

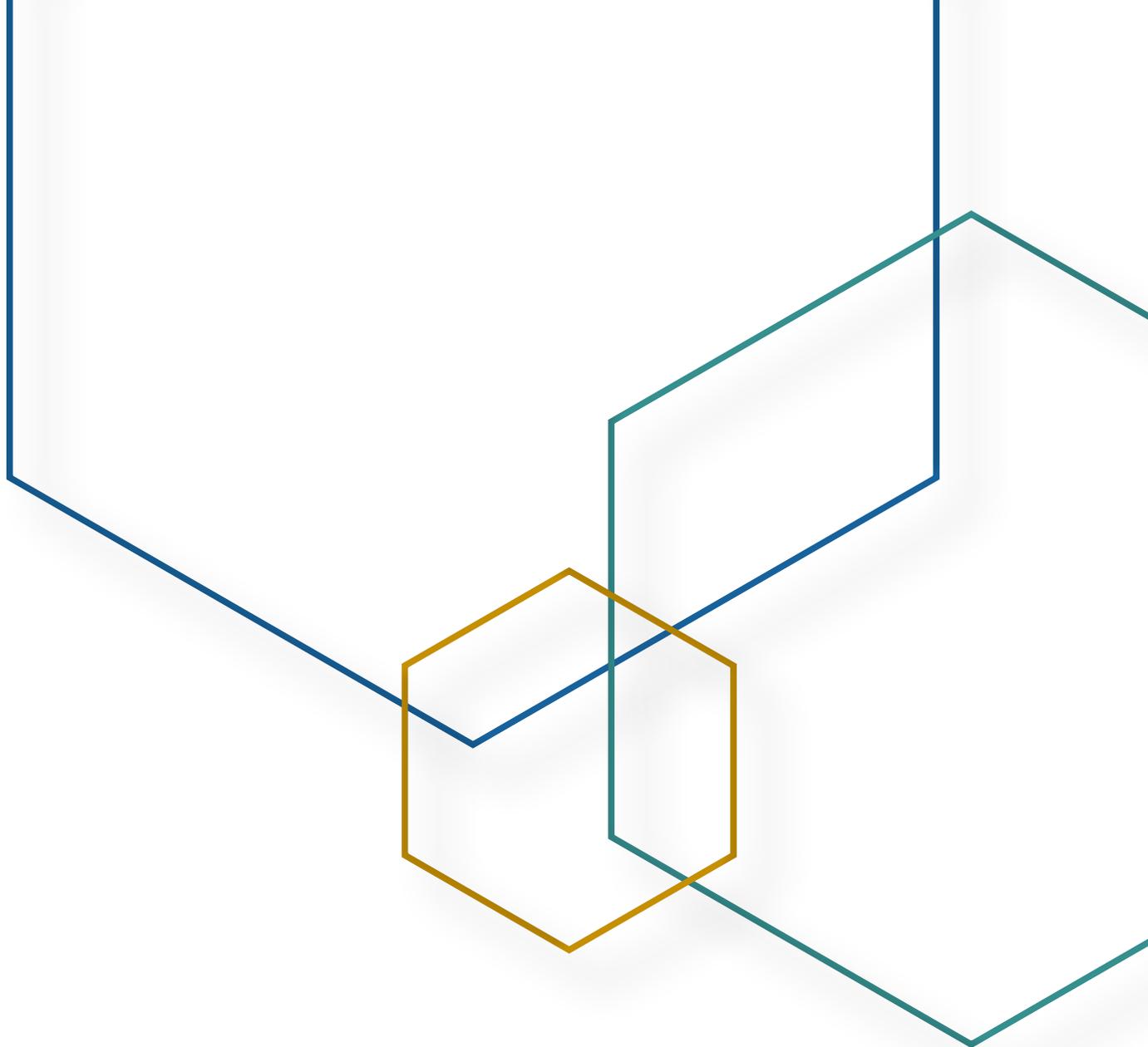
COMPREHENSIVE PLAN

OUR LOGAN OUR FUTURE



DRAFT
07 June 2022





OUR LOGAN
OUR FUTURE
COMPREHENSIVE PLAN

DRAFT
07 June 2022

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The City of Logan would like to thank all the stakeholders involved with the development of the Comprehensive Plan, especially the city council, the city planning commission, and all those who participated in our public meetings and surveys.

This document was stewarded internally by the Logan Planning Commission, focusing on creating a clear path for the future of Logan and its residences. This commission and the development of the comprehensive plan are managed by the members of the Logan Planning Commission: Mayor Serafino Nolletti, Basil 'Ken' Lee, and Brandon 'Grizz' Adams.

This plan was developed by the City of Logan in collaboration with the Community Solutions Group of GAI Consultants, Compass Point Planning, and Attorney Paul Ellis providing legal counsel. All maps and graphics were created by the consultant team unless otherwise noted.

This document is dedicated to the memory and service of Councilman Howard Jemerison.



gai consultants



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Wellcome to L

The Best Town in We





Logan
West Virginia

INTRODUCTION

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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INTRODUCTION

Incorporated in 1853, Logan is in southwest West Virginia on the Allegheny Plateau and is situated along the confluence of the Guyandotte River and Island Creek. Thriving in the late 19th and early 20th centuries as a hub for the coal industry, the city’s population topped at 5,000 around 1940. During its peak, Logan was able to develop a dense and prosperous downtown consisting of various businesses, storefronts, and banks. All contained within 1.24 square miles of land area, the city and county were named after Logan, the most famous of the chiefs of the Mingo tribe which was an early inhabitant of the territory that became West Virginia. As the coal industry began to decline the city began to experience a loss in population and businesses. To combat further decline, the region began to utilize rural abandoned coal right-of-ways to develop an extensive network of trails that have begun to establish southern West Virginia and the surrounding region as a tourist destination for outdoor adventure seekers. To support the growing tourism industry and support new growth and reinvestment, the city must continue to think long-term which is the ultimate purpose of a comprehensive plan and why the city chose to embark on developing this first planning effort.



The city and county name sake, Chief Logan, has a statue located within the Chief Logan State Park property adjacent to city limits.

What is a Comprehensive Plan?



A comprehensive plan is a planning tool that evaluates various aspects of the city and establishes a series of policies to help guide future decisions about the physical, economic, environmental, and social aspects of the community. Comprehensive plans are general in nature and are purposely long-term, recognizing that some visions cannot be achieved immediately but take years to accomplish. Other than the land use and growth element, this plan does not make recommendations about the future of specific properties, and even within the land use and growth element, the plan is merely a guide to community leaders on the vision of Logan over the next five to ten years. All of the background information, goals, and recommendations can be used in the future by the city decision makers, property owners, business owners, investors, and even regional agencies, to make decisions based on what the community desires to be in the long-term future. The adoption of this plan does not change any laws in the creation of zoning nor does it mean that the city will aggressively pursue annexation where future growth areas are discussed. It does, however, provide guidance for future changes that may be made to city policies, laws, and regulations in the future, including the potential creation of a zoning ordinance

Process

Logan has initiated its first planning efforts for the city to develop a comprehensive plan that will be adopted in 2022. The city will be able to actively use the plan as a guide for making policy decisions and as such, needs to continually gauge whether the adopted goals and policies reflect the current desires of its citizens. For this plan, the city engaged the help of GAI Consultants, Inc. and Compass Point Planning to assist in the plan process that included a series of public meetings where residents and business owners were invited to discuss what they believe were important issues the plan must address. In mid 2021, the city

hosted a public kick-off meeting to introduce the project and begin the process of identifying major issues. A summary of the issues identified in this process are listed in Appendix A. After this meeting, the consultants met with a series of community stakeholders to discuss issues and opportunities as well as research historical trends within Logan. The findings of this analysis are found throughout this document. In November 2021, the city once again hosted a series of meetings where again, citizens could provide their input on the plan and ultimately see the core recommendations at a public presentation at the end of the week. The recommendations came from the discussions with citizens as well as input gained



Sample map from the public meeting with areas of concern identified and notes to help provide understanding of their issues.



First public meeting flyer spread throughout Logan during the 2021 Freedom Festival.

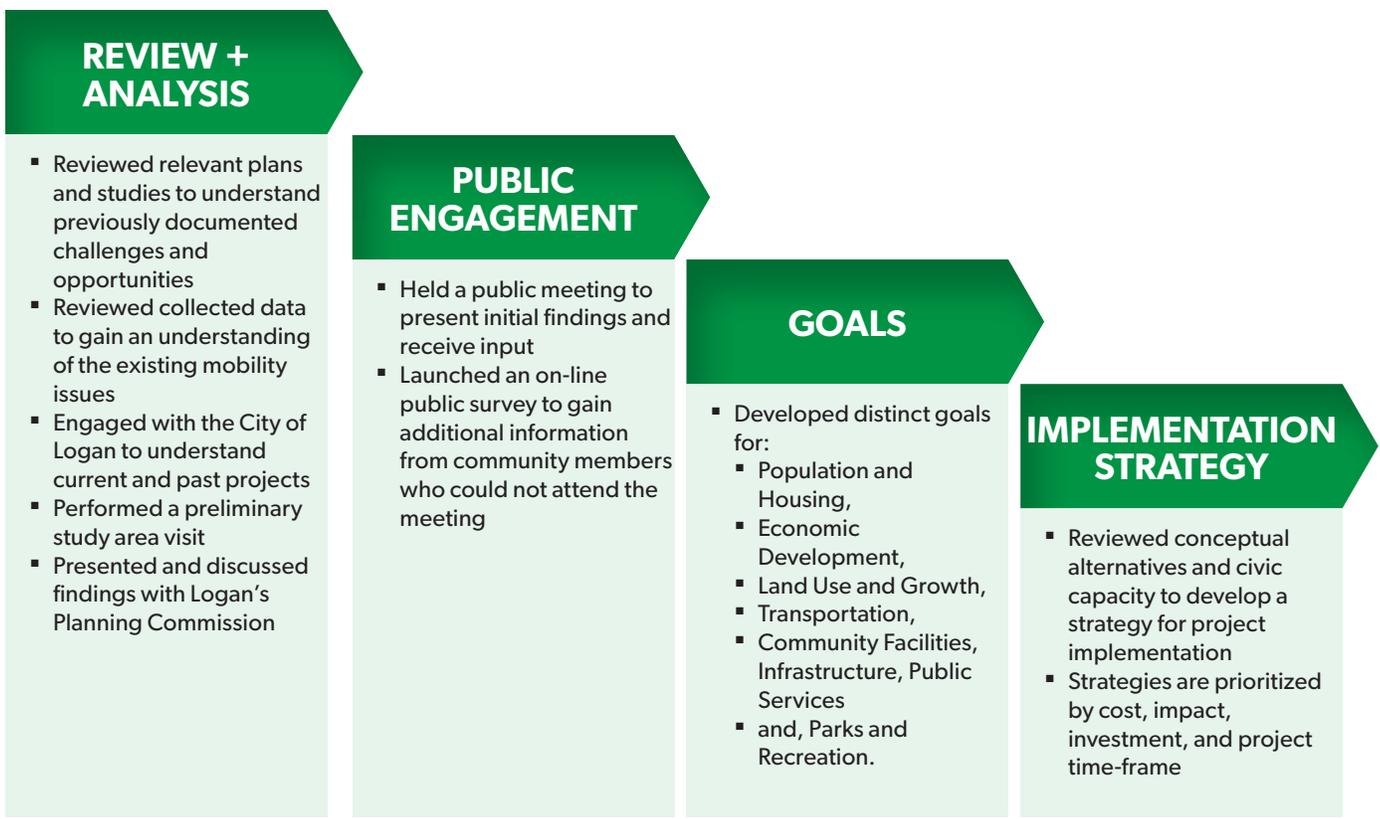
INTRODUCTION

through a community wide survey where citizens could participate in an on-line survey that asked a series of questions related to all aspects of growth and development in the city. A summary of the survey results is found in the Appendix. After all of the meetings and citizen feedback, the consultants, along with staff and the newly appointed Planning Commission prepared a draft of the comprehensive plan that was refined and eventually adopted by City Council through a series of public hearings.

The consultant team, working under the guidance of the Logan Planning Commission, performed this study through four stages: Review and Analysis, Public Engagement, Goals, and Implementation Strategy. Review and Analysis gave the team the background information to understand existing challenges and opportunities. This phase formed the basis for identifying the potential planning strategies that will be valuable for the City of Logan towards future projects. Public Engagement opened a channel of dialogue between the public, the City of Logan, and the consultant team to discuss existing conditions and

needs. The meeting was a working session that allowed community members to collaborate in order to identify specific challenges they face and to prioritize potential solutions. The public surveys served as mode of communication between the consultant team and potential members of the public that could not attend the meeting.

The Goals show how the team used input from the community and the City of Logan to propose improvements to the city to better position the community for future growth and development. The Implementation Strategy creates an outline for Logan and their role in moving proposed strategies forward. Proposed strategies are broken down into priority items focused on cost, impact, investment, and time.



Compliance with the West Virginia Code

There are numerous tools available to Logan to help them direct future growth and development that including zoning, the creation of development authorities, special financing opportunities, development incentives, and many others. In some cases, such as with zoning, the city is required to have an up-to-date comprehensive plan. Chapter 8A, Article 3 of the West Virginia Code defines the basic requirements of a comprehensive plan that a city must meet in order to utilize certain tools. While a community has a significant amount of flexibility in how they development a plan and the various issues the plan must address, at its core, a comprehensive plan must have background, goals, and recommendations for land use, housing, transportation, infrastructure, public services, rural, recreation, economic development, community design, preferred development areas, renewal and/or redevelopment, financing, and historic preservation.

This plan complies with all of the requirements of the state code including the process the city undertook to develop and adopt the plan. That being said, many of the required plan components overlap in the issues they address and have been grouped together in an effort to streamline this document and make it as easy as possible to read and understand the recommendations of this plan. For example, in looking at the required components above, there is a lot of shared data and related recommendations for the land use, rural, renewal and/or redevelopment, historic preservation, and preferred development areas components. Because of this overlap, all of these components are addressed as a group under the Land Use and Growth section of this plan. Additionally, there are a set of overarching goals that guided the development of this plan that apply to all of the required elements that will also serve as a guide for any decisions that may not have been envisioned in the development of this plan. These overall goals are addressed in the next section to set the stage for the remainder of the plan. Figure A illustrates how each of the elements required by the West Virginia Code are addressed in the Logan Comprehensive Plan.

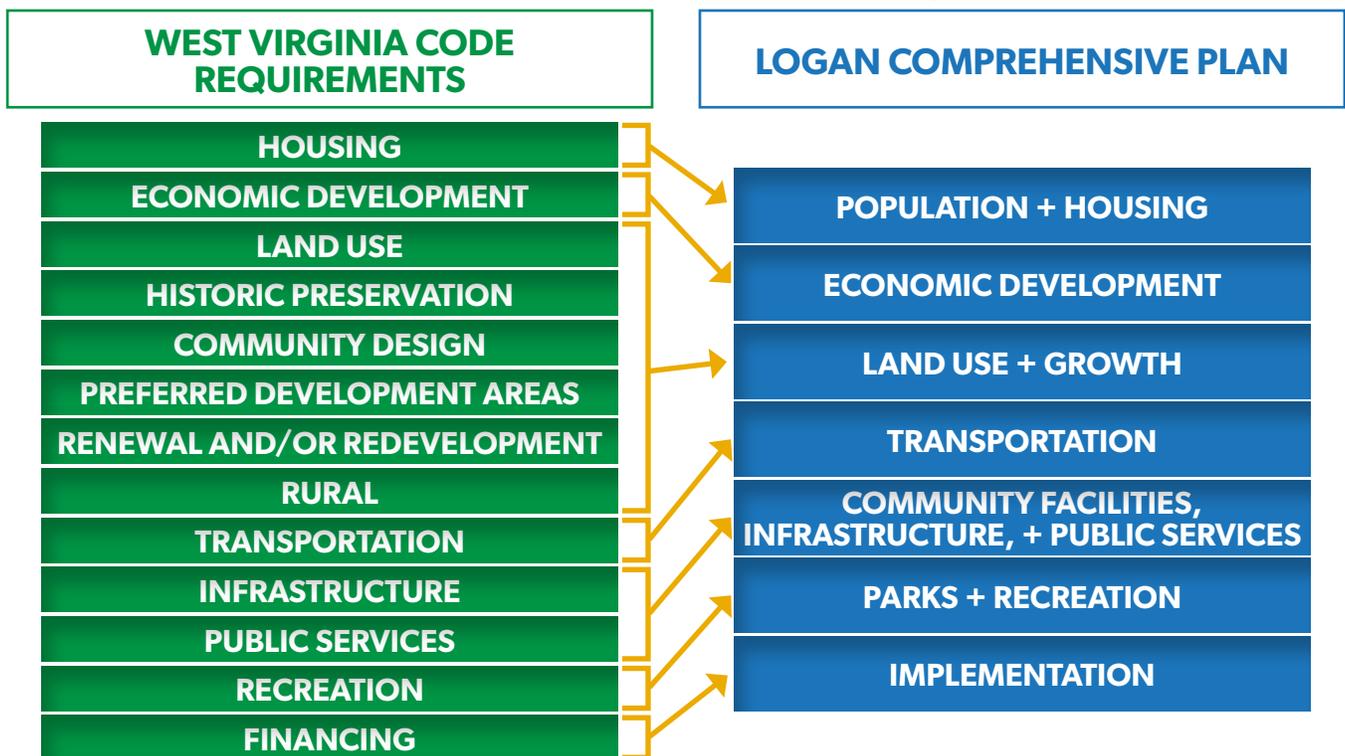


Figure A: An illustration of how the state code requirements for a comprehensive plan are encompassed within the 2022 Logan Comprehensive Plan.

WHAT'S A GAME CHANGER FOR LOGAN

FO

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Invest in Factory
(Look beyond tourism)
- Good paying jobs.
\$

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

College and Stollings In City

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Hartfield/McKay Dinner Show/Dance
Gas Stations w/ room for large trucks
True attention grabbers for tourists
The more history tie-ins, the better!
Historical markers
More pop businesses

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Sidewalk Repair for ST
Street name signs for
A one way sign for
More Benches - But
Water + Drains in
Building owners who won't
Price it too high so they
Fairy Lights in Trees

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Bike racks
Need them in business areas

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Downtown Square,
Music,
Green Space

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Street Lamps

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

Health Res
(that accommodates)

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

WHAT'S A GAME CHANGER?
Now's your chance to make a difference! What is your dream game changer for Logan?

OR MORE INFORMATION
WWW.O

CHANGER?
What is your dream game changer for

Stratton + Cole.
Stratton + Cole.
Stratton (Badly needed)
- address Loiter + Litter
bad need of upgrade
rent or purposfully
don't have to.
like in Charleston

WHAT'S
Now's your char
Logan?

CHANGER?
What is your dream game

Staur
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GOALS

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GOALS

The purpose of a comprehensive plan is to help guide the future development of the community over the next 10-20 years. Central to that guidance is the goals, which form the foundation of a long-term vision for Logan. The goals provide the overarching policies for the various plan elements including, but not limited to, housing, land use and growth, economic development, transportation, infrastructure, and community’s facilities, as well as providing general guidance to community leaders when making decisions about the future of the city. The following goals serve as the basis for the plan elements that follow and the related implementation strategies. As the city continues to evaluate this plan and development tools in the future, the city should first consider how any proposed action will fit within the context of these goals. If the proposed action generally complies with the goals, then the action will likely result in furthering the city’s achievement of the vision of this plan.

Unlike the specific, actionable tasks defined in the implementation chapter of this plan, a goal is a broader statement of a desired end state or target

that, if pursued over the long term, will contribute to the attainment of the established community vision. In some cases, these goals reflect current policies that the public desires to see continued into the future while others will require additional work to ultimately accomplish the stated goals (e.g., ensuring adequate community facilities and services.). Each of the main goals is accompanied by supporting objective statements that arose out of discussions with the boards and public during the process. The following are goals and objectives broken down by the themes of the major topics in this comprehensive plan.

Economic Development

GOAL: The City of Logan will encourage and promote the development of a stable and diversified economic base that fosters employment opportunities for all citizens and expands on the community’s current business opportunities. We will accomplish this by:

1. Ensuring that the city is a vital part of a strong local and regional economy by increasing economic diversity and creating better employment opportunities.
2. Participating in regional economic efforts and encouraging recruitment of clean industries in designated areas when adequate infrastructure is available.
3. Capitalizing on our downtown by fostering small businesses, encouraging the continuation of investment in the area, and the encouraging the adapt reuse of older buildings.
4. Encouraging small business development, entrepreneurship, and growth by providing adequate areas for commercial development and professional offices, and encouraging support services and technical assistance for small businesses.
5. Protecting the local business areas and business investments through the use of land use regulations and this comprehensive plan without creating additional burdens on business operations.
6. Evaluating future annexation opportunities to incorporate local institutions and expand economic opportunities.
7. Enhancing the City of Logan as a tourist destination through the promotion of events such as the Freedom Festival as well as activities surrounding all the park and recreational activities throughout Logan County.
8. Encouraging the development of hospitality and tourist related facilities such as trail creation/ expansion, lodging, restaurants, and entertainment facilities.

