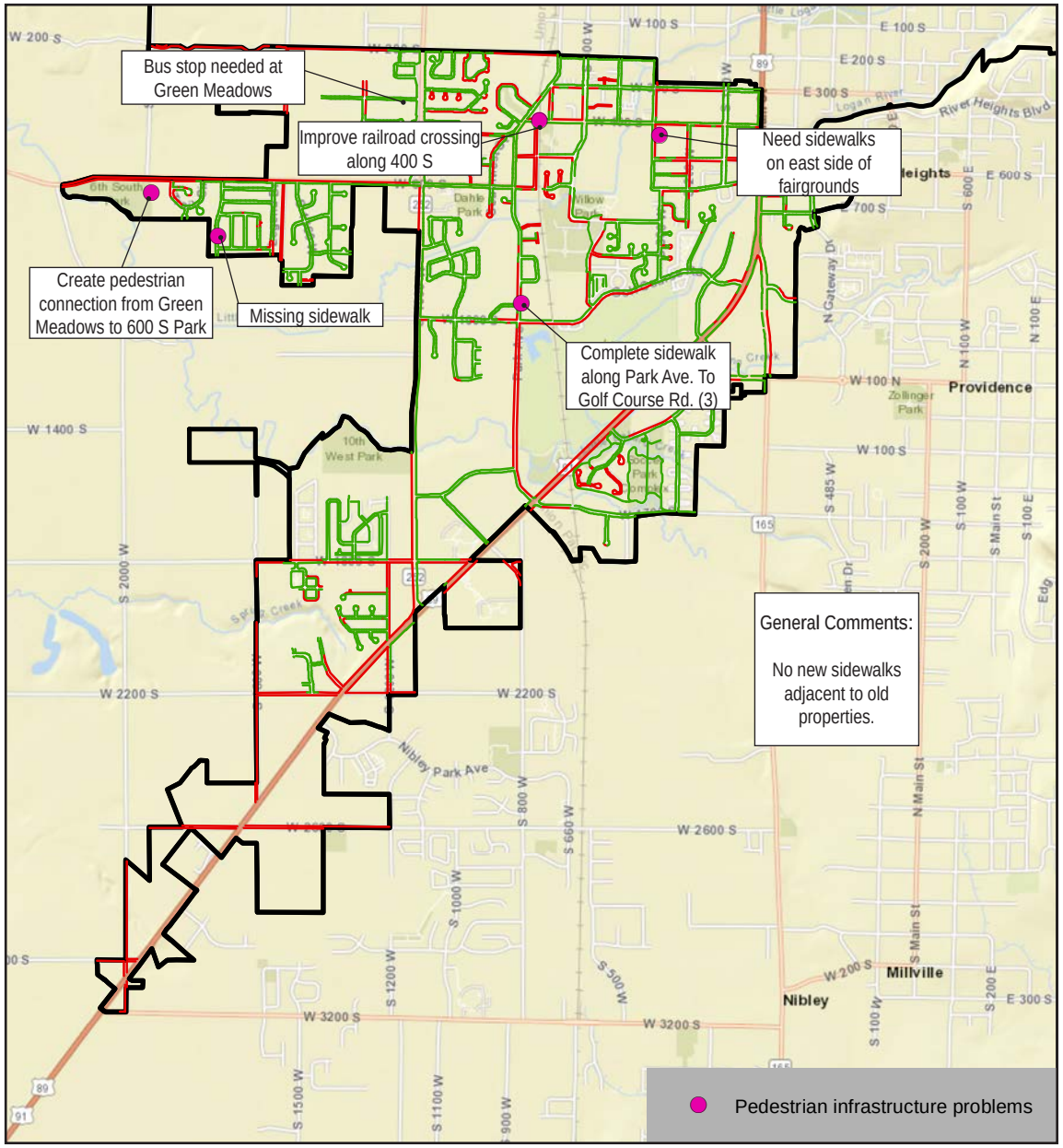


Map E.3 - Transportation Poster

TRANSPORTATION STATION

PEDESTRIAN POSTER

Identified pedestrian issues included the need for improved railroad crossings, completion of sidewalk network (of note were areas along Park Ave and around the fairgrounds), expansion of pedestrian access to the 600 South Parks, and access to public transportation in the Green Meadows area.



Map E.4 - Pedestrian Poster

TRANSPORTATION STATION

TRANSPORTATION QUESTIONNAIRE

The Transportation Questionnaire indicated that primary areas of concern are the 1000 West and Main Street corridors.

Attendees did not ride public transit and indicated that access for public transit was not convenient in their area.

Question 1 - What are the biggest issues concerning transportation in the neighborhood?

Transportation Concerns
Congestion at 600 S 1000 W (turning left from 1000 W during peak traffic)
Getting onto Main at 300 S (traffic backs up at Tesoro and Maverick
Traffic light between 600 S and US89/91 along 1000 W
Potential couplet on 100 W

Question 2 - Are there areas of the **neighborhood that are difficult to access?**

Areas Difficult to Access
Oakbrook frontage road
Getting on 400 S from Main

Question 3 - Are there areas of sidewalk/ bike/ped infrastructure that are missing that make moving around the neighborhood **difficult?**

Areas of Pedestrian Concern
600 S west of 1000 W, sidewalk not complete
By the railroad tracks and Head Start
Maintain existing sidewalks, do not add any new sidewalks on older properties

Question 4 - What areas are most comfortable **to bike/walk? What defines those areas?**

Areas Comfortable to Walk/Bike
Willow Park/River Trail, quiet and safe
Areas with wide sidewalks
River Trail
Fairgrounds
Areas with good lighting

Question 5 - Do you ride public transportation?

Do you ride public transportation?	# of Responses
Yes	0
No	6

Question 6 - Is access to public transit convenient?

Is access to public transit convenient?	# of Responses
Yes	2
No	4

Additional Comments:

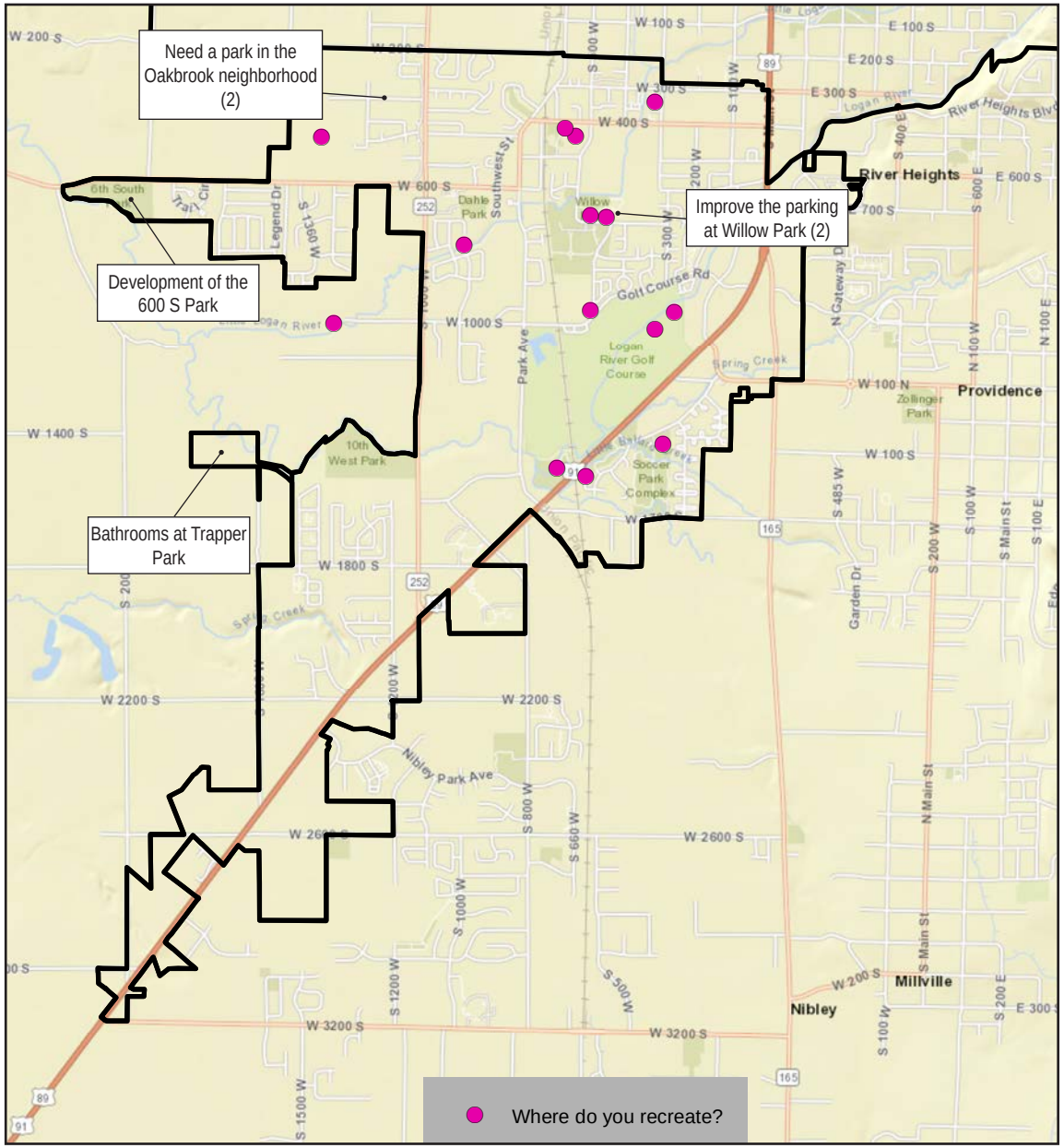
- Used to have a bus stop near home, but it was removed. No longer ride the bus.
- Move the traffic light from 300 South to 400 South to accommodate the fairground traffic.
- No couplet! Too much pedestrian traffic by rec center/school.

