
Appendix B – Public Involvement Summary



Logan-Cache Airport Master Plan Update Public Involvement Summary October 2009



A critical component of the Master Plan Update was to identify existing and future needs and demands of the airport as well as future land use options. The project team implemented a comprehensive public involvement program to incorporate input from affected stakeholders. Input received was used to develop and screen airport design and land use alternatives.

Technical Advisory Committee

At the study outset, the project team organized a Technical Advisory Committee (TAC) to act as a sounding board. The TAC was comprised of city (both Logan City and neighboring municipalities) and county staff, elected officials, airport board members, representatives from local planning agencies, chamber of commerce and state and federal agencies. The project team met routinely with this group to update them on study progress and receive input. Below is a summary of TAC meetings.

TAC Meeting #1 (August 20, 2008)

The project team was introduced to TAC members and project scope, schedule and deliverables were outlined. An opportunity was provided for each member to express expectations and provide input on pertinent issues. A brief partnering session was included to encourage the group to work together as a team to reach mutually beneficial results.

TAC Meeting #2 (November 20, 2008)

The project team provided an overview of existing airport conditions gathered to date. Summaries were presented for the community public opinion survey and stakeholder interviews. At the conclusion of the meeting, TAC members gathered around airport maps and provided further input on existing conditions to assist the project team with preliminary alternatives development.

TAC Meeting #3 (January 28, 2009)

The project team provided summaries of airport facilities requirements and Draft airport development alternatives. Feedback was received from TAC members.

TAC Meeting #4 (May 7, 2009)

The project team provided an overview of the public open house; summaries of comments received and results of public voting on airport and land use alternatives. The project team then received comments from the group to aid in the development of the Preferred Alternatives.

TAC Meeting #5 (September 2, 2009)

The project team provided the TAC with the Master Plan Final Report, Recommended Projects List and Land Use Plan.

Public Opinion Survey

To assist with the identification of existing and future airport needs, a community public opinion survey was conducted. Approximately 120 written surveys were mailed to airport tenants and local business owners. Twenty-eight completed surveys were returned. The Cache Chamber of Commerce assisted with this effort by including a message to business owners and mailing the survey to chamber members on company letterhead. Highlights from the survey are included below.

Airport Tenant/Business Survey Summary

Instrument Approach Procedures - 72% consider important

Security - 73% consider important

Snow Removal Equipment - 92% consider important

Terminal Building - 71% consider neutral or no importance

Restaurant - 75% consider neutral or no importance

Enforcement of Airport Rules and Regulations - 80% consider important

Airport Manager on-Site - 72% consider important

If limited commuter air service was available between Logan and regional airports:

- 75% would be likely to use. (Several written comments were conditional on destination, cost and scheduling.)

Anticipated activity level in next 5 years:

- 50% remain same, 31% increased monthly flights
- Increase by 1400 annual flights

Anticipated aircraft disposition in next 5 years:

- 77% keep existing aircraft, 23% purchase or lease different aircraft

Anticipated activity level within next year:

- 63% remain same, 19% increased monthly flights
- Increase by 1000 flights

Written Comment Highlights

- Bird repellent efforts needed
- What is a reasonable alternative when Logan Airport is closed for weather?
- More open discussion and unbiased basis to decisions made
- Master plan should include minimum standards for FBO's.

Stakeholder Interviews

In an effort to gauge feelings about future development around the airport, interviews were conducted with adjacent land owners. The telephone interviews were conducted by Andy Neff during the week of October 13, 2009. An interview summary is included below. A detailed summary of comments received is included at the end of this report.