Land Use and Development

GOAL: The City of Logan will encourage and promote the development of a stable and diversified economic base that fosters employment opportunities for all citizens and expands on the community's current business opportunities. We will accomplish this by:

1. Viewing development issues in terms of promoting overall quality of life. Mixing of residential, commercial, and recreation uses shall be encouraged.
2. Balancing investment needs with the preservation and protection of the city's existing assets and character.
3. Minimizing development in sensitive development areas including, but not limited to floodplains and steep slopes.
4. Requiring quality development and land use through fair, equal, and uniform review processes, land use designations, and other activities relating to planning.
5. Keeping existing infrastructure efficient by promoting restoration and redevelopment of property already in commercial areas. New commercial, multi-family housing and other high-density land uses should be encouraged as reinvestment within and nearby those areas.
6. Promoting aesthetically pleasing commercial development with appropriate access, signage and landscaping.
7. Encouraging effective site placement for commercial and industrial uses to minimize adverse impacts to adjacent residential and recreational land uses. Nuisances such as smoke, dust, noise, light and odor shall be kept at a minimum. Site development and enforcement of such nuisances shall be carefully coordinated and require the necessary approvals of other regulatory agencies.
8. Supporting the efforts of local organizations inform residents and visitors of the unique historic and cultural features of the community through promotional and interpretive activities.
9. Encouraging property owners to maintain and rehabilitate (when necessary) the community's existing housing stock and neighborhoods.
10. Encouraging and supporting efforts to construct and maintain affordable housing for elderly, handicapped and other disadvantaged persons in areas where there is convenient access to recreation, commercial activity, and other services.
11. Encouraging the coordination and cooperation between the planning commission, city council, and various other government entities.

Transportation

Goal: The City of Logan will develop and maintain an accessible, safe and efficient transportation system that effectively addresses regional and local development patterns. We will accomplish this by:

1. Promoting the development of a pedestrian friendly atmosphere within the City of Logan by requiring the maintenance of existing sidewalks and the expansion of the regional trails system.
2. Promoting the coordination between local, county and regional jurisdictions for transportation improvements.
3. Limiting the number of direct access points along arterial streets by encouraging the use of frontage roads and other access management techniques.
4. Concentrating highway commercial uses in close proximity to highway interchanges for maximum convenience and economy to the traveling public, while minimizing the impact to the community in terms of traffic congestion, local commuting patterns and access.
5. Incorporating plans for updated streetscape for any major transportation improvement projects related to major street corridors.
6. Promoting expansion of Jeep Trail Experience and connections to Logan via Hatfield McCoy Trail.

GOALS

Community Facilities, Infrastructure, and Public Services

Goal: The City of Logan will have adequate community facilities, infrastructure, and public services that will be available and provided in an efficient manner. We will accomplish this by:

1. Encouraging inter-local and regional cooperation and coordination in the provision of regional community services.
2. Adopting creative ways of funding the expansion and improvement of public services and facilities in order to ensure that costs are fairly distributed.
3. Seeking a balanced approach between annual increases in revenue and annual improvements for all services and facilities.
4. Encouraging an overall combination of land uses (residential, commercial, industrial, public, etc.) that yields a balance between the public revenues generated from those uses and the public expenditures required to support those uses.
5. Ensuring adequate water, sewer, solid waste services and other utilities are provided in an efficient, safe and environmentally sound manner.
6. Encouraging the extension of fiber optics, and internet services in all areas.
7. Encouraging efficient public safety services including police, fire, and ambulance by coordinating the addressing of all new development and major investments.
8. Encouraging and support affordable local health facilities, nursing homes, and child care establishments.
9. Ensuring appropriate handling and treatment of water, sewage, and solid waste.

Parks and Recreation

GOAL: The City of Logan will have a strong parks and recreation system that contributes to the overall quality of life within the city and serves the needs of the local citizens while also establishing Logan as a tourist destination. We will accomplish this by:

1. Promoting the vast array of parks and recreational activities in and around Logan, as well as the benefits of visiting the city.
2. Expanding the parks and recreational offerings through the expansion and creation of river access, lodging, parks and park activities, and trails.
3. Incorporating community arts into the parks system.
4. Increasing the amount and ease of access to all the local and regional parks.
5. Maintaining the existing parks and recreation system.

The above goals serve as the basis for the plan elements that follow and the related recommendations. As the city continues to evaluate this plan and development tools in the future, the city should first consider how any proposed action will fit within the context of these goals. If the proposed action generally complies with the above goals, then the action will likely result in furthering the city’s achievement of the vision of this plan.



Members of Logan City Council and Mayor Nolleto assisting in the planning of Our Logan Our Future: Comprehensive Plan.

Downtown Block Area – Figure X

The location of the downtown block being considered for redevelopment is highlighted here.



Cole Street

Hot Cup

Stratton Street

New Era

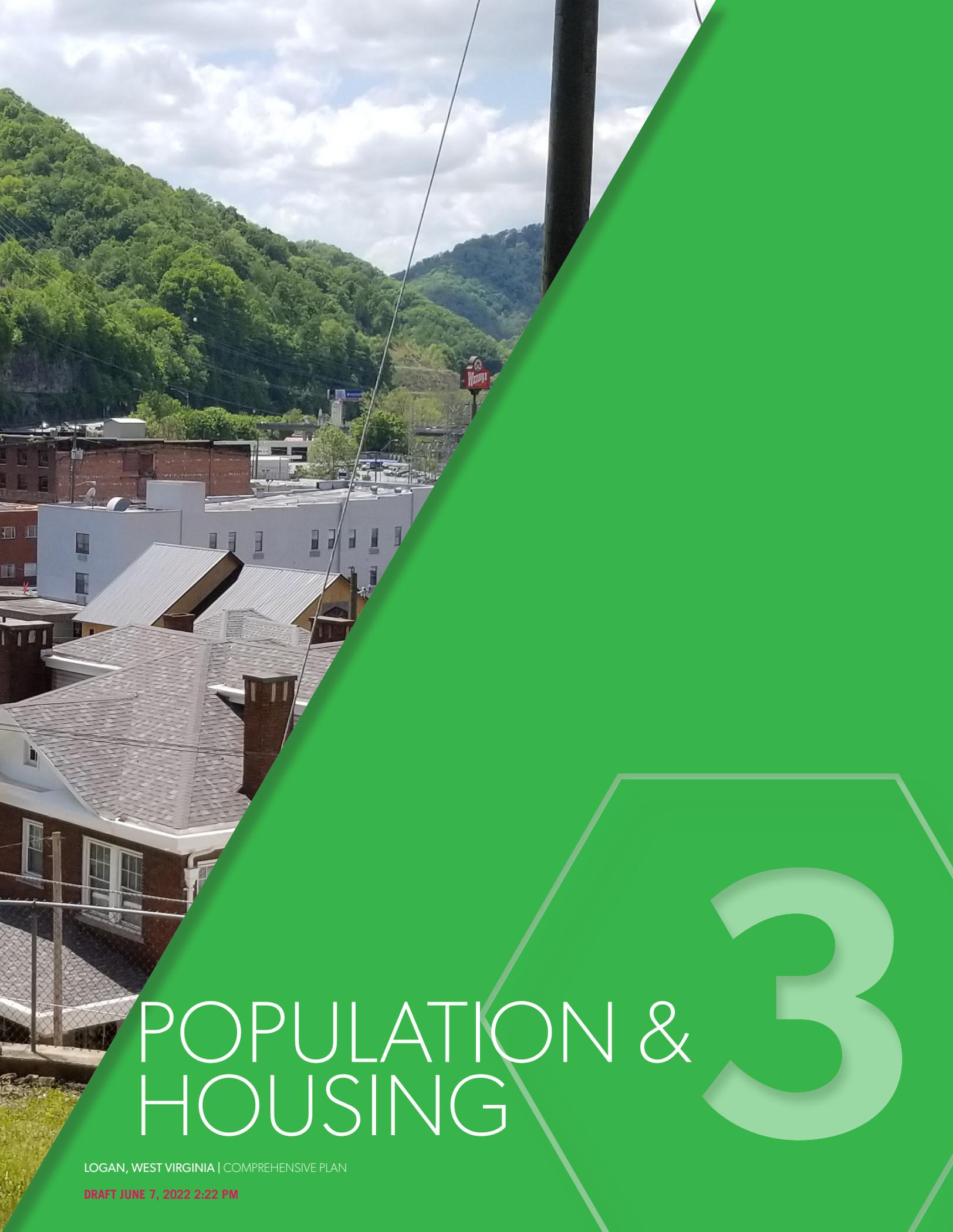
**Logan County
Department of
Health and
Human Resources**

**Book
Store**

Main Street







POPULATION & HOUSING

3

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POPULATION AND HOUSING

Logan’s population is the essence of the community. It is the people that choose to live here, that work and start businesses here, and who want to see Logan prosper as it moves forward into the future. This plan focuses on the business and economic development aspects of the population in the next section but this section focuses on the analysis and future needs of residents as it relates to where they live.

Trends in Population and Housing

A key component of any comprehensive planning strategy is an understanding of the demographics of a community and a review of the general trends affecting its future. This type of analysis is useful in answering the following questions, which in turn provide the basis for making decisions during the development of the comprehensive plan.

- How has the city changed in recent times?

- What are some of the changing trends in the city, county, region, and across the nation, that might affect our future?
- How might we grow or change in the future if these trends continue unchanged?

This section provides a summary analysis of the population and housing profile in Logan and the general analysis of trends. These analyses are important to the plan because current trends may bring more or less change than what the community wants in its future. The purpose of these analyses is to provide a foundation of knowledge of how much change the city may anticipate in the future if current trends and development policies continue and is not reflective of any recommendations proposed as part of this plan. These analyses also allow the city to tailor planning tools that will guide any new growth toward the community’s vision of Logan for the next 10 to 15 years.

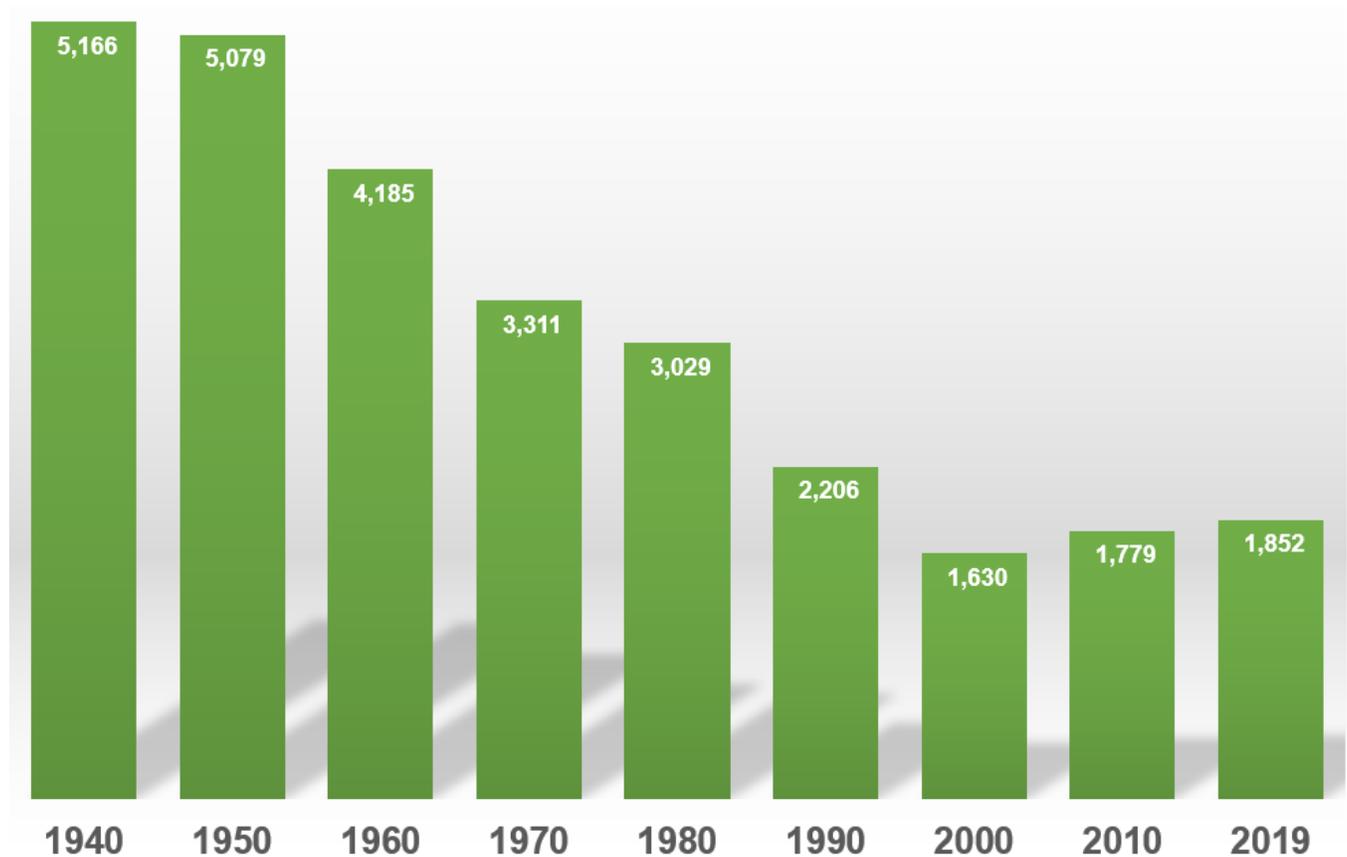


Figure B: Data Source: U.S. Census and 2019 American Community Survey

Population

Like many towns throughout West Virginia and the Appalachian Mountain areas, Logan has seen a precipitous decline in its total population in the 1940s as shown in Figure C. Much of this can be attributed to common trends such changes to the coal mining industry, the exodus of population to major cities and employment centers, and a general increase of mobility for people to move to other areas of the country. Table 1 illustrates the city’s population since 1970 along with the population of surrounding communities, the county, and state. What this table shows is that while there has been a significant change since the 1940s,

the population has started to stabilize in the last 20 years with the city maintaining, or even increasing its population by small amounts. While there are some people who might still wish the population would grow to its peak again, many of the residents who participated in this planning process are happy to live in a small, close-knit community. These same people see the many advantages and valuable assets living in Logan has to offer. Moving forward, the city is not likely to see a major population surge in growth but there will likely continue to moderate changes to the population through the years.

Year	West Logan	Chapmanville	Logan	Logan County	West Virginia
1970	685	1,175	3,311	46,269	1,744,237
1980	630	1,164	3,029	50,679	1,949,644
% Change 1970-80	0.7	-0.9%	-8.5%	9.5%	11.8%
1990	524	1,110	2,206	43,032	1,793,477
% Change 1980-90	-16.8%	-4.6%	-27.2%	-15.1%	-8.0%
2000	418	1,211	1,630	37,10	1,808,344
% Change 1990-2000	-20.2%	9.1%	-26.1%	-12.4%	0.8%
2010	424	1256	1,779	36,743	1,852,994
% Change 2000-10	1.4%	3.7%	9.1%	-2.6%	2.5%
2019 Estimate	427	1,154	1,852	33,154	1,817,305
% Change 2010-19	0.7%	-8.1%	4.1%	-9.8%	-1.9%

Figure C: Data Source: U.S. Census and 2019 American Community Survey

Population Age

The age of a population can be an important indicator of the future needs of the city. This analysis compares the city population ages to the State of West Virginia, Logan County, and the Unites States. National trends have indicated that there is an increase of residents who wish to ‘age in place’. As populations age, the housing types and services that need to be provided to residents must shift as well.

Logan’s median age, as shown in Figure D, is higher than the median age across the US but lower than the county and state’s median age. In all examples, the median age of the population has increased slightly

since 2019, which is on par with the national trend. People tend to live longer and family sizes are generally smaller. Typically, this trend means that there are decreases in the population of people under the age of 19 balanced with a growing number of people living into their 80s and 90s.

Year	Logan	Logan County	West Virginia	United States
2010	37.8	41.7	41.1	36.9
2019	40.0	43.8	42.5	38.4

Figure D: Data Source: U.S. Census and 2010 and 2019 American Community Survey

POPULATION AND HOUSING

As the age of the population changes, there is a real impact on the demand for different housing and services. If Logan sees a sharp increase in the 0-19-year age bracket, there will likely be pressure on the local school district and need for additional classroom space. Residents between the ages of 20 and 29 are often single or married couples without children who are in college or just out of college and starting their careers. Trends have shown this young professional's age bracket are looking for more urban living options (traditionally in rental housing or apartment living) where they can walk to work or shopping, and where they can have access to various cultural and recreational activities. The prevalent age bracket in Logan today is that population between 30 and 64 years old that reflects the age when many residents have children or are young "empty nesters" where their

children have graduated high school and moved out of the house. The fourth age bracket includes those residents who are 65 years to 80 years. These residents are looking to age in their existing houses, but many are also looking for other housing options without the large floor plans and/or large yards (e.g., patio homes, or smaller apartment homes). They are also looking for different community services such as walking paths or community gathering spots. As part of this analysis, we have also included information on the population of people who are over 80 years old because the number of residents in this bracket is growing due to better health care. This population can also live independently but there are also more demands for nursing homes and a variety of assisted living options that are in short supply in both Logan and other communities.

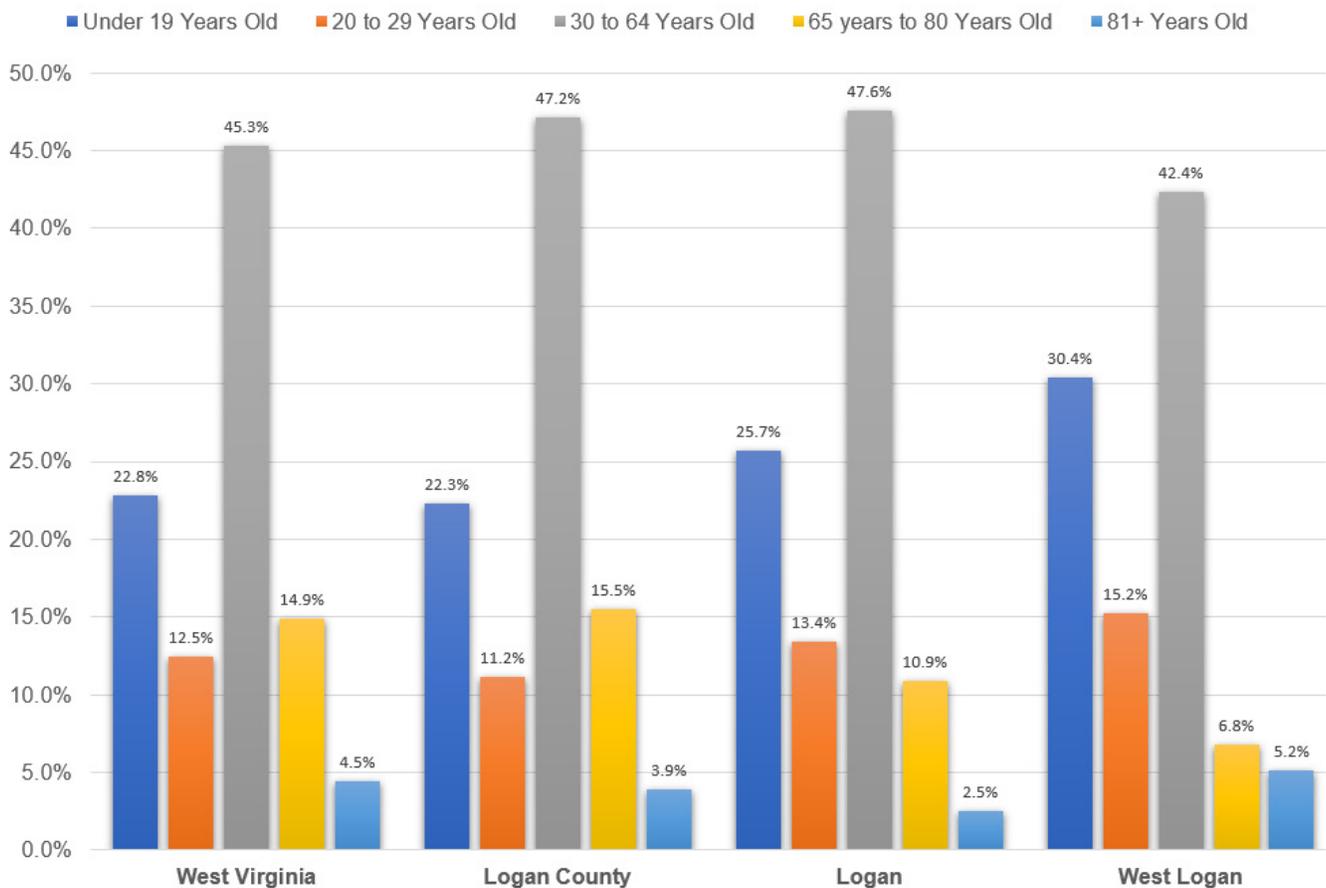


Figure E: An illustration of five major age groups within Logan County and West Virginia.