PARKS AND OPEN SPACE STATION

PARKS AND TRAILS POSTER

Attendees indicated a need for improvements to the park facilities west of 1000 West and a need for repair of the parking lot at Willow Park.

Recreation was dispersed along the green space through the center of Woodruff as well as some recreation occurring in unimproved areas west of 1000 West.



Map E.5 - Parks and Trails Poster

PARKS AND OPEN SPACE STATION

OPEN SPACE POSTER

Attendees were asked to prioritize open space resources by placing stickers with a value of 1 - 5 on a poster. Attendees placed higher value stickers on the resources that were of greater importance. Overall, attendees indicated that stream corridors, open space for passive use (trails), and scenic views were the highest priority. Site specific trees, community gateways, and open space for active use (ballfields), were the lowest priorities.

Open Space Poster												
	Low priority								High priority			
Open Space Resource	Rank - 1	sum	Rank - 2	sum	Rank - 3	sum	Rank - 4	sum	Rank - 5	sum		Total
Stream Corridor	0	0	3	6	2	6	6	24	4	20		56
Wetlands	2	2	2	4	4	12	0	0	1	5		23
Wildlife and ecological resources	1	1	1	2	4	12	3	12	0	0		27
Places of historic value	0	0	0	0	0	0	1	4	3	15		19
Scenic Views	1	1	3	6	1	3	2	8	4	20		38
Community Gatyways	1	1	0	0	0	0	2	8	0	0		9
Open Space for active use	0	0	4	8	2	6	0	0	0	0		14
Open Space for passice use	1	1	0	0	2	6	3	12	4	20		39
Farmlands	6	6	2	4	1	3	1	4	2	10		27
Site specific trees	3	3	1	2		0		0		0		5

PARKS AND OPEN SPACE STATION

PARKS AND OPEN SPACE QUESTIONNAIRE

Attendees indicated that Willow Park, the River Trail, and the Soccer Complex were most utilized. Most attendees did not indicate any barriers to their ability to utilize recreational facilities in the neighborhood. Most attendees indicted that they were very satisfied with the recreation facilities.

In regard to open space policy, attendees indicated that they were in favor of establishing a land acquisition policy, purchasing land, partnering with the state and land trust, and increasing planning regulations to preserve open space. However, attendees did not support increasing taxes to purchase open space.

Question 1 - Where do you recreate in the neighborhood?

Where do you recreate?	# of Responses
Willow Park	3
River Trail	2
Soccer complex	2
Logan River	1
Fair Grounds	1
Majestic Park	1

Question 2 - What recreational amenities would you like to see in the neighborhood?

Desired Recreational Amenities
Extended trail system
Better drained soccer fields
Indoor swimming
parks/Playgrounds
Open space

Question 3 - What barriers exist that keep you from recreating in the neighborhood?

Existing barriers	# of Responses
None	3
Limited parking around fairgrounds	1
noise from 1000 W	1
Getting old	1
Lack of parklands west of 1000 W	1

Question 4 - Overall, how satisfied are you with the recreational facilities in the **neighborhood? (1 not satisfied - 3 very satisfied)**

Satisfaction with recreation	# of Responses
Not Satisfied	0
Satisfied	2
Very Satisfied	6

Question 5 - Open Space Policy Statements

	# of Responses	
In order to preserve open space in Woodruff, do you think Logan City should...	**Yes**	**No**
Establish a policy for acquiring land?	5	1
Partner with State/land trusts to purchase land/easements?	6	0
Establish a program to purchase development rights?	3	1
Increase taxes to purchase land and easements?	2	4
Increase the use of planning and land regulations?	4	1

Additional Comments:

- Worry about compulsory purchases as a tool to increase the city area.
- Expand off leash areas, pen area not healthy for larger dogs.

SURVEY

USU COMMUNITY BRIDGE SURVEY

During spring, 2017, USU's Social Works Program conducted a survey in the Woodruff neighborhood as part of the Community Bridge Initiative between USU and Logan City. The survey report is attached as appendix XX. This section will summarize the project and findings.

Introduction - The survey was developed to "probe residents' perception of Woodruff's strengths and needs, and their civic engagement", and to receive feedback on land use options in the neighborhood (XX). The broad research questions that guided the development of the survey were:

"What are the perceived needs and strengths in Woodruff neighborhood?"

"What factors influence residents' civic engagement and efforts to participate in planning in the Woodruff Community?"

"What types of social capital exists in the Woodruff neighborhood?"

The survey received 107 responses. Full demographic data is contained in the survey report.

Community Assets - This section asked several questions regarding the social assets that currently exist in the neighborhood, and areas that can be improved. Highlights from the results include:

- Residents were asked to identify their greatest community assets. Parks and recreation and social/human capital in the neighborhood were identified as the most important assets. Other identified assets included homes, schools, churches, open space, and fairgrounds.

- Residents were asked about their intentions to stay in the neighborhood over the next five years. 40% indicated that they planned to stay in the neighborhood, while 20% planned to leave, 40% were unsure regarding their future.

- When asked to identify cultural strengths of the neighborhood, nearly 60% identified the neighborhood's inclusiveness and ethnic diversity.

- When asked what residents take the most pride in, they identified clean/safe community first, followed by the parks and recreational facilities.

- In regard to keeping and drawing in new families, the neighborhood identified affordable housing as the most important feature.

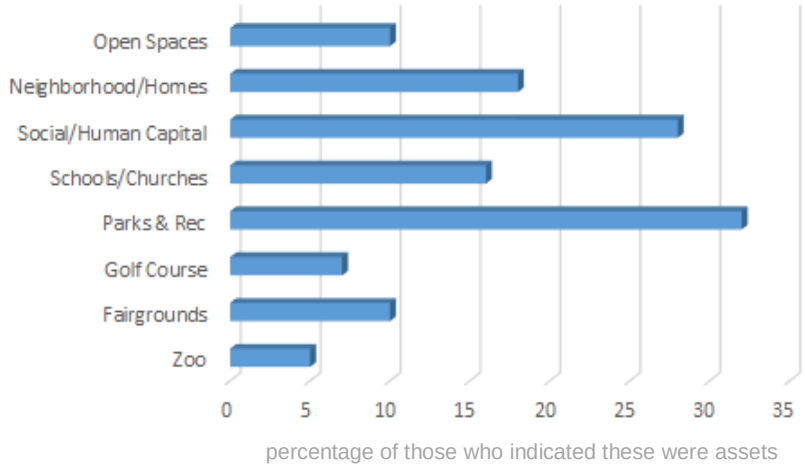


Figure E.1 - Woodruff Residents' Greatest Community Assets

SURVEY

- When asked about potential improvements to the community, half of the residents identified the development of more parks and recreational facilities, a quarter of the residents identified pedestrian and roadway improvements, and 11% identified incorporating small commercial areas in the neighborhood.

The survey report identified that the residents in the area take great pride in the recreational amenities in the neighborhood and recommended protection of those resources and to include recreational amenities and open space protection as the neighborhood continues to develop.

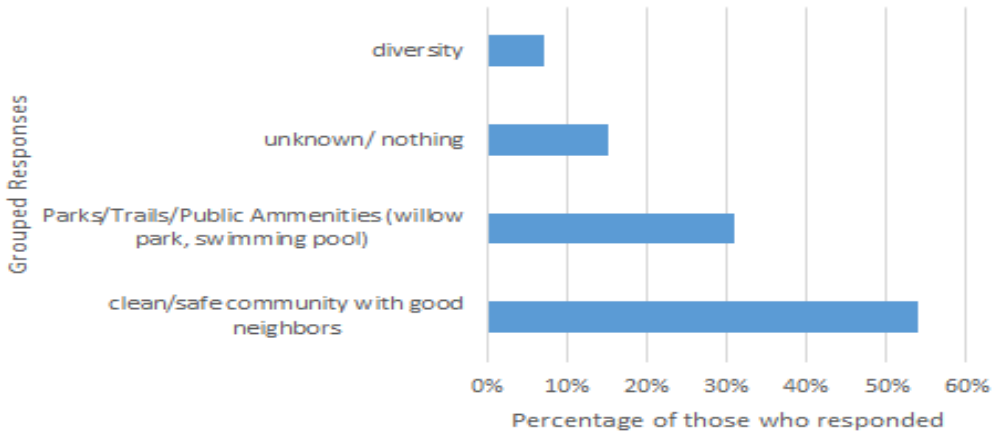


Figure E.2 - The Pride of Woodruff Community Members

Social Capital - This section explored the residents' attitudes toward the network of relationships within the neighborhood and the relationship with Logan City. Highlights from this section include:

- Residents were asked if they felt valued within the neighborhood and Logan City. Overall, residents felt more valued within their neighborhood than Logan City as a whole. For both the neighborhood and Logan City, over 50% of residents felt definitely or somewhat valued.