Property Owner Interview Summary

- Most of the property immediately surrounding the airport is open land being used as pasture for livestock grazing (personal and leased)
- Many property owners are aging and looking to sell their land if right opportunity comes along
- No one is opposed to airport expansion as long as it's "done right"
- Several don't believe it is feasible to expand airport at this time
- Several mentioned airport drainage needs to be improved and drains cleaned
- Several property owners feel they were not treated fairly in previous airport expansions
- Three artesian wells identified

Land Use Planning Charrettes (January 27-28, 2009)

Land use planning charrettes (collaborative problem-solving sessions) were held with four stakeholder groups: landowners, city/county/airport staff, TAC members, and leaders from adjacent communities (key officials from Benson, Smithfield, Hyde Park, North Logan). Invitations were mailed to all participants. Participants were provided with an overview of the planning process and given the opportunity to provide feedback to the project team on their short- and long-term visions for the future. A survey was also conducted. Detailed survey results are included in the appendix of this report. The project team met with TAC members following the charrettes to present results and preliminary planning concepts.

Public Open House (March 10, 2009)

A public open house was held on March 10, 2009 at Greenville Elementary School in North Logan. Approximately 110-120 people attended the event and 46 comments were received. The event was well publicized. Press releases were sent to all major media outlets in the area and mailed and emailed invitations were sent to area stakeholders. Information presented at the open house included an overview of existing airport facilities and land uses and projections for future needs. Attendees were also given the opportunity to review and comment on preliminary air and landside alternatives. Comments received aided the project team in further screening and refining alternatives. Copies of the open house public notice, press release and "Frequently Asked Questions" handout are included in the appendix of this report.

Stakeholder Comment Summary

Following is a summary of topics of concern expressed by open house attendees. A detailed comment matrix is included at the end of this report.

- Wetlands Impacts
- Drainage
- Noise Impacts
- Air Quality Impacts
- Pollution
- Wildlife Impacts
- Safety
- Access Roads
- Traffic Flow Around Airport
- Airport Rescue and Fire Fighting (ARFF) Accommodations
- Helicopter Accommodations
- Cost of Improvements
- Fair Treatment of Landowners
- Compensation for Impacts
- Need for Airport Expansion
- Economic Feasibility of Airport Expansion
- Maintenance of Rural Lifestyle
- Opposition to Development
- Preference for Open/Green Space
- Location of Commercial and Residential Development Around Airport
- Preservation of Farmland
- Benson Not Fairly Represented

Property Owner Interview Summaries

Delone Rhodes (435-458-3294)

- Elderly lady, lives in Box Elder County
- Property is bordered on three sides by airport
- Currently uses property as pasture for livestock during summer months
- Has been approached by developers but wants to wait and see what happens with airport master plan
- Is getting older and would like to sell the property if the right opportunity comes along
- She and neighbors do not want a housing development built
- Doesn't like "weed hoppers"
- Is concerned with insufficient drainage system, would like to see drains cleaned and mosquito abatement provided

Dennis Allen (530-343-3126)

- Lives in California
- Owns about 50 acres
- Leases property out for summer pasture
- Would like to sell property
- Received an offer to purchase from Eric Bidford, which Dennis accepted and is waiting to see if sale goes through
- Blake Parker is negotiating sale of his property
- His wife's sister also owns property in vicinity of airport

Grant Moser (435-752-7097)

- Owns 11 acres
- Uses property as personal horse pasture
- Believes airport needs to expand, just wants to see that it's "done right"
- No current plans to develop
- Willing to consider selling property for airport expansion
- Concerned about property values
- If bought out, he wants to be relocated to comparable horse property
- Has questions about UDOT's 10th West project and how that will affect airport expansion

Daryl Reese (435-563-5969, daryl.reese@comcast.net)

- Owns property with 3 brothers
- Rents ground as pasture land
- There are two flowing wells on the property
- Rich Stehmeier showed him a conceptual drawing of future design
- In the past, some of his property was taken through eminent domain for the airport which also took water rights
- He is getting older and wants to sell if offered the right price
- Has been approached by developers but has made no decisions yet
- Drainage systems built back in 1940's drains on to his property. Drains need to be cleaned.

