CITY OF LOGAN
RESOLUTION NO. 13-76

A RESOLUTION ESTABLISHING THE
ADAMS NEIGHBORHOOD SPECIFIC PLAN

WHEREAS, the Municipal Council finds that the economic and physical condition of Adams Neighborhood is of significant importance to the vitality of the City of Logan and Cache Valley; and

WHEREAS, the Adams Neighborhood Specific Plan recognizes the importance of this core area from both a residential and commercial standpoint; and

WHEREAS, the Adams Neighborhood Specific Plan identifies important issues and outlines recommended implementation strategies; and

WHEREAS, the Adams Neighborhood Specific Plan is consistent with, and actively promotes, the goals in the Logan General Plan in further specifying neighborhood particular issues; and

WHEREAS, a lengthy public process was utilized, including a steering committee consisting of local landowners, elected and appointed City officials, and community leaders, a series of open house meetings, public hearings and survey data collection to develop and prepare this Adams Neighborhood Specific Plan in order to ensure both property owners and Logan residents alike had a chance to actively participate; and

NOW THEREFORE, BE IT RESOLVED THAT THE LOGAN MUNICIPAL COUNCIL, hereby adopts the Adams Neighborhood Specific Plan.

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

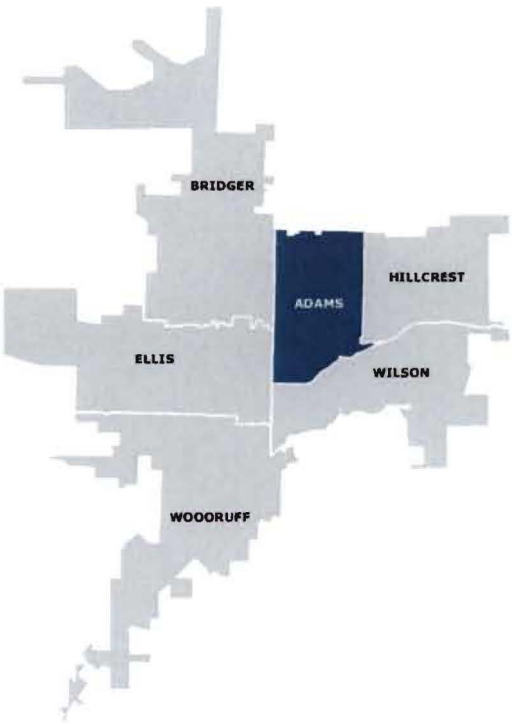
PASSED BY THE LOGAN MUNICIPAL COUNCIL THIS 15th DAY OF OCTOBER, 2013.

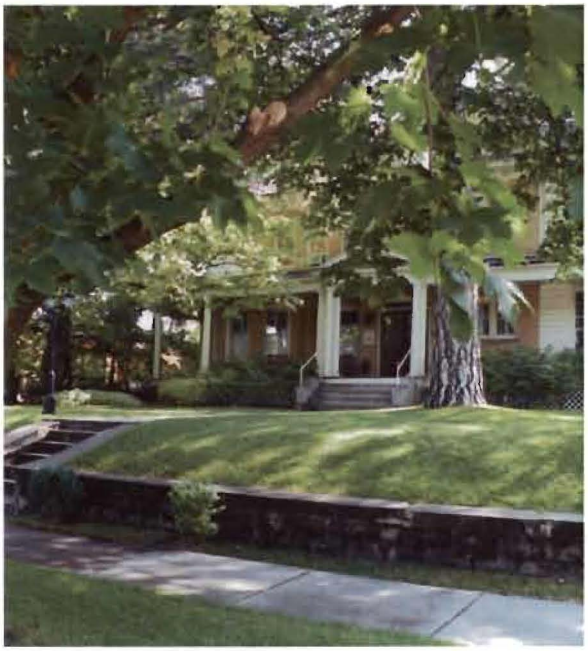
_____
Holly Daines, Council Chairperson

ATTEST:

_____
Teresa Harris, City Recorder

Adams Neighborhood Specific Plan





OCTOBER 2013

Adams Neighborhood Specific Plan

PREPARED FOR:

LOGAN
CITY UNITED IN SERVICE

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Adoption Date:

October 15, 2013

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Executive Summary

The Adams Neighborhood is one of Logan City's oldest, most densely populated and diverse neighborhoods. Adams is the gateway to Utah State University, home to a majority of the City's commercial retail establishments, and is home to approximately 12,600 residents. The Adams Neighborhood is also an area in transition. Changing demographics, aging housing stock, aging infrastructure, and a shift in ownership patterns away from traditional owner-occupied single family residences, coupled with a strong demand for affordable and accessible student housing, has led to significant shifts in the make-up of the Adams Neighborhood.

Single family dwellings once oriented towards family ownership and stability has given way to multi-family dwellings catering to a younger generation of students. Home ownership has evolved into investment property ownership, both with competing goals of neighborhood stabilization and return on investment. The challenge of this planning effort is to harness the positive aspects of each seemingly competing need by defining and implementing land use and regulatory policies that protect the neighborhood character while encourage new investment in the Adams Neighborhood.

The primary goal of the Adams Neighborhood Plan is to promote a strong sense of community by identifying and implementing changes that will enhance and instill stability and confidence in the Neighborhood. The purpose of this plan is to:

- Develop a vision and a set of goals and objectives for the residential and commercial areas.
- Identify key issues in the areas of economic development, housing, land use, parks and open space, and transportation.
- Identify short term and long term action strategies to foster, initiate, monitor, and implement positive change.
- Identify opportunities in timing, funding, and public/private collaborations to achieve desired outcomes.

The Adams Neighborhood Plan envisions a healthy, stable and vibrant neighborhood where a mixture of housing types and styles, families and students, old and new can blend and continue to lend to the unique character of the neighborhood. Key elements explored within the Adams Neighborhood Plan include:

- Apply zoning and land use stability so that future generations have the confidence to invest in residential properties and raise families in the Adams Neighborhood.
- Celebrate and preserve the unique housing characteristics of the Adams Neighborhood and increase owner occupancy.
- Increase commercial services and overall visually quality without expanding the commercial footprint.
- Ensure local neighborhood streets remain safe, comfortable and calm with slower speeds and pedestrian friendly intersections and crosswalks.
- Promote the appropriate preservation of historic structures with committed efforts that showcase the unique historic character of Logan City.
- Continue to improve and enhance public services and facilities for residents within the Adams Neighborhood.
- Protect the unique design features and architecture that symbolized the diverse past and encourage new development to continue to build on these unique features.

With a centralized location and an abundance of commercial services, recreational opportunities and major employers, the Adams Neighborhood has and will continue to have a great deal of attractive strength. This Plan promotes a strong sense of community by identifying and implementing changes that will enhance and instill stability and confidence for current and future residents of the Adams Neighborhood.

Background

The General Plan is the core planning document of the City. It is a policy document establishing a framework for more detailed "specific plans" which are intended to guide the development and implementation of specific tools (Zoning, Land Development Code, Transportation Master Plan, Capital Improvement Plan etc...) at the neighborhood level. The eventual goal is to refine the General Plan vision at a scale that most Logan residents will understand and embrace. Several specific plans have already been completed and others are in process.

This Neighborhood Plan focuses on the Adams Neighborhood, one of Logan's oldest, most densely populated and diverse neighborhoods. Adams is the doorstep to Utah State University, home to a majority of the City's retail establishments and is an area in transition. Changing demographics, coupled with a strong demand for affordable and accessible student housing has led to significant shifts in the Adams Neighborhood, most notably in the form of rental housing situations and property ownership patterns.

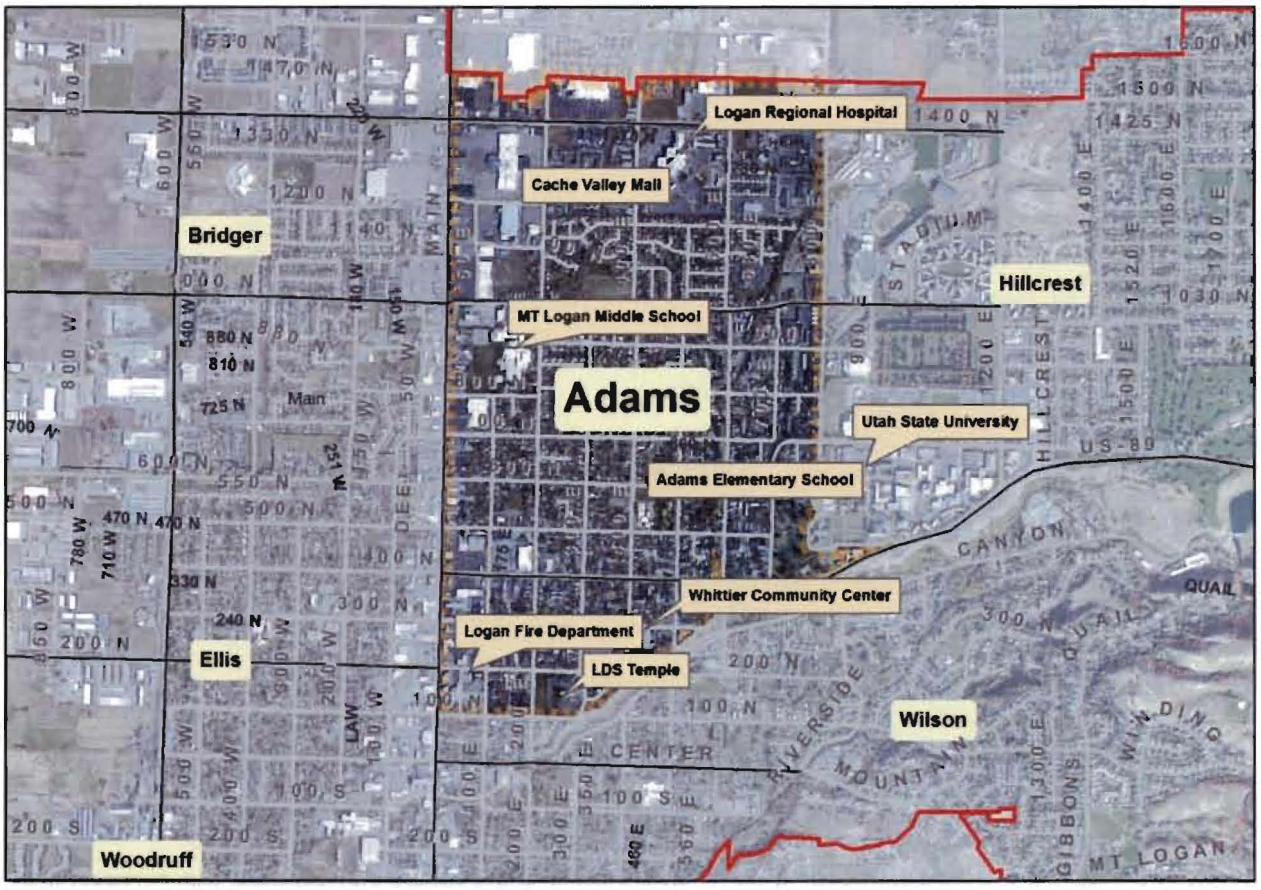
The Adams Neighborhood boundary generally follows the Adams Elementary School boundaries. The bluff south of the Boulevard is the only natural land feature that forms a boundary for the neighborhood. Main Street is the western boundary while 800 East and Utah State University form the eastern boundary. The 1400 North corridor and the Boulevard loosely create the north and south boundaries (see Map 1.1). The Adams Neighborhood contains a diverse mix of structures and land uses, ranging from commercial, religious, community, multi-family and single family. The Adams neighborhood is likely the densest neighborhood in the City with approximately 12,600 (2010 Census) residents spread over 844 acres.

Over the past 50 years, steady growth in Utah State University enrollment has created a high demand for student housing near the University. This demand for accessible student housing, coupled with the outward suburban growth of the City and other communities in Cache Valley, and an aging housing stock in Adams, has greatly impacted the composition of this older, traditional single-family neighborhood. Numerous single-family homes, once occupied by proud owners raising families, have transitioned into non-owner occupied rental units. Inconsistent zoning has promoted the construction of multi-family structures as infill projects. Stately homes have given way to apartments and parking lots as property owners responded to the demand for additional rental housing. These factors have led to significant changes in the character and appearance of the Adams Neighborhood while fueling concerns over increased parking problems, incompatible land uses and a general lack of property maintenance. Many established long-time residents have expressed that these residential changes are not for the better.

A wide range of commercial services can be found within the boundaries of the Adams Neighborhood. The historical downtown commercial core, which has historically been the center of commerce for both Logan and Cache Valley, the commercial strip on Main Street, the Cache Valley Mall, all large grocery stores, several large national retailers, and numerous smaller retail, professional and general commercial services are all located within the Adams Neighborhood.

Aside from the historic downtown, commercial development has generally developed along the major transportation corridors, i.e., Main Street, 4th North, 10th North, and 14th North. A majority of the commercial structures along these transportation corridors are single story buildings oriented towards automobile traffic with large asphalt parking areas and unrestricted access. Few vacant commercial parcels remain undeveloped; therefore, the most viable form of new commercial development within this neighborhood will be the redevelopment of underutilized commercial space and the conversion of large,

underutilized parking lots into additional commercial uses. Future options for small mixed-use projects within the neighborhood also exist provided these types of projects are done in a manner compatible with the existing character.



Map 1.1 Neighborhood Boundaries

The Adams Neighborhood contains many of Logan's most prominent landmarks and land uses. The Church of Jesus Christ of Latter Day Saints (LDS) Temple, completed in 1884, is located atop the hill on 300 East overlooking downtown and much of Logan. The LDS Tabernacle is another prominent landmark and is located at Main and Center Streets. The Logan Regional Hospital is located at 400 East and 1400 North. Utah State University, educating over 16,000 students, is located directly east of Adams.

The vast majority of the City's off-campus student housing is located in the Adams Neighborhood. The Campus Residential areas west of the University contain most of the purpose-built student housing complexes while many single family dwellings throughout the neighborhood have been converted into apartments.

Goals

Purpose and Process

Overall major goals of the Adams Neighborhood include ensuring and promoting a strong sense of community by identifying and implementing changes that will enhance and instill stability and confidence in the Neighborhood. The purpose of this plan is to:

- Develop a vision and a set of goals and objectives for the residential and commercial areas.
- Identify key issues in the areas of economic development, housing, land use, parks and open space, and transportation.
- Identify short and long term action strategies to initiate and implement.
- Identify opportunities in timing, funding, and in public/private collaborations to achieve desired outcomes.

The Adams Neighborhood plan has been divided into specific chapters to better understand the impacts of previous land use decisions and the fundamental functions of the neighborhood. The identified goals are outlined here and explained in further detail as to why they are considered important in subsequent chapters. The implementation chapter will outline strategies and parties responsible to complete the goals.

Zoning and Land Use Goals

1. Apply zoning and land use stability so that future generations have the confidence to invest in existing homes and raise their families in the Adams Neighborhood.
2. The Adams Neighborhood Future Land Use Plan (ANFLUP) should be adopted and referenced often.
3. Commercial zoning should encourage and allow essential commercial services, without compromising neighborhood compatibility and transitional areas.
4. Mixed-use zoning should be implemented in appropriate areas and used as a tool to facilitate projected population growth by creating high-quality mixed use areas that are pleasant places to shop, play, eat, work and live.
5. Single family infill development should be allowed, provided that in certain areas, mainly flag lots, additional setbacks, sufficient access drives and increased minimum lot sizes are implemented for better compatibility into the overall character of the Adams Neighborhood.

Residential Housing Goals

1. Celebrate and preserve the unique housing characteristics of the Adams Neighborhood and work toward increasing owner occupied homes.
2. Create positive momentum through exterior facade and front yard improvements that will increase the "curb appeal" of existing housing stock and have direct positive impacts on neighboring properties.
3. Programs and competitions that are incentive based and focused on revitalization should be implemented with City support.
4. Provide safe, quality and convenient housing for students in designated Campus Residential zoning districts that will result in less rental pressure on predominate single family areas.
5. Improve code enforcement by increasing consequences, especially with over-occupancy, to help reduce the number of violations.
6. Protect the unique design and architecture characteristics of the existing housing stock that symbolizes the diverse past while encouraging new development to continue to build on these unique features.

7. New homes should have prominent features incorporated into their design such as large front porches, varied gables, quality materials and street oriented pedestrian entryways, all of which create visually pleasing structures and inviting residential structures.
8. Overall bulk, mass, setback and lot coverage of new construction should be similar to adjacent properties for overall neighborhood compatibility.

Commercial / Mixed Use Goals

1. Increase commercial services and overall visual quality without unnecessarily expanding the commercial footprint.
2. Compatible uses, such as restaurants and retail, should cluster in dense pockets along with unique and comfortable pedestrian spaces that enhance the commercial atmosphere.
3. Commercial centers should provide convenient walkable connections to encourage multiple shopping opportunities from one parking stall.
4. Inviting architecture and beautifully maintained landscaping as opposed to large asphalt parking lots should dominate views from public streets.
5. In selective and underutilized areas where sufficient buffers from major arterial roads can be created, high quality living units should be carefully integrated and developed within Mixed-Use and Town Center zoning to create additional housing opportunities for our growing population.

Transportation Goals

1. Improve transportation safety for all modes of travel and implement the complete streets model where appropriate.
2. Dedicate more resources and provide better infrastructure for non-automobile related transportation systems to promote healthy lifestyles, better air quality and less dependence on natural resources.
3. 400 North, which currently functions as an important link between Downtown, USU and Logan Canyon, needs to continue to facilitate high volumes of traffic but should visually transform into a beautiful boulevard that exemplifies the enduring character of Logan and USU.
4. Local neighborhood streets should be safe, comfortable and calm with slower speeds and pedestrian friendly intersections and crosswalks.

Public Services and Facilities

1. Continue to improve and enhance public services and facilities for residents within the Adams Neighborhood.
2. Strategically coordinate with the upcoming USU Open Space Master Plan for better network synchronization.
3. Continue to provide additional trails and ensure connectivity with other trails in Logan and surrounding communities.
4. Enhance natural and open space areas, including the preservation of inner block open space areas when available and feasible.

Historic Resources

1. Promote the appropriate preservation of historic structures with committed efforts that showcase the unique historic character of Logan City.
2. Encourage educational efforts that explain the benefits of historic preservation and teach proper renovation techniques in accordance with the Secretary of Interiors standards.
3. Consider the expansion of the Historic District into recently surveyed areas of the Adams Neighborhood.

Plan Objectives

The objectives of the Adams Neighborhood Specific Plan are to carry out citizen initiated changes in land use regulation while guiding future resources in order to meet prioritized needs. The changes identified in this plan have been determined to be critical for the long term success of the Adams Neighborhood. As the plan is implemented, the identified changes will come in the form of amendments and additions to Logan City's Land Development Code, Municipal Code, Capital Improvements Plan, Transportation Master Plan, Parks and Recreation Master Plan. Eventually, these changes will be reflected in the composition of the Adams Neighborhood through its human and built environment. The Adams Neighborhood Specific Plan should be re-evaluated, revised and re-adopted approximately every 10-15 years to ensure the needs of the citizens are met.

Zoning & Land Use

Historical Background

Founded in 1866 and named after Ephraim Logan, one the areas early trappers, Logan City is situated on the east side of Cache Valley near Logan Canyon and the Logan River. Logan quickly became the principal city in the valley because of its central location and abundant water supply. Small agricultural roots steadily grew into a thriving commercially and industrially diverse community of nearly 50,000 people. Utah State University (USU) was originally founded in 1888 as Utah's Agricultural College. Because of its location and USU being the 3rd largest University in the state, Logan is considered a "University Town". In May 1884 the Logan Latter Day Saint (LDS) temple was completed. It was the second completed temple in Utah and quickly became a regional religious draw to the City.