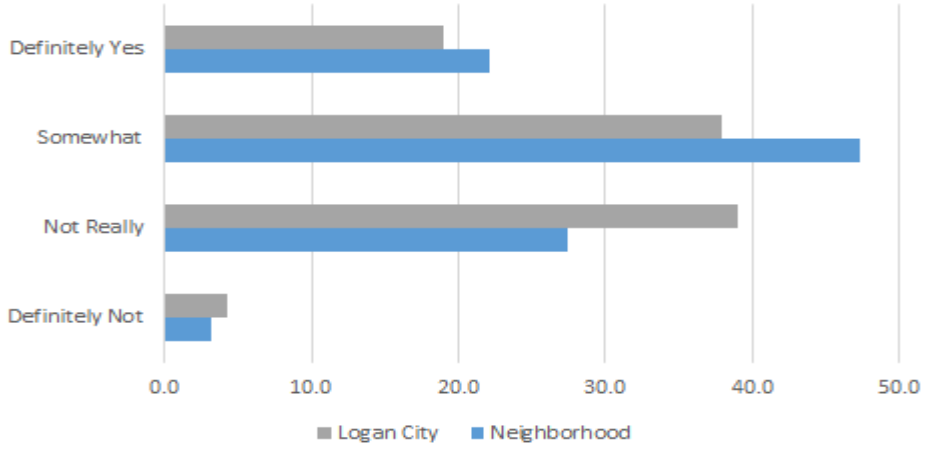


Figure E.3 - Comparison of Percentages of Residents' Responses to Feeling Valued within Neighborhood and Logan City

SURVEY

- Residents feel overwhelmingly safe in their community and in Logan City.
- In regard to social capital, minority and white residents did not vary significantly in their responses.
- Most residents expressed some interest in getting involved in neighborhood activities.

The recommendations from the survey report suggest Logan City cultivate resident leadership to harness the social capital of the neighborhood and provide them a voice in decision making in Logan City.

Development, Recreation, and Land Use - This section covered resident opinions regarding land use. The highlights of the section include:

- In regard to potential recreation amenity improvements, residents most desired expansion of the trail system, followed by more parks and playgrounds.
- Residents overwhelmingly identified preservation of open space as the most important land-use issues.

*Note: Residents were asked to respond on a 4-point scale where 1= definitely not, 2=not really, 3=somewhat, 4=definitely yes

Figure E.4 - Comparison Means of Social Capital Questions

Figure E-1. Types of Recreation and Open Spaces Woodruff Residents Want Most

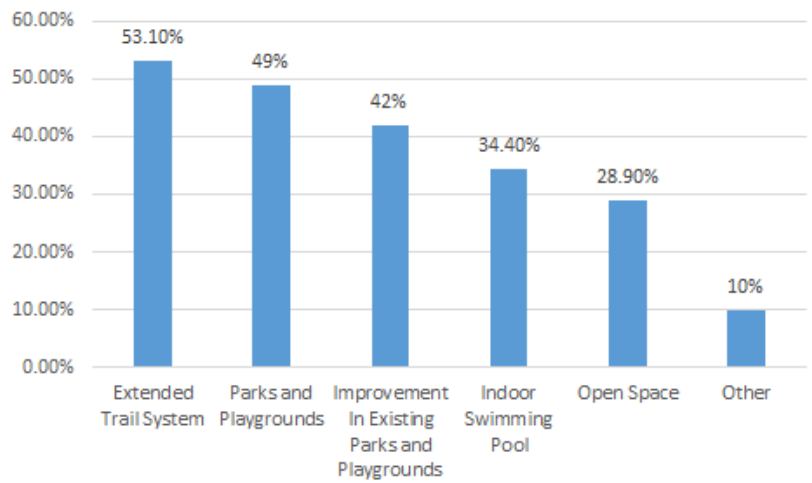


Figure E.5 - Types of Recreation and Open Spaces Woodruff Want Most

SURVEY

- Residents identified open space for passive use, wildlife and ecological resources, and farmlands as the most important open space resources that are in need of protection.

Needs and Challenges - When asked to identify needs and challenges in the neighborhood, two primary issues were stated:

- Neighborhood upkeep and property maintenance.
- Road issues, both vehicular and pedestrian safety.

When asked what they would change, residents identified three broad categories:

- Neighborhood upkeep, including improved snow removal, yard maintenance and beautification, and reduction in the number of rentals.
- Construction of more sidewalk and pedestrian improvements, including ADA ramps at intersections.
- Road safety improvements, particularly along 1000 West.

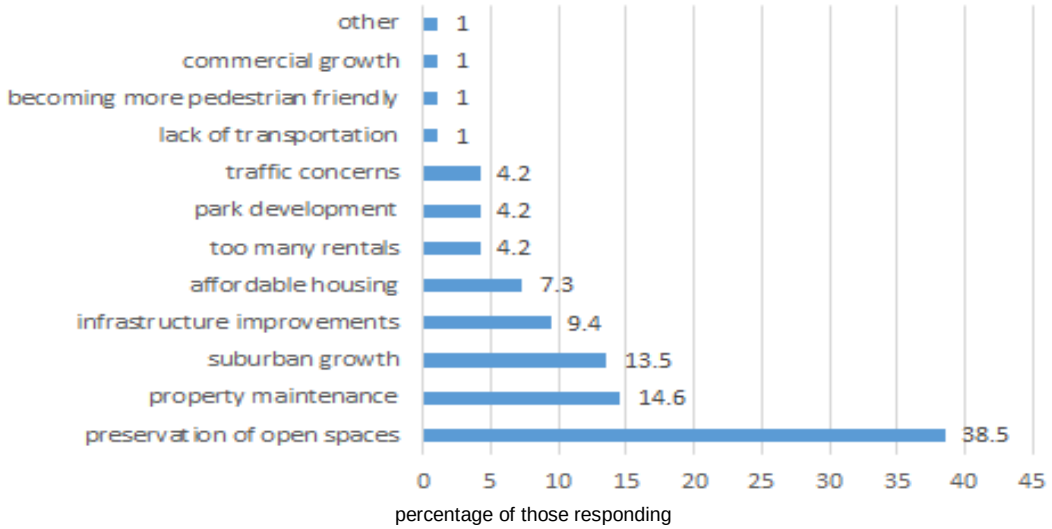


Figure E.6 - Woodruff Neighborhood Land Use Preferences

Figure E-3. Most Important Open Space Resources

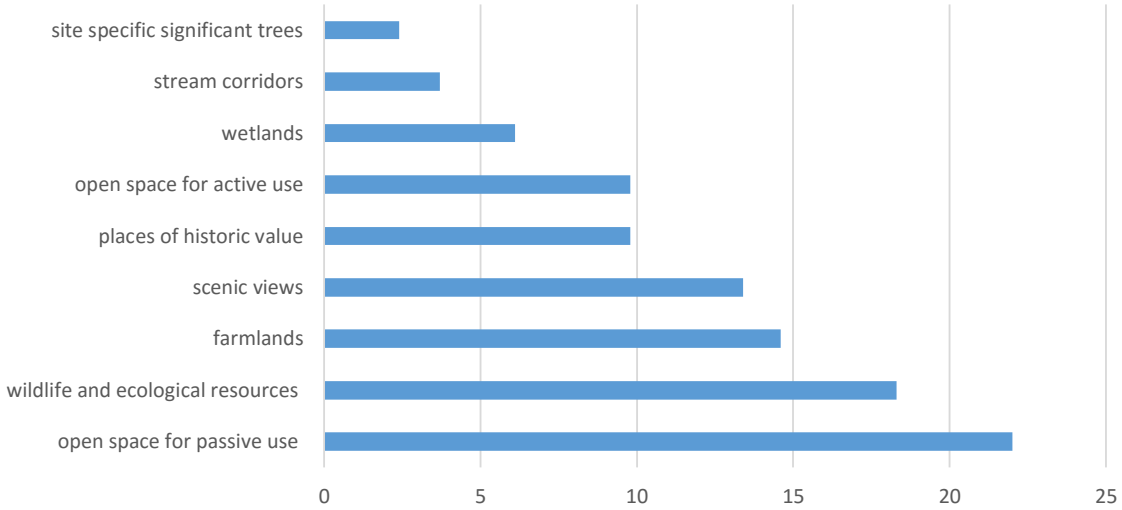
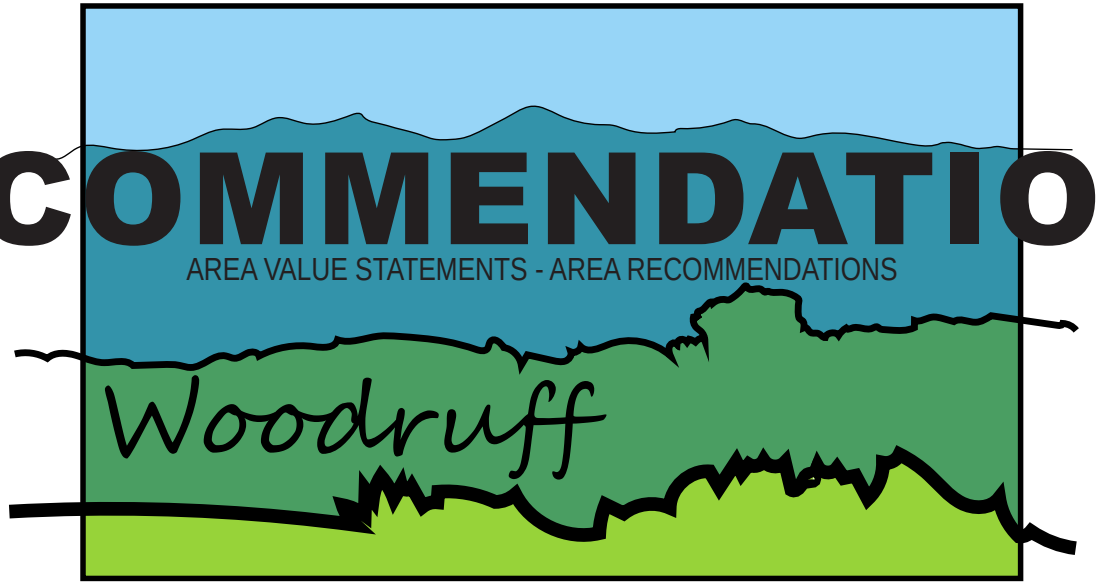


Figure E.7 - Most Important Open Space Resources

SECTION F

RECOMMENDATIONS

AREA VALUE STATEMENTS - AREA RECOMMENDATIONS



VALUE STATEMENTS

VALUE STATEMENTS

This section discusses the development of value statements for the neighborhood and the distinct planning areas (Historic Core, Highway, and West Woodruff). These value statements are designed to inform planning recommendations in Woodruff and serve as general statements of the desires and consensus of the neighborhood. The value statements identify neighborhood assets and perceived threats to the neighborhood. The statements are to be interpreted broadly and serve as the foundation for planning recommendations for the Woodruff Neighborhood.