Archie Francis (435-716-5262, pig_plane@hotmail.com)

- Owns 42 acres
- Uses property as personal and leased grazing land
- Artesian well on property
- Believes airport is at least 10-15 years away from expansion viability, population of 250,000 is needed before this will be feasible
- Not opposed to airport expansion but is opposed to selling his property to facilitate expansion
- Wants to see his property remain as-is, not interested in developing
- Feels development with expansion would create unsafe situations (e.g., buildings and structures unsafe for take-off/landing, student aviators, etc.)
- Can really see developments getting out of hand if allowed, completely opposed
- Does not want to see more buildings built around airport

Lynn James (435-563-5979)

- Uses property as grazing land for his ranching operation
- Has been through two airport expansions: (a) felt like he got low-balled the first time around and was not offered a fair price or treated fairly (b) treated better the second time around
- Promises not kept in earlier dealings with regards to his property access
- Doesn't believe current population will support airport expansion
- 4200 North is too narrow to carry traffic; needs to be widened
- Fog issues need to be studied
- Feels he has good relationship with the city
- Feels priority should be given to good roads before airport expansion
- Has had opportunities to sell property in past but has not taken them even though attractive prices were offered
- Open to consider development of his property if the price is right and he gets a fair shake
- His children may not be interested in carrying on family ranching tradition
- For now, he's content to keep ranching on his property
- Not opposed to airport expansion but it needs to be done right

Land Use Planning Charrettes Survey Summary

Survey Questions

- 1) How long have you owned property in this area? (Years)

	# Responses	% of Total
No Answer	2	7.14%
0-5	7	25%
6-10	4	14.29%
11-15	0	0%
16-20	1	3.57%
21-30	4	14.29%
31-50	4	14.29%
51+	6	21.93%

- 2) How large is your property? (Acres)

	# Responses	% of Total
No Answer	2	7.14%
0-5	5	17.86%
6-10	5	17.86%
11-15	3	10.71%
16-20	1	3.57%
21-30	3	10.71%
31-50	2	7.14%
51+	7	25%

- 3) Do you live on the property?

	# Responses	% of Total
No Answer	1	3.57%
Yes	7	25%
No	20	71.43%

- 4) How is the property currently used?

	# Responses	% of Total
No Answer	1	3.57%
Agriculture	21	75.00%
Residential	5	17.86%
Commercial	2	7.14%
Airport Related	1	3.57%
Vacant	2	7.14%

5) How long do you plan to use the property for this use? (Years)

	# Responses	% of Total
No Answer	3	10.71%
0-5	0	0%
6-10	1	3.57%
11-15	0	0%
16-20	1	3.57%
21-30	0	0%
31-50	0	0%
51+	11	39.29%
Not Sure	8	28.57%
Until it Sells	4	14.29%

6) What do you envision the future use of your property to be in the next 5/10/20 years?

	# Responses	% of Total
No Answer	1	3.57%
Agriculture	12	42.86%
Residential	3	10.71%
Commercial	11	39.29%
Airport Related	3	10.71%
Development	2	7.14%

7) What are the special characteristics of your property that should be considered?

No Answer
Hydrology/ Wetlands
Soils
Agricultural Use
Good Access
Dryer Ground
Wildlife Habitat
Open Space
Food Production
Rural Setting
Good Air Quality
Near Airport
Airport Protection Area
Ready for Developmt

Additional Comments

1. The USA loses 2 million acres of farmland every year. Agriculture is one of the top economics for the Cache Valley (someday we will all go hungry). If you put the farmland into development, how do we feed all the people? You can't grow food on asphalt and cement. We need to stop being greedy for big development bucks and start using some wisdom and long-term planning to ensure the security of the population. A starving population is not secure, or happy, or successful no matter how many businesses they own.
2. My business is style-designed for a rural setting.
3. We have clean air most of the time! Please make development plans that will not pollute the air – or make the roads (Benson/Airport Rd) more congested!
4. Property has been owned as a farming property for over a century
5. Wetland designation
6. We as property owners have a livelihood too. Please remember to consider our rights as citizens.
7. We are a commercial concrete company. We are growing with the community and will stay in business as long as it is profitable. We want to expand and update the plant.
8. Keep Logan in Logan, and leave us alone. We live where we live because we don't want people all around us. This is agricultural land. Leave it that way. Feel free to call me.
9. As a property owner by the airport, that isn't wetlands, I would like to be able to build low buildings for storage and limited use. My property I'm concerned about is on 6th West, the east side. With all the hangers and etc at the airport I would see no reason why this wouldn't work.
10. Limit development to current available with Newton, Clarkston, Trenton, Cornish, and Idaho already using it. If development is allowed, make sure roads are built to keep roads flowing. Don't shut down roads for flights. Keep controlled development area RURAL!
11. Why not use it to grow beef and some food. Build on ground that doesn't provide.
12. Respect us