Source: 2019 American Community Survey

Housing

As with the population, the amount of housing in the city has remained essentially stable over the last 10 years. The U.S. Census estimates that there were approximately 1,073 housing units in the city, which was an increase of over 100 units since 2010. However, other data available through the Census shows that there were no new housing units constructed in the city at during that same period of time. See Figure F. This

discrepancy can be accounted for because the Census data used for the analysis is based on estimates rather than actual building counts. Additionally, the increase in units could potentially be through the division of existing homes into multiple units. Overall, what the data shows is that the housing numbers in Logan have remained relatively stable with no significant increases in new housing but also no significant losses.

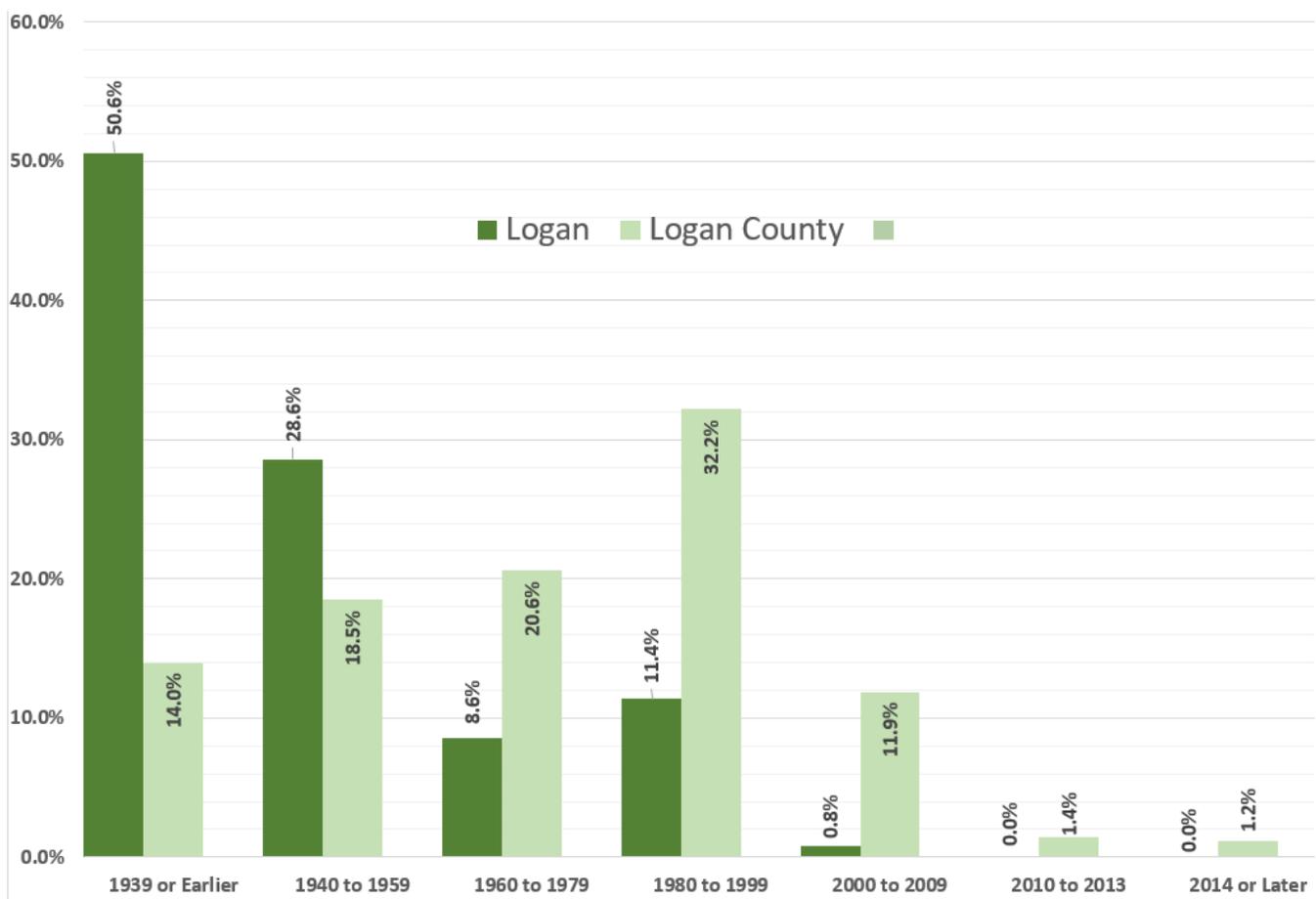


Figure F: Age of housing in Logan and Logan County based on the 2019 American Community Survey Estimates.

The age of housing in Logan is an important factor to consider when looking forward as the lack of new housing units demonstrates that new housing products, such as patio homes, are not likely being constructed in the area, reducing housing choice. Additionally, as the existing housing stock continues to age without

new housing being built or home renovations and modernizations being implemented, there may be growing concerns related to the condition of housing in Logan and the potential for reinvestment.

POPULATION AND HOUSING

Housing Occupancy and Type of Housing

Of all the housing units in Logan, nearly 20% of the total units are vacant. This percentage is in line with the vacancy rates of Logan County and West Virginia, but all far exceed the 12% vacancy rate seen across the United States. These numbers are concerning in the fact that vacant housing tends to mean a lack of upkeep and therefore, deterioration which has negative

repercussions on neighboring properties as well as the overall housing stock. Additionally, as Table 3 indicates, the City of Logan has significantly less owner-occupied housing than the county or state overall. This is not necessarily a surprise because cities tend to have more rental units than surrounding county areas anywhere in the U.S., but that rate has continued to decline in the last 10 years.

Table 3: Housing Occupancy						
	2010			2019		
	Vacant Units	Owner-Occupied	Renter-Occupied	Vacant Units	Owner-Occupied	Renter-Occupied
West Virginia	15.8%	74.6%	25.4%	17.9%	73.2%	26.8%
Logan County	12.5%	72.8%	27.2%	18.0%	72.6%	27.4%
City of Logan	22.2%	49.6%	50.4%	17.9%	42.1%	57.9%

Figure G: The vacant units percentage is based on the total number of housing units. The owner-occupancy and renter-occupancy percentages are based on the total number of occupied housing units and do not include vacant units.

Source: U.S. Census 2010 and 2019 American Community Survey

As a supplement to the information in Table 3, the graph in Figure H showcases the comparison of housing types located in the city and county. Again, as would be typical of a city versus county, there are far more attached housing and apartment options in Logan, which is indicative of rental units. However, the

biggest question the city will have to address is whether these attached units are what are needed in the future, given the changing population (i.e., apartments versus patio homes) and if not, what shifts can the city make to alter the types of housing in Logan.



Members of the public meet with the city officials and their consultants during an open house to develop action plans related to the Comprehensive Plan for Logan.

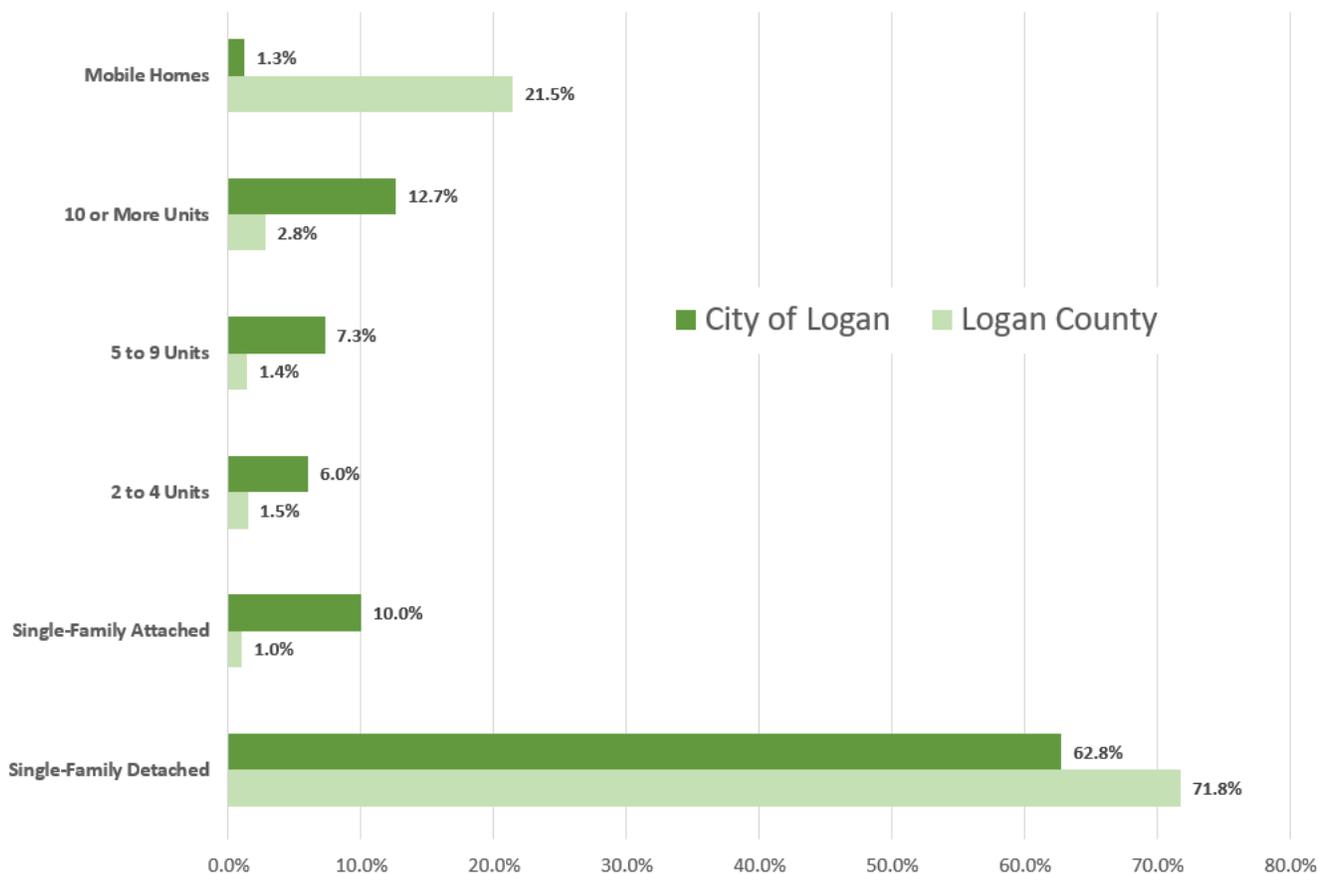


Figure H: Type of housing in Logan and Logan County based on the 2019 American Community Survey Estimates.

Cost of Housing

Everyone can appreciate that strong housing values contributes to a strong community and strong economy, but it can also limit housing options and may also prevent people who work in Logan from actually living in Logan. The U.S. Census provides some general estimates for the value of owner-occupied homes and the gross rent for rental units. As you can see from Table 4, the value of homes and cost of rent in Logan, the county, and West Virginia have all increased since 2010 but are lower than West Virginia as a whole, in 2019. From the standpoint of national trends, the rents and value of homes in the city are affordable, however, as will be noted later, the median income of residents is also lower than the national average so there still is an affordability issue for housing in Logan.

Table 4: Home and Median Rent Values			
	City of Logan	Logan County	West Virginia
Median Value [1]			
2010 Median Value	\$80,800	\$79,700	\$94,500
2019 Median Value	\$89,600	\$89,100	\$119,600
Median Rent [2]			
2010 Median Rent	\$520	\$477	\$549
2019 Median Rent	\$652	\$662	\$725

Figure I: 2011 Data Source: 2010 and 2019 American Community Survey (ACS) 5-Year Estimates (U.S. Census Bureau)

Notes:

[1] Median value of owner-occupied housing units

[2] Median rent of renter-occupied housing units

POPULATION AND HOUSING

Future Outlook and Needs

Logan is a close-knit community with many residents who have lived in the city, or nearby, for their entire lives. It is also a community that is attracting new residents and investment for a variety of new jobs and recreational activities. Logan is also a community that has seen a loss of population in the last few decades, albeit at a slowing pace in recent years. This follows the same trends that many communities with a history of coal mining have seen but that does not mean the city is dying. Logan will continue to be a city that evolves and will do so by being open to new opportunities and change. In order to accomplish this vision and the goals related to population and housing, the city needs to focus on the major initiatives generally described below that are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Encourage Infill Development Opportunities

With the cost of housing across the United States being a major issue, the city must look at ways to reduce the cost of development. Since a significant portion of costs for new development relate to the extension of infrastructure and, for Logan, development of steep slope areas, the city should look for areas where there is an existing infrastructure system that will not require major extensions or earth movement. This means that the city should target undeveloped lands within established areas of the city such as redevelopment in downtown, infill of existing neighborhoods, and potential future annexation of land on level to mild slopes. As the Land Use and Development Section illustrates, there are multiple areas of the city that have infrastructure that could be developed in the future, particularly for higher density, lower cost housing options that may be desirable by residents including patio homes, apartments, townhomes, and cottages.



Encourage infill development within the urban core of downtown Logan.

Provide Opportunities for New Housing Types and Values

This plan sets out a priority to encourage a more diverse housing stock in the city but it will take the city opening up opportunities for the housing options to make it a reality. At the time of the creation of this comprehensive plan, the city does not have a zoning code and the city uses the state code for building and fire code administration. Zoning is a tool that has historically limited housing opportunities so there is a need to be cautious when crafting zoning regulations so as to not be too restrictive. As the city moves forward with the concept of adopting zoning, the new regulations need to remain open to the possibility of all types of housing and not just single-family detached dwellings. This may include encouraging low-intensity attached housing (two to four units per a structure similar to single-family dwellings), allowing for accessory dwelling units on residential lots, and providing for the opportunity of residential uses in mixed-use areas of the city. New zoning regulations can be used to effectively protect investment in residential areas through the establishment of buffering and separation requirements but should avoid regulations that would prevent housing choice.

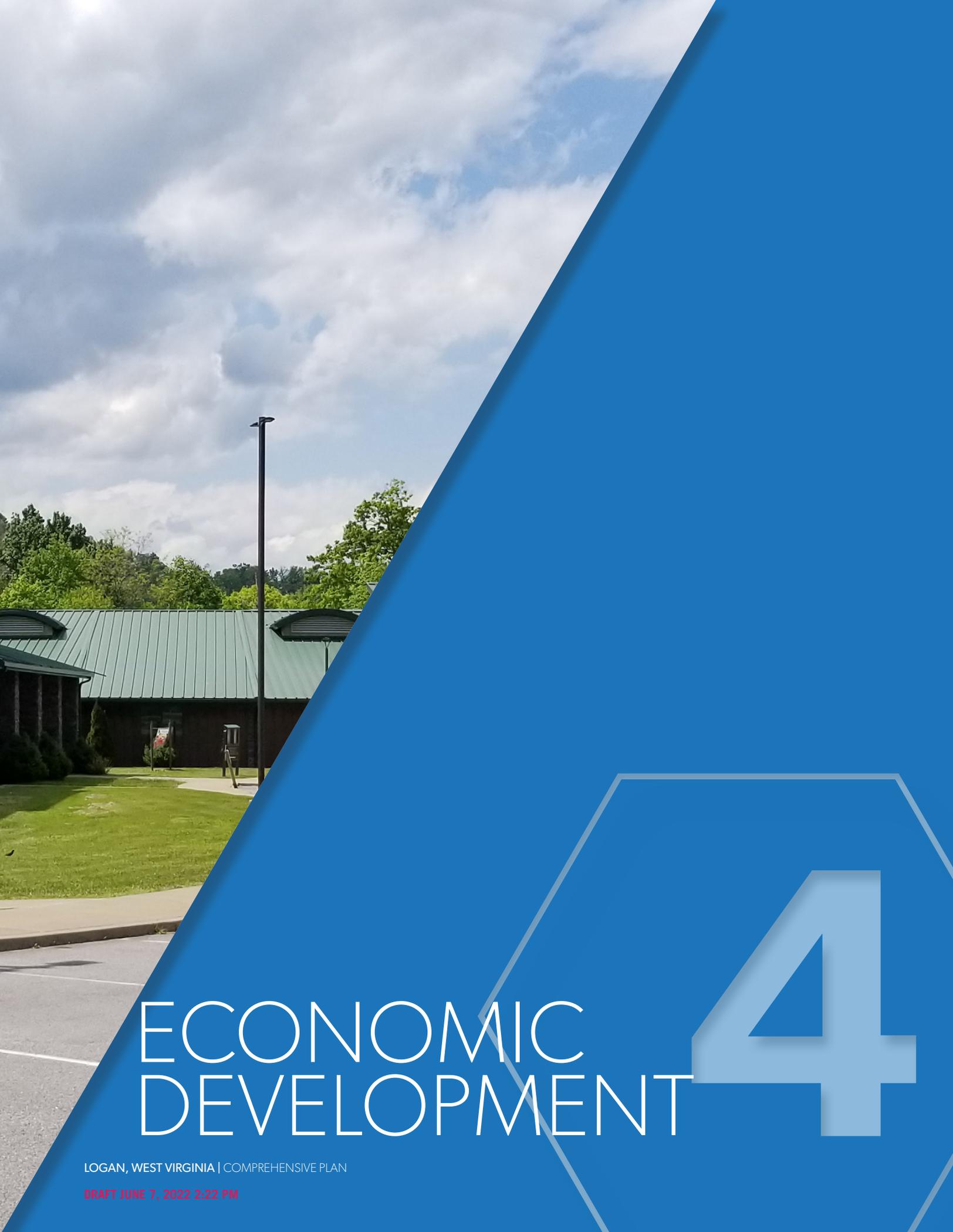
Provide for Conservation Development Approaches

Significant areas within the city are located in areas of steep slope as identified in the Land Use and Development Section. These steep slopes provide a natural barrier to development because of the cost of cutting and filling to make buildable lots and they also create a very natural atmosphere that makes Logan the attractive and green community that it is. Unfortunately, these are also the areas where the city has the most growth potential for new development outside of annexation of adjacent communities. If there is a future pressure to develop in the areas of steeper slope, the city should provide for development options that will allow for the clustering of housing density in valleys and on the more level areas of land while conserving the steepest parts of the hillsides in their natural state. This can be done in a manner that will provide great development opportunities while preserving the city’s natural resources.



Dense urban neighborhood within Logan can be continued as infill opportunities are presented which can provide new housing types and values for the community.





ECONOMIC DEVELOPMENT

4

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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ECONOMIC DEVELOPMENT

Economic development is often considered the engine of a community that provides the tax revenues necessary for strong community investment (e.g., schools, infrastructure, parks, etc.), employment for residents, and a base that attracts more business and activities. This engine is driven by the residents who look for opportunities to live in close proximity to jobs as well as new and expanding businesses. To continue to prosper, the city will have to look at building from their successes with a variety of approaches including working as a region, working with existing businesses to ensure their long-term viability, promoting the area as great place to start or expand a business, and increasing the benefits of investing in the area.

Trends in Economic Development

There are two major components of economic development that the city evaluates when considering trends and strategies. First are the employees, the residents of the community that own or work in the

region at various business establishments. A potential business wants to understand the employment base to determine the general skill set of the existing employee base, typical income levels, and other indicators to see if there is a “fit” for their business. The second component of economic development is the business establishments themselves, those businesses that create the jobs for the residents. Each component has their own indicators and changes in these trends can have significant impacts. This section highlights some key trends related the city of Logan and regional economy. The information presented in this section is drawn from the 2019 American Community Survey, 5-Year Estimates (U.S. Census Bureau) and the OnTheMap tool, which is a mapping application created through a partnership between the U.S. Census and the Local Employment Dynamics (LED) partner states. The information is gathered from several sources including payroll taxes and tax payment records maintained by the State of West Virginia.



Development within the commercial core of downtown continues with the revitalization of the Logan Banner building as it is being retrofitted into a textiles manufacturing center.

Occupations

The first analyses related to economic development pertain to occupations. These analyses were conducted in order to establish a side-by-side understanding of the potential mismatch between jobs in the community and the occupations of residents. The occupation of residents (who are 16 years and older and employed in the civilian sector of the labor force) was categorized by the U.S. Census based on the industries in which residents were employed. The information was compared to the OnTheMap data regarding the occupations of people who work in the City of Logan.

In 2019, an estimated 870 people worked in Logan and 1,852 people lived in the city. In that same year, 101 residents (5.5%) worked in the health care and social assistance industry and another 65 residents (3.5%) worked in the retail trade fields. In both these industries, there are both a relatively equal number of residents who work in the industry as there are jobs in the city. On the other hand, there are a number of residents who work in the mining and quarrying industry but where such businesses are located naturally outside of the city limits. In Table 5, there are some examples of where a mismatch between jobs and residents exists, such as finance and insurance where there are more people who work in that industry, in Logan, than residents who have that occupation. This means that people are coming in from outside of Logan to work in the finance and insurance industry. In certain industries, there are more jobs that are not represented by the occupations of residents or vice versa.