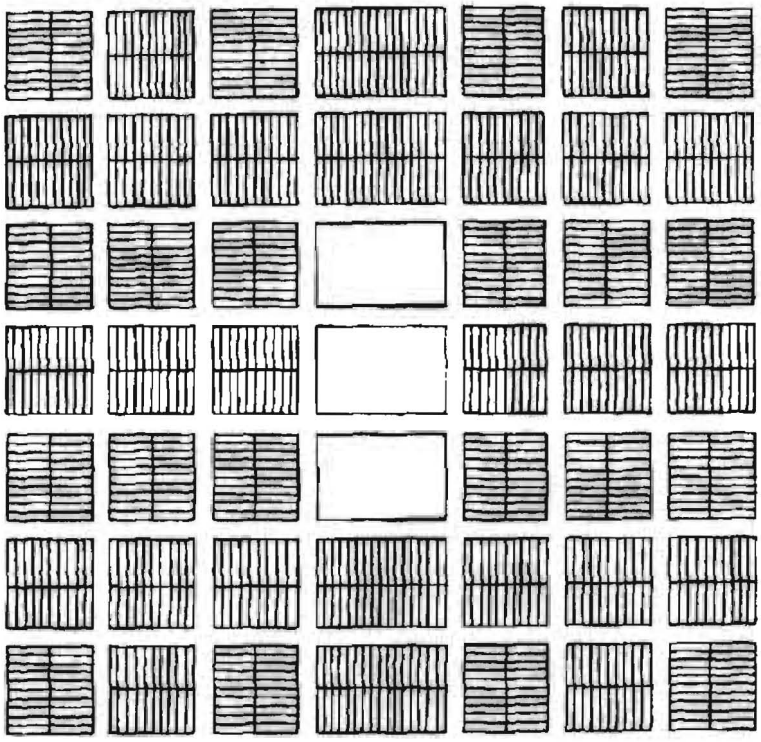
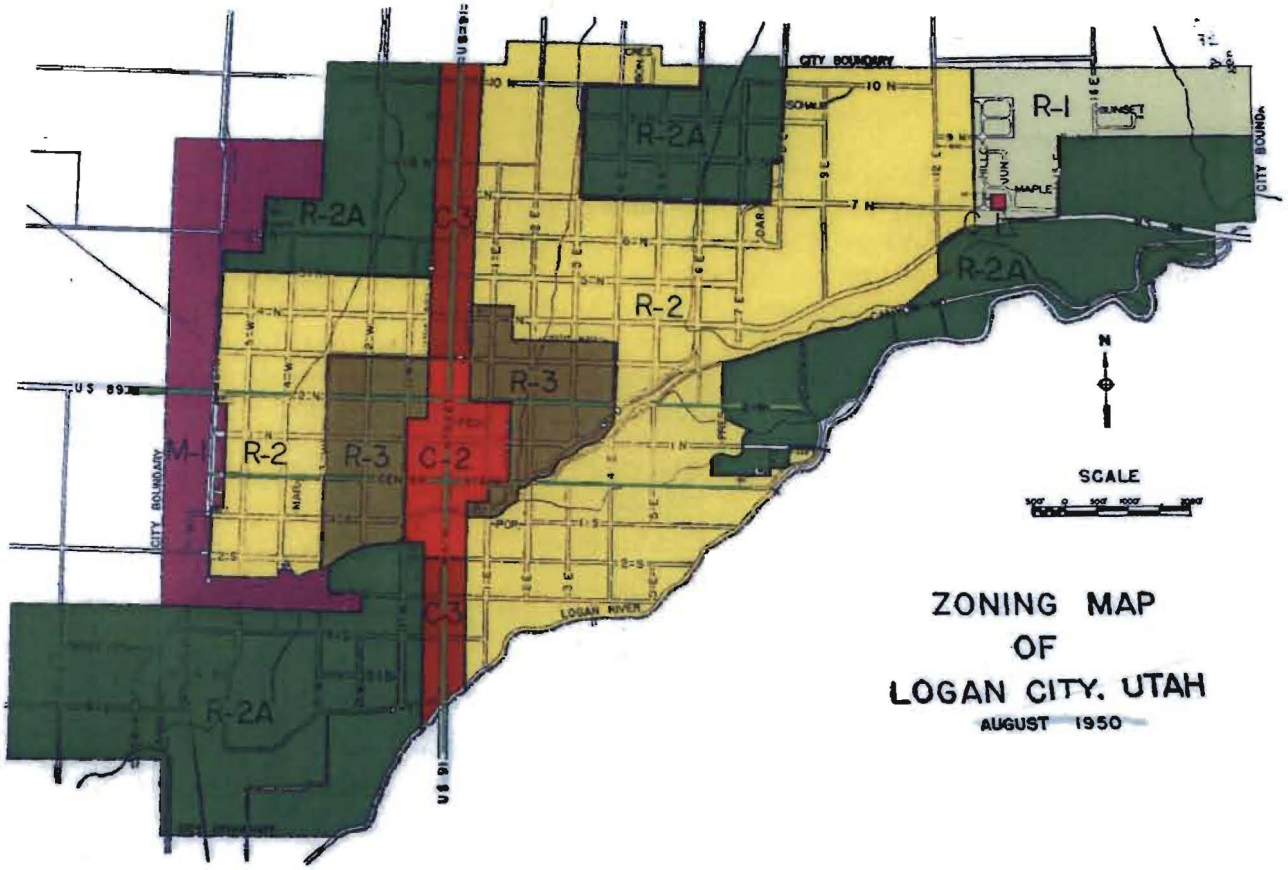


Figure 2.1 Plat of Zion

Logan City's original design and layout is based on the "Plat of Zion" which was originally conceived by the founder of the LDS Church, Joseph Smith. The geometric layout was predicated on 10 acre square blocks of land surrounded by 132 foot wide streets and contained 66 foot wide by 330 foot deep ½ acre residential lots. The center of the design was reserved for religious structures. Lot orientation alternated between north and south and east and west between blocks. Due to the lack of City records, it is unclear how long this design was followed, but clear remnant lots and streets configurations remain today in the core areas of Adams Neighborhood.

Zoning

The first zoning ordinance and map was adopted by the City in August of 1950. The ordinance contained eight (8) different zoning classifications, whereas, the current Land Development Code (zoning ordinance) and associated Zoning Map currently contain 22 base zoning classifications. The 1950 zoning map designated a large share of Adams as either multi-family (R-2 or R-3) or Commercial. Today, the City is dealing with the impacts of this broad blanket approach to early zoning in the form of incompatible land uses, numerous multi-family structures, converted single family home, lack of adequate parking, and a general lack of property maintenance.

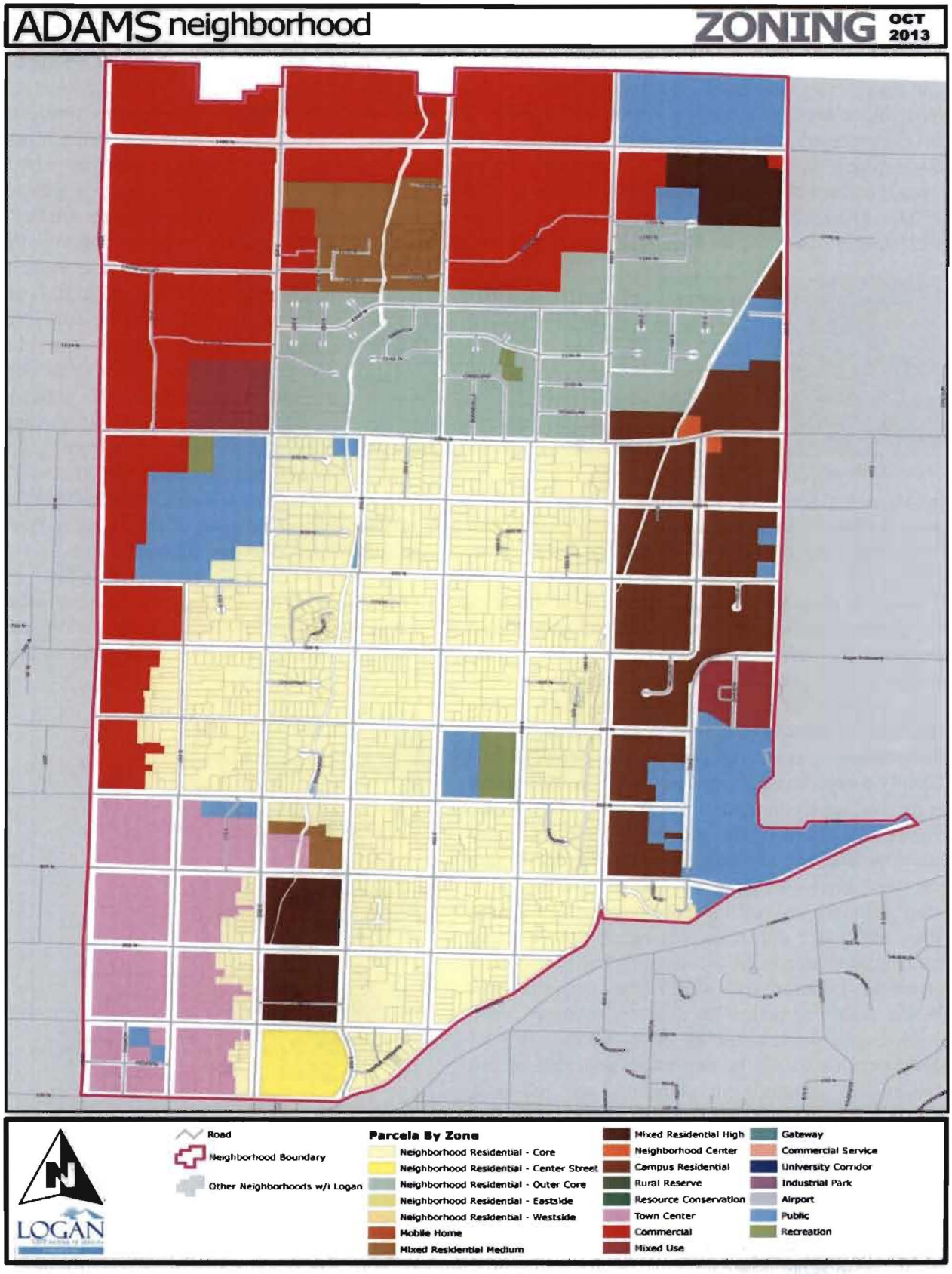


Map 2.1 1950 Zoning Map

The total area of the Adams Neighborhood is approximately 863 acres and currently has 12 different zoning designations placed on them. The Neighborhood Residential (NR) zones, which are designed for single-family detached residential development, comprise the largest land area with a total of 378 acres. The Commercial, Town Center and Mixed Use zones, which are designed for general commercial and compact high density mixed use development, have the second largest land area with a total of 281 acres. The Campus Residential zone, which is designed for high-density residential development and is located adjacent to Utah State University (USU), contains 79 acres. Public and Recreation zones contain 70 acres and the smallest land area is the Neighborhood Center zone containing 1 acre.

ZONE	DENSITY (du/ac)	MAX HEIGHT (ft)	FRONT SETBACK (ft)	TOTAL ACREAGE IN ADAMS
Neighborhood Residential	6	35	25	378
Mixed Residential Medium	11	35	10 (25 Adj. NR)	26
Mixed Residential High	20	45	10 (25 Adj. NR)	28
Campus Residential	40	55	10 (25 Adj. NR)	79
Residential Zoning Totals	*NA*	*NA*	*NA*	*511*
Commercial	30	38	10	206
Town Center	70	68	0–5	58
Mixed Use	30	58	0-10	17
Neighborhood Center	9	35	10-25	1
Public & Recreation	NA	35	30	70
Com. & Pub. Zoning Totals	*NA*	*NA*	*NA*	*352*

Table 2.1 Zoning Numbers



Map 2.2 Current Zoning

Infill

The debate over future residential infill has been a primary topic of discussion throughout the visioning and open house processes. While the General Plan encourages infill and additional density within the inner block areas as a way to accommodate future growth while limiting urban sprawl, many residents have expressed concern over the development of the inner block areas. Critics of inner block development point to numerous examples of poorly planned or poorly designed subdivisions that detract from the character of the neighborhood. Many of these developments were developed under a general PUD concept where density, infrastructure and design standards were relaxed. These projects are built with smaller roads, homes facing the rear of existing homes, and generally lack the unity and connectivity one finds within the broader Adams neighborhood. While this infill is an efficient use of scarce land and optimizes existing infrastructure, the design and compatibility with the rest of the neighborhood is lacking. Residents also point to the passive open space value of vacant inner blocks and would prefer that over poorly designed infill subdivisions. They claim that the additional open space is a valuable attraction for new families considering moving into Adams, which is another competing goal of the General Plan. Many residentially zoned properties in Adams are vacant and suitable for infill development.

Figure 2.2 Blocks

The reality is that the development of the inner blocks is a viable option for future residential infill development in Adams. The challenge facing the residents and the City is how best to permit additional development within the inner block areas, which is consistent with the General Plan, while minimizing any negative impacts to adjoining property owners. The historical grid pattern, with its large square residential blocks, has resulted in many large, vacant, underutilized parcels, some as large as two (2) acres. Clearly a coordinated approach via lot consolidation is the best approach to developing these inner blocks. Figure 2.4 shows the process and timeline of development, and also demonstrates that developing the inner blocks utilizing a modified grid system is more efficient in creating more residential building sites, creating a character that mimics the existing residential character of the surrounding blocks, and promotes connectivity within the neighborhood. Where it is impractical to develop an inner block portion of a lot through lot consolidation, flag lot developments should be permitted, provided certain design and development standards are followed, including increasing minimum setbacks and orienting any proposed structures in a manner that is compatible with the neighboring patterns of development. Additional restrictions may include increased minimum lots sizes, adequate road access and driveway spacing. Figure 2.3 demonstrates the application of these standards. And finally, where it is impractical to develop an inner block through lot consolidation and/or flag lot development, the simple solution is protecting the inner block areas for either passive or active open space purposes. Community gardens are a sustainable option that teaches self

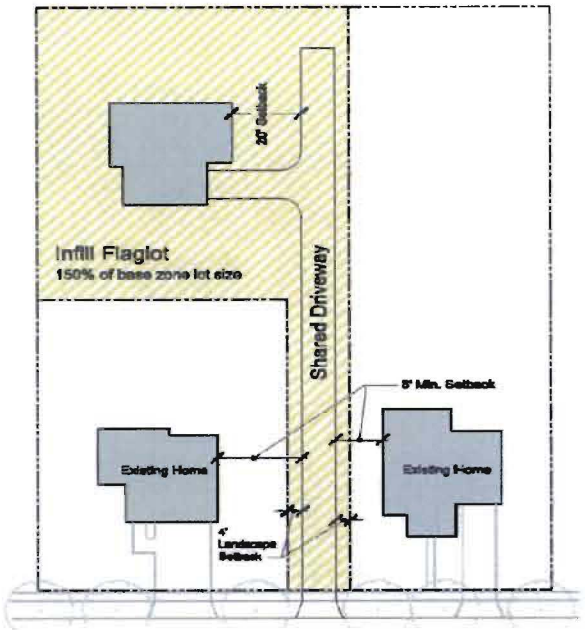


Figure 2.3 Flag Lot

reliance and promotes social interaction. Locally grown produce has many benefits, including less vehicle miles traveled to ship food, unique flavors and contributions to the local economy. Urban agriculture also presents educational opportunities and social development on a neighborhood scale. Because of the shape or location of some of these lands, simply keeping it as native or low maintenance passive open space may be the best solution.

Figure 2.4 Inner Block

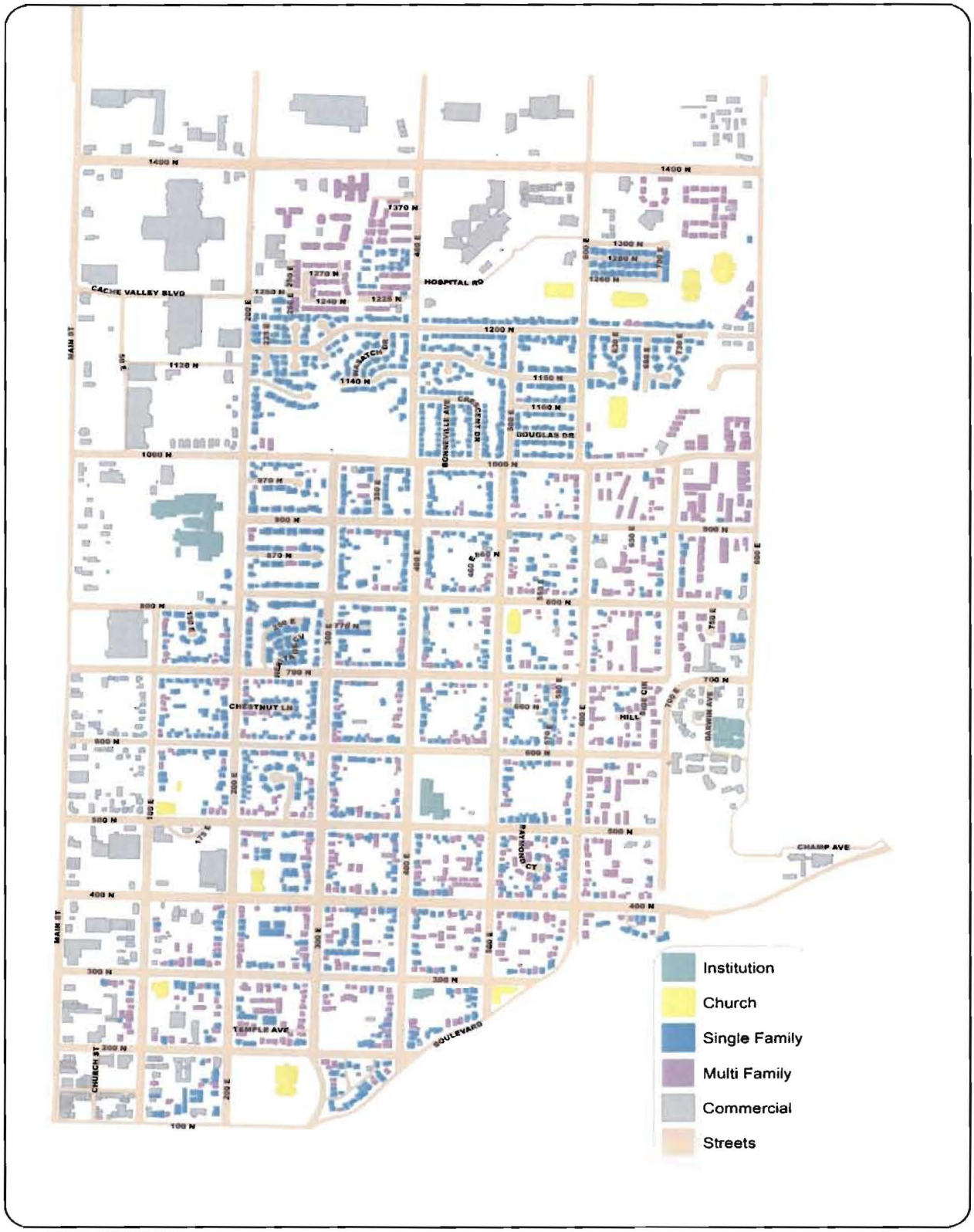
Commercial Encroachment

Many areas in the Adams Neighborhood are directly adjacent or near commercially zoned properties. Commercial properties are necessary for providing goods and services to residents of the neighborhood and the city. Commercial land uses typically develop the land in ways maximizing pavement and building space, with landscaping often minimized. The higher traffic, noise, signage and general activity associated with commercial land uses can be bothersome to adjacent residential land uses. Many residents expressed their concern over commercial uses continuing to creep too close to residential areas, posing potential negative impacts.

As the City continues to grow and develop, higher development standards have helped better shape the development and re-development of commercial properties into more efficient, better landscaped and less impactful properties. With the introduction of the Mixed-Use zoning designation in 2011, the city recognized the need for a more compact vertical development pattern providing housing options in unique commercial centers. As Cache Valley's population continues to increase at rates faster than the national average, mixed use developments will become more and more viable in core areas of the City. Additional height transition and parking lot setback standards coupled with higher landscaping requirements will help new projects achieve better compatibility with adjacent residential areas.