Map Comment Summary

1. Start with a commercial center between the airport and the railroad tracks
2. Conference centers
3. Anywhere the airport may expand should stay agricultural
4. Some smaller airports have a restaurant that attracts fly-in business. There was a restaurant that we liked to fly to from our home in Mesa to have breakfast.
5. Southeast corner – 2500 N and 1000 W – for a conference center, hotel, retail, gas
6. Most development likely to happen near airport entrance
7. Airport more likely to be an industrial area than a commercial areas.
8. City must follow-through on plans
9. New access road near Benson
10. Preserve agriculture near Benson
11. Conflicts occur between farming and residential uses. Traffic and tractors do not mix
12. Provide space for horse boarding facility – riding lessons, veterinary teaching, tree farms, etc.
13. Locate warehousing, golf course, roads, water, and power along a new major highway bypass
14. Hospitality only near highway not near Benson
- 15.
16. Industrial and hospitality near the airport entrance
17. Poor farmland southwest of airport
18. Limit development on new N/S

19. Limit curbcuts on major roads
20. Sidewalks and very walkable
21. Airport development – homes and hangars
22. Want to drive to goods and services once a month
23. Oil and natural gas drilling
24. Limit high density
25. Local school (smaller size)
26. Lots of natural gas in this area
27. More green (parks)
28. More mom and pop stores
29. Airport campus near current entrance
30. Office park off of 4th west
31. Benson town center at Daryll's
32. Preserve open space near Benson
33. Air training and education facilities
34. Delineate man-made v. natural wetlands – drainage maintenance may help drain some areas
35. Logan city has created a Greenfield land use category which encourages neighborhood centers in various areas as opposed to sprawl
36. Identify wetland protection areas
37. Establish a line beyond which no residential development can occur to minimize conflicts with airport. Keep residential development east of approx 1800 W
38. Identify airport development areas near the existing and future runway areas.
39. Keep area near Benson rural
40. The area between Meridian Rd and Airport Rd is underwater in the spring
41. 4-way light at 1000 W and 2500 N for new Airport entrance
42. Air quality concerns
43. Don't extend 10-28 runway
44. Next and only runway at roughly 300 W
45. Airport is currently meeting the needs of Cache Valley. Expansion of the airport will not improve the quality of life. Commercial air service will only serve a small segment of the valley residential at the expense of the rest.
46. Develop business and industry on east side of runway towards Hyde Park and North Logan. And then Residential beyond that.
47. Air Quality needs to be a top priority
48. Protect Agriculture West of the Airport
49. Density the current population area, and limit the footprint
50. Roadways are not designed to handle the traffic that housing and business would bring
51. How are the sewers going to work with the high water and corrosive soils?
52. The water table is a major problem for building homes. We live way away from that wet areas and we all have pumps to keep our basements dry. People buying a home with so many problems will not be happy with you.
53. May I ask how you expect to feed all these people if you put all the farmland under cement and asphalt?
54. We don't need urban sprawl. Keep the development close to town.
55. Keep car emissions lower with fewer travel miles – keeping town in town.
56. The roads in the County cannot support larger populations
57. Protect agriculture west of the airport
58. Utilize the area in town better – put in high-rises. Let people use their established transportation systems, and sewer, power, water, etc.
59. Fog is a major traffic hazard in the winter because of open water ways
60. Traffic on the airport is already backed up 3 blocks at the main street light. If you add housing developments of 1088 homes they would still mostly empty into the main airport road and the traffic congestion would be unbearable.