As a community that relies on the income taxes of employees who work in the city, this comparison offers an important economic development consideration for the city. The city must decide whether it should make accommodations for the existing workforce to live within the city limits in order to retain steady employment in the area. To do this, the city could prioritize attracting more residents to work within the city by developing broader housing options that fit the needs of the current workforce that commute into the city. The comparison also begs the question as to whether the City should attract more industries in which residents are employed to reduce the need for residents to commute outside of Logan for work.

Industry	Occupation of Employees	Occupation of Residents
Agriculture, forestry, fishing and hunting	0.0%	0.2%
Mining, quarrying, and oil and gas extraction	0.0%	7.7%
Utilities	0.0%	0.7%
Construction	0.9%	3.7%
Manufacturing	1.10%	2.5%
Wholesale trade	0.0%	3.2%
Retail trade	11.7%	16.2%
Transportation and warehousing	2.0%	3.0%
Information	2.2%	1.7%
Finance and insurance	9.1%	2.2%
Real estate and rental leasing	1.0%	0.5%
Professional, scientific, and technical services	4.7%	3.0%
Management of companies and enterprises	0.0%	2.0%
Administration and support, waste management and remediation	5.2%	7.5%
Educational services	0.0%	0.2%
Health care and social assistance	25.4%	25.10%
Arts, entertainment, and recreation	0.5%	1.0%
Accommodation and food services	19.1%	12.9%
Other services, excluding public administration	17.1%	6.5%
Public administration	0.0%	0.0%

Figure J: Data Source: U.S. Census OnTheMap for the year 2019

ECONOMIC DEVELOPMENT

Employment

Employment numbers have dramatically changed across the United States since the 2000 Census as the economy entered a recession. Logan, like many other communities, has been hit hard. Even the most recent employment numbers show a higher unemployment rate in the city and county as compared to the state and nation. These issues will continue for

the city given the high number of retail and service employees that tend to have a higher turnaround, especially during the COVID-19 pandemic. The various economic development strategies laid out in the comprehensive plan are intended to help stabilize the employment issues and, hopefully over time, reduce the unemployment number through diversification of industries.

Table 6: Employment						
	Logan		Logan County		West Virginia	
	2010	2019	2010	2019	2010	2019
Population 16 Years Old and Older	1,144	1,534	29,902	27,271	1,498,611	1,491,316
Change 2010-2019	34.1%		-8.8%		-0.4%	
Population in Civilian Labor Force	547	838	12,979	11,475	822,341	792,820
Change 2010-2019	53.2%		-11.6%		-3.6%	
Employed	481	753	11,803	9,827	763,691	740,910
Change 2010-2019	56.5%		-16.7%		-3.0%	
% Unemployed	12.1%	10.1%	9.1%	14.4%	7.1%	6.5%

Figure K: Data Source: 2010 and 2019 American Community Survey 5-Year Estimates (U.S. Census Bureau)

Median Household Income

The incomes of residents in Logan are less than the county as a whole as well as the state and nation. The median income is the income of a resident in the financial middle of the rest of the community, meaning half of the households in the jurisdiction make less than the median income and the other half of residents make more than the median income. It is not surprising for the city's median income to be less than the county as Logan serves as the county seat for Logan County. This tends to mean that it is the community with the highest population as well as a concentration of residents with lower incomes. As a county seat, there are more services available to people in lower incomes plus less of a need for a vehicle and related costs. This trend is also common for older communities that have

realized a significant loss in population. The important part of understanding the median income levels is to understand the need to provide quality housing and services that are accessible to the people who already live in the community, based on their levels of income. This may mean looking for more opportunities to encourage affordable housing options and increased public transit access.

Table 7: Median Household Incomes	
Community	Median Income
United States	\$62,843
West Virginia	\$46,711
Logan County	\$36,168
City of Logan	\$34,574

Figure L: Data Source: U.S. Census 2019 American Community Survey

Employment Locations

One other aspect of the economy that was evaluated as part of this comprehensive plan was the general community patterns of employees versus residents. The U.S. Census OnTheMap service provides some basic information on the inflow and outflow of employees. Figure M is an informational graphic from OnTheMap that shows that in 2019, 840 people from outside of the city work in the city of Logan (inflow). This is understandable given that Logan is the largest city in the county and the county seat. At the same time, there are 402 residents in the workforce, of which 30 work in Logan and 372 leave Logan for work (outflow). Referencing back to the industry

discussion earlier in this section, this demonstrates that there are not a sufficient number of jobs that fit the occupation of residents within the city, leading them to choose to live in Logan but work elsewhere. However, the city still retains a large number of jobs but those jobs are being filled by outside residents. As noted earlier, this has implications for both economic development in determining policies regarding which types of employers to market to but also implications on housing. The latter implication revolves around questions of why are the employees who live outside of the city choosing to do so, is it because of the lack of housing options or is there simply a preference to live in the more rural areas of the county?

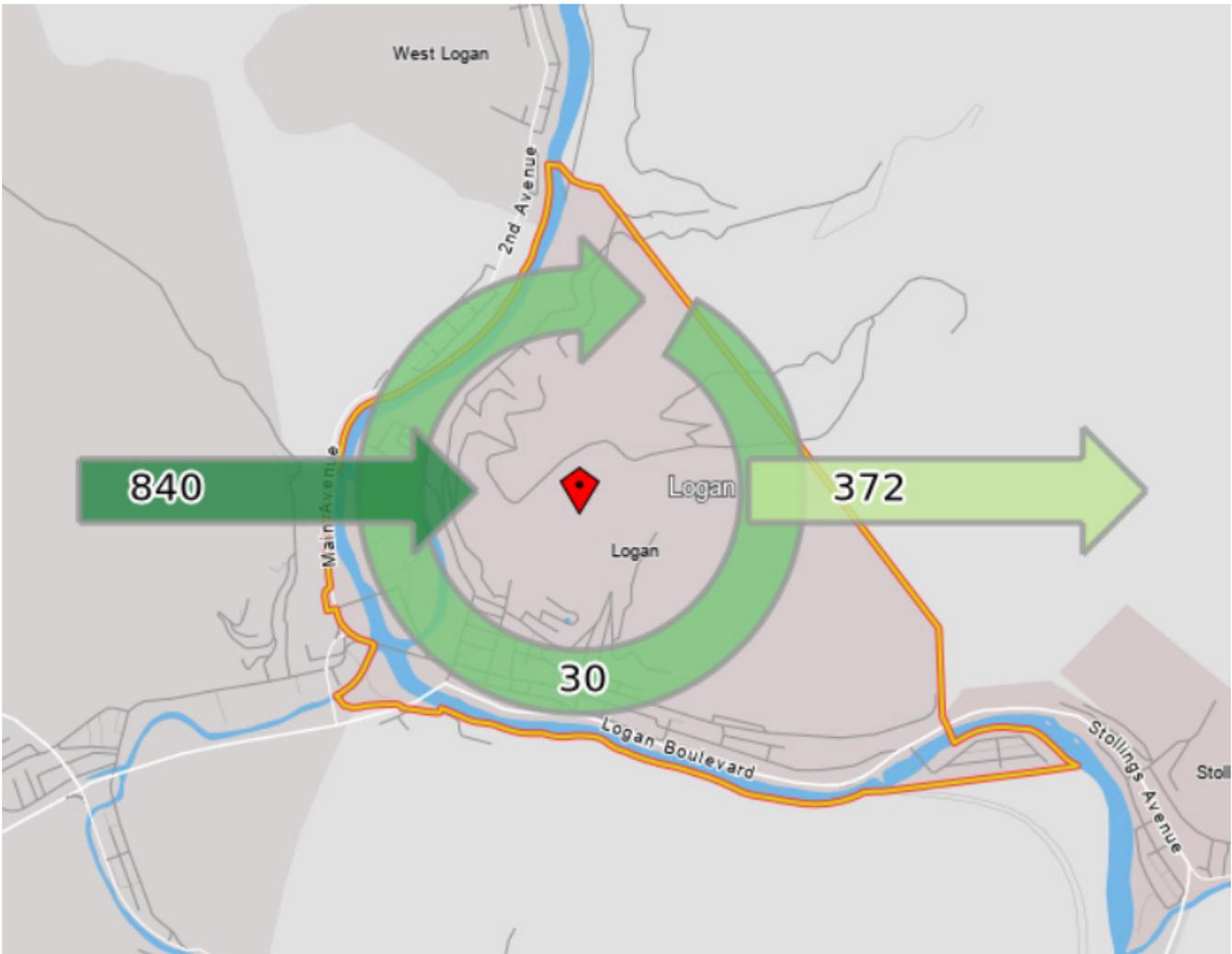


Figure M: Illustration of the inflow (people commuting into Logan) and outflow (residents commuting outside of Logan) as well as the number of residents who live and work in the city.

ECONOMIC DEVELOPMENT

Future Outlook and Needs

Economic development is an ongoing process, one that with effort can achieve set goals but can never really stop because if the city fails to continue to work on maintaining and expanding its business base, it cannot continue to thrive. That being said, there are four major initiatives the city needs to consider when pursuing economic development. These initiatives are generally described on the next page and are supported by the specific implementation strategies identified in the Implementation Section of this plan. The primary direction the city can expand through targeted annexations of key properties that could provide economic growth. That being said, there is capacity for business growth within the existing business areas including downtown and the neighborhoods commercial corridors. Some buildings in these areas are simply vacant and afford an opportunity for quick occupancy while others need additional investments to bring them up to a standard fit to accommodate a business. Unlike many communities who choose to expand opportunities for business growth by increasing land area, Logan needs to focus on capitalizing on its existing business areas to reduce the loss of prime building stock that is a part of the city's history.

Support Existing Businesses

The city has been seeing an increase in new investment in businesses within the community, from small local stores to manufacturing jobs. While attracting new businesses is typically a major goal of any economic development mission, it is also important to ensure that existing local business have the support they need to continue to thrive and, hopefully, expand in Logan. The existing businesses are here because they want to be and will likely stay in the area for the long-term, but the city must ensure that the needs of these businesses continue to be met and also identify expansion opportunities. Additionally, with the onset of the COVID-19 pandemic in 2020, many people started up home-based businesses which can be a good place to foster economic development. Providing additional support to these locally grown businesses can create slow and steady economic growth.

Attract New Businesses and Jobs

When communities think of attracting businesses, they often speak of attracting big industries to their communities when the reality is that most business growth happens with small to mid-size companies. Logan has already seen some recent successes with attracting new business such as the textiles manufacturing company moving into the Logan Banner building, that invested in the city's existing building stock. Logan needs to continue to work to build on this momentum by promoting itself as a great place to do business. This new growth balanced with retaining existing businesses will serve as the base activities of any economic development program.

Work as a Region

While citizens like to associate themselves with a single community or while a city might pride itself on its own business accomplishments, ultimately economic development works best when approached from a regional standpoint. Gaining new businesses or additional jobs in the general region, regardless of the specific location of the business, creates benefits to the entire area that may sometimes be hard to quantify. It is also impossible to have a successful economic development program when businesses relocate back and forth between neighboring communities because there is no net change in employment or revenues, only a change in where the business pays taxes. Logan must continue to look for more opportunities to partner within Logan County and other local communities along the 119 Corridor within the region to collaborate on economic development programs recognizing that Logan benefits from any economic activity even if the business ultimately chooses to locate in Chapmanville or in other areas of the county. The City of Logan should work within the region to develop a strategic council of communities to help position southern West Virginia as for more funding and investment opportunities.

HOT CUP

HOT CUP

COFFEE SHOP

- Assorted Pastries
- Cheesecake
- Hot Sandwiches
- Bagels
- Croissants
- Chicken Salad
- Pizza Pretzels
- Cookies
- Ice Cream
- Smoothies

atton Street
est. *Classiest*



- Monday... 7 am - 7 pm
- Tuesday... 7 am - 7 pm
- Wednesday... 7 am - 7 pm
- Thursday... 7 am - 7 pm
- Friday... 7 am - 7 pm
- Saturday... 10 am - 7 pm
- Sunday... Closed

COFFEE SHOP

- Coffee
- Espresso
- Cappuccino
- Lattes
- Iced Lattes
- Mocha
- Frappe
- Iced Tea
- Hot Tea
- Lemonade
- Smoothies
- Carrot Apple Cider
- REAL Hot Chocolate

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 Chief Logan
Recreational Center





LAND USE & GROWTH

5

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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LAND USE AND GROWTH

As it was defined in the beginning of this document, a comprehensive plan is a planning tool that evaluates various aspects of the city and establishes a series of policies to help guide future decisions about the physical, economic, environmental, and social aspects of the community. As you can see, this type of plan has to cover a number of overlapping issues that all tie back into the ultimate question of “what will our city look like in 5, 10, or 20 years from now?” While no single component of this plan rules the others, the future land use recommendations found in this section do create the framework for many of the other plan recommendations. For example, this plan makes recommendations about future growth areas for industrial and residential expansion that could place heavy demands on the city’s infrastructure system if the city does not establish policies and follow through on said policies for the update and expansion of its infrastructure. This section looks at how land is currently used in the city, the constraints or limitations on future development, and identifies opportunities for the future development of the city that will work toward implementing many of the goals set forth in this plan.

Trends in Land Use and Growth

Existing Land Use

An assessment of how the land is currently being used is an important piece of information that must be evaluated in any physical planning effort. Property information and aerial photography, along with input from city staff, helped establish an existing land use map (Map 1). This map classifies property in Logan under one of the land use categories described below with a focus on the general use of land. This map and related data do not focus on individual vacant lots with a subdivision or major development but rather on the broader use of land in the city. For this reason, an entire subdivision may be shown as single-family residential even though several lots may still remain vacant. The purpose of the existing land use analysis is simply to establish the basic development trends of the city thus far in its history.

Existing Land Use Categories

- **Single-Family Residential** uses are those properties with a single detached dwelling unit located on a single parcel.
- **Multi-Family Residential** uses only comprise a small area of the city and are located where there are multiple dwelling units, attached to one another, located on a single parcel. This category may include apartment buildings, townhomes, duplexes, two-family homes, and other attached housing.
- **Commercial and Office** uses cover those areas of the city where the primary use is the provision of goods and services to the general public in a commercial setting or where there are establishments that provide executive, management, administrative, medical, dental, or professional services in either small or large-scale office buildings.
- **Parks and Recreation** uses are properties used for public open space and recreational uses such as playgrounds, ball fields, open space, and other local or regional park lands.
- **Public and Institutional** uses are properties and structures used for the provision of services related to the general public (e.g., city offices, public utilities, or fire stations) or institutions such as schools, hospitals, and churches.
- **Industrial** uses are properties used for the manufacturing, assembly, or distribution of goods or services that do not typically include the retail sale of such goods or services.
- **Agriculture, Vacant, or Undeveloped** properties are areas of the city that are maintained as farmland, either crops or for the raising of livestock, or are properties that are not currently used for any use listed above.

Natural Resources

The natural resources found throughout Logan and Logan County contributes greatly to the character of the community and is the definition of West Virginia’s campaign of “Wild and Wonderful.” The protection of these vital natural resources is important but at the same time, they can hinder growth and development. Logan must work to find a balance between protecting the natural resources that surround them and dealing with the impacts, including how such resources may limit future development or growth in the city or the financial impact of flooding if there is poor planning of future development.

The two resources that have the most significant effects on development in Logan and West Virginia, as a whole, are the steep slopes and floodplains. These resources are illustrated in Map 3. You will note that the vast majority of existing development sits in the valleys of the slopes due to the ease of development and extension of infrastructure. Any future growth activities will require consideration of how to build within a steep slope setting without taking away from the natural atmosphere of Logan.

Future Outlook and Needs

The future outlooks and needs related to land use and growth revolve largely around redevelopment opportunities and the future land use recommendations.

Future Land Use

The Logan Future Land Use Plan establishes the desired future land use types for properties throughout the city based on existing land uses, environmental conditions, and general development patterns of the surrounding area. The plan is a graphic representation of many of the goals established earlier in the plan. This plan will help guide the decisions of the Logan City Council, Planning Commission, Board of Zoning Appeals, and other committees regarding a variety of issues such as rezonings, capital improvements, development of public facilities, and similar decisions.

The future land use plan map on the following page is

intended to serve as a guide for continued investment and redevelopment within the existing boundaries of Logan along with some key areas outside the city. The map is not a zoning map and only serves as a general basis for the decision-making bodies of the city. The following is a brief description of the proposed land uses.

- **Residential Core**

This category comprises the vast majority of the city’s existing residential neighborhoods. The existing uses should continue as part of this plan with the primary use of this category being low-intensity residential uses. Currently, the neighborhoods already contain a mixture of housing that includes single-family detached, duplexes and structures that might contain up to four or six units per building. This level of low-intensity residential uses should continue because it provides more flexibility in what types of housing can be built in the future (based on market demand) while also providing more opportunities for housing choice and affordability.

- **Downtown Mixed-Use**

The downtown area of Logan is a prominent business area that affords the city with a lot of opportunity for a mixture of business and residential uses. This area should continue to be a mixture of uses under the following guidelines:

- Residential uses should be encouraged but should be focuses on upper floors of buildings unless the building was originally designed to solely be residential in nature or unless the entire building is designed to fit into the character of surrounding downtown buildings.
- The city should continue to allow for a broad mix of commercial and office uses, especially those service and retail uses targeting both residents and visitors (e.g., restaurants, hotels, retail, etc.).
- Because the downtown area is vast in size and contains a wide range of building types, the city should also allow for limited industrial uses that could be located in buildings originally designed for industrial purposes.

LAND USE AND GROWTH

There are also a wide array of artisan uses that are a mixture of industrial manufacturing and retail that would be a good fit for downtown such as craft furniture makers, general fine artists, jewelry makers, etc.

The focus for downtown should be on maintaining the character of development (taller buildings set closer to the streets) as the priority with the regulation of uses a secondary consideration as there are a wide range of uses that will work well in downtown Logan.

- **Regional Commercial**

The regional commercial activities around Foundation Place Shopping Center are a type that caters to both the residents of Logan as well as the larger region. This commercial area will continue to serve as a general shopping location for the community and include, but are not limited to, grocery stores, large-scale general retail, department stores, specialty retail, restaurants, banks and gas stations. The heavy retail and office focus of these areas makes them primarily auto oriented; however, opportunities to tie in pedestrian access between buildings and surrounding future residential development is strongly encouraged through the use of sidewalks and off-street trails.

- **Local Commercial**

Outside of downtown and the Fountain Place Shopping Center, Logan has two smaller scale commercial areas along Walnut Street and Route 10. These areas are the location of many long-time businesses and small-scale shops that remain vital to the local economy. This small-scale commercial and office mix should continue with a focus on uses that serve the local residents and provide job opportunities. As with the downtown recommendations, the city should provide some flexibility to allow for small-scale industrial uses where such uses will take place within enclosed buildings with minimal impacts on surrounding uses.

- **Parks and Recreation**

The parks and recreation category includes land that is to be used for public and/or private recreational purposes that may include parks, playgrounds, open space, walking trails, golf courses, and similar uses.

- **Public and Institutional**

The public and institutional uses shown on the future land use map are existing uses that include a broad range of uses such as schools, churches, and other public properties or buildings. This category may include buildings or activities related to the provision of utilities such as gas, electric, water, sewer, cable television or other similar utilities. While the future land use map only designates existing public and institutional uses, public and institutional uses may be appropriate in other areas of the city, regardless of the future land use designation. When considering the siting of a public or institutional use, the city should consider the impact the buildings or use will have on the surrounding area and apply appropriate conditions to help mitigate those impacts such as buffering or access management.

- **Conservation Areas**

As noted previously, there is a lot of vacant and undeveloped land in city that will be difficult to develop due to steep slopes. With modern engineering technologies, it is possible to develop on pretty much any slope but that can take away from the natural aesthetic of the local mountain greenery. However, there are ways of providing for the opportunity of development in these areas while also seeking to protect the steepest of the slopes. Conservation areas are those areas of the city where primarily residential development should be encouraged within the following guidelines:

- To the maximum extent feasible, development should be focused along the valleys and in areas with the least amount of slope. Additionally, tree canopy should be maintained as much as possible to minimize erosion but also keep the natural appearance of the hillsides around Logan.
- The city should encourage the clustering of attached housing (duplexes, rowhouses, and apartments) to minimize the overall footprint of development while still allowing enough density to increase housing options and counteract the cost of development.