The value statements were derived through an analysis of the Woodruff inventory, input from the Steering Committee, and community feedback from the community open house and Community Bridges Initiative (CBI) survey.

Woodruff Value Statements – These value statements apply generally to the entire neighborhood. Later value statements will be specific to the distinct planning areas. The neighborhood value statements are:

The high quality and availability of recreational amenities in the neighborhood.

- The core of Woodruff is its recreational amenities. Geographically, the conglomeration of the Aquatic Center, fairgrounds, Willow Park, softball fields, golf course, and river trail dominate the central portion of the neighborhood. Emerging parks, green spaces, and trails look to connect the neighborhood to the west with a series of recreational amenities that will continue to be neighborhood assets. Continued investment in parks, trails, and open space will strengthen the key feature of the neighborhood.

The open space and agrarian character of the neighborhood.

- Woodruff sits on an urban/agrarian interface and features farms, fields, and riparian corridors. Incorporating open space and the agrarian character of the neighborhood will help to create a sense of place for the neighborhood.

The diversity of people that live in the neighborhood.

- Woodruff is among the most diverse neighborhoods in the city. The attractiveness of the neighborhood is in its diversity of neighborhood assets, housing, job opportunities, and affordability. Neighborhood and city leadership benefits from this diversity in perspective and experience.

Attracting families to stay long term in the neighborhood.

- Neighborhoods thrive on long term investment in an area. Planning for the neighborhood should provide opportunities for families of all shapes and sizes to locate, grow, and stay in the neighborhood. This will require a balance in housing development that provides for a range of housing types, especially new low density single family homes.

The center of the neighborhood is home to a series of parks that define the character of Woodruff.

VALUE STATEMENTS

Open space and pastoral views are an amenity to residents of Woodruff.

Historic Core - The historic core of Woodruff is defined by its grid pattern, older single-family homes, and proximity to Main Street and downtown Logan. It is defined by unique assets, such as its community commercial areas along 300 S, access to downtown, and ample recreational resources. The value statements for the historic core are:

Walkable, pedestrian oriented, neighborhood streets that are connected to various neighborhood assets.

- Woodruff's historic core is laid out on the historic grid pattern of Logan, but, as it developed as the edge of town, often lacks sidewalks and pedestrian improvements. As the core has become more urban and road use has changed, the need for pedestrian infrastructure improvements have become more apparent, especially for connecting the neighborhood to assets such as the fairgrounds, parks, and trails.

Preservation and rejuvenation of historic and aging homes.

- The housing stock in the core is aging. Continued investment in homes will help to keep them viable for families to live in the neighborhood.

The Highway - The portion of the neighborhood that is defined by the US 89/91 corridor houses a variety of uses from commercial centers and industrial campus, to open space and residential housing. This area is of primary importance to the function of the Woodruff neighborhood by providing a gateway to the community, commercial development, and job opportunities, as well as vital connection to the surrounding areas. The value statements for the highway corridor are:

Convenient connectivity to the neighborhood.

- Recent improvements along the highway have improvement the connections onto and across the highway. Continued investment in connectivity on the highway will create opportunities for residents in the neighborhood.

Improved and new access to commercial centers and nodes.

- Conveniently located commercial centers along the highway will help to bring commerce closer to where residents live.

Gridded streets dominate the historic core of Woodruff.

VALUE STATEMENTS

This improvement will help to reduce vehicle miles and congestion. Anticipated growth in the area will drive economic vitality to nodes along the highway.

Preserve an open, agrarian character as a community gateway.

- The urban/rural interface of the neighborhood is present along the highway as it transitions from the agricultural uses between Wellsville and the edge of town, to the urban uses of Logan. Logan City's adopted South Corridor Plan emphasizes enhanced setbacks and limited land uses to preserve the open space along the corridor to protect this gateway. Land-use changes should be consistent with this plan and promote the preservation of open space along the highway.

100 W improvements will increase neighborhood connections to commercial centers.

West Woodruff - A main asset along the western edge of Woodruff is its open space and agrarian character. The fields that define the area have been steadily transitioning to housing over the last several decades. The area is likely to continue to receive heavy development pressure as development options elsewhere in Logan diminish.

The value statements for West Woodruff are:

Development that matches the existing character of the area.

- Land consumption west of 1000 W is going to continue. That growth must be balanced to protect critical land and character defining geography. Where development is considered, preservation of riparian corridors, passive open space, and farmland is essential to the protecting the identity of the neighborhood.

- Single family homes dominate the housing character west of 1000 W. The area presents an opportunity for new low density single family development that would be attractive to families. While this type of development consumes open space and infrastructure, it will be an anchor

Commercial development should be focused around existing and new intersections.

VALUE STATEMENTS

and asset to the neighborhood, as it will attract families that may become long term investors in the fabric of the neighborhood.

Expansion and connection of recreation network and assets.

- As growth continues to the west of 1000 W, recreational resources will need to be developed. Development of new parks and trails will help to attract families to the neighborhood and provide quality of life improvements for residents.

Improved access to 1000 W.

- The 1000 W corridor divides West Woodruff from the rest of the community. The design of the road emphasizes north/south travel and speed. The neighborhood, which is impacted by the road, values improvements that will transform the road from a barrier into a link that connects the neighborhood instead of dividing it.

Agriculture is the dominant land use west of Logan.

Single family developments along the western edge of Woodruff.

1000 W is a barrier between the east and west portions of the neighborhood.

RECOMMENDATIONS

The Recommendations Section identifies specific projects, improvements, and policies that will help to protect and enhance the identified value statements for Woodruff. As with the value statements, the recommendations address both neighborhood wide and area specific projects.

Woodruff Wide Recommendations

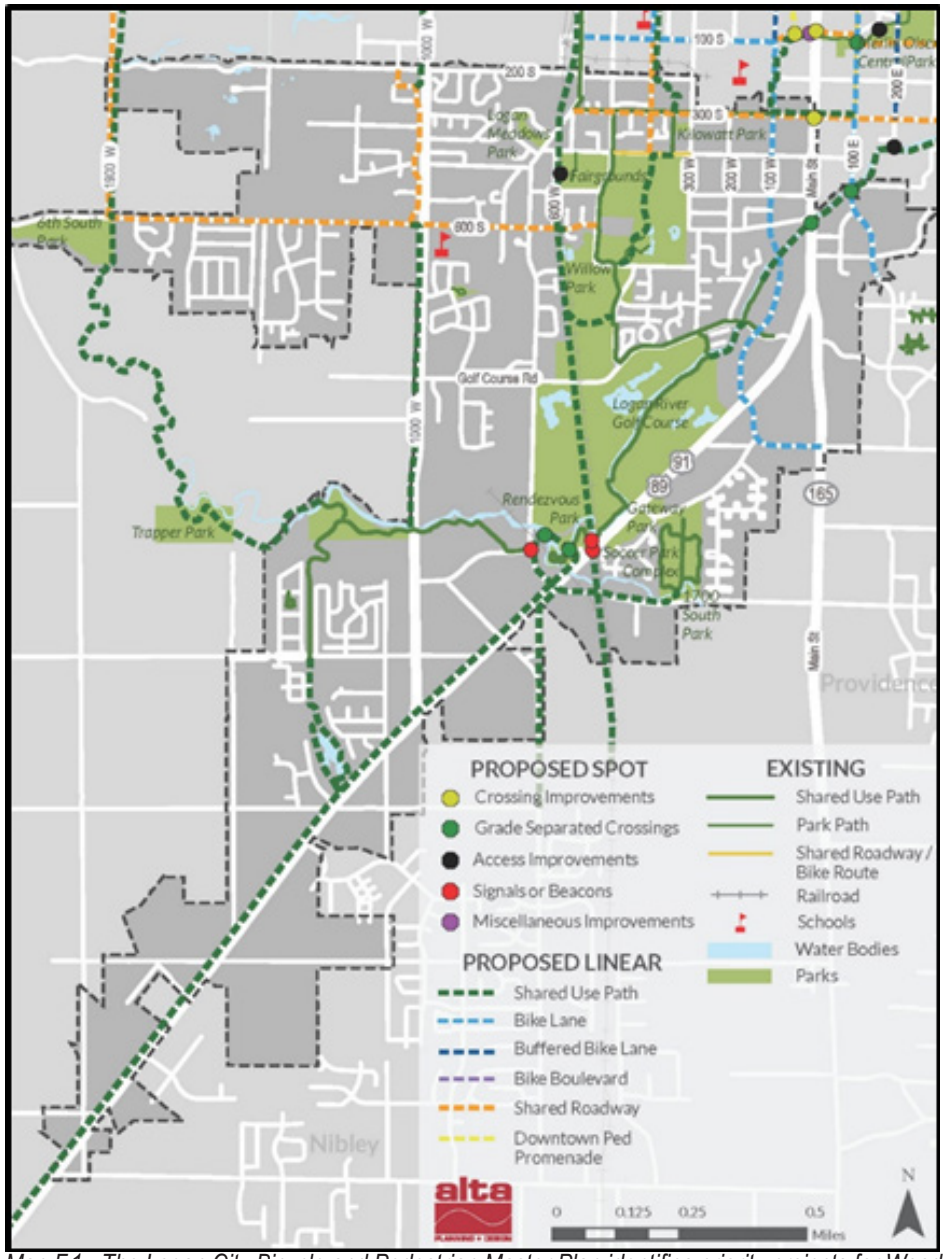
Residents value the high quality and availability of recreational amenities in the neighborhood.