Public Input

At the July 27, 2011 Visioning Open House, held at Adams Elementary School, several questions regarding zoning and land use were asked. 28 responses were returned, and some of the common concerns were as follows: the vast majority felt zoning was important to the neighborhood because it helps separate non-compatible land uses; many expressed the continued commitment to single family zoning in traditional core neighborhoods; many agreed that the amount of rental property is already in excess and that better enforcement measures should be taken on over-occupancy; concern was expressed about infilling the centers of blocks with additional flag-lot style homes; and a number of responses expressed the importance of zoning to foster family environments and create safe places live. All 28 responses are available at the Community Development Department for review. All feedback that has been given has been reviewed and considered.



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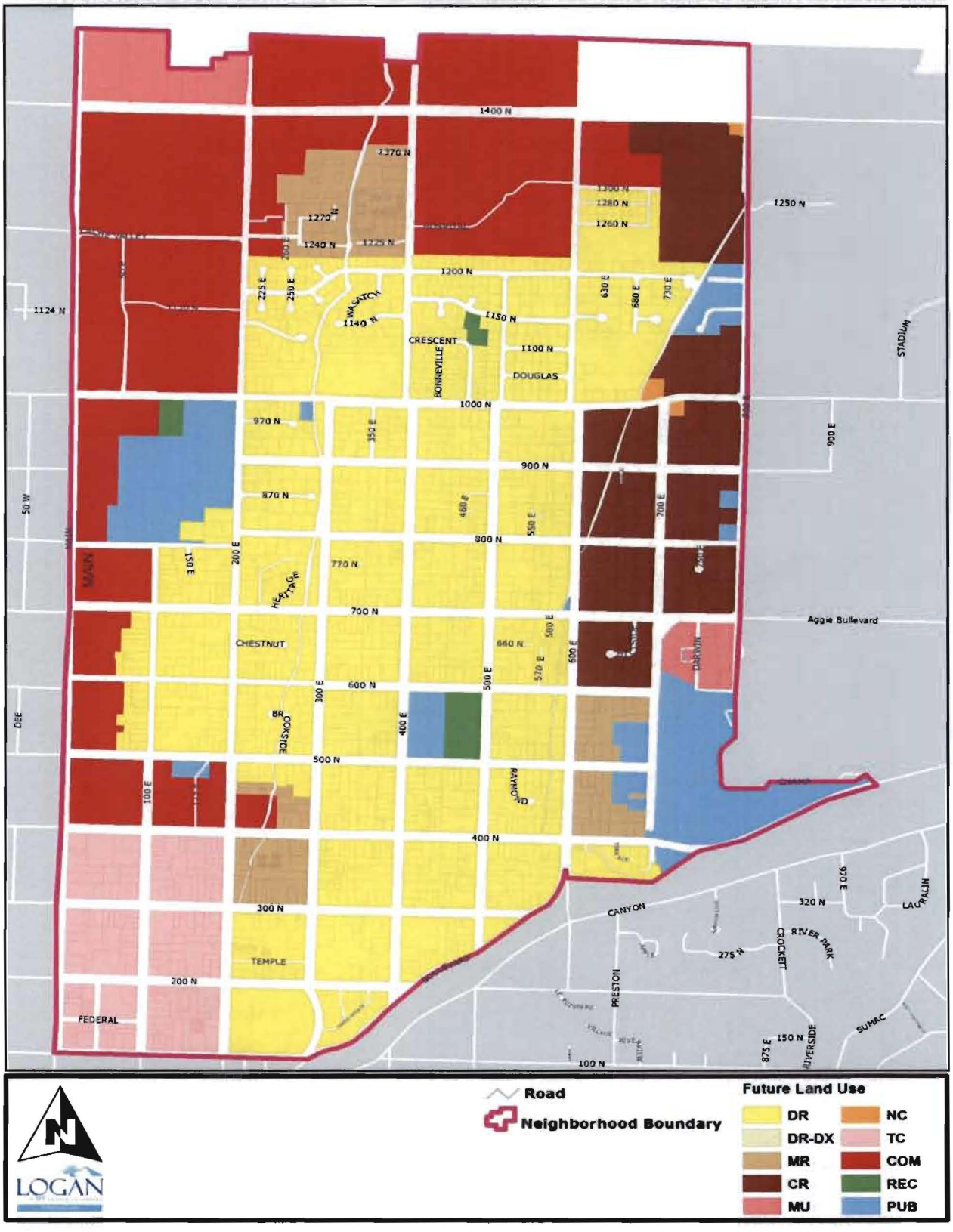
January 2013

Current Land Use Map

Map 2.3 Current Land Use Map

ADAMS neighborhood FLUP



Map 2.4 Future Land Use Plan

Zoning Recommendations

- The Adams Neighborhood Future Land Use Plan (ANFLUP) should affect future land use decisions and eventually integrate into the citywide Future Land Use Plan (FLUP).
- Residential infill needs organized direction rather than the sporadic patterns presently practiced. Infill should be encouraged, for all the reasons outlined in the General Plan, but should be managed and prioritized in ways that retain and enhance neighborhood character.
- Mini-block infill should be the preferred method of infill development, but due to existing property configurations, ownership diversity and required demolition, it will have very limited application.
- Those blocks that are not well configured for infill, should be utilized as open space and urban agriculture space.
- Flag lot style infill should be extremely limited because of its overall negative impact on the character of the neighborhood.
- Flag lot minimum lot sizes and setbacks should be increased from current standards to give ample room from the backyards of the existing homes.
- A definition for a Flag-lot needs to be added to the Land Development Code, so that they can be properly regulated and enforced.
- Current commercial zoning should remain in its existing location to allow creative, efficient commercial development to occur.
- Commercial edge areas should follow height and setback transitions to ensure compatibility with less intense adjacent zoning.
- Front setbacks of campus residential structures along the east side of 600 East should be increased to 25 feet to achieve better compatibility and balance along the street front.
- Campus Residential zoning should remain in its current configuration so that it continues to grow inward and upward.
- The Cache Valley Mall should be zoned mixed-use and the mixed-use regulations should be relaxed to better encourage high-density, high quality mixed-use development.
- The land uses directly adjacent to 400 North should be more "form" oriented rather than "use" oriented to facilitate the transformation of this high volume, extremely highly visible corridor into something very enjoyable to experience and travel through.
- Dense landscape buffers should be used in addition to increased setbacks and height restrictions in transition areas.

Residential Housing

Introduction

Logan City is characterized as having a mix of eclectic neighborhoods, being the center of a thriving industrial county and the home of Utah State University (USU). The City has a home ownership rate of 50% which has increased slightly since 2004 (44%), but remains significantly lower than the State's average of 73%. The Adams Neighborhood has a home ownership rate of 50.3% which is higher than the City's average. As a result of high demand for low-cost student rental housing, increasing concerns are raised over the large number of converted single family homes in the Adams Neighborhood. Parking and substandard housing issues are prolific in the area due to the close proximity to USU's campus. As both the City's population and USU's student enrollment increases, smart planning is crucial in order to provide quality housing for students, while preserving and encouraging single family owner-occupied homes throughout the Adams Neighborhood.

Housing Inventory

There are approximately 4,244 dwelling units within the Adams Neighborhood boundary that are located in a residential zoning district (Neighborhood Residential, Mixed Residential Medium, Mixed Residential High, and Campus Residential). Approximately 511 acres are zoned for residential uses, 378 of which are zoned for single family uses, and 133 zoned for multi-family uses. Within the Neighborhood Residential (NR) zoning district (single family) there are roughly 2,500 dwelling units. With an average year-built date of 1944, the majority of the Neighborhood includes Logan's most established and mature historic residential areas.

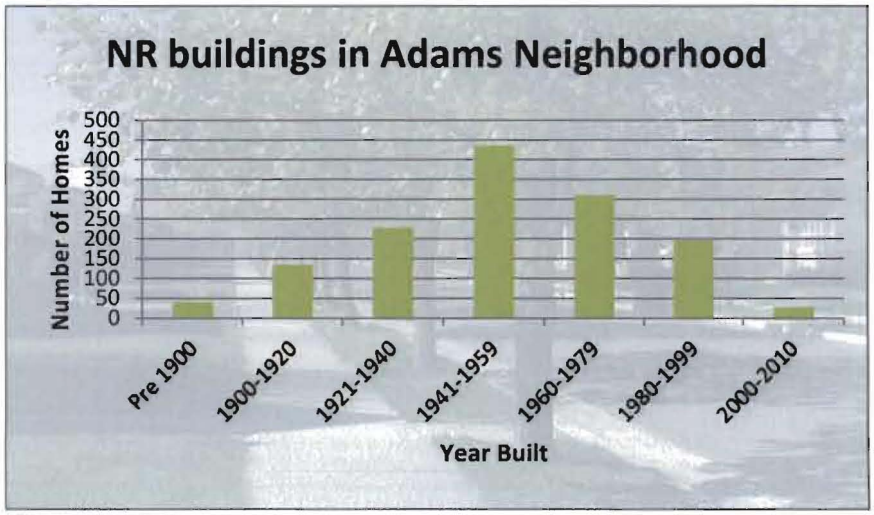


Table 3.1 Year Built

Although the NR zoned areas include a diverse selection of housing types, the more mature core areas are primarily comprised of small bungalow, Tudor, and cottage-

style homes. Typically, homes have prominent front stoops and façade features, with less significant driveways and garages. The large square blocks, concrete sidewalks and curbs, wide park strips, and mature street trees are signature elements of the Adams Neighborhood. These significant design features contribute to the unique character of the Neighborhood and it is important to preserve and maintain these, while requiring new construction to have similar forms and features to ensure compatibility and continued neighborhood character.

USU experienced a 2% enrollment increase in 2009, bringing the total population (Logan Campus) to approximately 15,400. The student population increased again from 2009 to 2011 by approximately 7% bringing the total enrollment on the Logan Campus to 16,472. The USU Housing Plan indicates that 3,500 beds are available for individual students, of which 95% are occupied. There are 535 married student apartments on campus that are typically full every year. The remainder of the student population resides off-campus in apartments and single family homes, the majority of which are located in the Adams Neighborhood. This raises a number of important yet seemingly conflicting issues:

1) The desire to rehabilitate the existing housing stock by converting "chopped up" houses back to single family homes.
2) The need for available land and financial assistance for infill projects, while simultaneously reducing costs for affordable rehabilitation that increases homeownership opportunities.
3) The need to accommodate a large student population that desires close proximity to the University campus.

Approximately 466 (18%) of the NR-zoned units are legally existing nonconforming (grandfathered) multi-family uses, while approximately 563 (22%) multi-family units are nonconforming (not grandfathered). Currently, an opportunity exists to convert approximately 170 illegal properties (denied grandfathering) back to Single Family owner-occupied homes and into compliance with the NR zone (See Map 3.1).

Grandfathered Properties

Map 3.1 Grandfathering

With a current 50% homeownership rate throughout the City, specific programs should be implemented to help facilitate new home buyers to invest in more established areas, such as Adams, where existing infrastructure and daily amenities are already available at close proximities.

Multi-Family Housing

The multi-family zones, and the mixed-use zones that encourage a blend of dense housing intermixed with commercial activity, are clustered around more urbanized areas, such as downtown and the commercial areas of Main Street, 1400 North, and the University. The Mixed-Use, Commercial, Town Center and Neighborhood Center zoning districts, which total approximately 282 acres, conditionally allow multi-family dwelling units comprised in a secondary fashion (typically located on upper floors) to primary commercial uses.

One of the goals established in the General Plan is to provide increased choices in housing type, quality, and cost. Greater choices allows for more people to choose the home that best meets their housing needs, and allows for them to stay in a neighborhood throughout all stages of life. Logan, however, is faced with increasing population growth, changing demographics and limitations on areas of expansion. Natural constraints in areas where Logan can physically grow combined with continual growth in adjacent communities, has limited our future growth options. Homes within the Adams Neighborhood are competing with newer communities being built throughout the Valley. The General Plan states that as we look to the future, we need to recognize that eventually Logan's growth and strength will have to be inwardly directed. We need to turn our attention to encouraging, upgrading, and redeveloping the neighborhoods within our community in order to make Logan sustainable for the next several decades.

The construction of high-quality student and multi-family housing will alleviate rental pressures on predominate single-family neighborhoods and encourage conversions to owner-occupied single-family homes. To ensure high-quality multi-family developments, specific design standards should be implemented to ensure that the design of multi-family and mixed-use developments is compatible and consistent with the character of the surrounding neighborhood.

Transitional Areas

The NR zones of the Neighborhood are centrally located within the Adams boundary and are thereby surrounded by commercial and/or multi-family districts. In order to accommodate student housing and commercial needs and continue to enhance the single family character of the area, high quality development should be required to have smooth transitions in height, setbacks, massing and landscaping so that single-family properties will remain desirable. Wherever higher intensity zones are either directly adjacent or across a street from a single-family zones, adequate transition regulations should be applied. Smooth transitions among differing zoning districts are critical to the overall success of the neighborhood.

The General Plan recommends that a large share of future growth occur within the already urbanized areas and other areas where infrastructure is already in place. In order to accomplish this, compact, transit accessible, pedestrian-oriented, mixed use development patterns should be the ultimate goal which will significantly affect the Adams Neighborhood. While the current Land Development Code outlines specific standards for development in each zone, it is appropriate to place transition standards in this ordinance. These standards will cater to the NR neighborhoods and result in a more contiguous transitional form of development from multi-family and commercial areas to established single family neighborhoods. One of the main tools the City is using to ensure a more contiguous transitional form of development is through the use of enhanced height transition standards, which mandates that tall multi-family and commercial structures step down their height and building mass when they are adjacent to residences and residential zoning districts.

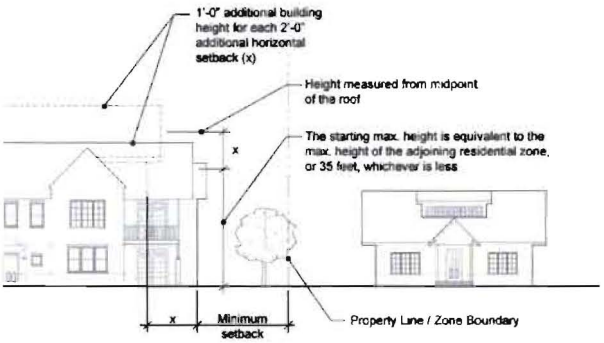


Figure 3.1 Vertical Height Transition

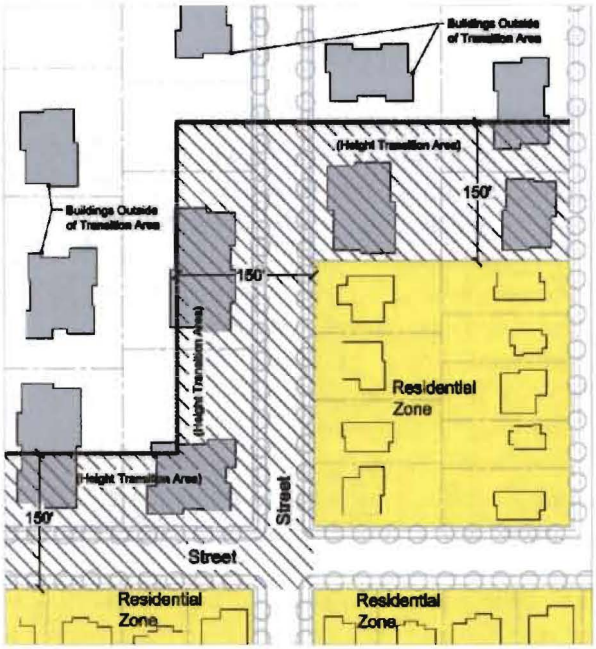


Figure 3.2 Horizontal Height Transition

Visual Grading

In preparation for the first Open House of the Adams Specific Plan, staff toured every street within the Neighborhood boundary and graded each property (A-F) based on the outlined visual criterion. Although not an exact science, the results provide revealing general trends and help to define what steps should be taken to improve visual quality in the neighborhood. The ten categories below were judged, scored and then compiled for the property's overall visual grade.

1. The exterior of the primary structure is in ____ condition
2. The roof is in ____ condition
3. All windows and window treatments (curtains & blinds) are in ____ condition
4. Paint and trim is in ____ condition
5. Yard/Landscape is in ____ condition
6. The Driveway surface is in ____ condition
7. Visibility of junk/debris in the front yard _____
8. Visibility of ATVs/Boats/Snowmobiles etc… within view from the street _____
9. Fences (if any) are in ____ condition
10. Parkstrip is in ____ condition

("Excellent" = **A**, "Good" = **B**, "Fair" = **C**, "Poor" = **D**, "Very Poor" = **F**)

"A" Example

"B" Example

"C" Example

"D" Example

"F" Example

Figure 3.3 Visual Grading Examples

The results of the visual survey were divided into two categories regarding residential properties: Owner Occupied properties and Non-Owner Occupied properties. The following table summarizes the visual surveys broken down by ownership.

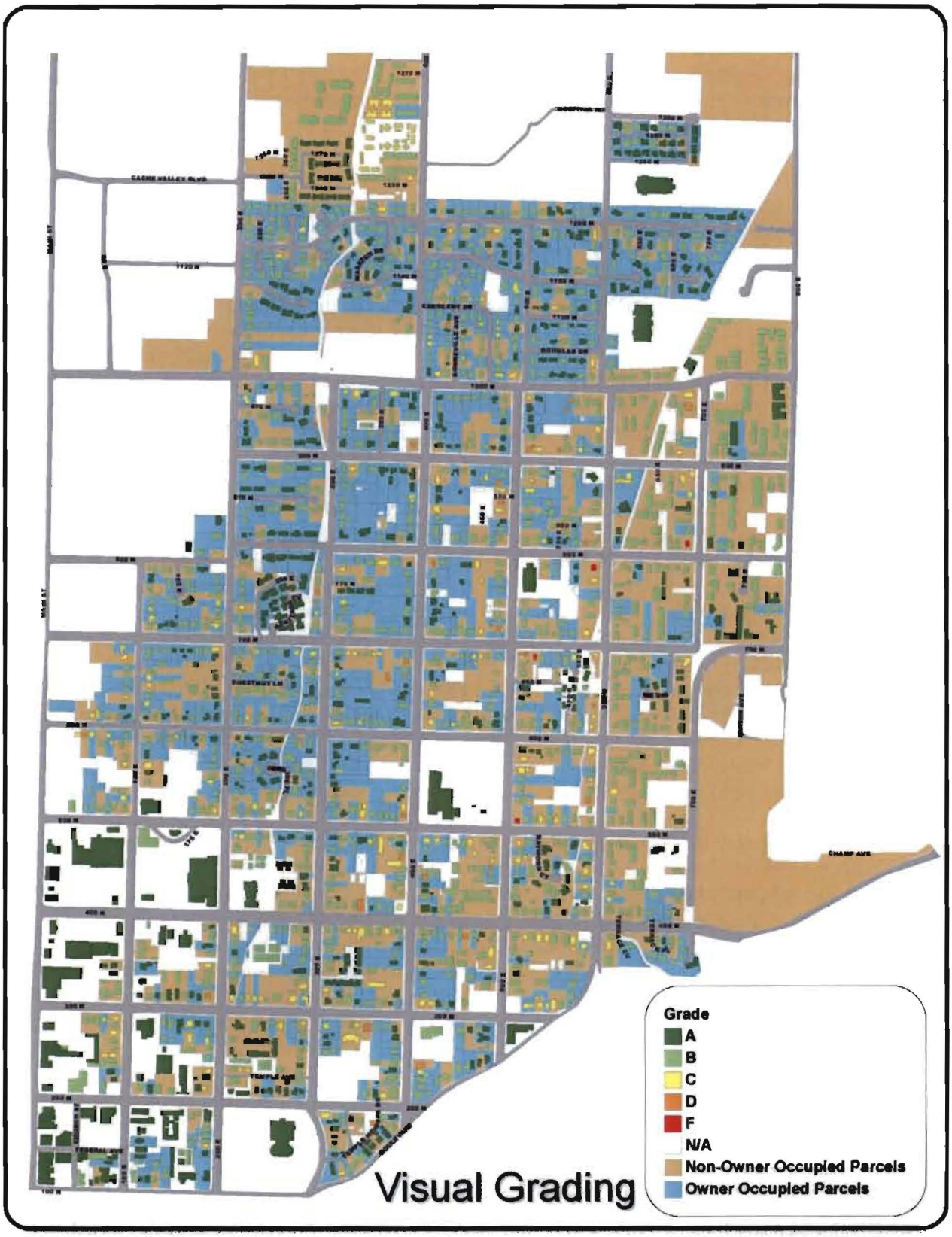
Owner Occupied Property			Non-Owner Occupied Property		
990 total properties (50.3%)			*976 total properties (49.6%)*		
Grade	**# of Parcels**	**Percentage**	**Grade**	**# of Parcels**	**Percentage**
A	367	37%	A	170	17%
B	528	53%	B	636	65%
C	82	8%	C	132	14%
D	8	1%	D	25	2%
F	0	0%	F	4	0%
N/A	5	1%	N/A	9	1%

Table 3.2 Visual Survey

According to these results, the majority of the Neighborhood is comprised of "B" evaluated properties. One main reason why there are more "B" evaluations in the non-owner occupied section is because of the high numbers of large apartment complexes, managed by professional companies, in the Campus Residential zone. The vast majorities of the "D" and "F" evaluations are on Non-Owner Occupied properties and mostly located in the Neighborhood Residential Core zoning district. There is a heavy concentration of "A" and "B" evaluations in the predominately owner occupied Neighborhood Residential Outer Core zone located north of 1000 North. Owner occupied properties have a significant higher amount of "A" properties and all of the "F" properties identified are non-owner occupied.