COMMUNITY &
COLLEGE



119

Fountain Place Shopping Center

73

SWVCTC

73

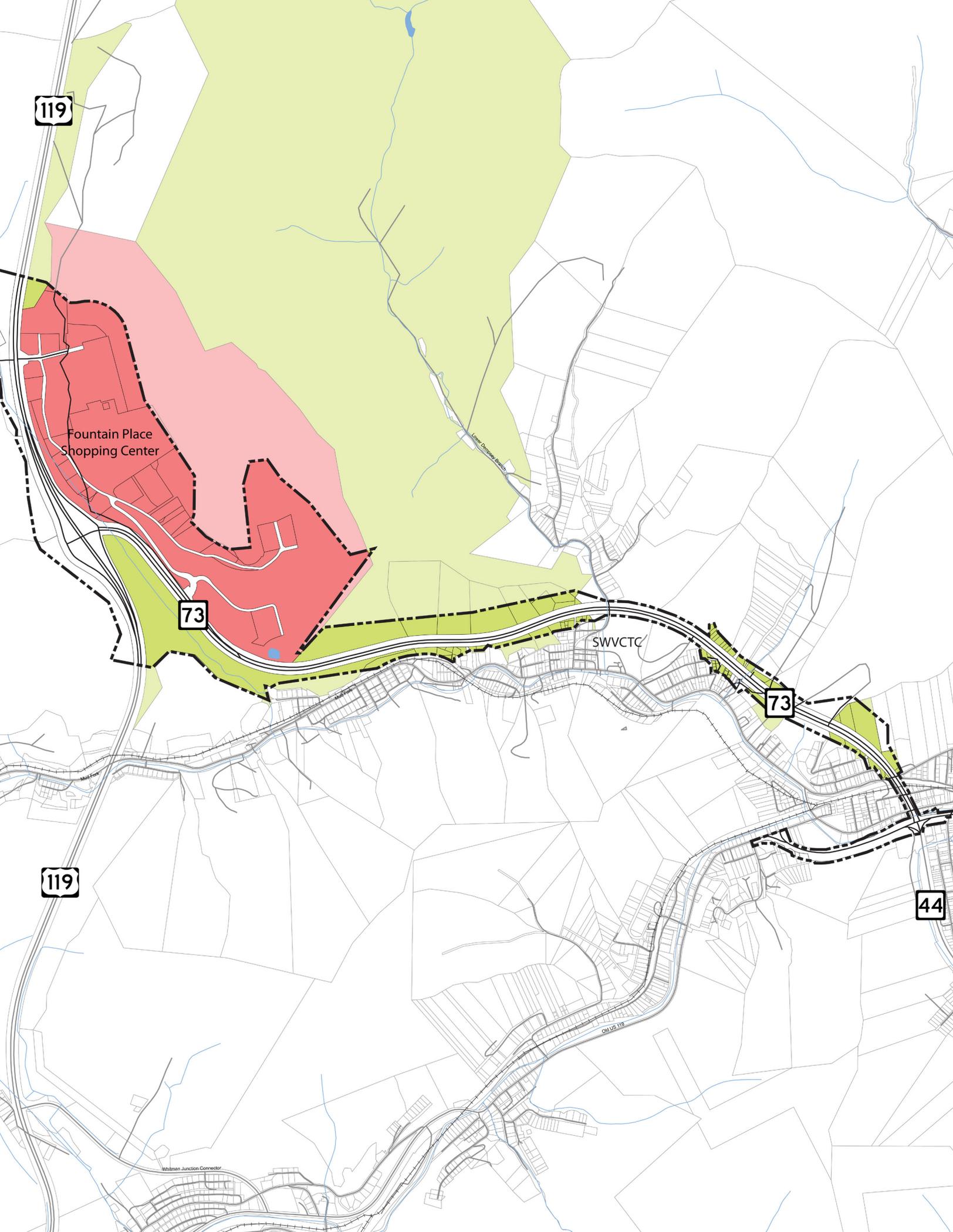
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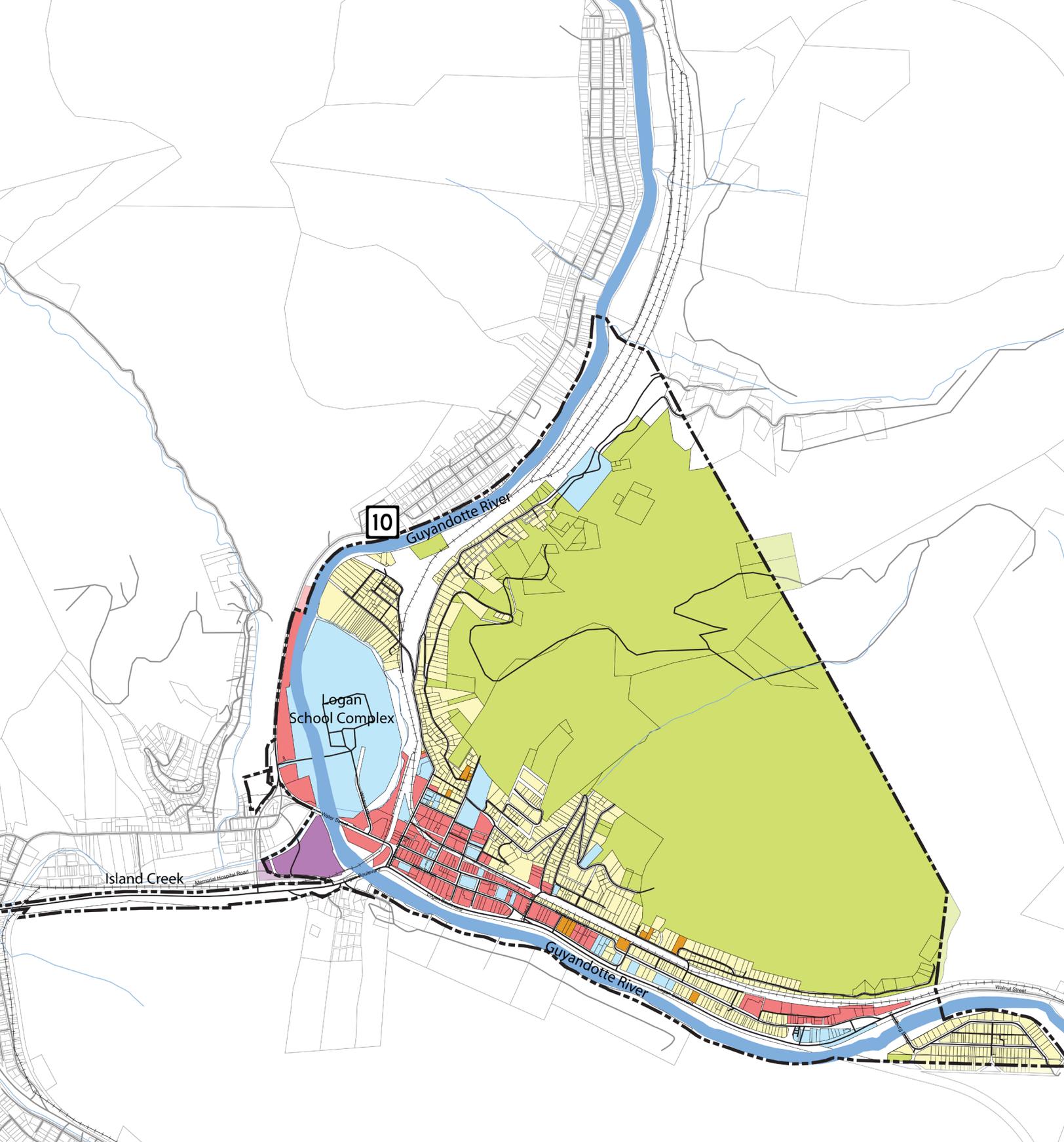
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Whitman Junction Connector

Old US 119

Lower Damages Barriers





EXISTING LAND USE (MAP #1)

Legend

- | | | | |
|---|--------------------|---|--------------------------------------|
|  | Logan City Limits |  | Existing Land Use |
|  | Roadways |  | Single-Family Residential |
|  | Railroads |  | Multi-Family Residential |
|  | Rivers and Streams |  | Commercial and Office |
| | |  | Parks and Recreation |
| | |  | Public and Institutional |
| | |  | Industrial |
| | | | Agricultural, Vacant, or Undeveloped |
| | | | Outside of Logan or Right-of-Way |



119

Fountain Place Shopping Center

73

SWVTC

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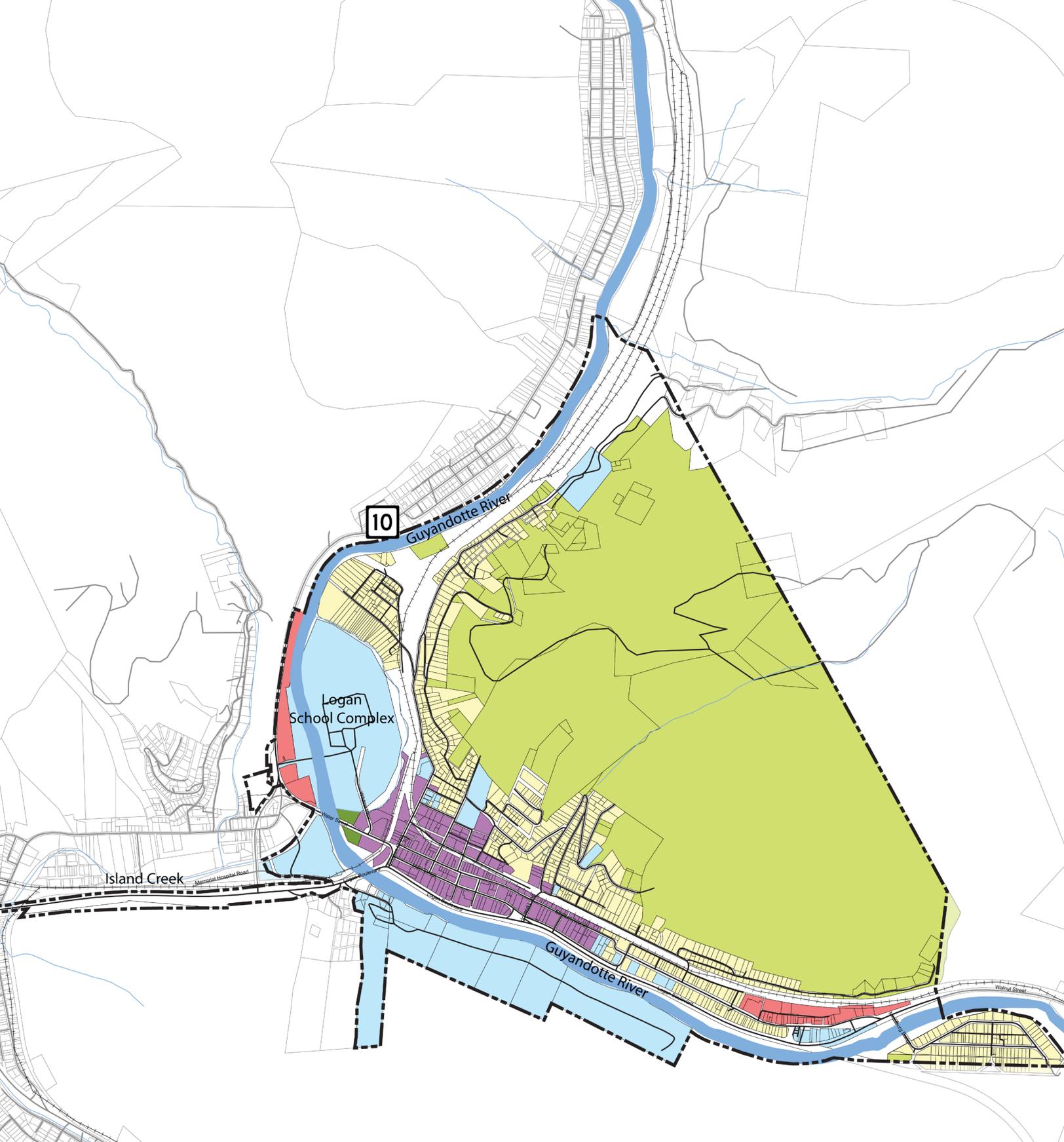
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Whitman Junction Connector

Old US 118

Lower Dogwood Branch



FUTURE LAND USE (MAP #2)

Legend

- | | |
|--|--|
|  Logan City Limits |  Existing Land Use |
|  Roadways |  Residential Core |
|  Railroads |  Regional Commercial |
|  Rivers and Streams |  Local Commercial |
| |  Downtown Mixed Use |
| |  Public and Institutional |
| |  Parks and Recreation |
| |  Conservation Areas |
| |  Outside of Logan or Right-of-Way |



119

Fountain Place Shopping Center

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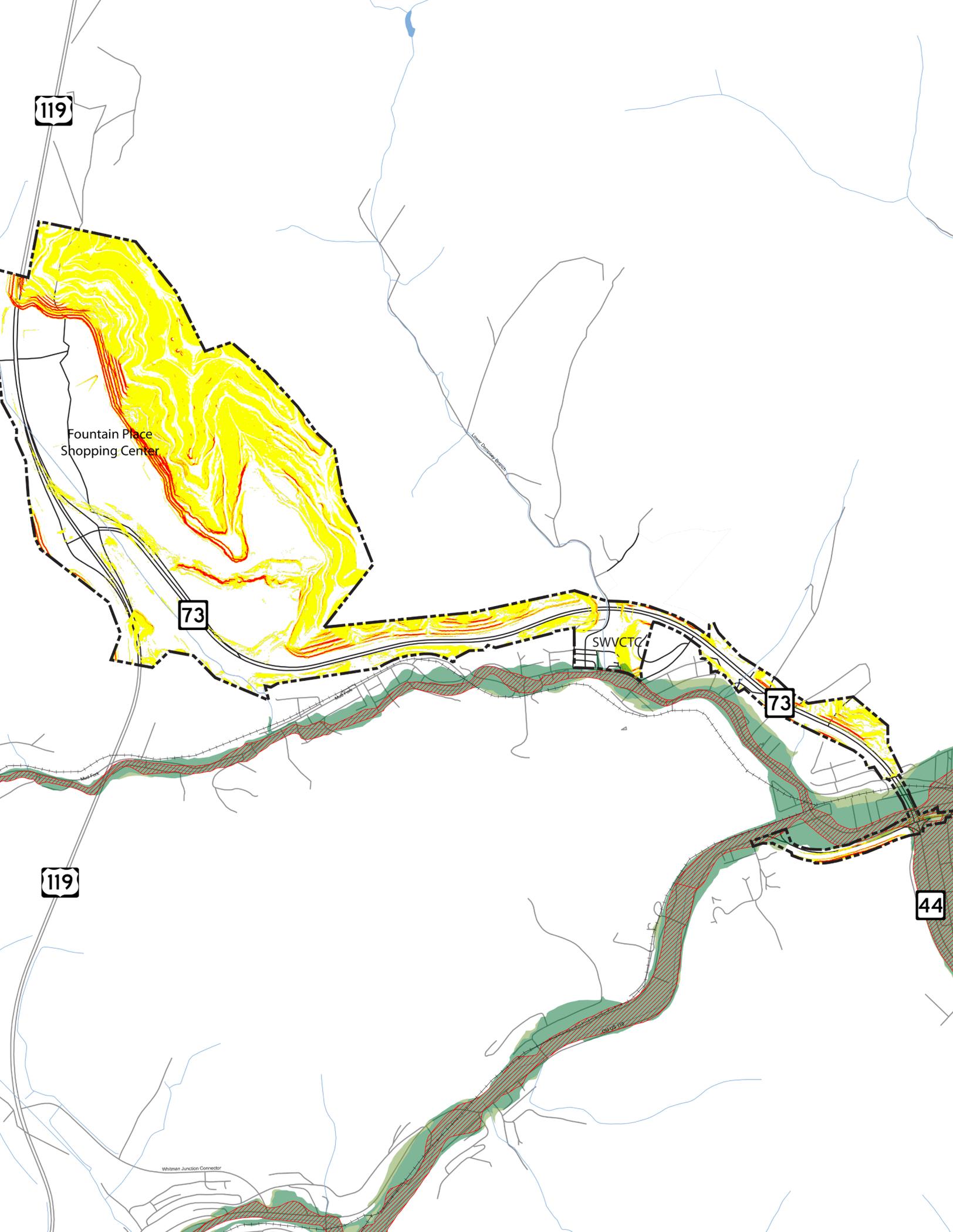
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119

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Whitman Junction Connector





SLOPE AND FLOODPLAIN (MAP #3)

Legend

- | | | | |
|---|--------------------|---|----------------------|
|  | Logan City Limits |  | 0-5% Slope |
|  | Roadways |  | 5-10% Slope |
|  | Railroads |  | 10-15% Slope |
|  | Rivers and Streams |  | >15% Slope |
| | |  | Floodzone AE |
| | |  | Floodzone AE (Draft) |
| | |  | Floodway |



LAND USE AND GROWTH

Additional Needs and Strategies

Beyond using the proposed land use and growth area maps in this section for guidance as it relates to land use and development, the city also needs to consider related recommendations such as the need for different housing types and values and/or the need to identify additional areas for business growth; recommendations found in other sections of this plan. There are an additional three major initiatives the city needs to consider related to land use and growth. These initiatives are generally described below and are supported by the specific implementation strategies identified in the **Implementation Section** of this plan.

- **Keep Things Flexible**

The city has come a long way without the limitations of any zoning code or building code that could strictly dictate how people can use their properties. The pros of this approach are that there is a lot of flexibility to accommodate any range of uses that might come to the city. The consequences are that there can be a lot of conflict between certain types of residential use when in close proximity (e.g., residential adjacent to industrial). Also, there are no guarantees that new investments will be protected from those types of conflicts. As the city moves forward, they can look to incorporate regulations to help protect investments, but any regulations should remain flexible enough to continue to allow for that wide range of uses in appropriate areas of the city.

- **Preserve the City's History**

Logan has an extensive history including several notable buildings and former residents. While historic preservation in the sense of strict guidelines for the protection of downtown buildings or the creation of a historic district is not a priority for the city, the community does need to make efforts to ensure the protection of its historic gems. The city should look for ways to encourage the protection of historic buildings and sites either through purchase for use by the community or programs to help private owners maintain their structures. Creating special signage or trails that connect these historic

sites will also help protect the city's heritage. Additionally, as noted in the Implementation Section of this plan, the city can use its history as part of a way of promoting the region to attract more visitors as well as businesses.

- **Ensure a Balance of Uses**

In order to maintain some stability in revenue, it will be important to maintain a balance of different uses in the city. If the city were to focus on residential-only development in the future, the burden to fund recreational activities, schools, and public services would fall primarily on residents whereas ensuring that there is a healthy mix of residential and business development will equalize any such tax burden. Additionally, providing for a balance of residential and businesses can improve the general quality of life in Logan because residents can work and shop in close proximity to homes while businesses can target their marketing or employment opportunities to the local population.







6

TRANSPORTATION

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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TRANSPORTATION

Few elements of growth and development are more visible than the transportation network. It is often one of the top issues in any planning process because citizens deal with it as they go about their daily routines and Logan is no exception. In the community meetings several attendees mentioned the need for alternative forms of transportation including better cycle connectivity and ride share programs. Fortunately for Logan, the transportation network, and more specifically traffic congestion, is one of the few negative aspects of the community that most residents identified in this planning process. Beyond traffic, most people are happy with the actual transportation network given that the city has benefited from the West Virginia Department of Highways investment within recent years. The development of Route 10 through the city has provided significant upgrades to local roads and bridges within the downtown area. To be a truly comprehensive document, this plan must take into consideration all of the interrelated transportation networks, how they influence the community, and how the community can strive to improve the network to the benefit of its citizens.

Trends in Transportation

Transportation has begun to evolve across the country. As roads and transit continue to be a vital part of everyday life, transportation has to adapt to a future where gasoline is no longer the primary source of fuel, personal vehicles are shared amongst others, and pedestrian connections are reintroduced into the main fabric of our roadways through larger sidewalks and bicycle lanes. Focusing on Logan's future, the following trends help to depict where transportation can be transformed and expanded on to benefit residents and visitors of Logan.

Rideshares and Electric Vehicles

While Logan benefits from being a condensed city within southern West Virginia, development along Route 119 has decreased commercial access for residents. In an area where bus transit is not accessible, rideshare programs can help to alleviate the void in mobility for those who cannot or choose to not drive.



As Jeep plans to launch charging network to facilitate EV off-roading, Logan is well positioned to integrate EV stations at local trailheads and within the city proper.
Source: www.caranddriver.com

The opportunity for rideshare programs, such as Lyft and Uber would help connect the community to assets within and just beyond the city. Lyft and Uber can also benefit Logan by reducing driving in certain cases. Stunted by the current COVID-19 pandemic, it is expected for Lyft and Uber ridership to increase now that the country is adapting. Policymakers should seize the opportunity for change and act to maximize the potential benefits of transportation network companies while also ensuring that our streets work for all travelers, regardless of how they choose to get around. The study shows that while Lyft and Uber drivers as a whole owned more efficient cars than other drivers, few owned electric vehicles (EVs). Lyft and Uber have committed to going 100 percent electric by 2030 and 2040, respectively, but there are steps Logan may take to ensure that the companies follow through on those commitments. There is a clear correlation between the availability of charging infrastructure and EV adoption, so Logan should work to increase the number of publicly available chargers.