Recommendations:

Implementation of the Logan City Bicycle Pedestrian Master Plan.

- Trail corridors and street bicycle infrastructure improvements identified in the Logan City Bicycle and Pedestrian Master Plan will connect various recreational and community resources in the neighborhood.

- Priority improvements include completing trail improvements along the Logan River and creating connections into the neighborhood.

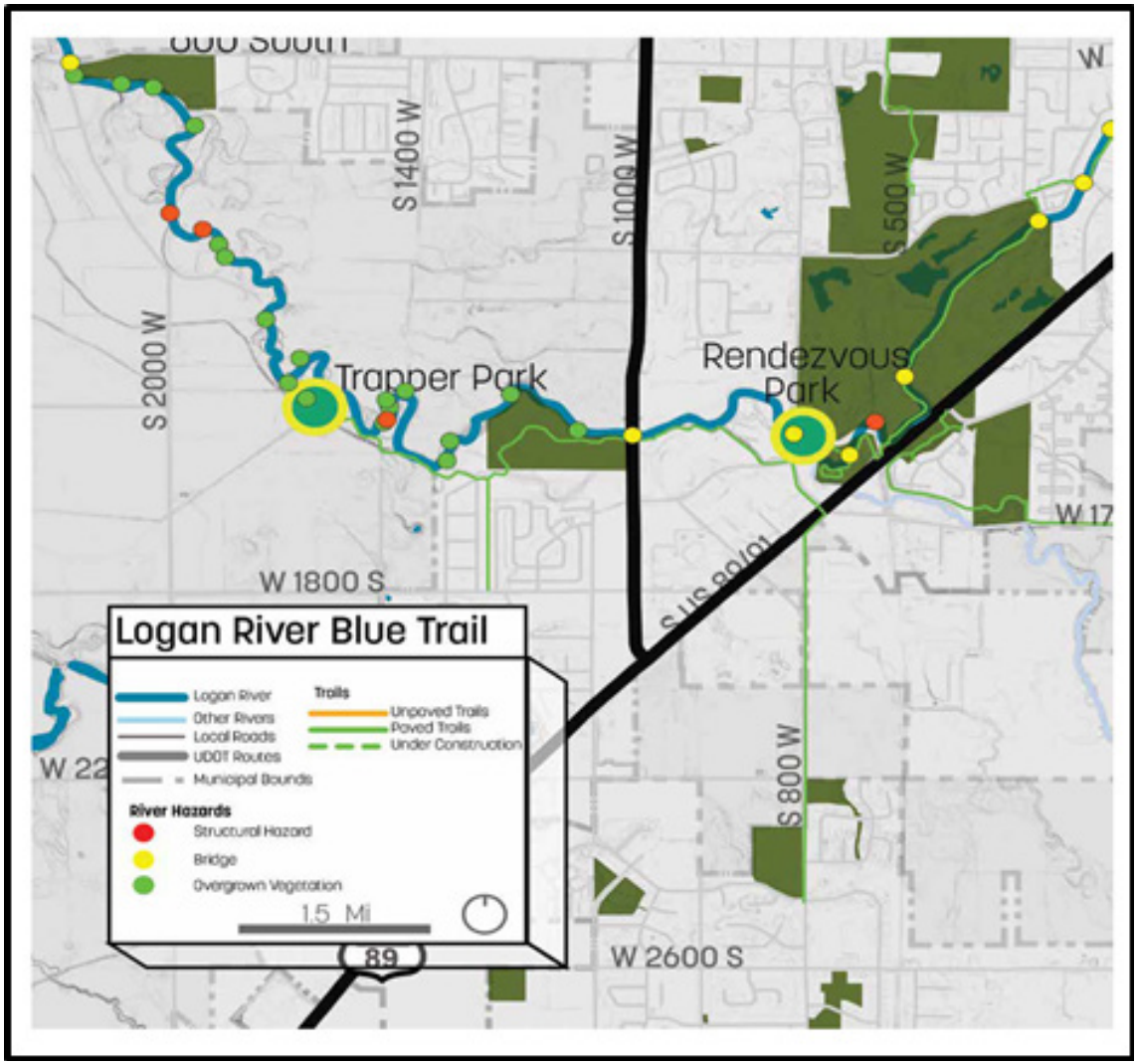


Map F.1 - The Logan City Bicycle and Pedestrian Master Plan identifies priority projects for Woodruff.

RECOMMENDATIONS

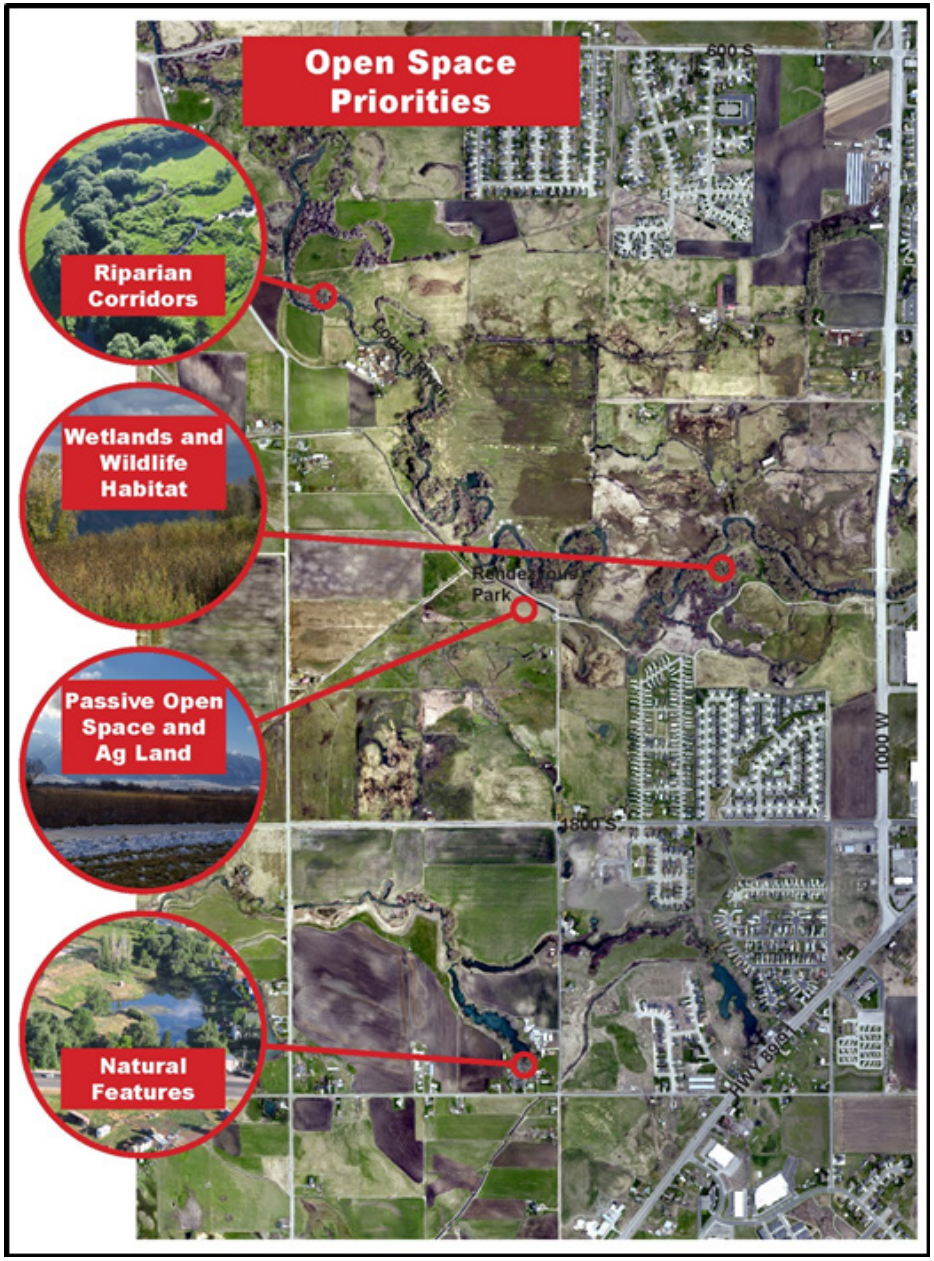
Implementation of the Blue Trail along the Logan River.