Geographically, the number of non-owner occupied properties increases closer to the USU's campus, clearly indicating a relationship between USU and a need for student housing in close proximity to campus. As stated in the Logan Housing Plan 3.4, the economic and housing environments of Logan are greatly impacted by the presence of USU, which is further apparent in the results of this visual survey.

This survey is intended to show overall general trends and not necessarily pinpoint individual properties. The survey represents a snapshot in time and depending on the timing of the survey, it may or may not reasonably reflect individual regular property maintenance.



Map 3.2 Visual Grading

Property Maintenance

The City of Logan's Neighborhood Improvement Division reported the majority of complaints received within the Adams Neighborhood between the years 2009-2011 are complaints dealing with Refuse and Property Maintenance. Programs need to be identified and implemented to help stimulate interest, motivation and pride of ownership within the Neighborhood to help reduce refuse and maintenance issues, and further progress towards becoming a predominantly "A" neighborhood. This Section outlines suggestions to help improve the neighborhood's overall appearance.

1) **Neighborhood Cleanup Program**
   It is important for citizens of all types to take pride in their communities. A Neighborhood Cleanup Program is an effective way to involve all members of the Neighborhood to work together in order to instill pride in their property as well as the community. Particularly with the Adams Neighborhood, many problems with refuse include bulk waste and outdoor storage of dilapidated and unused items. The Cleanup Program would provide a means to remove the large, bulky waste that tends to accumulate in yards rather than materials suitable for the normal recycling and/or waste streams. A key factor in the success of this program is implementing a variety of forms of communication to ensure successful participation in the program.

2) **Water-Wise Landscaping Assistance Program (WWLAP)**
   The issue of unmaintained grass and weeds has recently been raised throughout the City. This problem is also a common theme involving rental properties with absentee landlords throughout the Adams Neighborhood. Rather than continuing a non-indigenous landscape that requires routine maintenance, additional water and upkeep, Xeriscaping is an alternative that not only reduces maintenance requirements, but also reduces water consumption. Xeriscaping consists of using native and drought tolerant plant material placed in conjunction with groundcover or mulch. It has been a form of landscaping that has been encouraged by the City for a number of years, but has not been implemented as often as preferred. In partnership with City Departments and USU programs, property owners could receive the proper training and possible assistance to convert un-kept non-indigenous landscaping into low maintenance water-wise native landscaping. To be considered "native" or "water-wise", plant material shall be identified on the "Water-Wise Plants for Utah" list produced in part by the USU Extension Service.

3) **Vacant Property Registration System**
   The number of foreclosures in the U.S was recorded at an all-time high in 2008. In many jurisdictions, including Logan, the number and location of vacant properties have changed rapidly making it difficult to track and respond effectively. As a result, certain vacant properties are left unattended and are poorly maintained. A Registration System would be a process set up for city officials, community development organizations, landlords, private developers, banks, mortgage lenders, legislators, and regulators to work together to respond to foreclosed and vacant properties, stem the decline of neighborhoods, improve the quality of community life, and plan for redevelopment and new growth better.

Property Assistance Programs

Many opportunities exist for varied assistance programs throughout Logan City. In conjunction with Federal, State, Regional and County Agencies the City of Logan has partnered with different programs with numerous funding sources to assist residences with home ownership, property rehabilitation, maintenance, materials, labor and tools. The "One Home" program has been created as a starting point by the Community Development Department to help guide people to various assistance programs that best suit their needs.

1) **Neighborhood/Block Improvement Program – Habitat for Humanity**
The Neighborhood/Block Improvement program provides grant funding to help cover the cost of the materials, equipment rental, and/or limited professional expertise needed for exterior improvements. Applications may include improvements for one property or many and applicant match/leveraging is an important consideration for funding approval. Eligibility based on income levels.

2) **Housing Rehabilitation Assistance Program – City of Logan & Bear River Association of Government**
The Housing Rehabilitation Assistance (HRA) program provides grant funding to help address life-safety issues on the interior or exterior of owner-occupied, income eligible residences in the Adams Neighborhood. Potential projects may include, roofing repairs, electrical upgrades, lead paint abatement, siding replacement, foundation repair, egress window installation, and illegal unit deconstruction.

3) **Welcome Home – Own in Logan**
The Welcome Home program provides a subsidy for down payment and/or closing cost assistance to qualified buyers. Program participation is no longer limited to first-time homebuyers. Qualifications include, but are not limited to, income eligibility.

4) **Community Tool Shed – Cache Valley Volunteer Center**
The Community Tool Shed is Logan's free tool resource. A variety of tools and materials can be checked out to assist individuals and not-for-profit groups to beautify property and complete service projects.

Real Estate Trends
According to a Wasatch Front Regional Multiple Listing Service (MLS) Report, within the past year, 43 properties have been sold, 33 are Active, and 10 are "under contract" within the Adams Neighborhood. Of these 86 properties, 72 (83%) are single-family homes and 14 are a multi-family attached housing type. The average "sold price" is $138,292 with an average square-footage of 1,986.

Public Comment from the July 2011 Open House
The most common response given to the question what do you "like" about the Adams Neighborhood was that the older homes were charming and reflected the craftsmanship of the era, giving the neighborhood a unique character. The most common response to the question what do you "dislike" about the neighborhood was the lack of maintenance or upkeep to a home's exterior and front yard. Cleanliness, safety, balancing rentals and putting family needs before developer needs seemed to be the some of the most important issues expressed by the citizens at the Adams Neighborhood Public Open House.

Residential Housing Recommendations
- New construction in core areas, although materials and styles will be distinctly modern, should be required to have compatible prominent architectural elements, such as inviting front porches, attractive gables and visually subordinate garages which reflect the existing character and original craftsmanship of the neighborhood.
- Height transition requirements should be adopted to better transition between taller high-density zones and low density single family zones.
- The City should continue to improve the "One Home" assistance program and continue to support partnering programs that provide financial and other types of assistance focused on home ownership and exterior maintenance.

- The City should target specific areas that will result in the biggest positive impact and actively purchase or highly incentivize property owners to rehabilitate properties and convert to single-family homes with the end goal of young families purchasing and living in the home.
- Neighborhood meetings should have allotments of time that show potential buyers the positive benefits of living in the Adams Neighborhood.
- Marketing strategies should be employed to educate and attract young single-family homebuyers to the Adams Neighborhood. Strategies should include walk-ability, access to services, unique quality character, environmental stewardship, anti-sprawl, smart growth, historic heritage and social opportunities.
- Create a Neighborhood organization that oversees competitions that recognize properties for exemplary remodeling, landscaping and historic preservation projects with plaques and awards presented by prominent community leaders. Subsequent neighborhood meetings should also recognize winners.
- Complete the "Grandfathering" effort in the Adams Neighborhood, so that every property is either conforming to the zone or certified and "Legally Existing Non-conforming".
- Code enforcement and penalties should have consequences sufficient enough to prevent violators prior to infractions occurring.
- The City should continue to seek out new and available sources of local, state and federal funding programs that would help support remodeling activities resulting in the conversion of illegal multiple dwelling units back into single family homes based on being owner-occupied.
- Organize an annual Adams Neighborhood service project that allows residents to assemble and work together on a property or project that is considered important to the overall neighborhood character.
- Organize a neighborhood watch strategy that increases safety awareness and crime prevention through increased resident activity and visual presence.

Commercial & Mixed Use

Introduction

Commercial land uses provide essential products and services to a community, supply jobs, economic stability and tax base to fund necessary public services and facilities. The Adams Neighborhood contains a wide variety of commercial businesses and services, including a regional shopping mall, four major grocery stores, two big-box home improvement stores, a regional hospital, three hotels and over thirty restaurants. The majority of the commercial land use is along Main Street, 1400 North and 400 North. 100 East contains a unique boutique style of commercial businesses largely confined to historic homes that have been nicely remodeled. One of Logan's few neighborhood centers, located at the intersection of 1000 North and 700 East, containing a gas station/convenience store, Tandoori Oven restaurant and USU credit union is also located inside the neighborhood.

COMMERCIAL PROPERTIES IN THE ADAMS NEIGHBORHOOD				
ZONE	NUMBER OF PROPERTIES	ACREAGE	VACANT PROPERTIES	VACANT ACREAGE
Commercial	190	206	21	20
Mixed Use	25	17	1	5
Town Center	101	58	19	5
Neighborhood Center	3	1	0	0
Totals	319	282	41	30

Table 4.1 Commercial Property

Design Patterns

The Adams Neighborhood contains the northeast quadrant of Logan's historic downtown. This commercial area is developed with turn-of-the-century design and layout patterns, where ornate architecture is placed near the sidewalk's edge and parking lots, if any, are placed in the rear. Buildings are generally two stories tall with mainly brick materials on the exterior facades. As time passed and Logan continued to grow and became more of a regional economy, the commercial area expanded along the Main Street corridor. These areas, especially north of 500 North, have been developed under a different pattern, where buildings are typically one story with a larger footprint located towards the rear of the property with the parking lot located up front between the building and the street. Over the years and throughout the neighborhood, multiple development patterns have created a mixed environment where no one uniform pattern is prevalent. This pattern mixture is largely due to the evolution of human behavior, commercial market trends, transportation preferences and the minimum requirements at the time of development.

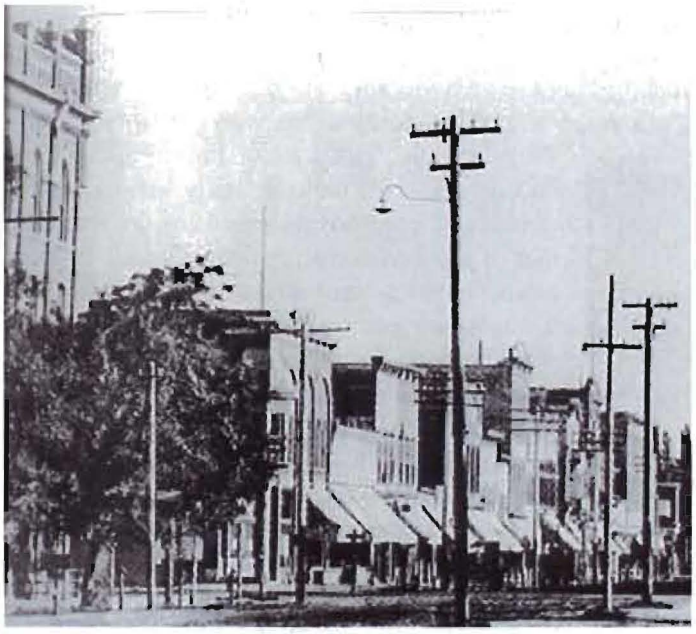


Photo showing development patterns with buildings in back

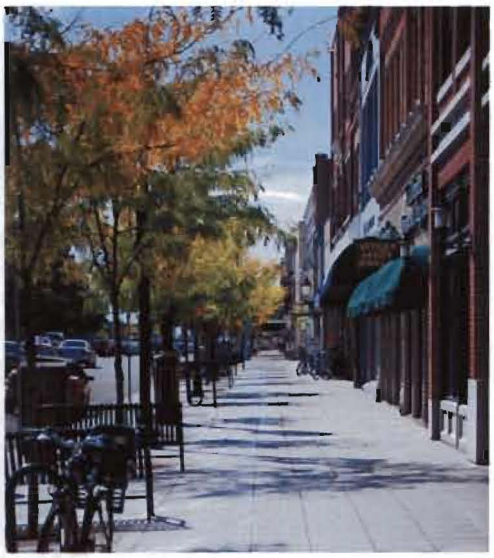
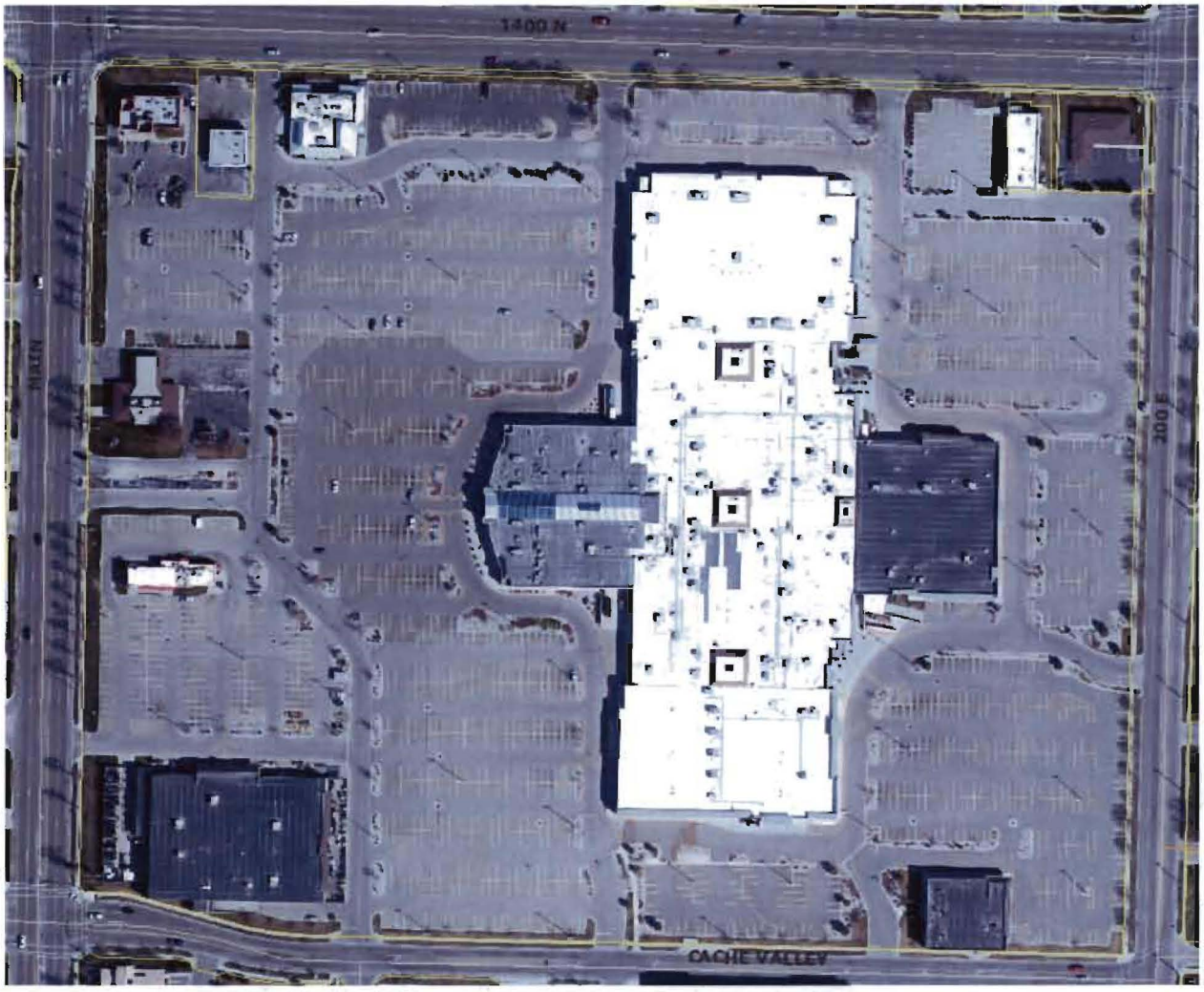


Photo of a development pattern with buildings in front

Commercial Infill

The Adams Neighborhood contains a wide variety of commercial options that generally meet the needs of its residents. The issue becomes how commercial areas can continue to service a rapidly growing population and maintain their economic competitiveness without negatively impacting adjacent residential areas. The Logan City General Plan 5.2.2 identifies compact growth, infill and redevelopment as solutions to excessive land consumption while promoting desirable economic growth. The Logan City Downtown Specific Plan figure 4.1 Vision Plan 2050 identifies numerous areas for dense, vertical redevelopment in patterns similar to that of our historic turn-of-the-century layouts.

This type of commercial infill has the potential to create better pedestrian spaces that make shopping comfortable and inviting for people, something that many commercial establishments are somewhat lacking. This dense, compact urban commercial development also allows for additional dwelling units above and behind street front shops and restaurants, giving the area vibrancy and activity throughout the day and evening. As dense commercial infill continues, walkability increases, as walking from shop to shop becomes easier than returning to a car and driving and parking again. The negative impacts of commercial infill are far less than that of single family residential infill. In most cases, existing businesses will be amenable towards new commerce and additional housing moving in above and next to them because of the potential customers they will bring. Visibility and convenient parking may be a concern, but with strategic building placement, efficient use of signage and shared central parking, those concerns can be overcome. The few remaining vacant parcels and large underutilized parking lots have the greatest potential for commercial infill and redevelopment.



Aerial Photo of the Cache Valley Mall

As shown in this aerial photograph of the Cache Valley Mall, approximately 70% of the block is covered in pavement and parking lots. The total number of stalls is well above the City's minimum requirements and is rarely, if ever, close to full capacity. Redevelopment should focus on creating quality urban spaces that align with pedestrian friendly streets and plazas that result in more architecture and landscaping and less asphalt and parking lot. While this block should remain predominately retail and restaurant, there is the potential to create high quality urban housing near 200 East making for a unique living experience within walking distance of shopping, dining and beautiful plazas.