61. You have listed many problems with development of the airport, the perfect answer to your problems would be agriculture, no height, no noise, and no security problems.
62. Where will you get water for all of the houses?
63. Have you ever experienced the mosquitoes that are out here? They wont go away when you build houses?
64. Are you even going to listen to us?
65. Agriculture is one of Cache Valley's largest economic sectors. Putting it under cement would be a big economic blow to our community at large.
66. The land around the airport is unsuitable for most building.
67. The further west you expand Logan the more driving people will do, and the worse our air quality will be. Develop Logan inside of Logan. Make Logan so that you don't have to drive.
68. A hog farm exists in the project area. New residential home owners will not appreciate the smell of spreading manure.
69. Compensation of land
70. Development in general – don't like it
71. County declared 100-year flood plain in areas we are not showing
72. Density may need to come down
73. Water and other affects of growth area a concern for neighbors
74. Agriculture and open space has value on its own
75. More inclusion of current land owners
76. High density to off-set open space
77. Water quality is an issue
78. Shrink the airport
79. LRMP –CMPO – regional plans. 4th west expand north. Intercept railroad bed. Meridian road/2400 w connect to Preston
80. Sewer – meridian rd @ south boundary (2200 N) major lift station needed.
81. Gravity sewer service flows west and south from airport @ south
82. Existing lift station @ 1900 N needs improvement soon.
83. Many/most wetlands may be results of poor ag management – if well and ag irrigation systems are cleaned and maintained, many wetlands may become dried out and possible mitigation is no longer required.
84. Look at possible preservation of future runway. Cheaper to preserve and acquire today than later
85. How might space/aeronautic research impact development of technology in this area?
86. Limitations in fire flow capability of waterlines
87. Water pressure zoning. Pressure is hight due to location of....
88. Roads – 2500, 2200, 1800 identified as main roads into service area
89. Working on preserving a 2-block grid spacing as overarching network. 1 block and smaller is preferable but not for major arteries.
90. Other resources – water, wastewater, stormwater in city master plan. Transportation city and CMPO master plans.
91. Swift Slough cannot handle existing runoff
92. Outside of study area...water quality of Cutler Dam is already an issue. This will not make it better.
93. Benson's well is located at approximately 4600 N and 2000 W. locate higher density near airport road and 1000 W.

Public Open House Press Release

Contact: Rich Stehmeier, Logan-Cache Airport Manager
Office: 435.752.8111
Cell: 435.757.3055
Email: RStehmeie3@aol.com

February 24, 2009
For Immediate Release

Logan-Cache Airport Planning for Future Growth *Open House Slated to Review Master Plan Update*

LOGAN - Cache Valley residents, business owners and airport users are invited to attend a public open house to review preliminary results of a Master Plan Update for the Logan-Cache Airport and areas surrounding the airport. The open house will be held Tuesday, March 10, from 4:30 p.m. - 7:30 p.m. at Greenville Elementary School (2450 North 400 East, North Logan).

The Master Plan Update was initiated by Logan City and Cache County, co-owners and operators of the airport. The objective is to plan for future airport growth and compatible land development in the adjoining areas of Benson, Smithfield, Hyde Park, North Logan and Logan. The update will yield two Master Plans: one for airport facilities and another for land use in surrounding communities.

"We encourage citizens to attend the open house and weigh in on preliminary proposals," said Airport Manager, Rich Stehmeier. "Public participation is important in shaping the future of the airport and land use in neighboring communities."

The study began in fall 2008 and is expected to be complete by the end of 2009. To date, an inventory of existing airport facilities and land use has been compiled as well as projections for future needs. Preliminary plan alternatives have been developed and screened with the assistance of landowners and a Technical Advisory Committee composed of airport officials and local community and agency representatives.

Unprecedented growth in the Cache Valley and increased interest in commercial air service prompted the study. A recent opinion survey conducted among airport users and local businesses found that 75 percent of respondents would be likely to use commercial air service if it became available between Logan and other regional airports. Those polled predicted a 31% increase in flight demand over the next five years.