- The Logan River is a critical recreational amenity that has increasing potential for recreation uses on the areas that traverse Woodruff. Trail improvements and river restoration presents an opportunity for river recreation. The Woodruff neighborhood supports the Blue Trail proposed for improved access and recreation.



Map F.2 - The first phase of the Blue Trail plan is the section between Rendezvous and Trapper Parks.

RECOMMENDATIONS



Map F.3 - Open Space Priorities

Residents value the open space and agrarian character of the neighborhood.

Recommendations:

Develop a Logan City Open Space Plan **that identifies areas for protection and** implementation strategies.

- The Logan City Comprehensive Parks, Trails, Recreation and Open Space Plan inventories open spaces currently owner by Logan City. The plan also includes reference to strategies to provide future open space area, such as through TDR and easements, but it does not identify critical open space areas or provide clear policy guidelines or funding recommendations for future open space acquisition. An open space specific plan would help to identify critical open spaces and provide a policy framework for protecting open space. Critical open space areas identified in this plan for the Woodruff neighborhood includes the river corridors, passive open space, farmlands, wetlands, wildlife habitat, and unique features.

RECOMMENDATIONS

Residents value the diversity of people that live in the neighborhood.

Recommendations:

Actively encourage, recruit, and invite interested Latinx community members to participate in the neighborhood planning process through participation in planning projects, such as steering committees, neighborhood councils, advisory boards, and other City administered committees and commissions, in order to cultivate community leadership opportunities.

Complete a Latinx outreach survey and report to understand the unique challenges and community perceptions of Logan's largest minority group.

- The growing Latinx community in Logan is underrepresented in the decision-making process of the City. Comprehensive outreach is paramount to bring the community into planning processes that affect their neighborhoods and the City. Woodruff has the highest percentage of Latinx residents of any neighborhood in Logan. Planning for the neighborhood should reflect the needs of the diverse community. A community outreach survey would act as an initial step in listening to the needs of the Latinx community. Direct outreach for input in the planning process will help to build better plans that are more inclusive.

Ensure housing policies allow for a variety of housing types in the neighborhood and addresses housing affordability in the community.

- Woodruff is a neighborhood rich in community assets. An inclusive housing policy that allows for a variety of housing types, including multi-family options, will create a community of opportunity for all residents. Housing types, such as small starter homes, townhomes, and lower density multi-family options will provide opportunities for young families to move into the neighborhood. There are opportunities for mixed housing options around new and established commercial and job centers. See the West Woodruff Concept Plan and FLUP Update.

Market housing grant programs towards the Latinx community.

- Demographic information for Woodruff shows that the highest percentage Latinx area is almost entirely single-family homes with high home ownership rates. Participation in the housing grant programs offered by Logan City should be encouraged through direct marketing towards the Latinx community and translation of application guides into Spanish.

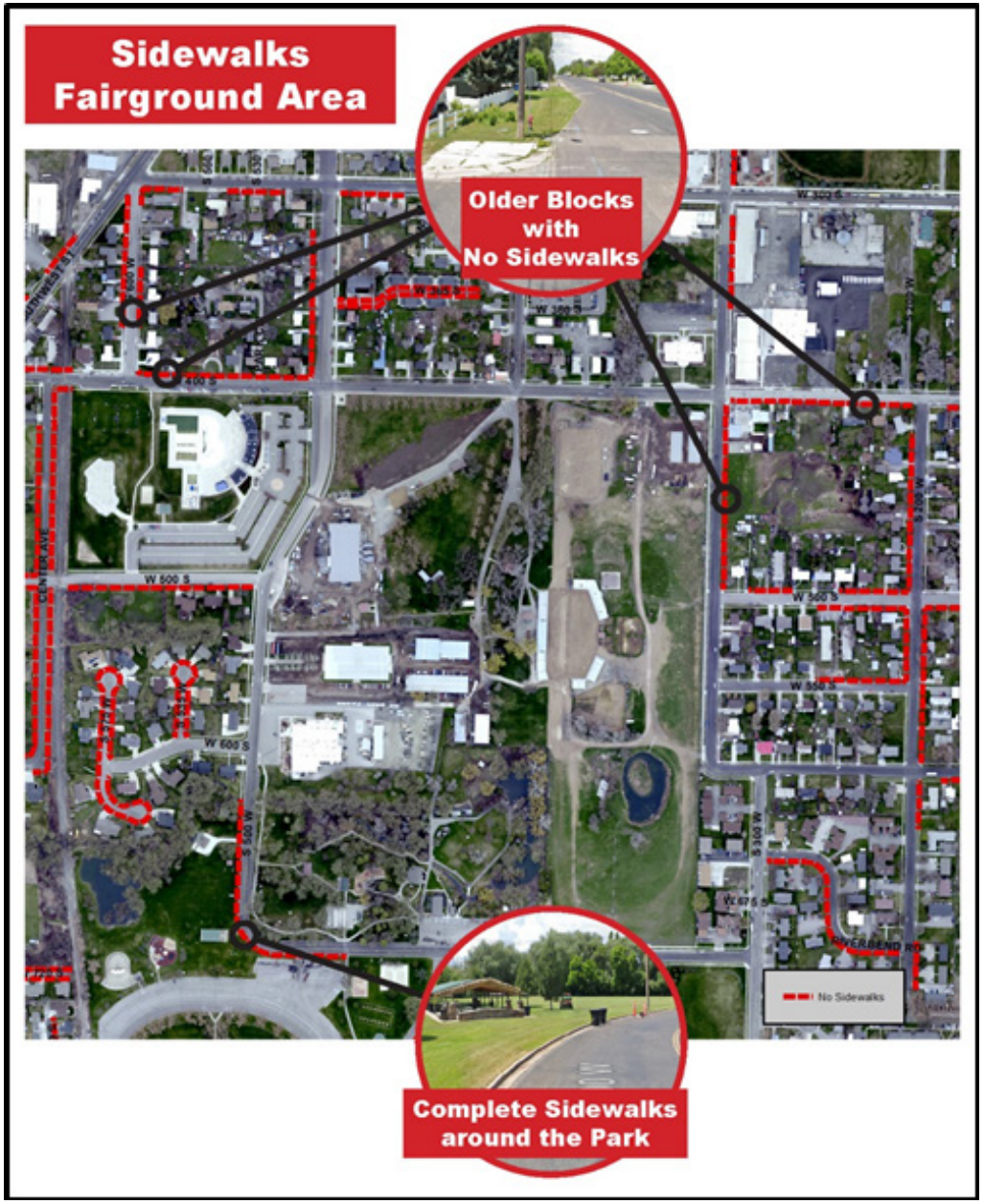
Attracting families to stay long term in the neighborhood.

Recommendations:

Zone additional area in the neighborhood to NR-4.

- Building on the need for a variety of housing types, the inclusion of large lot, single-family homes is essential for keeping families in the neighborhood. As families grow and look for housing to accommodate changing needs, they require options that will attract them to the neighborhood. Options for single family homes will stabilize institutions in the community by allowing for long-term housing options. Areas west of 1000 W provide the best opportunity for NR-4 development. See the West Woodruff Concept Plan, and FLUP Update.

RECOMMENDATIONS



Map F.4 - Sidewalks Fairground Area

The Historic Core Recommendations

Residents value walkable, pedestrian oriented neighborhood streets that are connected to the various neighborhood assets.

Recommendations:

Provide sidewalks and accessible crossings in areas around the fairgrounds, Willow Park, and the Aquatic Center.

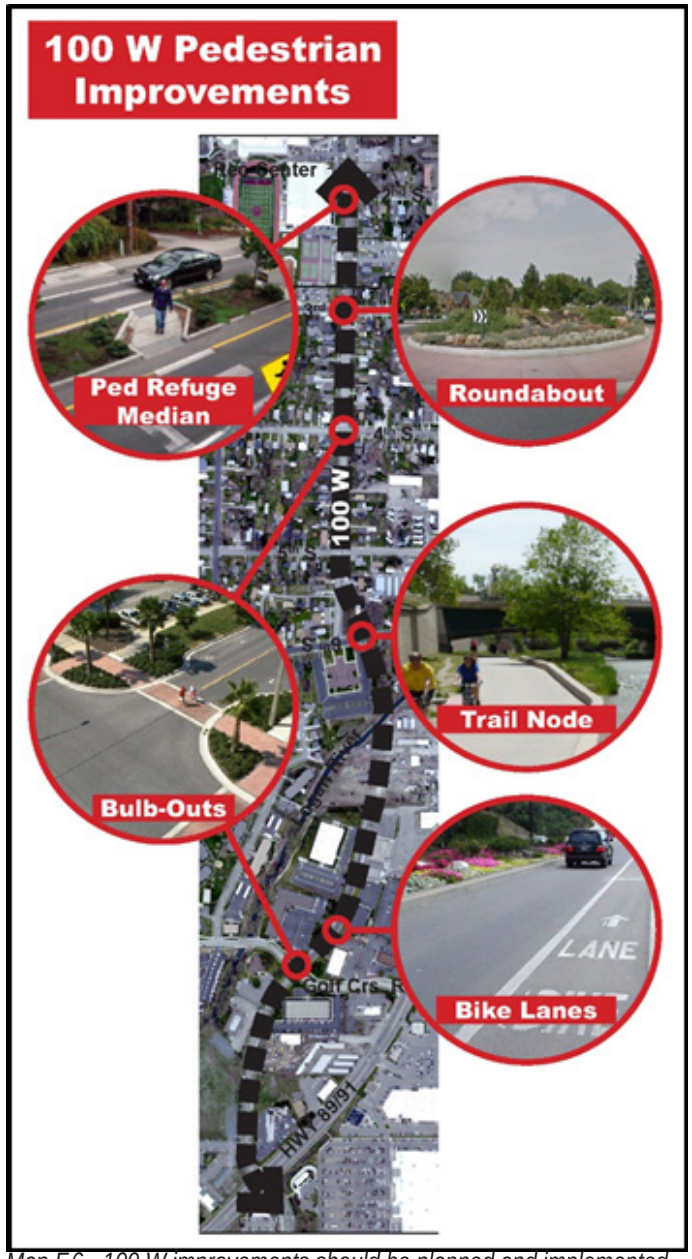
- The recreational center of the neighborhood is placed in an area with outdated pedestrian infrastructure. Many of the streets lack basic sidewalks or accessible corners. With the high number of pedestrians that utilize the area for a variety of activities, the area would greatly benefit from investment in pedestrian improvements.