More Efficient Development Pattern

COMMERCIAL AREAS WITH EXCESS PARKING AND VACANT LAND					
LOCATION	TOTAL PROJECT SITE	TOTAL PARKING LOT AREA	EXCESS SURFACE PARKING	VACANT GREENFIELD	DEVLOPMENT POTENTIAL (60%) IN JUST EXCESS PARKING & VACANT LAND
Cache Valley Mall	35 ac.	25.2 ac. (71%) (~ 1,900 stalls)	11 ac.	NA	280,000+ SF Commercial & 330 Housing Units
200 E. 1000 N.	9.7 ac.	1 ac.	NA	6.2	162,000+ SF Commercial & 186 Housing Units
45 E. 400 N. (Hastings Block)	4.2 ac.	2.8 ac. (66%)	1.1 ac	NA	28,000+ SF Commercial & 30 Housing Units
545 E. 1400 N. (Lee's & Vacant Field)	14.2 ac. (9.6 Lee's)	5.9 ac. (60%) (Just Lee's)	2.0 ac.	3.9 ac.	154,000+ SF Commercial & 177 Housing Units

Table 4.2 Potential Mixed-Use Projects

It is clear, in Table 4.2, that many properties in Logan have large portions of the site dedicated to parking lots. With current parking regulations only establishing minimum number of stalls, Logan has seen many businesses pave parking lots well above and beyond the minimum standards because they base demand on rare peak sales events such as "Black Friday". This leaves parking lots half empty for the remaining 364 days of the year. The current General Plan and Land Development Code opposes this trend and encourages new commercial development to roughly consist of 60% building and 40% parking. This concept of creating more building coverage and less parking coverage is considered by the General Plan as an efficient way to infill. Table 4.2, doesn't account for the possibility of demolishing older buildings and creating even greater potential for new development patterns. Also, as utilization of parking structures increases, the percentage of footprint space needed for parking lots will continue to decline. One concern that has been raised, is the thought of living in a parking lot seems very undesirable. But if designed properly and comprehensively, the previous large parking lot simply no longer exists and the area is transformed into an urban mixed-use center with narrow pedestrian friendly streets, plazas, and vibrant commercial spaces with smaller parking lots tucked behind and/or under mixed use structures.

Appearance & Remodeling

If most of the retail businesses along a certain stretch of road are in disrepair and appear to be generally depressed properties, new businesses would not likely locate nearby. Nor would the owners of those properties be likely to make a large investment in revitalizing their property. The motivation to invest in such areas seems to be tentative, waiting for others to invest first. The result may be loss of patronage, loss of sales, loss of tax base and possibly loss of businesses. Businesses that take pride in their property and their vicinity do well to invest in themselves. Through assistance measures, such as RDAs and public infrastructure projects, businesses do not necessarily have to shoulder this responsibility alone.

Mixed-Use Development

Logan City has an active Redevelopment Agency. The Adams Neighborhood contains portions of two Redevelopment Areas: the Downtown RDA and the North Logan Retail RDA. As an existing resource, these RDAs may be used by the city to assist in achieving the economic goals of the Adams Neighborhood. The RDA Board may

be approached for assistance with projects, as they relate to the issues discussed above. The properties for which assistance may be requested must be located within the boundaries on an RDA. RDAs operate for a fixed period of time, after which time no funding or other assistance will be available. The North Logan Retail RDA expires at the end of 2017 and the Downtown RDA expires at the end of 2022.

Boutique style commercial development

Pedestrian oriented commercial and mixed use development

Pedestrian oriented commercial and mixed use development

Trees and landscaping provide shade and seating

Compatibility

Many Commercial and Mixed-Use zoning districts are either directly adjacent or across a street from residential zoning. Similar to areas where Campus Residential zoning is next to Neighborhood Residential zoning, height transitions, increased setbacks and additional landscaping should be used to make commercial properties more compatible with neighboring residential properties. In addition, vehicular circulation should be considerate of residential zones and if possible driveway entries should be placed near other commercial properties and away from residential. The City could create a new intermediate commercial zone with less intense land use and building allowances, that could be applied in some fringe areas along 100 East, 400 North and 1000 North that could further create compatibility and transition from commercial to residential. There have been a number of residential-to-retail conversions along 100 East in the downtown area where the residential character of the buildings has been retained which serve as an excellent buffer between the retail uses of the downtown and the established residential uses to the east. The standards of the Land Development Code require height transitions and certain design and landscaping criteria to help buffer commercial use adjacent to residential use. Balance along roadways is important, for example 100 East needs to remain at least residential in form, and as larger

commercial projects redevelop along main street, these back areas should be considered. Pedestrian connections, preferably mid-block, would give connection into these bigger commercial areas without compromising the form of 100 East.

400 North

The 400 North corridor that connects Main Street and USU has the potential to be a unique travel and commercial experience. The design of the roadway is discussed in subsequent chapters, but the commercial opportunity along this road, especially near the Main Street intersection, is exceptional. Many commercial services could be located on this corridor to better service the numerous students and citizens that use it. A separate specific study should identify design possibilities and needed commercial services that will create a unique shopping experience for all modes of travel along this route that essentially connects USU to Downtown Logan.

Mixed Use

Mixed use developments, especially dense vertical mixed use in the downtown area and in strategic locations along the periphery of the existing commercial areas, is an excellent way to accommodate future population growth and commercial expansion in the Adams neighborhood. Strategic infill, utilizing a mixture of uses and appropriate design treatments, can blend new development within existing neighborhood character. Mixed use development projects provide a wide range of housing and commercial opportunities which are important for future generations of Logan, while protecting important environmental and agricultural areas with limited outward sprawl. Dense housing surrounded by commercial amenities and quality urban features is currently lacking in Cache Valley. High quality, dense mixed-use housing is one market that has yet to be tapped into, and with a growing population of empty nest baby-boomers and young professional adults, it has the potential of providing better housing options for our shifting population.

Vertical and horizontal mixed use development

Commercial and Mixed Use Recommendations

- Downtown properties, especially underutilized properties such as the vacant parking lot located at the northwest corner of the intersection of 100 East and 200 North, are prime locations for dense multi-story mixed-use developments with commercial services on main floors and quality housing units above.
- With over 1900 parking stalls and only 1150 required by code, the Cache Valley Mall should strategically plan ways to integrate more buildings that create vibrant pedestrian friendly commercial spaces and explore the possibilities of residential uses along 200 East and Cache Valley Boulevard.
- All larger commercial properties with excessive pavement and parking lots should look at creative ways to infill and efficiently use their property in ways more consistent with the General Plan.
- New commercial development and re-development should be more compact and efficient.

- Larger vacant parcels, such as the properties near 1000 North and 200 East, should be developed as a model for "Greenfield" infill, promoting dense vertical patterns with an emphasis on pedestrian friendliness, high quality housing, interconnectivity and neighborhood compatibility.
- Better pedestrian connections between existing commercial areas needs to be constructed so that people will park their car once and walk between stores and shopping centers more, rather than always returning to their car and driving a short distance to adjacent commercial.
- Since the streets are already narrow and pedestrian friendly, the areas around Church and Federal are good locations for grey field infill and redevelopment. Dense vertical housing options would be perfect for this area because it is isolated from the high traffic volumes and noise of Main Street, close to retail and commercial uses, and close to transit opportunities.
- RDA funding should be reserved for strategically located infill projects promoting a mixture of uses, e.g., residential, commercial, that is sensitive to the existing neighborhood character.
- Parking areas should be visually subordinate to the primary structures and have ample landscaping to help combat storm water runoff and the heat island effect.
- Ground floor street facing space should be reserved for commercial uses to keep up with demand and preserve essential tax bases.
- Parking garages allow for even more commercial buildings and plaza space and adjoining businesses and land owners should consider utilizing them more as the City continues to grow.
- Increased heights and density should be considered for projects that are converting underutilized parking lots into mixed-use urban spaces.
- Streetscape improvements, similar to those on South Main recently completed, should be installed along Main Street between 300 North and 1000 North to help revitalize the area. An assessment district should be formed that outlines cost sharing with the City.
- The City should create a new intermediate commercial zone that would span the gap between the Commercial and Neighborhood Center zones by having less intense land uses and building allowances for some areas deemed appropriate.
- Highly compatible commercial uses, such as restaurants and retail, should cluster in dense pockets and focus on unique pedestrian spaces and atmospheres that enhance the pedestrian experience and allow for convenient walkability between stores.
- New buildings should vary in materials, colors and heights and should be oriented with their best architectural elements towards the streets that serve them.
- Incentivize quality housing projects downtown that will support the unique boutique-style commercial stores typically owned by local residents with increase pedestrian traffic while relieving housing pressures on traditional core single-family neighborhoods and encourage for more conversions back to single family uses.
- A 400 North corridor study should identify a preferred development pattern allowing for more efficient and visually inviting use of the land while still showing sensitivity to bordering properties.

Transportation

Introduction
The Adams Neighborhood strives to comply with the Vision Statement in the Transportation Master Plan which states that the primary purpose is to ensure the orderly and progressive development of the urban street system to serve the mobility and access needs of the public. Transportation planning is interrelated with other components of the urban planning and development process.

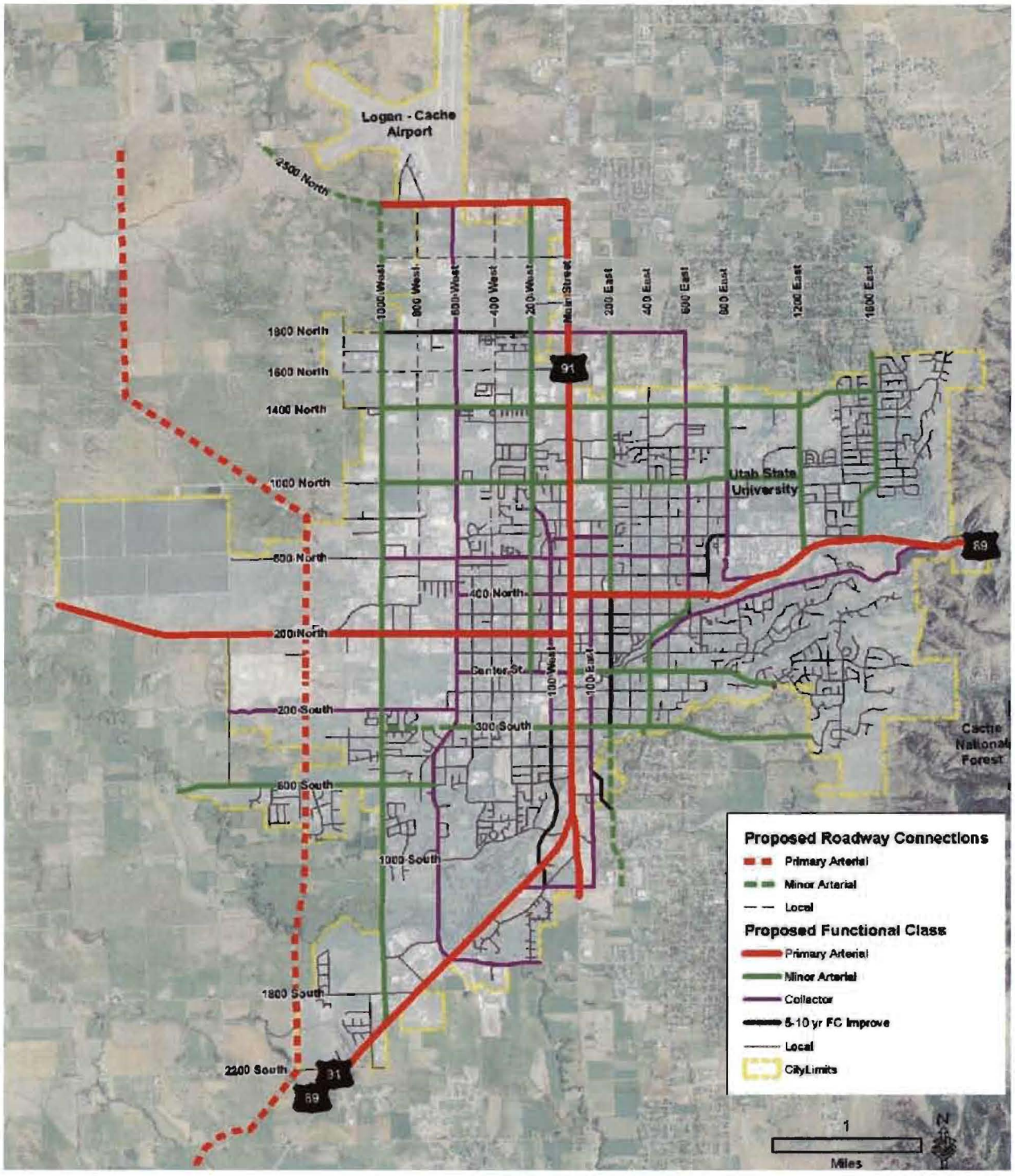
Logan City will strive to promote a balance of multi-modal transportation systems that result in increased transportation choices. Land use and transportation planning must be integrated to accommodate the automobile and to provide acceptable levels of mass transit, bicycle, and walking choices. Development must be pedestrian friendly. All forms of transportation must be reliable, efficient, and user friendly, allowing full access by all segments of the population to housing, employment, education, community and human services. Safe and efficient movement of people and goods is vital to the long term sustainability of the City. Logan City recognizes that the quality of the City is largely determined by the number of choices that are available to move from place to place and that walking with comfort and safety within the City is a measure of quality of life. Safe and efficient movement of people and goods is critical to the fiscal and environment sustainability of Logan City. As the City continues to grow, it must provide an efficient transportation system that can carry existing and future traffic.

Neighborhood Mobility
Residents in the Adams neighborhood do not have to solely rely on the private automobile. The central location of the neighborhood and its proximity to commercial areas, public services, health services and the University, affords residents the ability to choose between several viable modes of transportation. For some trips, riding a bike, catching a bus or simply walking is almost as quick as driving a car.

Local streets should be designed to move traffic efficiently while maintaining neighborhood character and promoting safety for all users. Aside from the major arterial roads (Main, 1400 North & 400 North) that serve regional populations and transportation systems, all local roads should have slower speed limits, narrower and safer pedestrian crossings, and more traffic calming mechanisms to increase safety and reduce noise for nearby residents. More streetscape vegetation that buffers road noise, reduces storm water runoff and contributes to pleasing aesthetics of the local streetscape is currently predominant and important to the character of the Adams neighborhood. Increases in the number and diversity of street trees throughout the neighborhood needs to be considered to ensure that future generations will be assured a streetscape of mature trees. The local roads in this neighborhood are ideal candidates for potential future slow street efforts, something that other cities and regions are doing with much success.

Road Classification
The Adams Neighborhood contains several different road classifications including Primary Arterials (Main Street, 400 North), Minor Arterials (1400 North), Collectors (800 East, 600 East, 200 East) and local streets (all remaining roads). Each of these road classifications are described below.

Arterials – 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 the facility design are intended to provide efficient through movement. Arterials can be subdivided into major and minor categories depending on their traffic volumes.



Map 5.1 Road Classification

Collectors – These facilities, the "middle" classification, are intended to serve both through and land-access functions in relatively equal proportions. For long through 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 onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of the facility.

City blocks form a city's urban fabric. The street's enclosing blocks form a "grid pattern" network. In the Adams Neighborhood this grid pattern is based on 660' square blocks. With the exception of the bluff on the south side and the eastern bench, the square grid pattern is wholly intact. Several original 660' square blocks have been penetrated with either small infill cul-de-sacs or dead end private drives. The Adams Neighborhood has reasonably good automobile circulation. While the roadway grid is not entirely complete, there is a good mix of relatively short local roadways with many dispersed trip options for residential access and relatively long, continuous collectors and arterials for mobility and business access.

Some circulation drawbacks exist in the neighborhood, most notably, the offset in grid patterns north of 1000 North. These "jogs" in the roadway make north and south bound traffic difficult to traverse the neighborhood because intersections do not align properly. Although costly, requiring the purchase of private property, the process to re-align and re-construct the intersection of 600 East and 1000 North is already underway. These re-alignment projects will help relieve vehicle traffic congestion in the neighborhood.

Road Cross Sections

Local streets require a minimum of two 11-foot wide vehicle travel lanes and an 8-foot wide parking shoulder at each side of the road. Parkstrips with street trees and sidewalk are required on both sides of the roadway. Many roadways designated as "local streets" located in the core single family areas of the

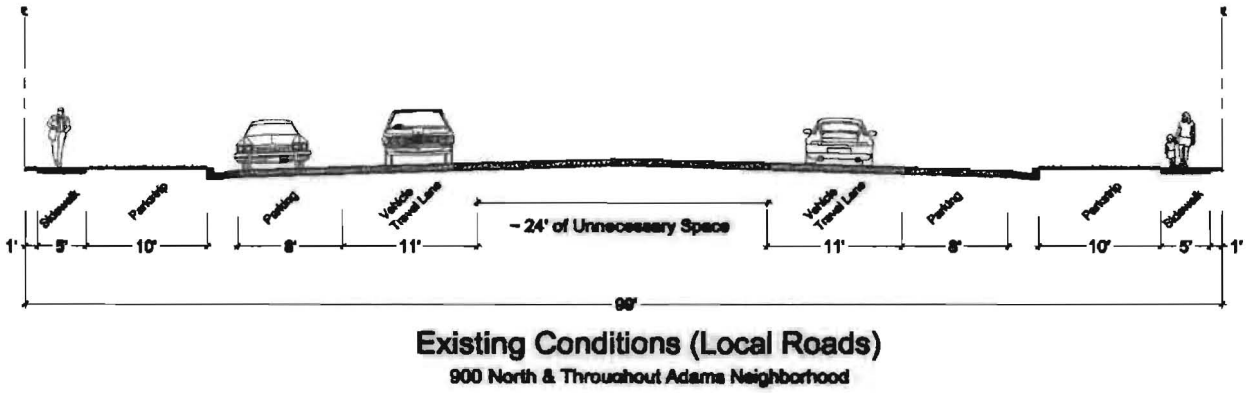


Figure 5.1 900 North Cross Section

neighborhood are much wider than current standards. For example, the right-of-way of 900 North, between 200 East and 300 East, is approximately 99 feet wide with a cross-section of asphalt at

approximately 62 feet in width. With the current local street standard requiring a 38 foot cross-section of asphalt that leaves an unnecessary 24 feet of asphalt in the roadway to maintain, repair, remove snow, chip-seal, paint, etc... Considering the length of 900 North through this neighborhood from 200 East to 800 East, (approx. 4,100'), and the unnecessary 24 feet of asphalt in the middle of the road, approximately 2.25 acres of land is wasted in the middle of the road. Approximately 15 acres are wasted in the Adams Neighborhood within the area between 1000 North, 800 East, 200 East & the Boulevard. Converting these excess areas to landscaped medians would potentially increase streetscape appeal and property values, help with storm water retention and runoff, help reduce the heat island effect and help increase oxygen producing vegetation within the city. The up-front cost will be substantial and maintenance will increase, even with a xeriscape application; however, the long term benefit for the Adams neighborhood is substantial and could help attract families back to the Neighborhood.

Large Planted Median

Street Trees

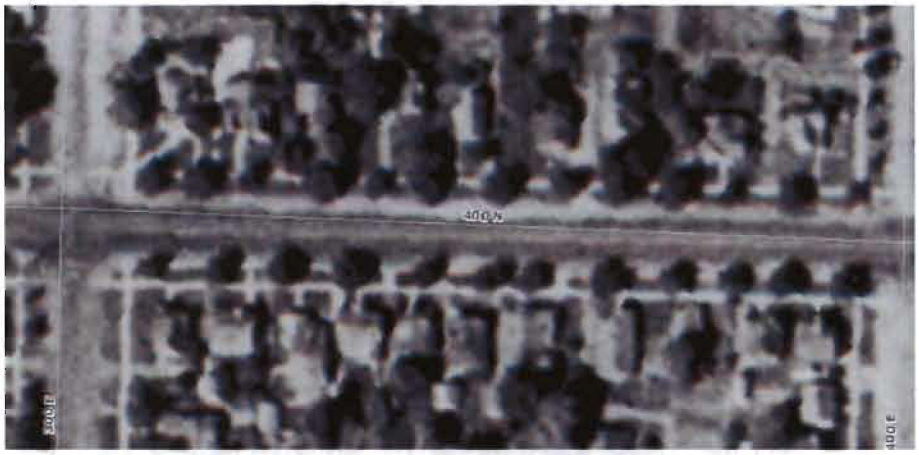
The majority of the streets within the Adams Neighborhood, with the exception of downtown commercial areas, contain parkstrips with mature street trees. Gaps in street trees exist and some rows of trees are reaching the end of their life cycle. Recent funding specific to street trees should be utilized and strategic consideration needs to be given in tree installation and replacement so that those dominant neighborhood defining elements remain a major part of the streetscape experience.