The open house will be held in an informal setting. Attendees may stop by anytime between 4:30-7:30 p.m. to visit with the project team and comment on preliminary plan alternatives.

More information is available by contacting Andy Neff with the project team at 801-419-9554 or aneff@langdongroupinc.com.

- Logan-Cache Airport -



Logan-Cache Airport Area Master P

Public Open House
Tuesday, March 10, 2009
4:30 p.m. to 7:30 p.m.
Greenville Elementary School
2450 N. 400 E., North Logan

Your Community Could be Affected by Future Airport Expansion!

A Master Plan Update is underway for the Logan-Cache Airport and surrounding areas. A public open house has been scheduled to present study information including existing airport conditions and land use, future projections and preliminary plan alternatives. Please plan to attend. Your participation is important in shaping the future of the airport and land use in your community. The open house will be held in an informal setting. Attendees may drop by anytime between 4:30-7:30 p.m. to visit with the project team.

Master Plan Update

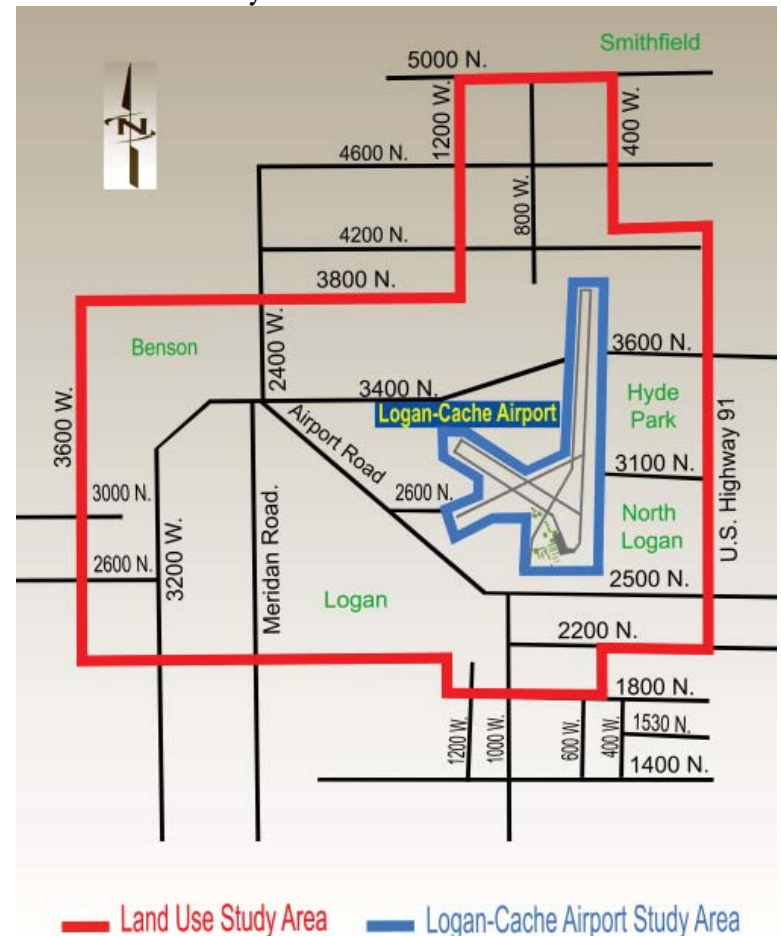
Unprecedented growth in the Cache Valley and increased interest in commercial air service has prompted the initiation of a Master Plan Update for the Logan-Cache Airport area. The objective is to plan for future airport expansion and associated land development in the adjoining areas of Benson, Smithfield, Hyde Park, North Logan and Logan. The study began in fall 2008 and is expected to be complete by the end of 2009. To date, an inventory of existing conditions has been compiled as well as projections for future needs. Preliminary plan alternatives have been developed and screened.

Two Plans - Airport Master Plan and Land Use Master Plan

Two Master Plans will be developed for the Logan-Cache Airport area (see map to right).