With the Hatfield McCoy Trail being a prominent amenity to Logan, the announcement of Jeep's charging network to facilitate EV off-roading is a potential opportunity to further develop and promote the use of electric vehicles. "The company says it will launch a network of Level 2 charging stations at off-road trailheads across the country over the next 12 months, to help EV and plug-in hybrid owners test their cars' limits", according to Car and Driver news. The charging stations will be operated by Electrify America and will consist of Level 2 chargers capable of recharging the Wrangler 4xe's 17.0-kWh battery pack from empty in roughly two hours. As electric vehicles continue to be the future of personal transit, getting the infrastructure in place will help position Logan for the future driving.

Sidewalk Enhancements

An accessible and safe sidewalk system is key to any successful city. Walking is the most basic form of travel, and needs to be accommodated throughout the city. However, challenging topography and the favoring of vehicular travel has left some areas inaccessible for pedestrians. Additionally, in the City of Logan, sidewalk maintenance and repair are the responsibility

of individual property owners. These factors have resulted in a disconnected system of sidewalks that are in disrepair in many areas.

The city has recently undertaken several sidewalk repair projects. In addition, the State of West Virginia is working to bring sidewalks within their right-of-way into compliance with ADA design standards. The city should continue these efforts moving forward. They should also work to educate property owners on city policies regarding sidewalk maintenance and repair. A city-funded grant program could be used to assist property owners with limited financial resources. Furthermore, the city could look at state-funded grants, such as the Transportation Alternative grant program, to make additional sidewalk improvements.

Bike Share Program

As Logan explores bicycle infrastructure, the scale of the city allows for programs such as a bike share stations. This would provide an additional mode of transit within city limits and could be centrally located to where one to two stations would allow for complete accessibility of downtown Logan. This paired with designated bicycle routes could increase cycling usage and also promote healthy living in Logan.

Bicycle Routes

As the City of Logan moves forward, creating complete streets should be at the forefront of planning discussions. Complete streets are streets designed to serve not just automobiles, but also pedestrians, cyclists, and transit passengers. One aspect of complete street planning is the creation of bike lanes and designated bike routes. The existing infrastructure of the city presents the opportunity to add both features in multiple locations. Bike routes could be leveraged to make the city more accessible for users. Additionally, a fully developed system of bicycle routes could make the city more attractive for prospective residents and visitors. When planning for future bike routes, the city should attempt to connect the routes to places such as schools, retail centers, civic landmarks, and recreational assets.

TRANSPORTATION



Figure Q: Example of a shared route. Graphic: GAI Consultants

Types of Bike Routes Shared Route

Shared routes should occur in areas where vehicular and bicycle traffic can safely coexist. These areas include low traffic and low speed limit areas (under 30 mph), as well as some more dense areas such as a downtown setting where congestion causes vehicles to travel more cautiously. These lanes are typically delineated with a traffic marking called a “sharrow”, which suggests the route cyclists should travel and notifies motorists of the presence of cyclists. If the roadway is to be used in full by cyclists, the marking should be placed in the center of the roadway. In Logan, these lanes could possibly work downtown or on residential and other low speed roadways.

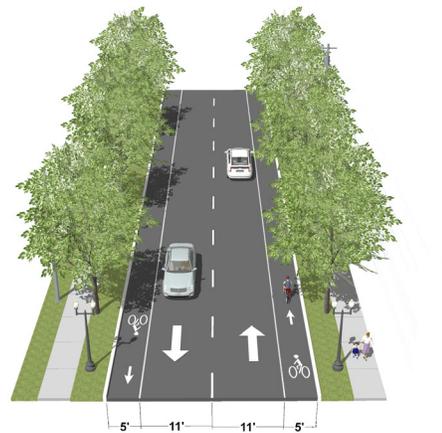


Figure R: Example of dedicated bicycle lanes. Graphic: GAI Consultants

Bicycle Lane

A bicycle lane is a portion of roadway dedicated for use by cyclists and delineated with signs and pavement markings. Unless on one-way streets, these lanes should be placed on the outside of the vehicular lane. Minimum width of the lanes should be 4 feet, but 5 to 6 feet is preferred where possible.

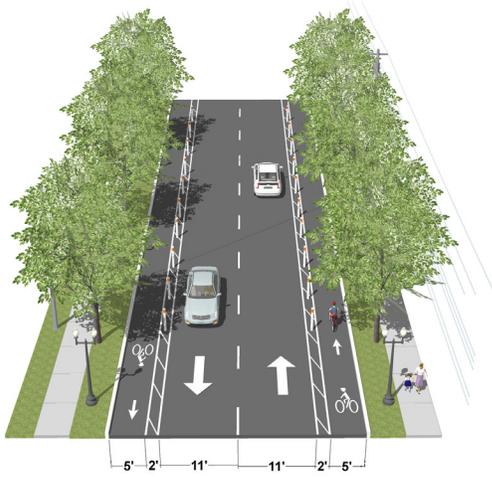


Figure S: Example of buffered bicycle lanes. Graphic: GAI Consultants

Buffered Bicycle Lane

Buffered bike lanes are similar to a standard bike lane in design and use, with the exception of some form of buffer occurring between the vehicular and bicycle use of the roadway. The buffer can be as simple as an area with a hatched pavement marking or include an actual physical barrier such as bollards. The buffer should be at least 2 feet in width. Existing streets with wide paved lanes could be utilized to develop buffered bike lanes. Portions of Logan Boulevard are wide enough to be marked for buffered bike lanes, though because this is a state route, such delineation would need approved by WVDOH.



Figure T: Example of a shared route with uphill bicycle lanes. Graphic: GAI Consultants

Shared Route with Uphill Bicycle Lane

In a city such as Logan, topography could pose a challenge for cyclists. On streets with enough width for only one dedicated bike lane, the lane should be on the side of the roadway that travels uphill. This allows a safe place for cyclists to traverse uphill without slowing vehicular traffic behind them. The downhill side of the roadway could then be a shared route as cyclists will be able to use gravity or pedaling to maintain speed. As with regular shared routes, these should be utilized in areas with lower vehicular speed limits (under 30 mph) and traffic counts. The width of the uphill lane should be 6 to 7 feet to allow for additional maneuvering by cyclists.

Design Considerations

Multiple factors could affect the development of bicycle routes in the City of Logan and into surrounding communities. Any routes occurring on state or federally maintained roads would be subject to the approval of the governing agencies of those roadways. However, funding for the development of bicycle routes on those roadways may be available from said agencies. In areas where drivers are not used to cyclists, drivers may not know what laws are needed to be followed. Once bike lanes are developed, an educational campaign for vehicle drivers on how to treat bicycle routes and cyclists should be completed.

TRANSPORTATION

Future Outlook and Needs

Transportation and traffic will always be an issue the city will have to address long into the future. However, recommendations in bicycle infrastructure and rideshare programs can help alleviate congestion and promote a healthier Logan. In order to continue the progress, there are three major initiatives the city will need to consider when evaluating the transportation network in the future. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Connectivity

When it comes to improvements that can have a major impact on traffic congestion and the overall flow of vehicles, connectivity is at the top of the list. The more connections there are between two points in the city or region, the more options people have on how to get from Point A to Point B. To transportation engineers, this concept is called redundancy in that where there are multiple connections and people have multiple choices in how to get to their destination, there is a redundancy in the network. While redundancy can be seen as a negative thing, it is actually a good situation for minimizing traffic congestion because higher redundancy levels means that traffic is spread over multiple intersections and along several streets rather than being bottlenecked at one or two intersections. As the city works on future development plans and future expansion, the plans need to identify how to increase connectivity between development opportunities, the city, and surrounding region.

Collaboration and Cooperation

The transportation network is not strictly within the City of Logan but also acts as a point of connection to other municipalities in southern West Virginia. As such, there are multiple agencies and communities that have ties to the network and have a say in any improvements. These agencies include the West Virginia Department of Highways, Logan County, and the neighboring communities such as Man and Chapmanville, that all have intertwining interests in the roadway system. In order to make improvements to the roads, the city must work as a regional collaborator with these other agencies for the benefit of the region and the region's transportation and economy. Logan should continuously look for ways to sit down with these agencies and plan for improvements that have mutual benefits.

Non-Vehicular Transportation

Logan residents are happy with the increasing tourism due to the growing Hatfield McCoy trail system. These trails provide additional recreational options for citizens while also giving people a choice in transportation and connection. The city needs to continue to encourage increasing the mileage of trails and require sidewalks and trails in all future investments to develop a pedestrian network connecting people to work, schools, shopping, or other destinations. Trails along the banks of the Guyandotte River would add to the local trail system and serve as a recreational asset to the community. The more people use the trails and sidewalks, the less they need to use their cars, which ultimately helps reduce traffic congestion issues.



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Fountain Place Shopping Center

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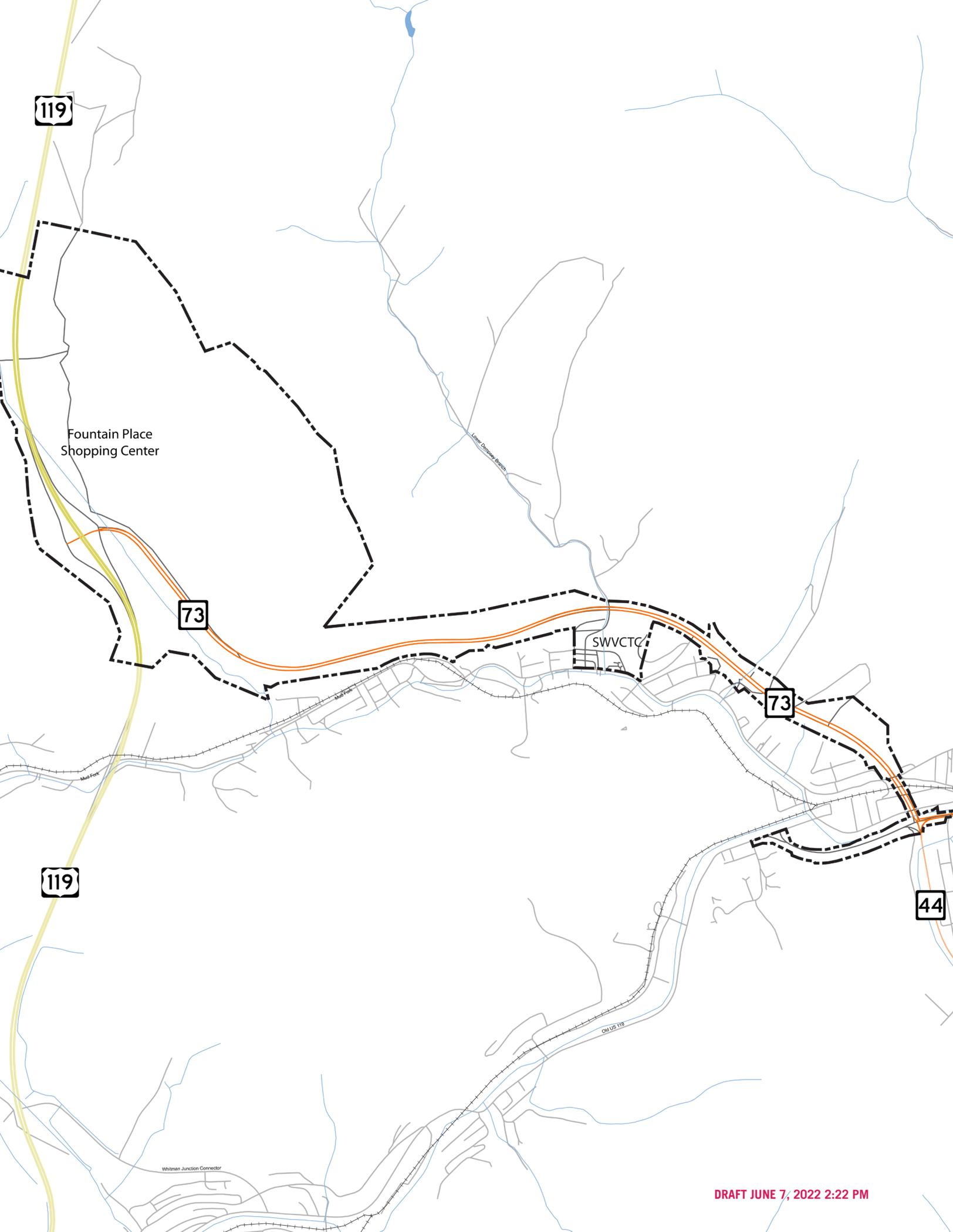
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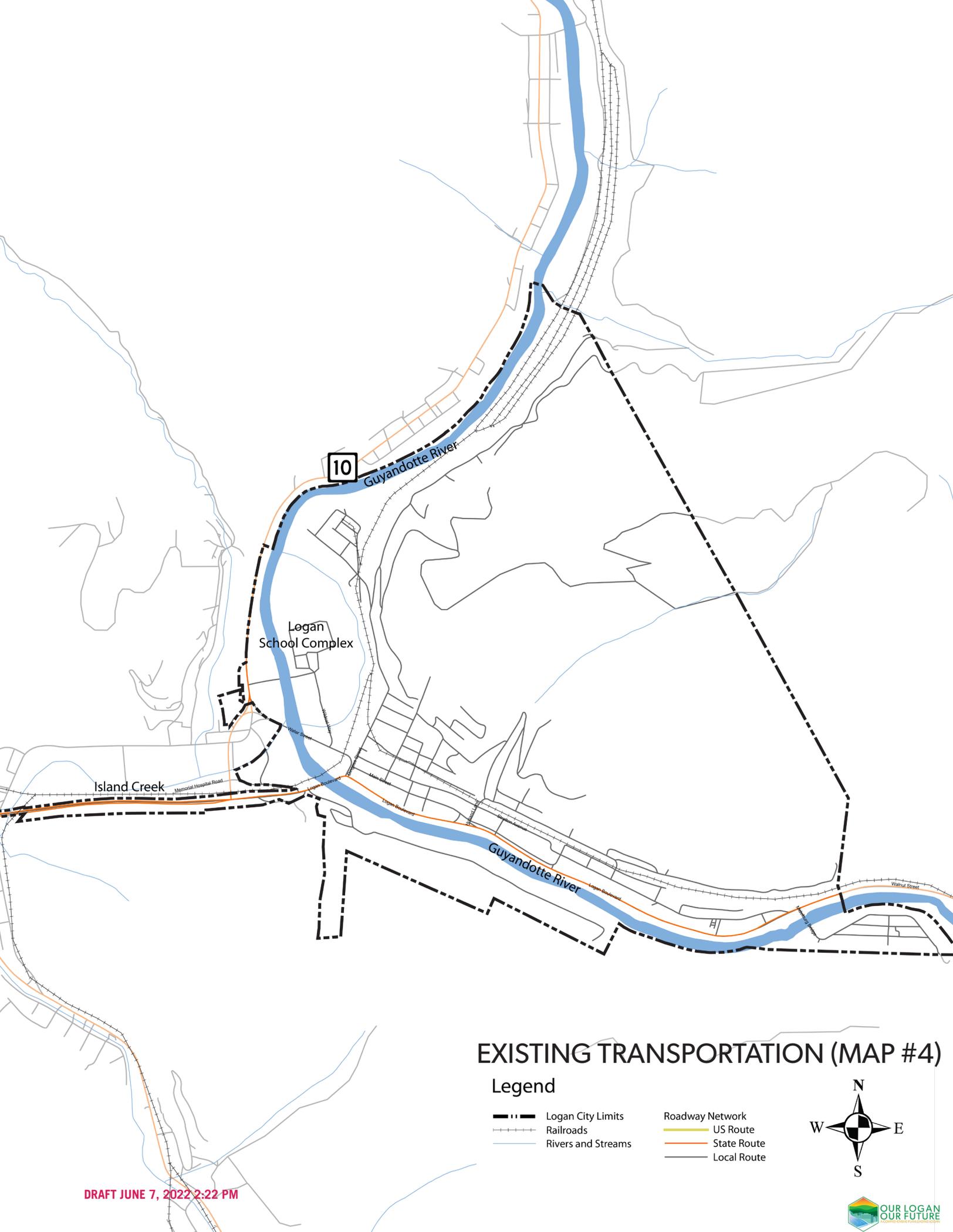
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Whitman Junction Connector





EXISTING TRANSPORTATION (MAP #4)

Legend

-  Logan City Limits
-  Railroads
-  Rivers and Streams
-  Roadway Network
US Route
-  State Route
-  Local Route





STATE OF WEST VIRGINIA





FACILITIES & INFRASTRUCTURE

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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FACILITIES AND INFRASTRUCTURE

Up to this point, the primary emphasis of this report has focused on the tangible elements of growth that can easily be seen. But the reality is that before you can have positive, sustainable growth in a community, you must have a strong underlying infrastructure in place that supports and fosters that growth. Infrastructure components like water, wastewater, phone and internet service, lighting, bridges, emergency services, and street and sidewalk networks are usually “out of site out of mind” until they start to fail. But the reality is that without a strong infrastructure network in place, a community’s growth and advancement will be stifled. Maintaining these aging systems also places an unnecessary financial burden on these communities as well. Having a modern efficient infrastructure network in place will directly contribute to the quality of life for the citizens of Logan by reducing the environmental impacts to the land that support these systems.

Every municipality should strive for infrastructure improvements that will ultimately result in private-sector investment and job growth. As the COVID-19 pandemic wanes, now more than ever we should be looking into ways to implement improvements to the City of Logan’s infrastructure. Of particular interest is the Biden Administration’s Infrastructure Investment and Jobs Act, which is a sweeping plan intended to overhaul the nation’s aging infrastructure. In November 2021, Congress approved the largest federal investment in decades.

For decades now, the American Society of Civil Engineers (ASCE) has been urging policymakers to (re)invest in infrastructure elements like broadband communication networks, bridges, energy grids, wastewater and stormwater, public transportation and roads. The American Society of Civil Engineers (ASCE) reports that 43% of America’s public roadways are in poor or mediocre condition, more than 230,000 U.S. bridges require repair and preservation work. It is estimated that there is a water main break every two minutes, causing an estimated six billion gallons of treated water to be lost each day.....not to mention the financial burden that is placed on these communities to maintain these aging systems.

Of particular concern is the fact that most rural communities suffer from a “broadband gap,” or lack of adequate infrastructure in place to deliver reliable

internet service to its citizens and businesses. In order to keep up with the demand for technology, leadership should make a strong commitment to constantly upgrade and improve internet access to its citizenship and business

The City of Logan’s infrastructure services must not only allow the city to serve the current density of population and business but should have the capacity in place to allow for population growth in the future. The city also provides services like police and fire that residents and citizens expect to be there when needed but may otherwise not fully understand what it takes to provide such services. This section focuses on the various services and facilities the city or county typically provides that contributes greatly to the quality of life that residents and business owners have come to value highly.

Trends in Community Facilities, Infrastructure, and Public Services

As with the transportation network, there are no extensive trends of data for community facilities, infrastructure, or public services. The City of Logan has the opportunity to establish itself as a leader in southern West Virginia for quality infrastructure, and although there have been many improvements put in place over the last decade there is still much more to be done.

Future Outlook and Needs

As Logan continues to grow, the demand for additional infrastructure, community facilities, and public services will also continue to grow. In order to continue this progress, there are three major initiatives the city will need to consider when evaluating infrastructure, community facilities, and public services in the future. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Keep Ahead of Growth

Logan should make a commitment to being proactive when planning for infrastructure improvements or new public facilities. To avoid a future of having to constantly catch up (e.g., upgrading infrastructure after growth has occurred), the city must constantly be looking at where it needs to expand its capacity or install oversized water or sewer lines even though the initial demand is not there. The cost of making the improvements in the present are far less than the cost of upgrading or installing new infrastructure in the future.

Explore Post-Secondary Educational Opportunities

The City of Logan has a quality primary and post-secondary schools such as Southern West Virginia Community and Technical College, but in order to promote the community as a major economic generator, the city must continue to expand the postsecondary educational opportunities. Logan should work with the existing schools and vocational programs to see where there is a possibility of expanding these programs while also working with other schools, whether based in West Virginia or elsewhere, to help diversify the educational opportunities within the area. This will not only help attract people to live and work here but it will also give local graduates more local choices in learning a profession or trade as well as a reason to stay in the community long-term.

Identify Land or Area for Future Community Facilities

In an effort to keep up with growth as it relates to infrastructure, the city must also identify where there may be a need for future community facilities including schools, parks, fire stations, police outposts, etc. When considering the establishment of new facilities, the City of Logan should look to the recommendations of the future land use plan to determine where there may be increases in population, housing, or businesses and use it as a guide for determining what facilities are needed and the capacity demands for such facilities.