400 North

The 400 North (HWY 89) corridor is an example of what happens when automobile volume and speed takes precedence over livability and aesthetics. The roadway was widened in 1933 to 54' and again in 1958 to its current width of 96' to accommodate higher volumes of vehicles at faster speeds. What once were nice owner occupied single-family homes with landscaped front yards have been transformed into rental properties that are marginally maintained. Along with the absence of quality landscaping in front yards, the parkstrip adjacent to the road has been reduced in width to its current configuration of approximately three feet. With just three feet in width, no street trees exist. Lighting and signage has been scaled as per state regulations and further emphasizes the appearance of a high-speed highway. This roadway corridor also functions as a figurative barrier between northern Adams and the southern Adams by limiting interconnectivity between both sides of the neighborhood. The challenge facing both Logan City and the Adams Neighborhood is how to best restore the 400 North Corridor as a neighborhood asset while reconfiguring it is a major gateway to downtown, USU and the Logan Canyon.

Aside from being a regional highway that serves local and non-local users, the corridor itself is extremely important because it is a major link between downtown and USU. The roadway is under the control of the Utah Department of Transportation (UDOT), and based on discussions with UDOT Officials and the fact that it is not identified in the CMPO 2035 Plan, would suggest it is not being considered for a major improvement project. UDOT has indicated this roadway is considered a very low priority, and that improvements would be based on vehicle efficiency and capacity. Funding for aesthetics and livability is virtually nonexistent for this roadway. Aesthetic improvements and pedestrian facility comforts above and beyond the minimum state standards would have to be funded by an entity other than UDOT such as Logan City or USU.

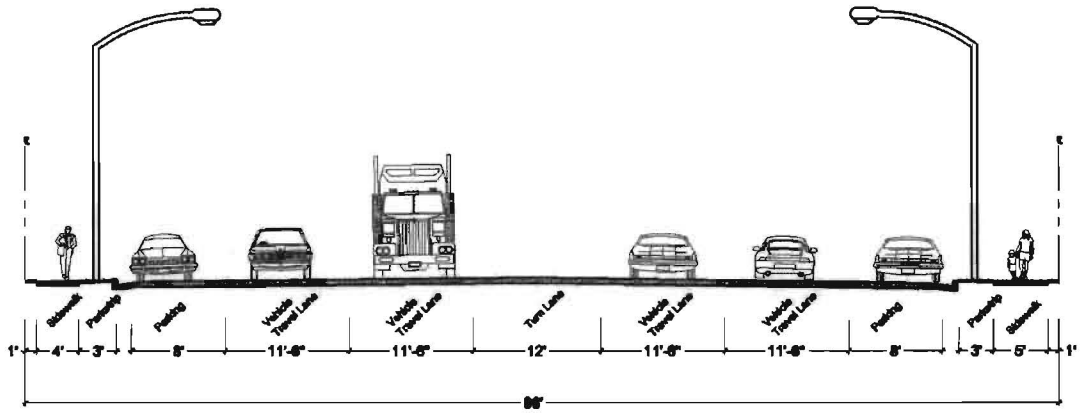
The 400 North corridor from Main to the mouth of Logan Canyon is a roadway corridor primed for enhancement that would have both immediate and significant benefits to both users of the roadway and residents of Adams. Some potential improvements could include traffic calming measures such as widening parkstrips, new medians, additional trees and landscaping, eliminating on-street parking, enhancing pedestrian comforts with wider sidewalks, installing new decorative lighting, decorative street furnishing and hanging university banners and signage materials. The commercial areas along 400 North from Main Street to 300 East could be a re-developed in a manner appropriate for vibrant commercial activity. Some of the benefits of an aesthetically pleasing and pedestrian friendly corridor between USU and Downtown Logan would be improved economic development, increased pedestrian activity, enhanced livability and increased school and civic pride. Logan is often referred to as a "College Town" and a beautiful corridor would do much to connect the actual "College" to the "Town".



This 1952 aerial photograph of 400 North shows wide parkstrips with evenly spaced street trees.

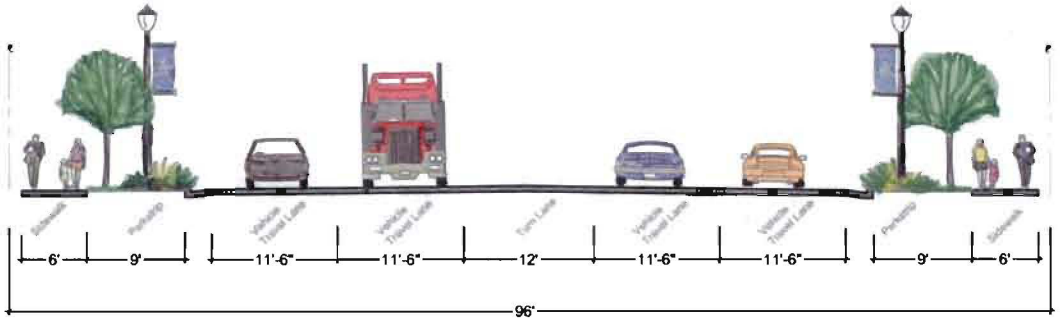
This 2008 aerial photograph of 400 North shows the street trees removed and parkstrips narrowed.

The graphics below identifies the existing roadway conditions and possible future configurations with increased landscaping, medians, street trees, decorative lighting, school banners, wider parkstrips and wider sidewalks. All of these features would provide a more neighborhood friendly roadway.



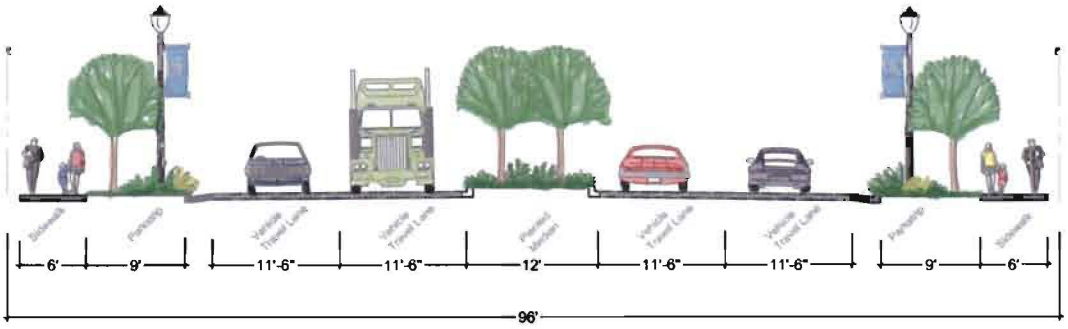
Existing Conditions

400 North Cross Section (approx. 350 East)



Alternative Road Design (1)

400 North Cross Section (approx. 350 East)



Alternative Road Design (2)

400 North Cross Section (approx. 350 East)

Figure 5.2 400 North Alternatives

Traffic Calming

Numerous traffic calming methods are being installed throughout the county and state which essentially place devices or elements in the roadway to inconvenience and slow the free movement of automobiles and create more pedestrian friendly streets. If the City and the Adams Neighborhood desires young families to re-invest and locate in the core neighborhood areas, then traffic calming measures should be considered along many local streets. Traffic calming methods promote safe, quiet and pedestrian friendly streets, something young families will most certainly consider before reinvesting in core neighborhoods. Some methods of calming and slowing traffic are raised pedestrian crosswalks, "bulb-out" or reduced intersection widths with shorter pedestrian crossings, traffic circles, planted medians, additional paint and pedestrian markings.

Traffic Calming Devices

Bicycle Transportation

Bicycling is a sustainable and environmentally friendly transportation option. Positive impacts of using bicycles include reduced traffic congestion (less cars on the road), fewer road widening projects, reduced roadway maintenance, reduced need for large parking lots, less consumption of non-renewable resources, increased health benefits, cleaner air to breath, more social interaction opportunities and lower noise levels. Logan has a tradition of biking within the community mainly due to the presence of USU, active lifestyles, and regionally renowned cycling races and events. Cyclists can be categorized into different user groups for both recreational purposes and transportation purposes. Recreational riders can be considered either road cyclists or mountain bikers. While the bicycle network in this neighborhood acts as a catalyst to adjacent recreational road rides or mountain trails, bicycle commuting is a viable transportation option in the Adams neighborhood because of its proximity to surrounding services, facilities, event centers and relatively flat terrain. The focus of this plan will be on bicycling for transportation purposes around the neighborhood and around town.

In 1998, the City of Logan developed a *Parks, Recreation, Trails, and Open Space Master Plan* which identified a need for a continuous linkage of trails and bike lanes. It also identified most streets within the City as suitable for bicycle traffic. Currently the Adams Neighborhood has one dedicated bike lane along 500 North and numerous Sharrow symbols. The difference between a Sharrow and a Bike Lane is that a Bike Lane is a painted lane meant for the exclusive use of bikes whereas a Sharrow signals a shared lane

situation with automobiles. When no symbol is present sharing the lane is common law. Cycle Tracks take a bike lane one step further and create a separate, often with a barrier, lane exclusive to bikes. The most comfortable biking situation is a fully separate bike path or trail. These offer safety and convenience often required to attract new bike riders. They can be extremely efficient as well, by avoiding congested intersections and traffic signals.

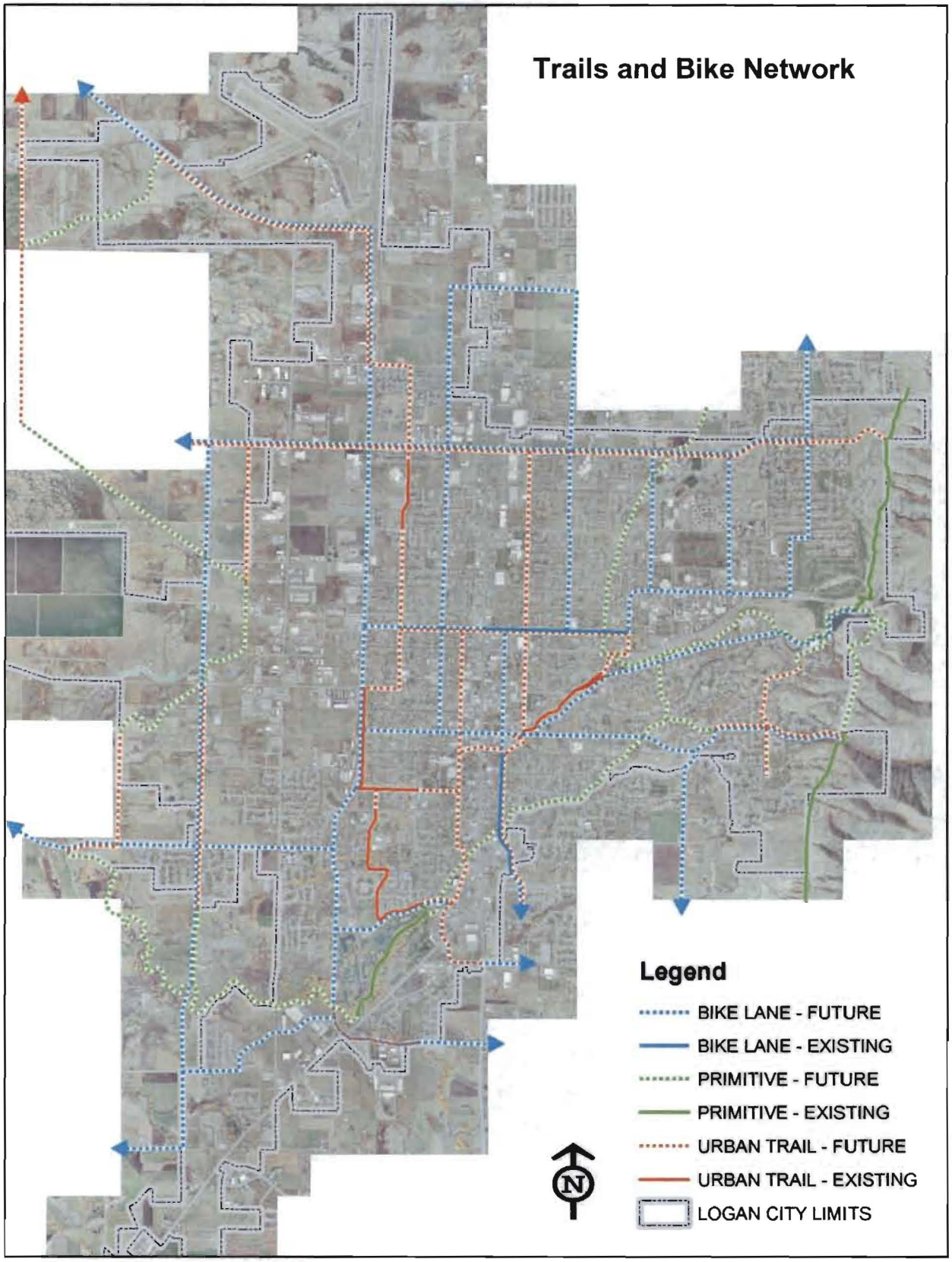
Incentives or special events organized by either employers or governmental agencies should also be considered to increase the number of bicyclists. Coordination with USU campus bike map and their January 2011 bike plan, along with the layout of Logan's citywide bike lanes and Sharrows, is essential for interconnectivity in the bicycle network. The transit center and the CVTD bus system is very accommodating for cyclists and the future network should continue to account for heavier bicycle traffic around this transportation node.

Multi-use Trail

Dedicated Bike Lane

Dedicated Separated and Protected Bike Lane

Sharrow (shared lane)



Map 5.2 Trails and Bike Network

Trails

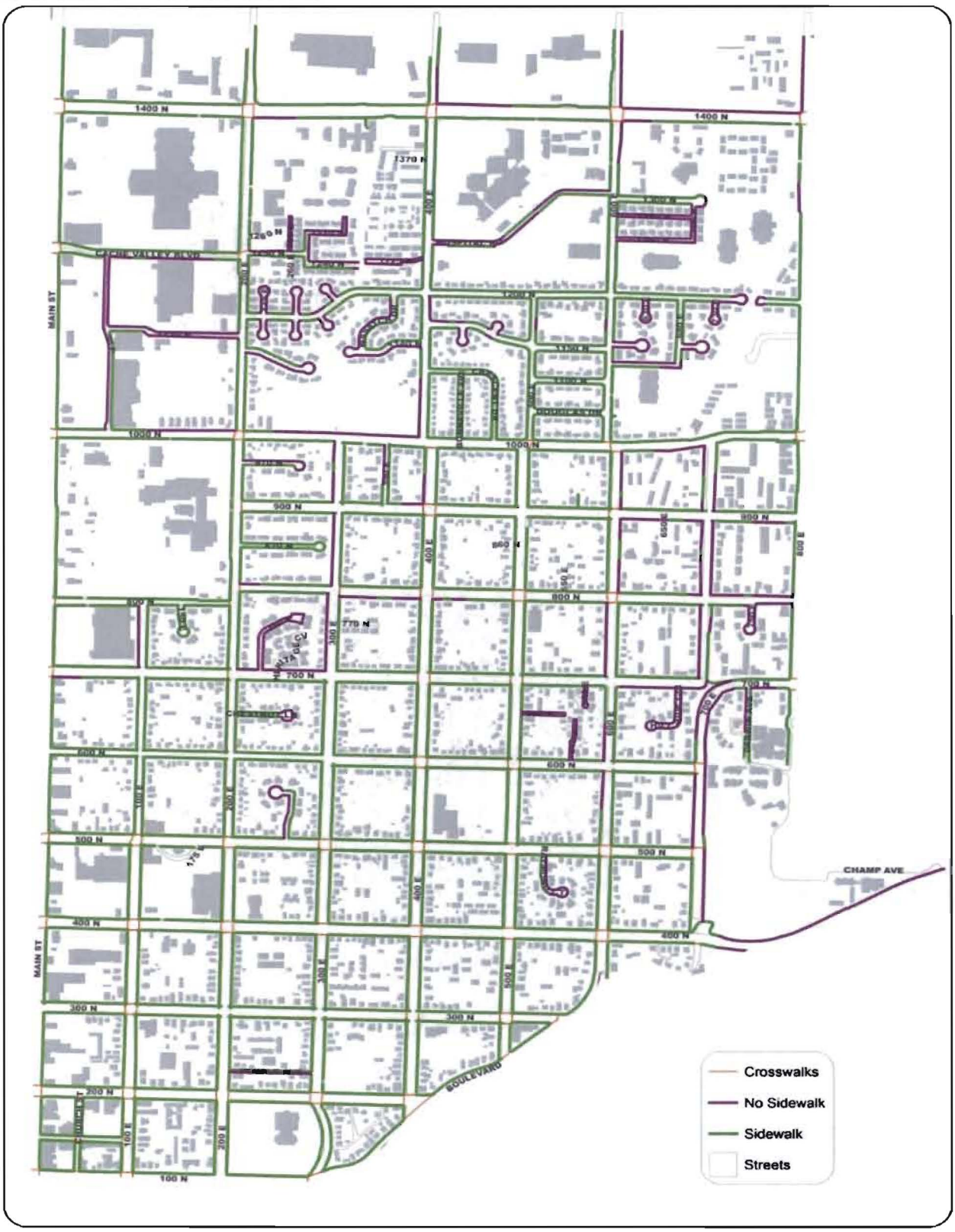
Trails are an essential part of the City's infrastructure as Logan continues to move toward better walk-ability in the community. Walking and jogging to work, for errands, or simply for recreation and pleasure, trails boost the health and productivity of the entire community. The Parks and Recreation Master Plan and the Urban Trail Guide identify existing and future urban and primitive trails. The Adams neighborhood, because of its central location, has numerous trails located in or traversing across its boundaries. Many sections of primitive or recreational trails are accessible through the Adams Neighborhood including Logan Canyon, First Dam, Canal Trail, Bonneville Shoreline Trail, Green Canyon, and the Stokes Nature Center. In some cases, like the Dugway, only short links need to be installed to connect existing trail sections into longer more continuous trails.

One of the City's most popular and visible trials, the Boulevard Trail, mirrors the alignment of Boulevard Street which is located at the southern edge of the Adams Neighborhood on the bluff overlooking the Wilson Neighborhood. This trail takes full advantage of the beautiful vistas as it winds along past the LDS Temple and many distinctively designed and beautifully maintained historic homes along the Boulevard. This trail is a key section in what could become Logan's premier trail connecting Downtown to USU and Logan Canyon. A premier trail, if properly marketed, could act as major attraction to lure new families back into the Adams Neighborhood.

Figure 5.3 Potential Logan City Premier Trail

Sidewalks

Sidewalks accommodate basic pedestrian mobility and add an essential element to the overall streetscape. The Adams Neighborhood has 196,359 linear feet of existing sidewalk (78%), while 55,225 linear feet of sidewalk (22%) is missing. The majority of the missing sidewalks are located within inner blocks often developed as a PUD's, where the infrastructure is privately owned. In areas where sidewalks are missing along vacant properties, new development, special assessments or the City will be responsible for constructing new sidewalks. Completing missing sidewalk sections, especially along grid streets, and repairing unsafe sidewalks was identified as a high priority by citizens at the Adams Neighborhood Open House.



ADAMS SPECIFIC PLAN

Sidewalks and Street Facilities

Map 5.3 Sidewalk and Street Facilities

Public Transportation

This neighborhood plan supports public transit. The Cache Valley Transit District (CVTD) provides public transportation (bus service) to the citizens of Logan and Cache Valley. The Transit Center, located at 50 East 500 North, is an important focal point and transportation hub in the Adams Neighborhood. Seven bus routes traverse and stop inside the Adams Neighborhood. The route and schedule of the CVTD are designed like a spoke and hub system meaning that once you get to the hub (transit center) you can get to any destination with relative ease.

The bus system operates off a community wide sales tax program that allows riders to ride free of charge. Ridership continues to increase and can be attributed to a number of factors, including increased gas prices, increased population, and more convenient routes and stop intervals. Transit users share one common desire, namely convenience. Public Transit provides a vital transportation service for certain population groups, such as younger teenagers or older individuals that do not have access to automobiles. As public transit continues to improve and grow, more convenient options will become available.