- Airport Master Plan: The existing airport and adjoining areas will be planned for future growth and compatible land use.
- Land Use Master Plan: The large area surrounding the airport will be planned for future development and compatible uses.

Master Plan Study Area



B-14

Contact: 801-419-9554 or aneff@langdongroupinc.com



Logan-Cache Airport Area Master Plan

Page 2



Public Opinion Survey

An area-wide public opinion survey was conducted among airport users and businesses to gauge perception of needs and intended future use of the airport.

Seventy-five percent of those polled said they would be likely to use commercial air service if it was available between Logan and other regional airports such as Denver and Las Vegas. Over the next five years, respondents predicted a 31 percent increased demand in monthly flights.



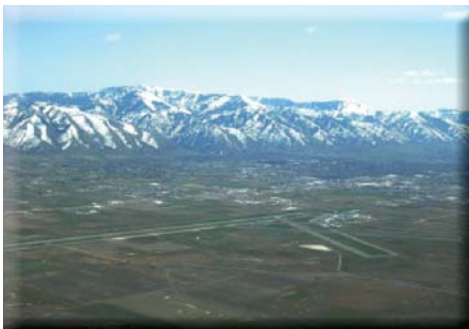
Public Involvement

During the course of evaluating facility needs (both airside and landside), interviews with adjacent property owners, and airport users and operators were conducted to identify issues and concerns. A focus group meeting for landowners and adjacent community representatives was also held to assist with the screening of potential plan alternatives.



Technical Advisory Committee

At the study's outset, the project team organized a Technical Advisory Committee (TAC) to act as a sounding board. The TAC is comprised of city (both Logan City and neighboring municipalities) and county staff, elected officials, Airport Board members, representatives from local planning agencies, chamber of commerce and state and federal agencies. The project team meets routinely with this group to provide study updates and receive input.



Airport History

The Logan-Cache Airport has been a landmark in the Cache Valley for nearly a century. It was first established with two unpaved runways in the 1920's and then later expanded as a training base during World War II to three paved runways with airfield support facilities. Numerous upgrades have been made since that time including runway extensions and reconstructions, lighting and access road improvements and terminal and electronics appurtenances.

The airport is owned and operated jointly by Logan City and Cache County through the Logan-Cache Airport Authority. The airport is currently classified as a General Aviation facility, used primarily for personal and business transportation, recreational aviation and flight instruction. Commercial air service into and out of the Cache Valley has been intermittent over the years and is not currently available.

Contact: 801-419-9554 or
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Logan-Cache Airport Master Plan Update and Area Land Use Plan Frequently Asked Questions March 2009

What is the Purpose of the Project?

- The objective is to plan for future airport expansion and associated land development in the areas surrounding the airport.
- The objective of planning around the airport is to develop compatible land use which protects the future viability of the airport.
- The study has a planning horizon of 2030. It will make both short (5 year) and long-term (20 year) recommendations.
- The study is not to promote airport expansion or commercial air service, rather to plan for future demand.

Who is Involved?

- The study was initiated by Logan City and Cache County, co-owners and operators of the airport, in cooperation with the Federal Aviation Administration (FAA).
- Participating agencies include the Cache Metropolitan Planning Organization, Cache Chamber of Commerce, Bear River Association of Governments, Logan-Cache Airport Authority, Utah Department of Transportation Aeronautics Division; and the cities of Smithfield, Hyde Park, North Logan and the Benson area.

How and Why was the Project Funded?

- The Airside Master Plan is funded by the FAA. Master Plan Updates are routinely required to maintain federal funding.
- The Landside Master Plan is funded by the city and county, which had the foresight to realize airport growth will affect surrounding communities. They are being proactive in planning for future growth.

What are the Two Components of the Master Plan?

- Airside - The existing airport and adjoining areas will be planned for future growth and compatible land use. This will generally be a 20 year plan.
- Landside - The large area around the airport will be planned for future development and compatible uses. This will plan for full build-out of the study area.