Provide sidewalks along Park Avenue.

- Park Avenue is no longer a country road on the edge of town. Signalized at the highway and located near many recreational amenities, including the Logan River Trail, the road is at the nexus of many neighborhood assets. Construction of basic pedestrian infrastructure would connect the neighborhood and provide a safe route to amenities.

RECOMMENDATIONS

Map F.5 - Sidewalks Park Avenue



Map F.6 - 100 W improvements should be planned and implemented along with the 100 W extension.

RECOMMENDATIONS

Implement traffic calming and pedestrian improvements along 100 W to mitigate traffic impacts.

- The 100 W corridor is changing. With future connection of 100 W across the Logan River to the highway, and with dense residential zoning near downtown, increased traffic is inevitable. To prepare for this change and protect the core Woodruff neighborhood, a pedestrian first plan should be devised and implemented along the corridor that focuses on safety around Logan High School and at critical intersections along the corridor. Spot improvements along the corridor should include an enhanced crossing with a pedestrian refuge and medians at 200 S, roundabout or signalization at 300 S, enhanced crossings at 400 S and Golf Course Rd., bike lanes along the corridor, and a trail node at 600 S.

Preservation and rejuvenation of historic homes and blocks.

Recommendations:

Continue to provide housing rehabilitation assistance to residents of Logan. Use the program to target older single-family homes that are in disrepair and need upgrades.

- The housing stock in the core neighborhood is aging. Grant programs adopted by Logan City, the Housing Rehabilitation Assistance Grant and Neighborhood Reinvestment Grant, are programs that should be bolstered and marketed toward residents in the core of Woodruff.

<u>The Highway Recommendations</u>

Convenient connectivity to the neighborhood.

Recommendations:

Signalization along the south highway corridor.

- The signalization of the south highway corridor at 100 W, Park Avenue, and 1000 W has greatly improved access to the highway and connectivity for the neighborhood. In order to support the continued growth of the neighborhood and improve access, efforts to signalize the 2200 S and 3200 S areas of the highway are supported by the neighborhood.

Signalization along South Main between 400 South and 700 South.

- With no signal between the “Y” intersection and 300 S, the South Main Street corridor lacks safe and convenient access. While this corridor is Utah Department of Transportation (UDOT) controlled, Logan City should continue coordination efforts with UDOT to improve access onto Main Street in this area.

RECOMMENDATIONS

Diagram F.1 - Parkway road design for new collectors and arterials should incorporate multi-use trails, planted medians, and generous vegetative buffers (Source: https://dublinohiousa.gov/engineering/tuttle-crossing-boulevard-extension/).

Improved and new access to commercial centers and nodes.

- As adopted in the South Corridor Development Plan, commercial node development around new signals along the highway will provide convenient commercial development for a growing neighborhood.

West Woodruff Recommendations

Development that matches the existing character of the area.

Recommendations:

Use an improved 2000 W corridor as a land use edge that divides suburban and rural development along the western edge of Woodruff.

- The creation of a protected green belt along the western edge will help to preserve green space. Future improvements to the 2000 W corridor is a natural edge for growth. Conservation land use and zoning designations should be applied to land west of 2000 W, including Rural Reserve Area (RRA), and Rural Conservation Area (RCA) designations in the FLUP and the Resource Conservation (RC) zone. This zoning will limit density in the area and preserve agricultural character. See the West Woodruff Concept Plan.

RECOMMENDATIONS

Map F.7 - Proposed new intersection signalization along 1000 W.

- Collector and arterial roads through the annexation zone should be developed as parkways with enhanced setbacks, trails, and parks along the corridors. See the West Woodruff Concept Plan.

The primary land use in the western annexation area should be detached residential.

- As previously mentioned, detached residential housing development will attract families to the neighborhood. See the West Woodruff Concept Plan.

Expansion and connection of recreation network and assets.

Recommendations:

Create a network of connected open spaces that create a green belt open space.

- Building on the parkway design of major roads in the area, the enhanced setbacks will allow for trail and bike path development in the area. These trails can tie into existing recreation opportunity and new parks at the edge of the urban boundary of Logan. See the West Woodruff Concept Plan.

Develop active recreation parks in West Woodruff.

- Currently, Logan City has no playgrounds or ball fields west of 1000 W. The Logan City Parks and Recreation Department is currently considering locations for a new neighborhood park around 600 S. As Logan expands west with additional residential development, additional neighborhood parks should be considered to provide recreational opportunities for families.

Improved access to 1000 W.

Recommendations:

Add signals along 1000 W at 200 S, 1000 S, and 1600 S.

- The lack of access and excessive speed along the 1000 W corridor can be improved through signalization at key intersections along the road. These improvements will improve safety for residents, and provided critical connections east and west in the neighborhood. The neighborhood supports efforts by Logan City to coordinate with UDOT on implementation of these signals.

RECOMMENDATIONS

Concept Summary

- More intense development around nodes.
- Utilize new/improved roads as parkways that connect the neighborhood.
- Preserve a rural edge.