Public Input

At the July 27, 2011 Visioning Open House, held at Adams Elementary School, several transportation issues were specifically discussed. Responses and feedback were given to the City; although varied, some trends were evident. Safety, crossing, congestion and widening 200 East were some of the biggest concerns expressed. From a streetscape design standpoint, street trees and landscaped parkstrips was the biggest response. When dealing with 400 North, there were many varied responses. It was difficult to determine a direction, but some did express concern about crossing it safely. When asked about the importance of pedestrian and bicycle mobility, the vast majority felt it to be very essential.

Transportation Recommendations

- Based on proximity and the ease of walking to surrounding commercial services and large employment centers, more consideration for pedestrian transportation should be given when considering future roadway projects.
- Based on the core location and the potential to significantly increase users, the minimal impact to the natural environment, cost of infrastructure, convenient proximity and potential to improve air quality, bicycle infrastructure, facilities and education should increasingly be installed in the neighborhood. Clearly marked, designated bike lanes and multi-use pathways offer the most comfortable riding situations, while maps, brochures and racks offer the best education and convenience facilities.
- One designated bike lane in addition to the existing 500 North bike lane should be installed for East/West movement on 900 or 1000 North. Two designated bike lanes should be installed for North/South mobility, with 100 East and 400 East being designated in the Master Transportation Plan. Sharrow symbols should be painted on multiple local neighborhood streets to allow for more cycling options. Multi-use pathways should be clearly marked for bicycling use.
- Trails, both urban and primitive, need to continue to be constructed with the key goal of completely linking Downtown to USU and the Bonneville Shoreline Trail. Trails should be

clearly identified and marked and adjacent thick vegetation should be removed and maintained for safety purposes.

- Create safer pedestrian crossings at all intersections. Some of the current distances are extremely wide and un-marked. Painted crosswalks should be bold and clearly marked. At intersections where excess width is unnecessary, designs to shorten the distance of the crosswalk should be implemented and all new intersections should meet ADA standards.
- The identified missing sidewalk sections along standard block streets should be prioritized and installed first. Dead-end and cul-de-sac streets are less of a priority, but should have sidewalks installed on at least one side of the street.
- Preserve and properly prune existing mature street trees. If gaps of more than 60 linear feet exist, then new street trees should be planted. Areas that have aging and/or vulnerable species should be systematically rotated out so that this unique resource is conserved the best possible way.
- 200 East should be an additional regional option for north/south travel. All transportation modes should be considered and the character of the neighborhood should not be compromised as it bisects large residential areas.
- Beginning on 900 North and then in a block-by-block manner based on desire, remove excessive asphalt in the middle of the road and replace it with landscaped medians to increase storm water capacity, increase green space, additional trails, combat the heat island effect and provide traffic calming devises.
- Create better east-west pedestrian crossing on 200 East, especially at 700 North.
- Explore installing a new stop sign at 500 E and 1150 North.
- Request a warrant study from the UDOT for a new traffic signal at the intersection of US-89 and 400 East.
- Evaluate the speed limits on 500 East and 200 East.
- Pursue corridor agreements with the UDOT for the extent of US-89/400 North from Main Street eastward to Logan City limits. Consider a specific plan that further details the 400 North corridor and explores aesthetics, livability, land use, decorative lighting, mobility of all users and possible project funding strategies.
- Take initiative, at a neighborhood level, and create programs and contests that reward and recognize actions and choices that combat the overuse of the personal automobile and it's negative impact on the valley's deteriorating air quality. Petition local elected officials to participate by allocating resources toward prizes and recognition events to make the contests and programs more attractive.
- Because of its excessive width and acting as a main link between USU, the Transit Center and Downtown, 500 North should be converted into a separated bike-way or bicycle-track.
- Reduce speed and narrow vehicular travel lanes on local neighborhood streets to create safer and more pedestrian friendly streets.
- Large, high capacity roads (arterials) such as 400 North, 1400 North and Main Street should reduce driveway cuts and conflict points, and primarily move larger volumes of traffic.
- Complete the one-way couplet study to determine whether it is a viable transportation option for Logan City.
- Improve parking standards for commercial uses and consolidate and share driveway entrances that are clearly identifiable, safe and setback from conflict points.

Public Services & Facilities

Parks and Recreation Facilities

Parks, recreation facilities, trails and open spaces offer places for children to play, neighbors and families to celebrate, and individuals and groups to simply enjoy being out of doors. They are vital components of a healthy, livable community and a high quality of life. They are proven contributors to the economic growth and success of cities and the health, productivity, and happiness of its citizens.

Parks are an essential part of the neighborhood fabric and every home should have easy access to a park and recreation facility. Four out of five Americans use their local parks or recreation system, and 70% have a park or recreation facility within walking distance of their home (Source: National Recreation and Park Association, 2005). Recreation is a strong part of our personal, family and civic lives. Logan City takes pride in providing a high quality of life and strong sense of community, and places significant value on its recreational opportunities. Logan City has adopted the following Parks and Recreation Standards:

Recommended Parks and Recreation Standards (based on 2010 population of 50,000 residents)					
Type	**City Standard**	**Need**	**Current Supply**	**+/-**	**Notes**
Parks	6 acres per 1,000 residents	300 (acres)	299.74	(-.26)	Includes developed parkland and recreation facilities.
Open Space	12 acres per 1,000 residents	600 (acres)	227.03	(-327.97)	Protected open space that can be accessed for recreation. Includes golf course, cemeteries, natural open spaces, trailheads, fairgrounds.
Trails (urban)	.5 miles per 1,000 residents	25 (miles)	4.60	(-20.40)	Paved, separated trails.
Trails (primitive)	.5 miles per 1,000 residents	25 (miles)	2.50	(-22.50)	Gravel, dirt primitive trails.
Distance to a park	¼ mile max.	n/a	66% of city complies	(-34%)	Every resident should be within ¼ mile of a park or open space (by % of population, not area).
Distance to a trail	¼ mile max.	n/a	25% of city complies	(-75%)	Every resident should be within ¼ mile of a primitive and urban trail (by % of population, not area).

Table 6.1 Recommended Park Standards

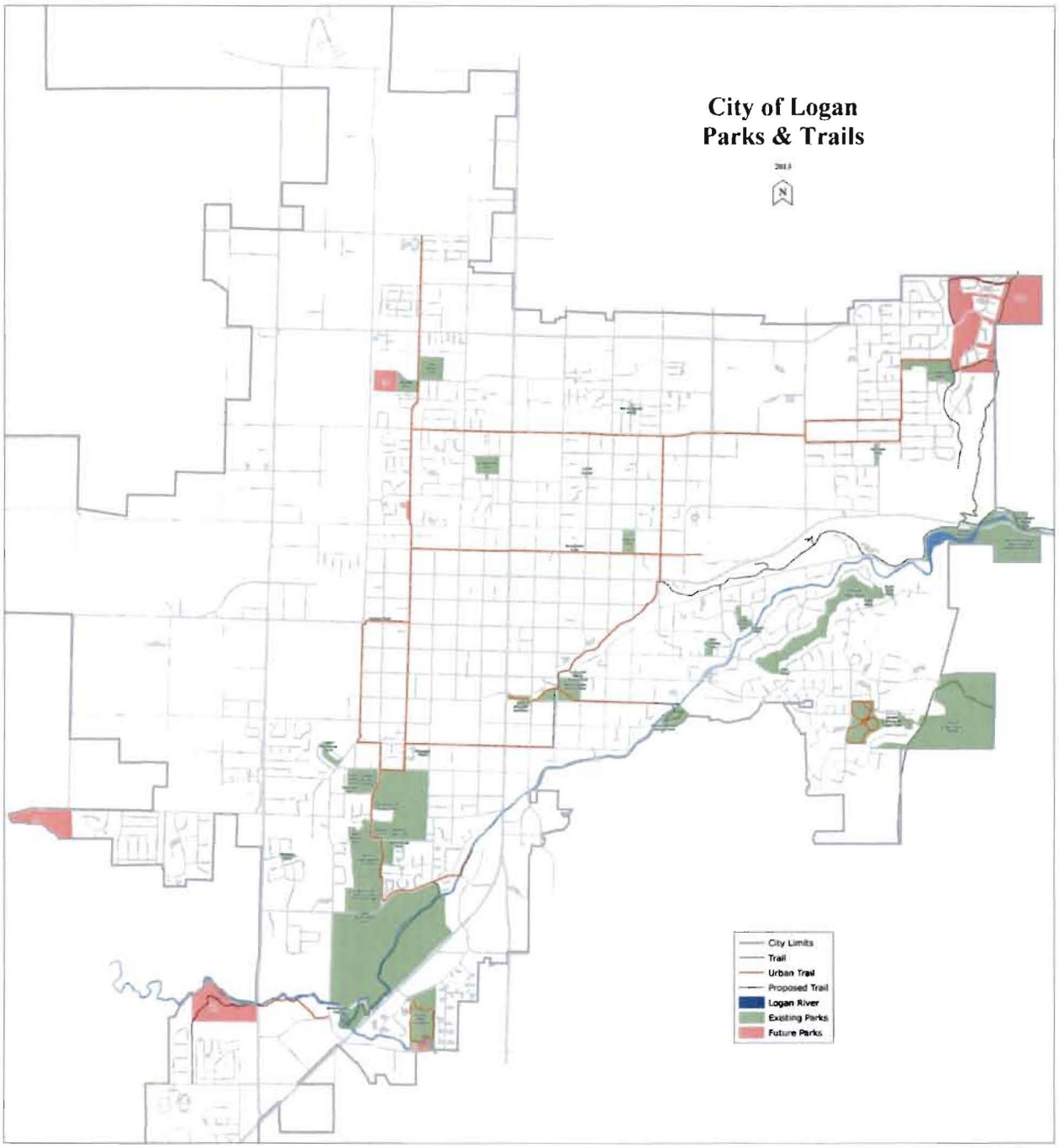
As shown in the Table above, Logan is deficient in most, if not all, of the various park categories. Currently, the Parks and Recreation Department are working to reduce these deficiencies and are involved in a planning effort to identify suitable land areas and funding sources for new park space. While most of the residential neighborhoods within Adams are within ¼ miles of one of the three existing parks, the densest residential areas of Adams located near the University do not meet this standard. The following table identifies the existing park space located in the Adam's neighborhood.

Park and Recreation Facilities in Adams			
Park Name	**Location**	**Size**	**Type**
Adams Park	550 North 500 East	4.22 Acres	Neighborhood Park
Canal Corner	800 North 300 East	0.11 Acres	Pocket Park
Morningside Park	450 East 1150 North	1.00 Acres	Pocket Park
Brookside Park	500 North Brookside	0.07 Acres	Pocket Park

Table 6.2 Parks and Recreation Facilities

The residential areas in Adams should be the target of future park planning efforts, and because much of this area is typically populated by college students, the type of parks and recreation space may differ than that what is currently provided in the three existing parks. Logan City has identified existing and future parks in various areas around the city as shown in Map 6.1.

The challenges to creating additional park space in Adams is the lack of suitable, vacant property available for park construction and the availability of funding adequate to construct and maintain new park facilities. In light of the park deficiencies outlined above, because of its unique setting, Logan residents have access to a wide range of recreational opportunities both within and outside the City limits. The Logan River, Logan Canyon, Beaver Mountain, Bear Lake, Forest Service lands, hiking trails, etc., all provide an abundance of recreational opportunities to residents. Similarly, the proximity of USU and open space on campus and future open spaces identified in the USU Open Space Master Plan provide recreational amenities for many residents of Adams.


City of Logan
Parks & Trails
City Limits
Trail
Urban Trail
Proposed Trail
Logan River
Existing Parks
Future Parks

Map 6.1 Parks

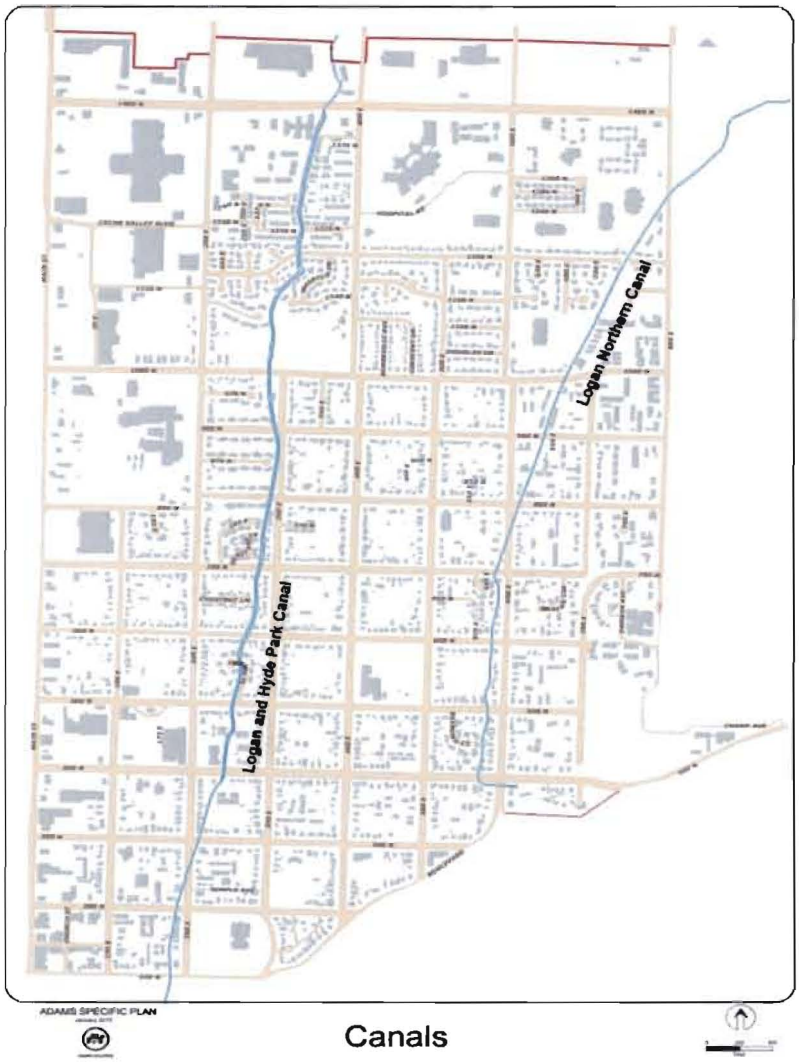
Open Space and Natural Areas

The Adam's Neighborhood is a relatively dense neighborhood, so the provision of large open space and natural areas is limited. Opportunities for open space exist along the canal network or in the interiors of many undeveloped blocks, but at a smaller scale and with a number of unique challenges.

Inner Blocks – as discussed in other sections of this plan, the inner block areas of a number of existing blocks in Adams represent opportunities for both additional infill residential development and for public/private open space. The Logan General Plan advocates infill development as a means to accommodate the additional growth Logan will experience over the coming decades. Residents, whose properties back onto large open areas found in many inner blocks, have expressed a desire to limit future residential development in the inner blocks because of both perceived and real impacts to both their property and quality of life. The open inner block areas provide a combination of natural areas that contribute to the feel and character of Logan's neighborhoods. Inner blocks are used actively as yards and gardens by their owners as well as function as passive or unmaintained open space enjoyed from a distance by many. Community gardens continue to become more and more popular as people become more health conscious and desire fresh local produce.

Canals

The canal system running through Adams represents a passive, linear open space system benefitting the neighborhood. The canals and their associated tree canopy provide both visual interests in the neighborhoods as well as important urban wildlife habitat. However, maintenance activities important for the efficient delivery of water to users also represents the largest threat to the network of trees found along the canals as tree removal is necessary to ensure the canal functions as designed. The network of canals also present opportunities for future trails networks assuming the canal companies, the City and the residents could all agree.



Map 6.2 Canals

Community Centers

The Whittier Community Center (WCC) was established in 1992 in order to enhance and foster a sense of community for the neighborhood. The WCC is used by a variety of community organizations focused primarily on children and families, while also providing access to free public meeting space, community gardens and a neighborhood park. The WCC serves well over a 1,000 individuals on a weekly basis. The Whittier Community Center was originally constructed in 1908 as an eight room schoolhouse and sold to the City of Logan for the sum of $20,000. It was used in a variety of educational capacities up through 1968 when it was closed by the Logan School District as a public school. There were also a number of interior remodels and additions to the structure after its initial construction in 1908. After 1968, the Whittier Center was used to house a day training program for intellectually disabled children and eventually a community arts program that began in 1974 and lasted until 1992, when the Whittier Community Center was first established. The WCC was listed on the National Register of Historic Places on September 25, 2000.

Historic Whittier Center

Lighting

Street lighting is important for driving safely at night as well as securing residential areas. The City has promoted coach style lighting in the downtown area and other areas as part of an overall design element. Opportunities exist for instituting uniform lighting throughout portions of Adams similar to lighting around the LDS Tabernacle in downtown. Thematic lighting would be appropriate for Second East, the Fourth North corridor and around the LDS Temple. Challenges to installing new lights are a direct function of cost and resources. Logan City could explore forming a number of Special Improvement Districts to fund new lighting and other improvements, and could also upgrade lighting with new road construction projects.

Schools

The Adams Neighborhood is within the Logan School District and home to two schools serving K – 8th grade as well as a USU. The Adams Elementary School Logan, home of the "Owls", comprises grades Kindergarten through fifth. The Adams Elementary School was originally constructed in 1936 with a

major remodel completed in 2003. The school contains 23 classrooms spread over approximately 46,200 square feet and two portable classroom buildings. The Adams school currently serves approximately 413 students.

The Mt. Logan Middle School comprises grades sixth through eighth. The Mt. Logan Middle School has an approximate enrollment of 1,294 students. The original Mt. Logan Middle School was built in 1926 – 1927 as part of the Logan Senior High School and relocated to its current location on Second East in the 1960's. The Motto of Mt. Logan Middle School is "Climbing to Excellence."

Utah State University, home of the "Aggies", is located in both the Adams and Hillcrest Neighborhoods. Utah State is Utah's Land Grant University and was established in 1888. The Utah State University system includes the Logan Campus and several regional and satellite campuses throughout the State of Utah. The main campus in Logan sits on approximately 400 acres and has an annual enrollment of approximately 16,500 students.

Churches

There are approximately 14 structures in the Adams Neighborhood characterized as churches or houses of worship. The predominate religious institution found in the Adams area is the Church of Jesus Christ of Latter Day Saints as they comprise a majority of the religious buildings located throughout the neighborhood. Of particular historical interest are the LDS Logan Temple constructed in 1877, the St. John's Episcopal Church which was founded in 1873 and constructed in 1909, and the LDS Tabernacle which was started in 1864 and completed in 1891.

Logan Fire Department

The City of Logan maintains a manned Fire Station at 2nd North just east of Main Street, another station near USU, a third station near the Golf Course on Golf Course Road, and maintains a presence at the Logan Airport. Logan Fire has a total of 49 full-time employees operating out of the three stations. Logan Fire has four engines, one aerial ladder truck, two brush trucks, two paramedic rescue squads, five ambulances, one 2300 gallon water tender, two aircraft firefighting units, and a hazardous materials and technical rescue truck. The average response time of the Logan Fire Department is 4 minutes, 33 seconds on medical emergencies and 5 minutes, 31 seconds on fire calls.

Hospital

The Logan Regional Hospital was constructed in its current location in1980 and is owned and operated by Intermountain Healthcare. The Logan Regional Hospital campus houses a medical office, the Intermountain Budge Clinic, women's & newborn center, and a cancer center. Construction of a new 500 car parking garage was completed in early 2013. The Logan Regional Hospital serves Northern Utah, Southern Idaho and Western Wyoming.

Public Input

At the July 27, Visioning Open House, held at Adams Elementary School, a number of Public Service issues were discussed. While responses and feedback was varied, some trends were identified: more park space (both passive and active) and more trails are needed in the Adams Neighborhood. Feedback has been reviewed and considered in this plan.