What is the Study Area? (see map on next page)

- Includes airport grounds and neighboring communities; roughly east to west between U.S. 91 (Main Street) and 3600 West and north to south between 5000 North in Smithfield and 1800 North in Logan.

What is the Study Schedule?

- The study began in fall 2008 and is expected to be complete by the end of 2009.

What are the Goals of the Airport Master Plan?

- Identify needs and issues
- Estimate future growth
- Develop strategy and schedule to meet needs and growth
- Evaluate alternatives to ensure cost-effectiveness and compatibility with communities and the environment

What are the Goals and Objectives of the Land Use Master Plan?

- *Goal One: Protect the airport from encroachment by incompatible land uses.*
 - Objective One: Create buffer zones around the airport.
 - Objective Two: Develop land uses that are appropriate within the various types of buffers.
- *Goal Two: Develop land use patterns that complement the airport and support Logan's projected growth in the area.*
 - Objective One: Develop infrastructure improvements that will support recommended land use patterns.
 - Objective Two: Develop land use patterns that complement planned infrastructure and support airport buffer zones.
- *Goal Three: Promote economic development*
 - Objective One: Develop land use patterns and infrastructure that will promote economic development for the community.
- *Goal Four: Collaborate with neighboring communities*
 - Objective One: Develop land use patterns and infrastructure that will be complementary to adjacent local communities.

What's Been Done So Far?

- Inventories of existing airport facilities and current land uses
- Environmental baseline analysis
- Socioeconomic analysis
 - Population
 - Employment
 - Economics
- Forecasts for future airport needs
- Preliminary plan alternatives (both landside and airside) have been developed and screened to three each for consideration at the open house.

How has the Public Been Involved?

- Three update meetings have been held with a Technical Advisory Committee (TAC).
- Interviews have been conducted with adjacent property owners and airport users and operators to help identify issues and concerns.
- An opinion survey was conducted among airport users and businesses to gauge perception of needs and intended future uses of the airport.
- Focus group meetings were held with area landowners and adjacent community representatives to assist with the development of preliminary land use alternatives.

Technical Advisory Committee (TAC) (see member list below)

- At the study's outset, the project team organized a TAC to act as a sounding board.
- The TAC is comprised of city (both Logan City and neighboring municipalities) and county staff, elected officials, Airport Board members, representatives from local planning agencies, chamber of commerce and state and federal agencies.
- The project team meets regularly with this group to provide study updates and receive input.

What are the Next Steps?

- Following the public open house, the project team will use public input gained to further refine and screen alternatives.
- Several more meetings are planned with the TAC to select preferred alternatives for both airside and landside components.
- An open house is planned prior to the conclusion of the project to present recommendations to the public.

What is the Purpose of the Open House?

- Review and comment on existing conditions and land use.
- Review and comment on airport plan and area land use alternatives.

Airport and Land Use Alternative Maps are Available Online

- <ftp://LoganCacheAirport@ftp.jub.com>

Where Can I Get More Information?

- Andy Neff, JUB Engineers (801-419-9554 or anef@langdongroupinc.com)

Technical Advisory Committee Members

Richard Stehmeier	Airport Director
Jay Nielson	Logan City Community Development Director
John Kerr	Chairman - Airport Authority Board
Randy Watts	Logan City Mayor, Vice Chairman - Airport Authority Board
Lynn Lemon	Cache County Executive, Airport Authority Board
Gar Walton	Airport Authority Board
Brian Chambers	Airport Authority Board
Harry Ames	Airport Authority Board
Herm Olson	Airport Authority Board
Mark Nielsen	Logan City Public Works Director
Kirk Jensen	Logan City Economic Development Director
Jim Gass	Smithfield City Manager
David Kooyman	Hyde Park City Mayor
Cordell Batt	North Logan City Planning Director
Josh Runhaar	Cache County Director of Development Services
Jeff Gilbert	Cache Metropolitan Planning Organization
Brian Carver	Bear River Association of Governments Regional Planner
Sandy Emile	Cache Chamber President/CEO
Bruce Bishop	Utah State University
Kirk Nielsen	UDOT Aeronautics

Study Area Map