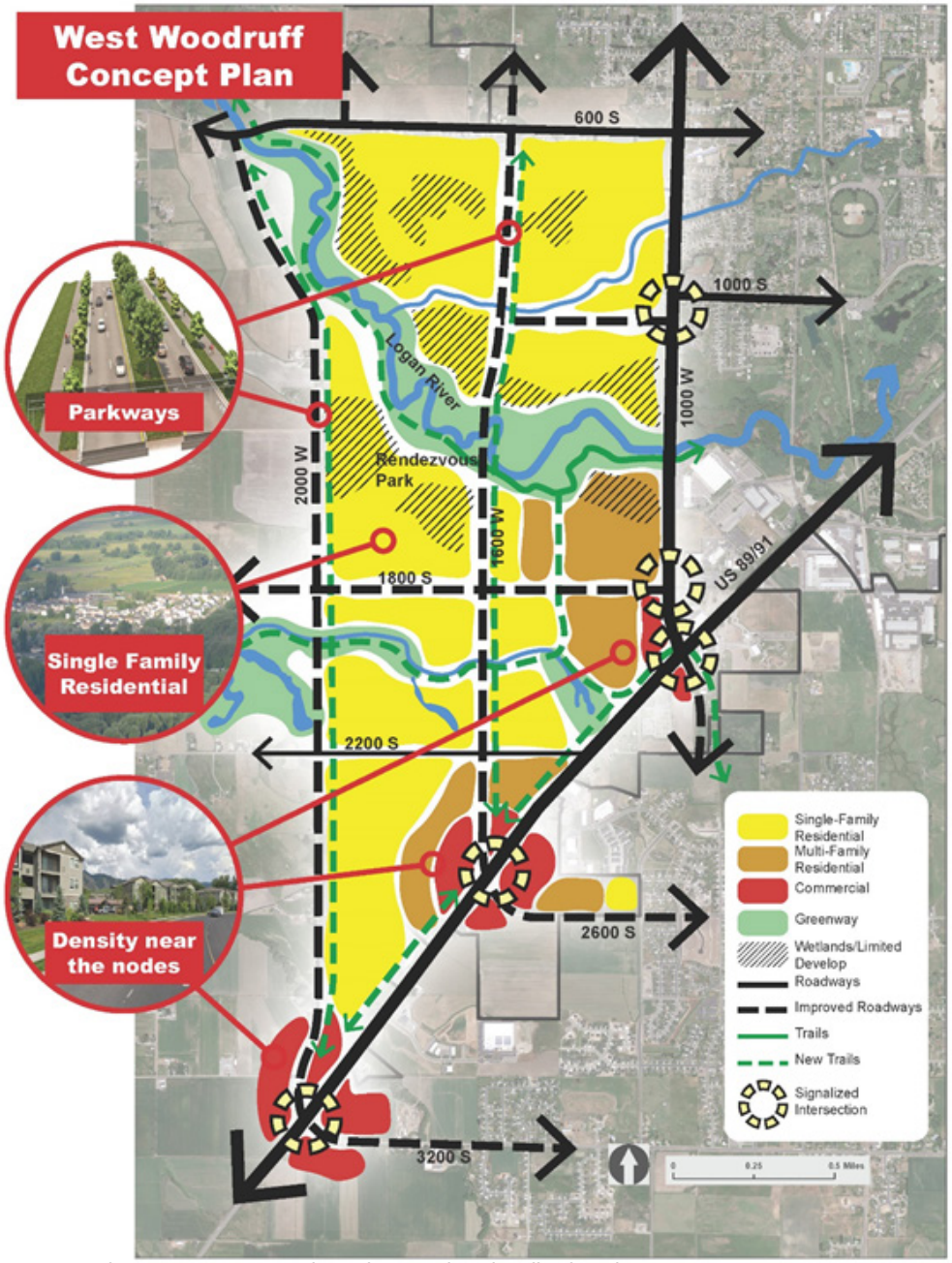
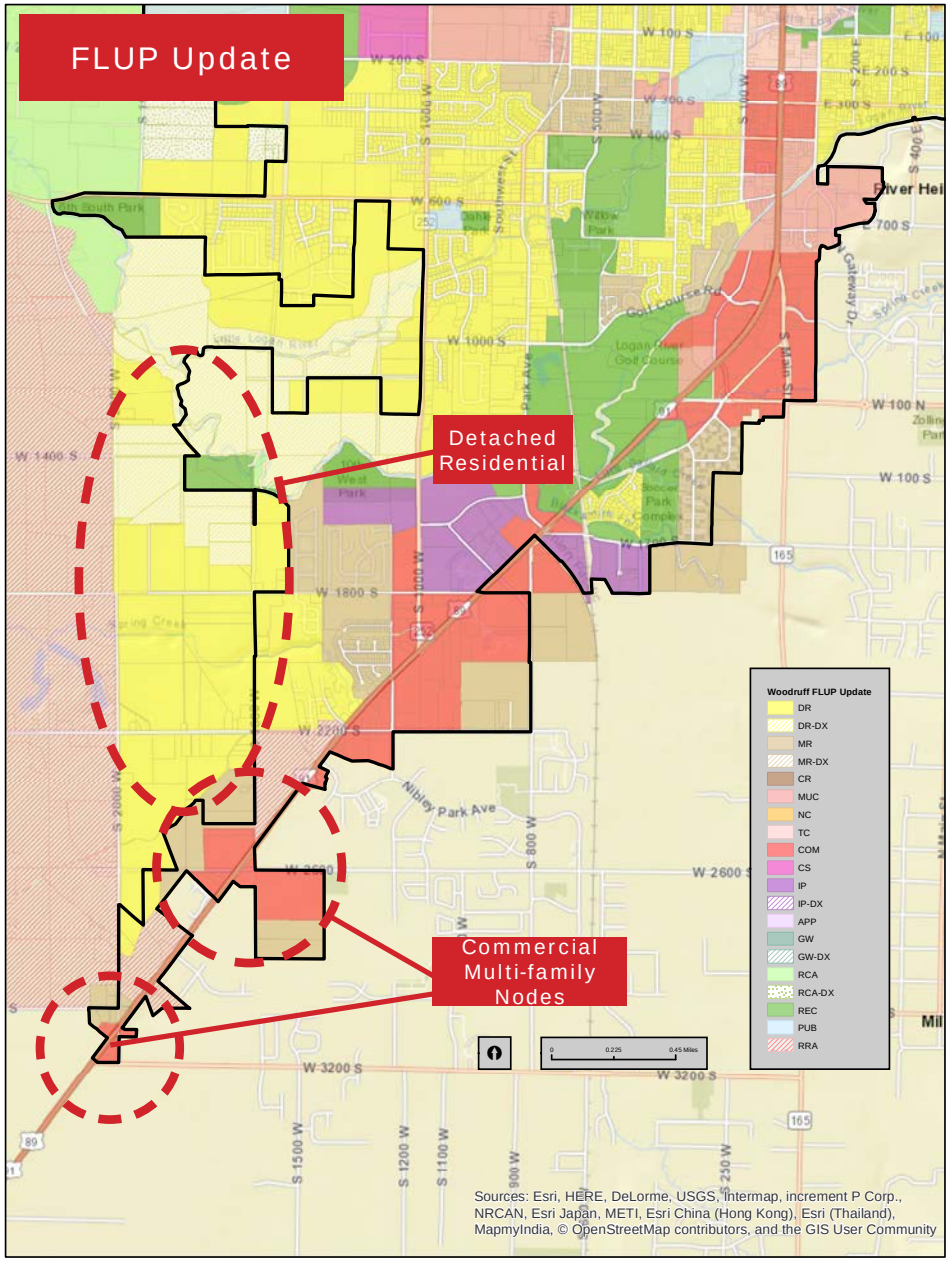


Diagram F.2 - Proposed new intersection signalization along 1000 W.

RECOMMENDATIONS



FLUP Update Summary

- Boundary line with Nibley is likely to change.

Detached Residential

- 490 acres.
- Approx. 1,200 - 1,500 new units.
- Density approx. 2.5 - 3 units per acre.

Mixed Residential

- 75 acres.
- Approx. 500 - 750 new units.
- Approx. 7 – 10 units per acre.
- Located near commercial nodes (1,400' radius from intersections).
- Not located on properties that front Highway.

Commercial

- 60 acres.
- South Corridor Plan and Gateway Overlay 700' radius around intersections.

Rural Reserve Area

- 72 acres.
- Area between nodes.

IMPLEMENTATION

Recommendation	Lead Implementation	Timeline	Notes
• Implementation of the Logan City Bicycle Pedestrian Master Plan	Parks and Recreation	Ongoing	The Bicycle and Pedestrian Master Plan has a number of projects that will be implemented strategically as funding becomes available.
• Implementation of the Blue Trail along the Logan River	Parks and Recreation	1-5 years	Adoption of the Blue Trail plan provides clear direction and priority for trail development along the Logan River through Woodruff.
• Develop a Logan City Open Space Plan that identifies areas for protection and implementation strategies.	Community Development and Parks and Recreation	1-5 years	Building on the Parks Master Plan, development of a open space plan will identify critical area and strategies for protecting open space for Logan.
• Complete a Latinx outreach survey and report to understand the unique challenges and community perceptions of Logan's largest minority group.	Community Development	1-5 years	Good planning is achieved through the inclusion of diverse voices. Outreach to the largest and growing minority group in the community will help to incorporate diverse voices into Logan City's planning efforts.
• Ensure housing policies allow for a variety of housing types in the neighborhood and addresses housing affordability in the community.	Community Development	Ongoing	Building on the adoption of the Moderate Income Housing Plan, Logan City must work to ensure that a variety of housing types are available to residents. This plan identifies areas for new housing in Woodruff that will help to achieve that goal.
• Market housing grant programs towards the Latinx community. • Continue to provide housing rehabilitation assistance to residents of Logan. Use the program to target older single-family homes that are in disrepair and need upgrades.	Community Development	Ongoing	As housing continues to age in Logan, the importance of grant opportunities will continue to increase. Investment in housing rehabilitation will help to keep homes viable in the future and help to address blight in our neighborhoods.

IMPLEMENTATION

Recommendation	Lead Implementation	Timeline	Notes
• Zone additional area in the neighborhood to NR-4.	Community Development	1-5 years	Much of the available land that could become NR-4 is within the annexation zone west of 1000 N. As land is annexed over the next several years, NR-4 zoning should be considered for areas designated as DR on the FLUP.
• Provide sidewalks and accessible crossings in areas around the fairgrounds, Willow Park, and the Aquatic Center.	Public Works and Community Development	1-5 years	CDBG funding can be utilized for sidewalks in this area.
• Provide sidewalks along Park Avenue.	Public Works	5-10 years	Sidewalk/trail installation along Park Avenue will be more difficult from a funding and ongoing maintenance perspective as the road is not adjacent to developed properties. Parks maintenance budget and manpower must be considered as part of trail development.
• Implement traffic calming and pedestrian improvements along 100 W to mitigate traffic impacts.	Public Works	1-5 years	Traffic calming measures should be implemented along with development of the 100 W expansion across the Logan River.
• Signalization along the south highway corridor..	UDOT and Public Works	1-10 years	The signalization along the south highway corridor is approved by UDOT, and what remains is implementation of the projects by UDOT over the next several years.
• Signalization along South Main between 400 South and 700 South.	UDOT and Public Works	1-10 years	Public works and UDOT continue to coordinate on signalization along Main Street. The likely location of the signal is 500 S.
• Improved and new access to commercial centers and nodes.	Public Works	1-10 years	Signalization of the highway presents an opportunity to connect the neighborhood to commercial resources. Node development is identified in the South Corridor Development Plan.
• Use an improved 2000 W corridor as a land use edge that divides suburban and rural development along the western edge of Woodruff.	Community Development and Public Works	10+ years	Creating an edge to the city that creates a clear division between rural and urban will help to preserve the character of Woodruff. Implementation is dependent on land use and transportation policy to help create the transition.

IMPLEMENTATION

Recommendation	Lead Implementation	Timeline	Notes
• The primary land use in the western annexation area should be detached residential.	Community Development	Ongoing	The updated FLUP will provide guidance for land use in the western annexation area.
• Create a network of connected open spaces that create a green belt open space.	Parks and Recreation	10+ years	Connecting recreation and open space assets into a comprehensive network will take time and funding.
• Develop active recreation parks in West Woodruff.	Parks and Recreation	1-5 years	Planning for an active recreation park west of 1000 W is underway. Additional park development will follow future residential development in the area.
• Add signals along 1000 W at 200 S, 1000 S, and 1600 S.	UDOT and Public Works	1-10 years	Signalization will follow demand and will be constructed by UDOT.