Public Facilities Recommendations

- Add additional park space within Adams providing both active and passive recreational opportunities for all residents
- Explore themed lighting along major transportation corridors such as 200 East, 400 North and around the LDS Temple

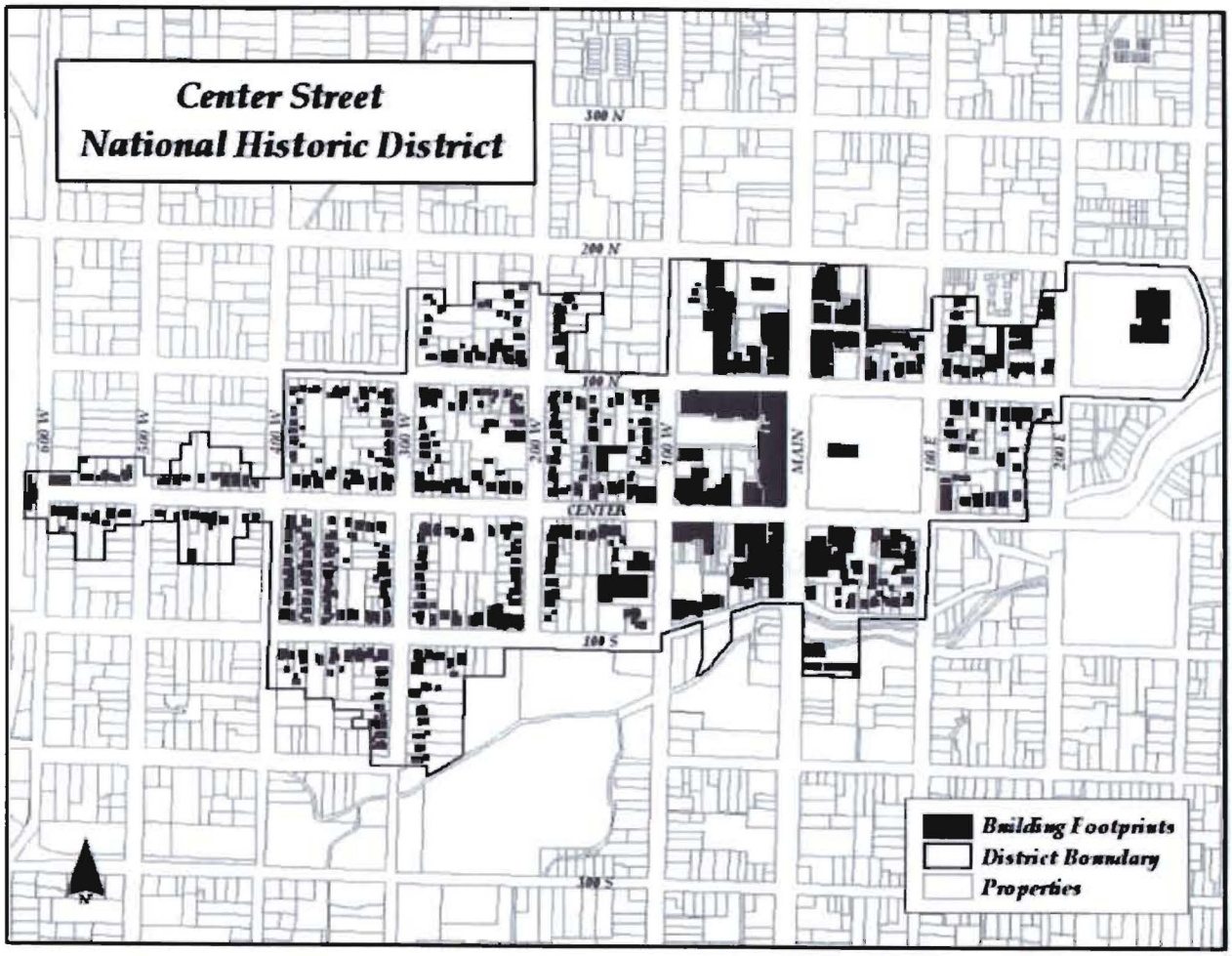
- Give more consideration to pedestrian and bicycle transportation options when designing streets, especially when non-vehicular connections can be made between community centers, schools, churches and public parks.
- Trails, both urban and primitive, need to be continued with priority sections linking Adams, downtown, USU, and the Bonneville shoreline trail.
- Continue to explore the possibilities of using canal corridors as trail corridors for the promotion of healthy recreational opportunities and alternative transportation routes
- Inner block land owners could make comprehensive conservation efforts and create community open space and gardens for neighborhood residents that don't have the necessary room for sufficient gardens.
- Coordinate with USU's Open Space plan to ensure compatibility and efficient connectivity with the USU campus.

Historic Resources

Existing Resources

Designated in 1978, the Center Street Historic District is the only historic district in Logan. Not only is it recognized as a National Historic District, but also a local landmark district and is, therefore, regulated as such. All properties within the District boundaries are required to comply with the local preservation standards as found in the Logan Historic District Design Standards and Land Development Code. Both documents require the issuance of a Certificate of Appropriateness for any exterior changes that are not considered routine maintenance.

The Adams Neighborhood currently contains 60 buildings that are located within the District.
40 buildings (66%) are contributing to the District and 20 (33%) are non-contributing, or ineligible, to the District.



Map 7.1 Historic District

Historic Survey

In an effort to gather historic resource data within and adjacent to the District, Reconnaissance Level Surveys (RLS) were conducted in 1978, 1999 and, more recently, 2011. The southeast portion of the Adams Neighborhood was included in the 2011 RLS to determine the feasibility of a boundary increase to the district. Primary goals of the boundary increase would be to maintain the historic integrity of the neighborhoods by providing more resources and incentives for preservation efforts, and to simplify the district boundaries making administration easier. The research design of the Survey recommended a three-phase approach, the third of which designates a "Temple Area" of the Survey. The Temple Area is located within the Adams Neighborhood and provides an additional 61 entries to the inventory of Adams' historic resources. The survey includes the following results for the Temple Area:

2011 EVALUATION	TEMPLE AREA
A – Significant & Contributing	13 (20%)
B – Eligible & Contributing	39 (59%)
C – Altered & Non-contributing	4 (6%)
D – Out-of-Period & Non-contributing	10 (15%)
X – Demolished	0 (0%)

Table 7.1 Temple Area Evaluation

Preservation Options

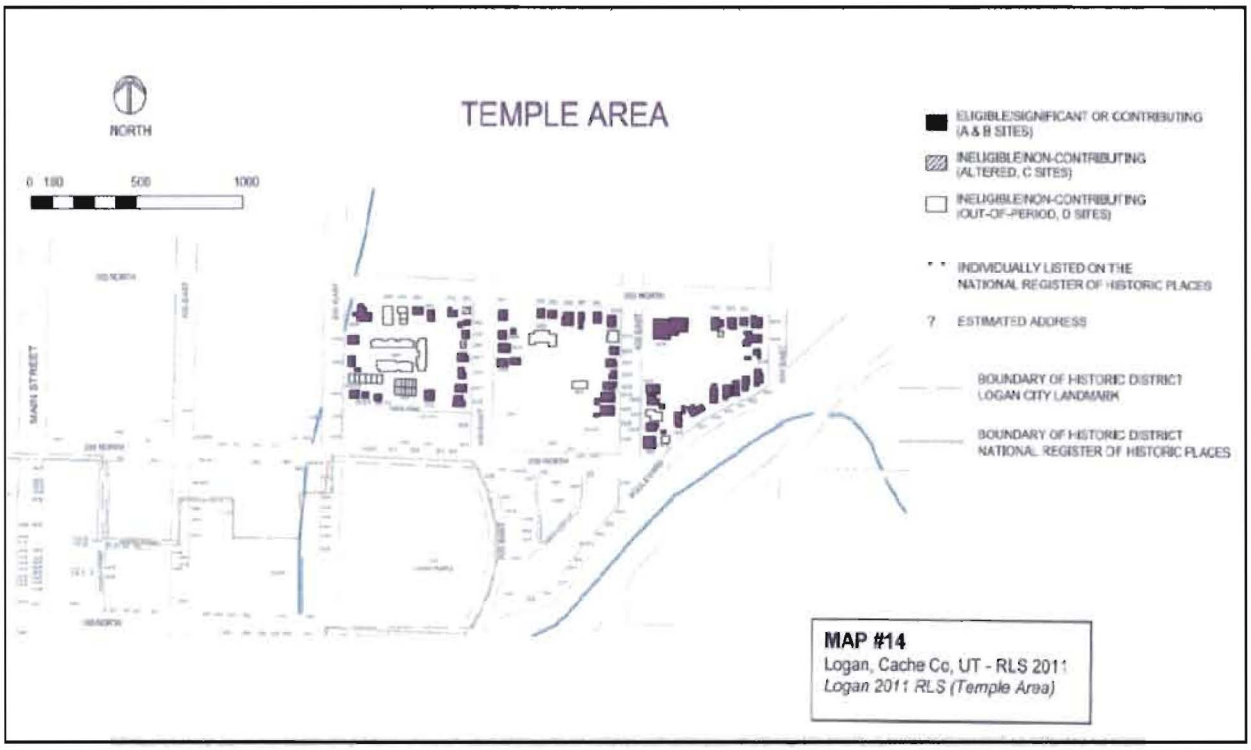
The Temple Area is dominated by the LDS Temple which is sited on the hill overlooking 200 East. The Temple and Temple grounds are located within the Center Street Historic District; however, two landmark buildings, listed on the National Register for Historic Places (NRHP), are not currently within the District boundaries: Temple Barn and Whittier School. The area surrounding the temple can be characterized as mostly bungalow and period-revival cottage housing types. The area includes a high percentage of "A"-rated buildings, including several good examples of the Arts & Crafts and English Tudor styles. Much of the housing stock has been adapted to the sloping topography with below-grade basements as a common feature. Despite the number of basement apartment conversions, the area retains a high degree of historic integrity. Another defining characteristic in this area is the Boulevard and its alley-fed access behind the homes.

The Adams Neighborhood also includes the Morningside Square Subdivision located between 400 and 600 East (north of 1000 North). Platted in 1946, this subdivision was the first private subdivision in the City and is made up of World War II-era cottages. The 2011 RLS encourages the designation of Morningside Subdivision as its own historic district.

Future Preservation Steps

The 2011 RLS recommends using the General Plan's neighborhood districts to organize future survey work and provide guidelines in order of priority. By using the neighborhood areas, the objectives of each survey could be more easily adapted to the policies and long-range planning goals of the General Plan. The Survey lists the Adams Neighborhood as second priority (behind Ellis Neighborhood) and states the following:

The southeast corner of the Adams neighborhood was included in this survey. The south half of the neighborhood with its standard-size blocks has a good concentration of historic resources, excluding the areas of high commercial development along the Main Street and 400 North corridors. The area has potential for a boundary increase of the current district or a separate district, and should be conducted as a standard survey if feasible. The 2007 UDOT survey of 200 East extended north to 1000 North. North of 1000 North, the survey could be conducted selectively with the exception of the Morningside Square subdivision between 400 and 600 East. This subdivision of World War II-era cottages has the potential to be a historic district in its own right and should be conducted as a separate standard survey. The survey further suggests that, if properly justified, the RLS should be expanded into more of the Adams Neighborhood in order to determine the best boundaries for the existing Center Street Historic District and potential future districts. It may be discovered that the new district could best be described as the Logan Temple Neighborhood Historic District or, perhaps, the Logan Temple & University Historic District if research determines that the area has strong ties to the university.



Map 7.2 Historic Temple Area

Historic Preservation Recommendations

- Complete a standard Reconnaissance Level Survey (RLS) of the remaining properties within the Adams Neighborhood extended north to 1000 North, and a selective survey of any appropriate properties north of 1000 North (with the exception of Morningside Square Subdivision).
- Consider revising and creating more appropriate boundaries for the Center Street Historic District and explore the creation of a new Temple Neighborhood & University District, while using the information and recommendations of the completed survey.
- Complete a standard RLS of the Morningside Square Subdivision (400-600 East 1000 North).
- Complete a feasibility study to determine the appropriate public process for the designation of the Morningside Square Subdivision Historic District that represents the growth of Logan and Cache Valley immediately after World War II.

- Promote educational and public outreach efforts that explain the benefits of historic preservation and outlines proper re-modeling and renovation techniques in accordance with the Secretary of Interiors preservation standards.
- Commercial preservation measures should continue to be diligently taken to appropriately preserve historic structures Downtown to ensure Logan's unique downtown character is retained for generations to come.

Implementation

Process

In order to ensure a lasting and bright future for the Adams Neighborhood, city officials, city employees, merchants and residents must be committed to a long term sustained implementation effort. A Neighborhood future where commercial and residential development are accomplished with enduring quality, where pride in ownership results in regular maintenance and upkeep, and where diverse residences establish vitality will be the result of implementing the Adams Neighborhood Specific. Throughout this plan, numerous recommendations are identified and deemed important to the overall success of the neighborhood and should be followed regardless of being listed in the implementation table or not. Given the fact that this plan has identified that the Adams Neighborhood has long strides yet to be taken, the implementation table below prioritizes and lists the most important steps in order to create the necessary positive momentum to ensure stability and success for future generations of Adams Neighborhood.

GOAL	RECOMMENDATION	RATIONALE	LEAD IMPLEMENTATION
Zoning and land use stability for better buying confidence.	Create an Adams Neighborhood Future Land Use Plan that guides all future zoning decisions for the Neighborhood	Better accomplish the goals of the General Plan and the Adams Specific Neighborhood Plan	Community Development Department (Zoning Map)
Infill subdivisions should be limited for better overall neighborhood character	Mini-block, loop or cul-de-sac subdivisions are preferred over flag-lot subdivisions. Increased land area and setbacks should be required for flag lots	Better streetscapes, orientation and connectivity with mini-blocks and cul-de-sacs	Community Development Department (LDC)
Mixed use zoning should be an important tool in facilitating future population growth and creating unique high quality projects	Mixed-use projects (Cache Valley Mall) should incrementally be developed into high-density, high-quality projects	Logan City currently lacks housing options where residents can live, work shop and play all within a compact walkable development	Community Development Dept. & Economic Development Dept.
Essential commercial services should continue to be provided but should never compromise neighborhood compatibility	Commercial developments should adhere to setback and height transition requirements to ensure proper compatibility	Living in close proximity to essential services will be a main reason this neighborhood is attractive to future residents	Community Development Dept. & Economic Development Dept.
Restore unique homes when functionally feasible to preserve Adam's neighborhood character	Continue to improve the "One Home" assistance program and other assistance programs for furthered re-investments in the Adams Neighborhood	Reinvestment will spark additional reinvestment and raise the overall value of the neighborhood	Community Development Department & Neighborhood Chair
Convert "chopped up" multi unit structures that were denied grandfathering back into single family homes	Originally built homes that have been "chopped up" into illegal and substandard rental units should be converted back to single family homes	Since these units are typically over occupied and poorly maintained it will help the overall visually appearance of the neighborhood	Community Development Department

New construction should choose materials and colors that further add uniqueness to the neighborhood	Features like large front porches, gables and prominent entries that orient toward the street should be implemented on new construction for better compatibility with existing older structures	These features are extremely inviting and attractive to perspective homebuyers and existing neighbors will love living next to such inviting structures	Community Development Department
Home improvement programs and competitions should be incentive based and implemented with City support.	Properties should be recognized and rewarded for exemplary effort and work	Winning is always motivation and if the result is a better looking property then it becomes a win-win situation	Neighborhood Chair & Form Neighborhood Committee
Provide safe, quality housing for students in designated Campus Residential zones	Student housing has been and will continue to be in high demand in the Adams Neighborhood	By building higher quality student housing in the CR zone it will alleviate rental pressures on traditionally developed single family neighborhoods	Community Development Department
Improve code violation enforcement by increasing consequences	Over occupied and un-safe rental units needs strict enforcement in order to reduce the total number of violators	This will result in less over-occupancy, parking issues and neighborhood deterioration	Community Development Department
Increase the overall visual quality of commercial properties	New developments should have a variety of quality materials, beautiful landscaping and inviting pedestrian amenities	Logan and the Adams Neighborhood will continue to be the regional commercial hub	Community Development Dept. & Economic Development Dept.
Downtown properties, especially underutilized ones should be re-developed into multi-story mixed-use developments	High quality living units should be integrated into the downtown for unique housing opportunities	The best way to accommodate future population growth without negatively impacting green and agricultural areas on the perimeter of Logan and the quality of life in single family neighborhoods is with vertical mixed-use in already existing commercial areas.	Community Development Dept. & Economic Development Dept.
Retail and Restaurant commercial uses should be clustered to enhance shopping atmospheres	Clustering compatible uses will result in more walkability and vibrancy	By clustering compatible commercial uses automobile trips can be reduced	Community Development Dept. & Economic Development Dept.
Inviting architecture and well-maintained landscaping should align public streets rather than large asphalt parking lots	Buildings should be oriented with their best side facing the public street that serves it	The overall visual quality of commercial centers will benefit the City's overall image	Community Development Dept. & Economic Development Dept.
Grey-field commercial and mixed-use infill is preferred over green-field development	The Cache Valley Mall site is over-parked (40%) and under-utilized, a comprehensive mixed-use center could be developed	A quality mixed-use center would bring commercial vibrancy and unique living opportunities	Community Development Dept. & Economic Development Dept.
Improve transportation safety for all modes of travel	Clearly delineated pedestrian crosswalks and reducing speeds on local streets should increase pedestrian friendliness and safety	Reduced speed and clearly marked pedestrian spaces should increase safety	Public Works Department & Community Development Department

Dedicate more resources to non-automobile infrastructure to promote healthy lifestyles, less pollution and dependence on natural resources	Multiple bike lanes, connection sidewalks and additional trail options should be developed providing viable transportation options	Viable transportation options to the car will be a unique selling point for future neighborhood residents that value healthy lifestyles and minimal environmental impacts	Public Works Department & Community Development Department
400 North should continue to facilitate high volumes of traffic, but be visually transformed into a beautiful boulevard that exemplifies Logan and USU	This important corridor that connects Downtown to USU should comfortably accommodate all users and be visually pleasing; if zoning adjustments are needed to spark re-development then they should be implemented into the ANFLUP	Why wouldn't one spruce-up the main link between arguably the two biggest attractions in the valley, USU and Downtown Logan	Public Works Department, Community Development Department & UDOT
Improve and enhance public services and facilities	Add additional parks that provide both active and passive recreational opportunities for all ages	Parks are very attractive to perspective home buyers investigating the Neighborhood	Parks and Recreation Department
Provide additional trails, including exploring canal corridors and ensure connectivity with other trails	Trails both primitive and urban needs to link schools, downtown and area recreation destination (Logan Canyon, BST)	Trails provide healthy recreation and transportation alternative routes and are considered attractive to prospective homebuyers	Parks and Recreation Department
A main or iconic trail will connect Logan's most important destinations, but the journey between will be what is most memorable	Create one iconic trail that the majority of people will recall when thinking about Logan that connects the Downtown, Temple, USU, Canal and Logan Canyon all together	This one trail that connects community destinations will be considered a major amenity to those who live near it	Parks and Recreation Department
Enhance natural areas and open space, including inner blocks when feasible	Inner block property owners could utilize preservation efforts and explore community garden options	Local fresh produce and the opportunity to bond with neighbors while gardening is becoming more and more desirable	Community Development Department & Neighborhood Chair & Form Neighborhood Committee
Promote the appropriate preservation of historic structures	Promote educational and public outreach efforts that explain the benefits of historic preservation	The unique and rare examples of historic architecture are attractive to specific homebuyers and add much needed variety to the streetscape	Community Development Department
Explore the creation of a new Temple Neighborhood and University Historic District	Use already completed RSL surveys to determine exact boundaries for new historic districts	The new historic districts will instill a sense of inclusiveness and enhance pride in ownership	Community Development Department & Historic Preservation Committee
Commercial preservation efforts should continue to appropriately preserve Logan's downtown	Proper renovation techniques should be clearly taught and proper and compatible new construction should be clearly explained	The unique shopping experience the Downtown offers is largely because of the unique architecture that area contains	Community Development Department & Historic Preservation Committee

Table 8.1 Implementation