How States and Municipalities Pay for Infrastructure Projects

States and municipalities fund infrastructure improvement projects differently than they fund other types of spending through the use debt financing and user fees to fund infrastructure their infrastructure projects. In addition, the federal government provides grants for roads, transit, and other infrastructure. It is important to note that borrowing must be repaid, and federal grants often require matching funds. The follow are methods that municipalities use to fund infrastructure projects:

- **Borrowing.** There are strong financial reasons why states and localities borrow to pay for infrastructure improvements rather than use annual tax collections and other revenues. Public buildings, roads, and bridges are used for decades but entail large upfront costs and borrowing enables the state to spread out those costs over time instead of having to fiancé the project up front.
- **Taxes and Fees.** On average, states finance only a small percentage (approximately 5%) of infrastructure improvements with their general funds since sales or income taxes are not typically designated for specific purposes. However, this practice varies by state or municipality.
- More typically, the general fund share is small and other city funds make up over a third of funding for their capital projects. This includes taxes designated for infrastructure such as gas taxes or user fees like tolls, water and sewer fees, or facility entry fees.
- **Grants.** The federal government often provides grants for road and public transit projects, for utilities, and a host of other capital expenditures.
- **Public-Private Partnerships.** There are opportunities within the private sector to join with states and municipalities to jointly fund an infrastructure project.

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Fountain Place Shopping Center

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SWVETC

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Whitman Junction Connector

Lower Chazy Branch

Mud Fork

Mud Fork

CD US 119



EXISTING SEWER NETWORK (MAP #5)

Legend

- | | |
|--|--|
|  Logan City Limits |  Sewer Infrastructure |
|  Roadways |  Water Area Served |
|  Railroads |  Water Line |
|  Rivers and Streams | |



Disclaimer: Data sourced from WVGIS Technical Center Data Clearinghouse Water and Sewer Infrastructure layer. Data may not show all infrastructure currently in place.

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Fountain Place Shopping Center

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SWVCTC

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Whitman Junction Connector

Old US 119





EXISTING WATER NETWORK (MAP #6)

Legend

- | | |
|--|---|
|  Logan City Limits |  Water Area Served |
|  Roadways |  Water Line |
|  Railroads | |
|  Rivers and Streams | |



Disclaimer: Data sourced from WVGIS Technical Center Data Clearinghouse Water and Sewer Infrastructure layer. Data may not show all infrastructure currently in place.

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FACILITIES AND INFRASTRUCTURE

Putting Ideas into Action

Looking past the obvious economic benefits of having a strong infrastructure network, a strong commitment to investing in parks, libraries, schools, better roads and public transit can also have a strong impact on the citizens of Logan’s quality of life. The City of Logan has made progress in infrastructure in the last decade including:

- Route 10 upgrades,
- Shawnee Island
- Pedestrian Bridge to Hatfield Island
- Stratton Streetscape Project
- Dingess Street Gateway Pocket Park

A Better Environment

The City of Logan can also improve their local and regional environment by carefully designing new and modern power plants, public transit, and water and sewer treatment facilities. There are also a host of ways to improve the city’s environment such as making string investments in “green” technology for waste treatment, energy production, and public transit. These benefits to the city and region are very real even if they do not always show up in typical measurements used to predict economic growth and productivity. A cleaner environment can improve the health of residents and improve quality of life by providing places for recreation and wildlife.

The Public Realm: Places and Spaces

Places and spaces refer to all areas accessed by the public, including parks, civic areas, transit stops, and the network of sidewalks, avenues, streets, and alleyways that constitute the Right of Way (ROW) and is shared by pedestrians, public transportation, cyclists, and motor vehicles. The public realm does not act independently, but functions harmoniously within a wider network of buildings, public and private spaces. All recommended improvements within the public realm should be implemented with the underlying intent of improving the public’s health, safety and welfare.

The three key elements that influence the public realm of the City of Logan are:

- The buildings and houses that enclose and define the space.
- The varied ROW widths and the opportunities and constraints that they present.

And most importantly, the people that utilize the public realm and how safely they can interact within that space.

Adopt a Complete Street Policy

The City of Logan should consider adopting a Complete Streets Policy in an effort to make its streets more accessible for all of its users. Adopting a Complete Streets policy provides a great opportunity to rethink how our mobility and transportation networks should perform, with the primary goal of being less focused on the automobile and more accommodating to pedestrians and cyclist.

Complete streets encourage a multi-modal approach to transportation design by considering all the potential users of the street network including pedestrians, bicyclist, public transit, and private vehicles. Incorporating these policies into the street network promotes safe, livable communities by making our streets safer to all users by not just catering to automobiles.

All public realm improvements should meet minimum American Disability Act (ADA) standards but should strive to exceed them whenever possible.

Stormwater Management

Responsible sustainable stormwater management practices should always play a key role in the design of our streets. Good street design can directly contribute to the health and well-being of our citizens by managing stormwater runoff through the use of bio swales, permeable pavements, and the inclusion of street trees in an effort to reduce the “heat island effect”.

The City of Logan should make a commitment to improving the both the quality and quantity of the stormwater released into the regions streams and rivers by requiring all new development to follow the Municipal Separate Storm Sewer System requirements, or MS4. The MS4 program is managed by the West Virginia Department of Environmental Protection (DEP)

in response to federal mandates established under the clean water act. The purpose of the MS4 is to reduce the post storm water runoff from new development activities through the use of best management practices (BMP's) such as low impact development and the overall reduction in impervious surfaces. All new construction within the city limits requires these BMP strategies be followed to manage stormwater quality and quantity. Great opportunities exist for the City of Logan to establish itself as a leader in Southern West Virginia by making a commitment to implementing these BMP's on all future improvements within its ROW.

Streets, Crosswalks, Lighting, Furnishings and Street Trees

Streets comprise more than 80% of our public realm but are often one of the most underutilized public spaces in our cities. Well-designed streets function as the front yards of our towns and neighborhoods, promote positive business and commerce activities, generate higher home values for its residents, while simultaneously providing a safe place for our citizens to move about the neighborhood whether by foot, bicycle, car or public transit.

The City of Logan should use their ROW's to offer a wide variety of streetscape improvement initiatives which can be implemented including additional on-street parking, sidewalk improvements, intersection bump outs, crosswalks improvements, street trees, lighting, architectural lighting, site furniture and place making.

Sidewalks

Sidewalks are a critical component of any municipality and serves as the primary means for people to move throughout the network without the aid of a vehicle. Depending on ROW distance and the need on street parking, the City of Logan can accommodate various sidewalk widths ranging from a minimum of 5 feet to a maximum of 8 feet depending on ROW distances. Intersection Improvements, Crosswalks & Bump-outs
The City of Logan should that crosswalks are put in place at all intersections throughout the downtown core where there is a vehicular / pedestrian conflict. Cross walks could range in complexity from simple striping to actual paved crosswalks in more highly

visible areas identifies as potential gateways.

When possible, bump outs should be installed at all major intersections and intermittently along the streets in an effort to:

- Serve as a traffic calming device while delineating the on-street parking spaces from the travel lanes;
- Provide much needed space to install pedestrian-scale street lighting when the ROW width will only accommodate up to a 5' wide sidewalk;
- Overall reduction in the distance pedestrians have to travel to cross the street;
- Create areas for creative stormwater storage and landscape improvements;
- Create areas to locate signage, wayfinding and gateway icons to aid in district identity and creating a sense of place;

Parks and Greenspace

Currently, there is little to no passive or active public open greenspace available to the citizens of Logan in their downtown core. The inclusion of attractive greenspace, walking trails and recreational areas should be given equal consideration in any decision regarding the makeup of the community framework. Each neighborhood or block should strive to include some form attractive public open space with the following objectives in mind:

- Open space shall form an integral part of proposed developments, in order to create an attractive healthy, and walkable environment for the residents;
- Spaces shall be provided in such a way as to ensure a uniformity of schemes with emphasis on design, themes and materials to create continuity across the district;
- All parks recreation and open space areas should be interconnected by a series of pedestrian and cycle routes to ensure accessibility. Looking forward, all new residential and mixed-use developments should consider providing high quality public and semi-private open spaces.
- Shared spaces should be well-designed, attractive, well-lit, and inviting. Strong consideration should be given to the detailing of materials, signage, lighting, landscaping, street furniture and markings across the entire district.





PARKS & RECREATION

8

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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PARKS AND RECREATION

Access to parks and recreation is an essential part of the overall health of a community. Nationally, the most healthy communities are typically in areas with easy access to multiple recreational assets. Parks and recreational facilities are clearly an important component of the quality of life in Logan. The parks, trails, and recreational facilities are highly valued as they generate a steady source of tourism dollars for the city. The city is directly adjacent to a major state park and lodge, as well as the nationally revered Hatfield McCoy Trail system. These help to meet a community's need to have fun through recreation while also creating a positive image of a community. It will be necessary to also look at how the parks and recreational facilities need to expand to within the city limits, as these recreational assets currently reside outside of the city boundary. As a first step the city has taken the initiative to develop Shawnee Island, a recreational commodity along the banks of the Guyandotte River. While this provides a great benefit to the community, additional recreational needs have been recommended by the community.

Trends in Parks and Recreation

Planning for the future of Logan's parks and recreational facilities is a priority to the city for the benefit of their residents and those who visit the community. A healthy park system is a visible asset to a community unlike any other. They are public spaces that benefit the community through passive recreation, gathering areas for events and festivals, and can be considered a showpiece to anyone enjoying Logan. Parks and Recreation are essential to the future development of the city and the following trends will provide Logan a framework of possibilities as they expand this resource.



Bearwallow Trail, as part of the greater Hatfield McCoy Trail network is located east of downtown and provides an active recreational opportunity for the residents and generates tourism dollars for the city.

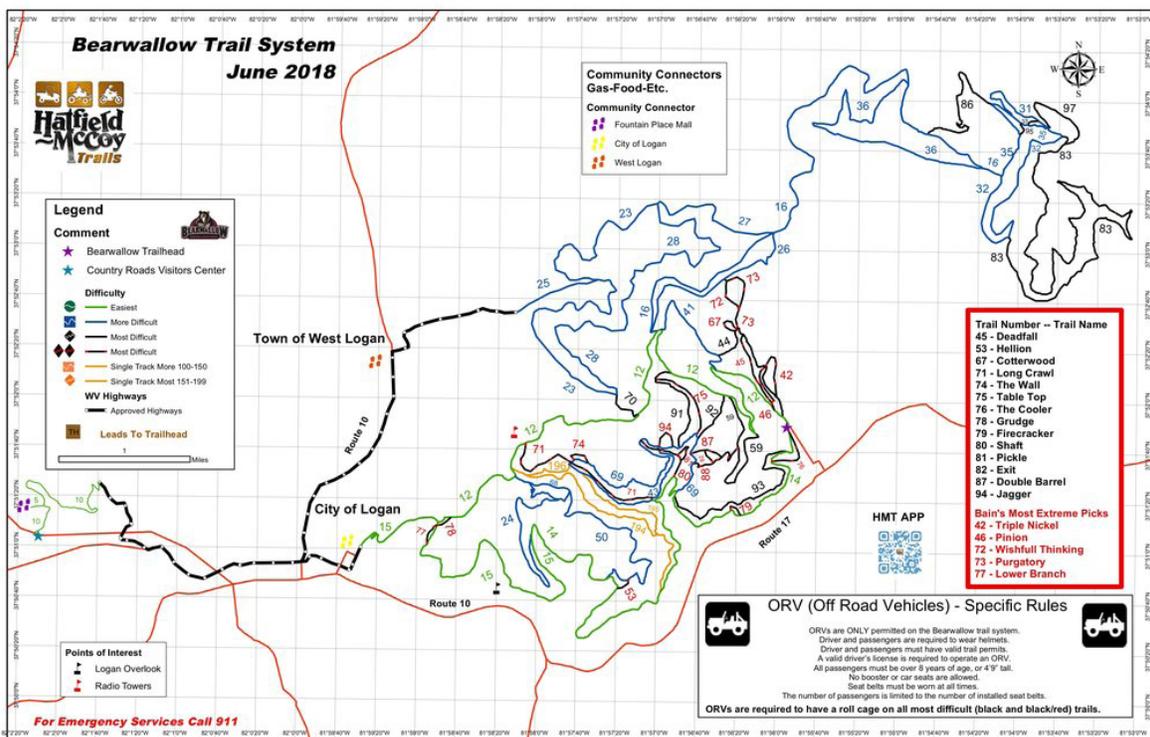
Trails

The Hatfield McCoy Trails are among the most popular amenities Logan has to offer. With hundreds of miles of existing trails, there are a variety of uses that take place on the trails. ATV, Jeep trails, hikers, and mountain bikers all share some of the more intensive trails built in the region. "Bearwallow Trail System is located near the ATV-friendly town of Logan. It is one of the original three systems of the Hatfield McCoy Trails and is commonly known for its single track and Most Difficult-rated trails. It's mix of easy-riding scenic vistas and difficult trails make it one of the more popular systems for the Hatfield McCoy Trails. This trail system has direct access to gas, food and lodging. Bearwallow is the only trail to be open to ORVs as well as ATVs, UTVs and off-road motorcycles." as stated by The Hatfield McCoy Trails. To improve upon this asset, Logan can look to coordinate with The Hatfield McCoy Trail system to help develop a uniform wayfinding system within city limits to help bring those to and from to downtown. These can be benefit both Logan and the trail system to better utilize existing connections and bring people

to the area. In late 2021, City of Logan passed a proclamation with Jeep, who plans to develop EV Charging Stations at the trailheads across the country including one nearest the city limits. This development will be listed nationally and will encourage Jeep users to travel to Logan to use the trails systems with the new Wrangler 4xe and other upcoming EV's with trail capabilities.



ATV Riders. Photo: GAI Consultants



Hatfield McCoy Trail, Bearwallow Trail System surrounding the City of Logan. Source: Hatfield McCoy Trails

PARKS AND RECREATION

Hatfield Island

Tennis is a popular activity on Hatfield Island, where Logan Public Schools are located. The six tennis courts are currently in very good condition and have regular maintenance completed by the school system. To improve the existing courts, adding bleachers is recommended. Lighting should also be reviewed to the courts expanding on the usable hours of the courts. Lighting systems could be controlled centrally either by school staff or by timers that could be controlled by park users on an as-needed basis.

Future revitalization of the tennis courts could include striping them with lines for pickleball as an additional recreational opportunity for Logan. In recent years, the sport has gained popularity in the region. According to the USA Pickleball Association (USAPA), the sport has had a 650% increase in participation over the last 6-years. Although the sport initially took off in Florida retirement communities during the mid to late 2000s, it now sees most growth in age groups under 55 years old. It is anticipated by the USAPA that the sport will continue to see strong gains in participation. The City of Logan may be able to capitalize on this and become a regional hub for pickleball.

While being maintained by the Logan County School system, Willis Stadium is in important part of recreation for the city. The City of Logan should continue to coordinate with the local school system to utilize this field and its track, as it benefits not only the schools, but also the residents.

Lastly, while also being owned and operated by Logan County Schools, the existing five baseball and softball fields on Hatfield Island are a commodity for the City of Logan. Continued partnerships between the city, school system, and regional leagues should continue in an effort to have continued maintenance of the facilities.

Shawnee Island

Directly across the Guyandotte River from Hatfield Island, is the newest park for the City of Logan. Shawnee Island was developed by the city to accommodate light recreational gatherings and water access. A new staircase was developed and signage was included within the parcel to create a sense of

place. This gathering area includes tables and seating for the public to enjoy the calming waters of the Guyandotte, while also opening the space up to small events and gatherings. As this park is prone to flooding, future development for this city park would need to include flood resistant design, while also going through proper flood permits and regulatory agencies.

Chief Logan State Park

Just outside of Logan is the 4,000-acre park and lodge that offers amenities such as a conference center, campgrounds, hiking trails, and an assortment of spaces for outdoor activities. A popular activity of the state park is the annual “Christmas in the Park” when the entire park is turned into a drive-thru holiday light display. This attracts visitors from all over the region as the premiere light show for the Christmas holiday. Additional attractions to this park are its park museum and Liz Spurlock Amphitheater which hosts the annual production of the Aracoma Story. As a state wide draw, Chief Logan State Park is an economic driver for the City of Logan, and a continued partnership is recommended for future development of the park.



Engine 2755 located inside of Chief Logan State Park.

Adventure Parks

The nearest zip line and ropes courses are located at Pipestem and the New River Gorge area. Pipestem is investing about \$11 million in new features at the park, including the addition of an extensive zip line system. The zip line was developed by Bonsai Design and includes nine zips. Other renovations include an adventure lake, splash park, cabin modernizations, campground upgrades, and tram renovations. The zip line system travels more than 300 feet above the river valley and reaches speeds of up to 50 miles per hour. At the end of the zip line excursion, visitors return via the Pipestem tram. The upgrades are a partnership between the Department of Natural Resources and ACE Adventure Resort. ACE provides guided adventure tours for visitors staying at the Pipestem Resort. ACE also has its own zip line system in the New River Gorge.

TimberTrek Adventure Park includes four acres of woods with a variety of adventure features, including ropes platforms and zip lines. The park also offers night tours. Visitors can choose from five different defined courses with different degrees of difficulty. The park



Example of a zip line system nestled within a tree canopy. Photo: GAI Consultants

also had a tree tops zip line canopy tour, which includes 10 zips and five sky bridges, and gravity zip lines, which extends for 1.5 miles and winds across the ridgeline of a mountain. The final zip line can reach speeds of up to 65 miles per hour.

As with a mountain bike course, a professional adventure course designer would be needed to plan a course at a designated location. One of the major considerations is speed, and determining where to construct the departure and arrival locations. The designers also have to consider clearance for riders, the appropriate height of the towers, and optimal slope for the lines.

The cost will obviously vary greatly based on the size and scope of the zip line or ropes course. Based on a cost estimate from Adventure Ziplines, a double zip line on a 60-foot tower and about 1,000 feet long costs between \$70,000 and \$150,000 (including drawings, staffing, and insurance).

Future Outlook and Needs

Everyone would agree that there is always a desire to see additional recreational facilities, particularly if they are conveniently located to all residents with easy access. With the diverse population discussed earlier in this plan, it will also be important to continually gauge what facilities, services, and activities are needed in the future. The older generations may look for more trails and passive park spaces while the youth may demand the creation of additional ball fields. The city has continuously worked to better these facilities because of how important parks and recreation are to the citizens and this will continue to be a priority in the future. There are two major initiatives the city needs to consider when evaluating parks and recreation in the future. These initiatives are generally described below and are supported by the specific implementation strategies identified in the Implementation Section of this plan.

Parks Master Plan

It is recommended for the city to adopt a parks master plan that delves into the specifics of the community parks, walking trails, bike trails, and other recreational

PARKS AND RECREATION

facilities along with recommendations for future improvements. This plan has served as the primary blueprint for the improvements made since the plan’s adoption. The city should strive to create a plan in a manner similar to the development and adoption of this comprehensive plan with the master plan serving as an addendum to this comprehensive plan. A future parks master plan needs to evaluate the growing population, the location of that growth, and the needs of the changing population to identify specific future needs with a recognition that it cannot be focused on one type of improvement (e.g., ballfields or walking trails) but must look to a variety of improvements. Such plan should also address non-vehicular connectivity such as sidewalks and trails including those identified in the sidebar.

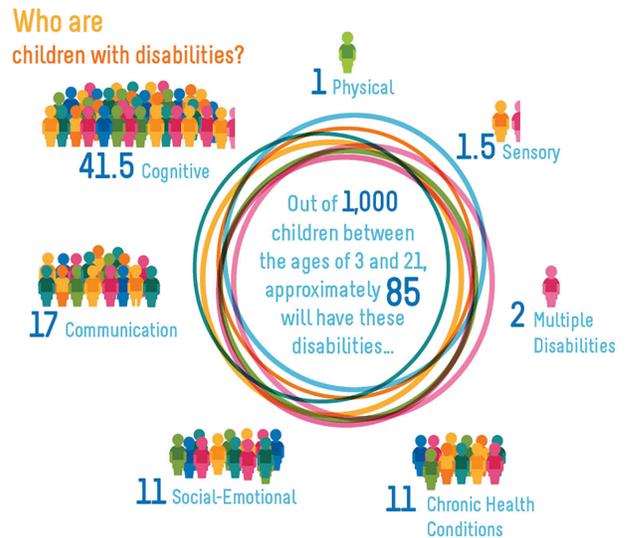
Programming of Existing Parks and Facilities while Reviewing New Opportunities

Throughout the planning processes, numerous citizens identified a desire for the city to establish an city square/park that could be used for a multitude of outdoor recreation, community gatherings, festivals, cultural events, and similar public activities. An amenity to downtown would serve the area well, while other desired amenities could be incorporated into Chief Logan State Park and the surrounding region and Logan continues to work together with other municipalities to create a unified region.

Playgrounds

Community fundraising and construction efforts were often used to develop playgrounds in the past and Logan can work with its community to help increase playgrounds for the city. Development of new playgrounds will mean starting from scratch and provides a great opportunity for Logan to create a unique and inclusive play experience for all children. When designing a new playground, it is important to consider several factors, such as inclusion, accessibility, multi-generational play, fitness, and educational value. Modern materials, such as steel and composites, make for a much safer play experience versus wood. And surfacing should be a material that is easy for an

individual in a mobility device to traverse. Multiple manufactures produce playgrounds with such elements in mind. Beginning a capital campaign to plan for playground development within the coming years will be an important step to start this project.



Disabilities among children between the ages of 3 and 21. Information: US Dept. of Education, Graphic: PlayCore

Dog Parks

Of the available space the City of Logan has, Shawnee Island would likely be the best location for the dog park. This proposed location is within the floodplain and floodway, so consideration will need to be made when developing the land. An area with a dry material base, such as decomposed granite, could allow for a portion of the space to be used when the rest of the area dries out after a heavy rain event. A wide buffer, at least 50 feet in width between the adjacent wetlands and the dog park area should also be considered to prevent a negative reaction between dogs and native inhabitants of the area. It should also be emphasized on signs that pet owners are responsible for the cleanup of animal waste to prevent any runoff from entering the adjacent creek and wetland.

Disc Golf Course

Disc golf is a sport that, as the name suggests, is similar to playing golf. Instead of using a ball and clubs, players throw discs (like a Frisbee®) toward a target, which is typically an elevated metal basket. Though the sport was officially established in the 1970s, it has seen a recent rise in popularity. As such, many parks systems have been incorporating disc golf courses into their facilities over the past decade. Developing a disc golf course can be a relatively low cost venture for a parks system. Many of the elements of a course could be constructed by either volunteers or parks employees, though utilizing professional course design consulting would likely be necessary to develop a tournament-quality course. A course would best be added to Chief Logan State Park and could add to the overall amenities the park has to offer.



Many disc golf courses utilize obstacles to increase the level of play difficulty.
Photo: Putnam County Parks and Recreation

River Recreation

Riverfront development was commonly mentioned from the community during the public engagement sessions held at City Hall. Activities along the water included walking trails, fishing, and kayak launches. The City of Logan has taken initial steps towards waterfront development with the creation of Shawnee Island on

the banks of the Guyandotte River. As development along the riverfront is prone to minor flooding, it is important to ensure all development is constructed to withstand flood level activities and meets proper state code and permitting necessary for development. Amenities along the water can include but are not limited to:

- Boardwalk/dock along water's edge for views of the river, wildlife, and vegetation along riparian edge
- Built-in seating and fishing areas along edges of boardwalk/dock
- Restoration of riparian edge
- Low impact lighting along boardwalk for safety and accessibility
- Interpretive and Educational Signage integrated into boardwalk

Public Art in the Public Realm

Public Art helps to create a place of identity, improving the visual and cultural environment. Public Art should be promoted and encouraged, particularly within open public spaces to create visual interest and landmark features of distinction. Designers City officials should always look for ways to incorporate public art into their projects inside the public realm.



Art banners located in the Aracoma Hotel site near the Logan County DHHR building.

PARKS AND RECREATION

The Creation of a New Town Square

So how do we create open space in our cities when there seems to be none available? An extraordinary opportunity exists to create a vital and activated public space in the heart of downtown Logan that will not only connect the downtown business district to major retail and entertainment amenities, but also function as a social hub for gatherings, recreation, concerts, plays, food trucks, and outdoor activities.

The proposed +/-15,000 square foot property is bounded by Stratton Street and Main Street to the north and south, respectively, and the Logan County Department of Health and Human Resources to the east and the core downtown business district to the west. The parcel once was home to the Aracoma Hotel and is centrally located in downtown.

The design of any successful urban public realm project should involve considerations of both functionality and aesthetics. Functionality refers to how well the space accommodates the needs of its users and its programming. Aesthetics is quite simply about form and image. To transform the space into a community asset and a vibrant urban core projecting the City of Logan as a positive and progressive community, functionality and aesthetics need to be considered simultaneously. While various aesthetic improvements, such as signage, lighting, gateways, and wayfinding will give Logan’s new town square a sense of place, if the design doesn’t respond to its programming on a functional level, it will fail. The following lists some basic universal considerations that should be followed when working within the public realm:

- The design should create and reinforce Logan’s identity and sense of place and contribute to the overall city image;
- The design should be flexible and adaptable to multiple functions;
- The design should be well – maintained;
- The design should serve as a central connection node for the entire downtown core;
- The design should cater to all four seasons;
- The design should have easy access and promote public use and participation;
- The design should encourage social activities, communication, and social integration;

- The design should create both physically and socially accessible environments;
- The design should promote environmental sustainability and low-cost maintenance;
- The design should promote public art, cultural activities, and entertainment.

It has been shown that in areas where urban parks have been used as redevelopment tool, surrounding vacancy rates have dramatically dropped by as much as 40%. If done properly, Logan’s new town square has the ability to create construction and maintenance jobs, stimulate workforce development, and encourage and promote commerce and housing. Additionally, Logan’s new urban square has the potential to promote community engagement and civic pride, and will attract and connect individuals of all ages and socioeconomic backgrounds for years to come.



An example of an active urban park in Wauwatosa, WI. Photo: GAI Consultants

Downtown Block Area – Figure X

The location of the downtown block being considered for redevelopment is highlighted here.



Cole Street

Hot Cup

Stratton Street

New Era

**Logan County
Department of
Health and
Human Resources**

**Book
Store**

Main Street



119

Fountain Place Shopping Center

Hatfield-McCoy Trails

73

SWVTC

73

119

44

Whitman Junction Connector

CD US 119





PARKS AND RECREATION (MAP #7)

Legend

- | | |
|--|--|
|  Logan City Limits |  Park |
|  Roadways |  Water Trail |
|  Railroads |  ATV Trail |
|  Rivers and Streams |  Water Access Point |







IMPLEMENTATION

LOGAN, WEST VIRGINIA | COMPREHENSIVE PLAN

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IMPLEMENTATION

The final element of this plan focuses on implementation, that is, the steps the city and/or other agencies need to take to achieve the stated goals. Each of the previous plan elements identifies some general concepts and ideas while this element narrows those concepts to actionable items that includes information on the responsible agency or groups as well as potential funding sources (if necessary) and the timing of the actions based on priorities and the imminent needs of the community.

Table 9 includes the list of actionable items developed as part of this plan and the related information. The focus of this table is on what role the city should play regarding each of the identified strategies. In some cases, the strategy is merely to work cooperatively with relevant agencies to ensure other agencies are working for the benefit of the city. This table is not intended to be an exhaustive list of ideas or implementation tools but an initial list that combines some actions from previous proposal and projects as well as new strategies to address any additional community issues identified during this planning process. An important part of this planning process will be the continual monitoring of the goals and implementation tasks.

General Implementation Strategies

In addition to the specific tasks established in Table 9, there are a few implementation strategies discussed below that really apply to all aspects of this comprehensive plan and addressing future planning topics. The following is a brief discussion of each general strategy:

Involve the Public

Elected and appointed officials of Logan, as well as the city staff, are responsible for a growing population and business base where public input helps ensure that decisions are made in the best interest of those citizens. As the city continues to grow, public input will be a key ingredient in the process and needs to include multiple formats including public meetings, articles in the newspaper, posts on social media, public surveys, and other innovative forums.

Regional Cooperation

The city recognizes that it is not an isolated community and that what impacts the region, impacts Logan. As such, city officials and residents alike should continue to make a concerted effort to immerse themselves in regional plans, agencies, and the officials from other communities in Logan County. Continued involvement as a group can help address Logan's interests through planning and progress at the regional and state levels.

Specific Implementation Strategies

Implementation is the realization or execution of a plan and it is ultimately about action. This section of the plan is intended to identify specific actions or strategies that the city should undertake to achieve the goals established early in this planning document. Table 9 on the following pages identifies specific strategies to implement the city's overall goals. The table identifies the various plan components that the implementation strategy helps support. The table also identifies those agency or agencies responsible for the strategy, possible funding sources beyond the city's general funds, and a general priority regarding whether the strategy is a short-term strategy (1-3 years), a long-term strategy (3-7 years), or a continuous strategy that may not have formal dates for initiation or completion.

The city could theoretically establish an exhaustive list of strategies to undertake as part of this implementation section that might include hundreds of tasks but the reality of the situation is that the city does have a limit on resources (funding and staffing). Table 9 is intended to include those strategies that are most realistic at this point in time or that are vital steps for the immediate issues. In recognition that additional resources become available, that priorities change, and that new tools may become available to the city, this portion of the plan is intended to be updated more frequently than the remainder of the plan. Table 9 should be evaluated by City Council and other relevant agencies on an annual basis to determine which actions have been completed, establish or revise priorities, and make additions when and where new tools or strategies become available.

The following are the abbreviations used in Table 9:

Table 8: Implementation Abbreviations	
Abbreviation	Meaning
City of Logan	This is a broad reference to the elected and appointed officials at the City of Logan that specifically includes the City Council and Planning Commission
Logan County	The elected and appointed officials with Logan County, as appropriate
CVB	The Hatfield & McCoy Convention and Visitors Bureau
WVDOH	The West Virginia Department of Highways
N/A	Not Applicable – For funding purposes, this means that the work could be accomplished within current staffing resources. Seeking outside assistance may require use of the city’s funds or grants.
ST	Short-Term Priority (1-3 Years)
LT	Long-Term Priority (3-10 Years)
CS	Continuous Strategy

Figure Z: Implementation abbreviations used within Table 9.

IMPLEMENTATION

Table 9: Specific Implementation Tasks

Implementation Task (Not Listed in Any Priority)	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population & Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, Infrastructure, & Public Services	Parks and Recreation			
1. Utilize this comprehensive plan and future land use map in making decisions regarding the placement of various land uses as well as overall decisions about future investments.	X	X	X	X	X	X	City of Logan	N/A	CS
2. Develop a zoning ordinance that focuses on being flexible enough to accommodate a range of uses while protecting local investment and reinvestment. Specifically ensure that the ordinance provides for housing options in both size and affordability while also making it easy to establish new or expanded businesses in the city.	X	X	X				City of Logan	City Funds	ST
3. Incorporate new subdivision design standards to encourage or allow for natural infrastructure (i.e., green infrastructure) options and more sustainable development options.		X	X		X		City of Logan	City Funds	ST
4. Work with neighboring institutions (e.g. SWVC+TC) and communities on an annexation strategy that will seek to create a larger benefit for all residents, business, and institutions.		X	X				City of Logan	N/A	ST
5. Document all local historic resources in a manner that will allow the city to showcase the heritage of the community, capitalize on related tourism activities, and to strive to protect such resources from demolition.			X			X	City of Logan	N/A	ST
6. Establish periodic meetings and surveys with existing businesses to make sure the city is developing programs that support the continuation of those businesses and promote business and job growth.		X					City of Logan	N/A	CS
7. Work with businesses currently operating out of their homes (home occupations) to assist in business expansions within Logan.		X					City of Logan	N/A	CS
8. Continue regional economic development efforts through cooperation and coordination of efforts with other the county and other local communities.		X					City of Logan, Logan County, and regional communities	N/A	CS

Table 9 (Cont.): Specific Implementation Tasks

Table 9 (Cont.): Specific Implementation Tasks									
Implementation Task	Plan Components/Goals						Responsible Agency	Funding Source	Priority
Implementation Task (Not Listed in Any Priority)	Population & Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, Infrastructure, & Public Services	Parks and Recreation	Responsible Agency	Funding Source	Priority
9. Coordinate with the Logan Police and Fire Departments to ensure appropriate service levels as the community changes and grows.					X		City of Logan	N/A	CS
10. Require the placement of utilities underground, wherever practicable, especially in downtown Logan, as well as for all new developments.					X		City of Logan	N/A	CS
11. Analyze existing tax and other revenue streams to assess benefits, opportunities and limits to these resources.		X					City of Logan	N/A	CS
12. Continue to look for grant opportunities or other small-scale business development incentives that can aid in the development or expansion of existing businesses.		X	X				City of Logan and Logan County	N/A	CS
13. Work with state and regional higher education providers such as, Southern West Virginia Technical Community College, to develop local programs for professional and trade education within Logan.			X		X		City of Logan and state or regional colleges	N/A	LT
14. Create a unified wayfinding/signage plan with Hatfield McCoy Trails to better connect downtown and the regional trail system.						X	City of Logan and the CVB	City of Logan and the CVB	ST
15. Continue to ensure accessibility to parks and community services for all citizens, regardless of age and/or ability.					X	X	City of Logan	N/A	CS
16. Incorporate public art in major capital improvements such as trails or street improvements, utility upgrades, park investments, etc. as a way of enhancing a sense of place in Logan.	X		X		X	X	City of Logan	City funds and arts grants	CS
17. Work with West Virginia Department of Highways (WVDOH) to fund the completion of the downtown streetscapes using alternative transportation grants.					X	X	City of Logan and WVDOH	City funds and transportation grants	CS
18. Consider bike share stations within downtown to provide an alternative form of transportation between community assets.					X	X	City of Logan	City funds and transportation grants	LT

IMPLEMENTATION

Table 9 (Cont.): Specific Implementation Tasks

Implementation Task (Not Listed in Any Priority)	Plan Components/Goals						Responsible Agency	Funding Source	Priority
	Population & Housing	Economic Development	Land Use and Growth	Transportation	Community Facilities, Infrastructure, & Public Services	Parks and Recreation			
19. Develop and implement a Parks and Open and Recreational Open Space Plan for Logan to ensure parks and recreational improvements meet the needs of the community.		X		X	X	X	City of Logan and Logan County	City funds	ST
20. Continue development of established parks and encourage growth in new community parks.						X	City of Logan	City funds	CS
21. Consider a “city square” park space development within downtown that creates a cultural center point for Logan activities and festivals.		X	X			X	City of Logan	City funds	LT
22. Create bicycle infrastructure as part of roadway development (e.g., bike lanes, trails, and parking)				X			City of Logan	City funds and transportation grants	CS
23. Make a commitment to improving the both the quality and quantity of the stormwater released into the regions streams and rivers by requiring all new development to follow the Municipal Separate Storm Sewer System requirements, or MS4.					X		City of Logan	N/A	CS
24. Encourage improvements to the built environment that are highlighted throughout this plan (e.g., streetscape development, trail connections, modernizing of utility infrastructure, broadband etc.) as an overall approach to attracting people and businesses to the area.					X	X	City of Logan	N/A	CS
25. Work with public and private entities to develop infrastructure for Electrified Vehicles (EV’s) within the city as well as the parks and trail system.				X	X		City of Logan	City funds and transportation grants	LT
26. Adopt a complete street policy and develop requirements for sidewalks and/or trails within the city to expand non-vehicular options and increase recreational opportunities. Additionally, all sidewalk improvements should follow ADA design guidelines for improvement.				X	X		City of Logan	N/A	CS

Figure AA: Specific implementation strategies and funding partners.

Funding from Outside of the City

Many of the implementation strategies identified in Table 9 are likely to be funded through local funding sources such as the City of Logan General Fund, but the city should constantly be looking for other funding sources, particularly in the way of grants. While the federal government does offer a number of grant options through the Department of Housing and Urban Development or the Department of Transportation, the city is more likely to find grant opportunities through the State of West Virginia, which are typically funded through the federal systems. The state's website provides detailed summaries and application forms for different grant and funding opportunities but the following is a brief summary, as captured from the state's website, of the most commonly used grant programs, some of which the city has used in the past.

- **Flex-e Grant** is a small grant that may be used to support local leadership, civic engagement and capacity building. In West Virginia, community values – responsibility, strong work ethic, sense of community and caring about our neighbors – grow when our communities are strong and all people have access to genuine opportunity. This is a state grant that can be used for a host of civic activities but is focused on the development of leadership and collaboration. This is a small grant with provisions for up to \$10,000 for the total project cost.
- **The Land and Water Conservation Fund** provides supplemental federal funding for the acquisition and/or development of high-quality, public outdoor recreational areas throughout West Virginia. Assisted or acquired parklands are bound by perpetual restrictive covenants that obligate the project sponsor to operate and maintain the defined project area as a public outdoor recreational facility. This is a 50/50 reimbursable matching grant meaning the city would have to have 50% of the funding for the proposed project which may include the acquisition of land or improvement of land for outdoor recreational facilities.
- **The West Virginia Economic Infrastructure Bond Fund** is a financial assistance program that provides funding for projects likely to foster and enhance economic growth and development. It emphasizes business and/or industrial parks. Funding priority goes to projects resulting in immediate job creation; projects providing the opportunity for economic growth and job creation (i.e., shell buildings, business and industrial parks); and projects likely to foster and enhance economic growth and development." This funding source is a loan program to help invest in the infrastructure and physical buildings that may be necessary to foster economic development
- **The Governor's Community Partnership Grant Program** provides state grant funds for community and economic development projects throughout West Virginia. In true community partnerships, the program enables communities to expand, build and improve a variety of public facilities and services." This is a state grant that can be used for a host of activities that will allow for public investment in a community that can include projects such as community centers, parks, libraries, street and sidewalk repair, etc.
- **The West Virginia Small Cities Block Grant** provides federal funds for community and economic development projects throughout West Virginia. The program supports job creation and retention efforts, local government efforts to provide affordable infrastructure systems and community efforts to improve the quality of life for low- to moderate-income citizens. This is a federal grant funding source that can be used for an array of activities that particularly help residents in low- and moderate-income brackets or that help to address slum and blight issues in a city's neighborhoods.

IMPLEMENTATION

There are several other grants and funds available through the state, such as the local economic development grant program, but these programs are available through the county or a multi-county collaboration. As the city continues to work as part of the region, these are sources of funding they may seek in connection with Logan County. The city should also consider establishing relationships with local foundation or potential regional partners (e.g., the Logan County Charitable & Educational Foundation and the Appalachian Regional Commission (ARC)) that may serve as a source for additional funding resources.

Plan Monitoring

A comprehensive plan is a long-term visionary document but this does not mean the city should update the code every five years and not look at it again until the next update is due. As part of this process, this section outlines a monitoring system that will make this document a highly used document that can be adjusted based on the changing needs and resources of the city.

Annual Review and Update of the Implementation Tasks

This plan has to be updated every five years based on state requirements but trends and resources shift on a much faster basis and what is a priority now may not be as high a priority next year. At the same time, the amount of available resources (monetary and staffing) can vary over the years. As such, it is important that the city review the plan, but more specifically, this implementation section on an annual basis, possibly at the annual strategic work session. This annual review can be used to:

- Create specific, quantitative goals for various goals. For example, if one goal is to acquire additional lands for parks and recreation, the city can set a specific goal of the amount or type of acreage to be acquired within a specified timeframe.
- Determine if certain programs to implement the goals is creating successes and whether there is a need to modify the programs to make them more useful.

- Identify those tasks completed in the previous year and reevaluate the priorities for the remaining tasks based on the imminent needs of the community and available resources.
- Update Table 9 to reflect the changes discussed above and add new tasks, as necessary.

Five-Year Review

Major changes can occur in a very short time. Because changes in infrastructure, the transportation system, development methods, and even changes in elected officials, state law or other regulations can have a significant impact of the recommendations of this plan, it is necessary to periodically review the document for substantive changes. Additionally, the West Virginia Code requires an update of comprehensive plans every ten years if a city wants to continue to maintain zoning authority. It may not be necessary to go through a long and intensive review process, but the city should take steps to involve the public in this review process to ensure that the goals and objectives are still relevant. The review should also identify major changes in infrastructure, transportation and trends that may change the recommendations of the plan.



Konaker
Funeral Home



WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Invest in Factory
(Look beyond tourism)
Good paying jobs.
\$

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

College and Stollings In City

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Hoffield/McClay Diner Show/Dance
Gas stations w/ room for large trucks
True attention grabbers for tourists
The more history tie-ins, the better!
Historical markers
Mom + pop businesses

Now's your chance to make a difference! What is your dream game changer for Logan?

Sidewalk Repair for
Street name signs for
A one way sign for
More Benches - Bu
Water + Drains in
Building owners who won't
Price it too high so they
Fairy Lights in Trees.

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Bike racks
Need them in business areas

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Downtown Square,
Music,
Green Space

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Street Lamps

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Health
Re
(that accommodates)

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Flea Market
Artists - Local Wares - Etc.

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

City Parks + Rec.
gated Comm. Space

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

River Ramps

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Network
For Small Business
on Econ. Dev.

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

BROADBAND
THROUGHOUT REGION

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Improve Utilities
COND

WHAT'S A GAME CHANGER?

Now's your chance to make a difference! What is your dream game changer for Logan?

Stratton + Cole.
for Stratton + Cole.
r Stratton (Badly needed)
it address Litter + Litter
n bad need of upgrade
it rent or purposely
they don't have to.
s like in Charleston

Community
Center
(for youth, adult)

CHANGER?
What is your dream game changer for
hy
restaurant
(ates all diets)

WHAT'S A
Now's your chance
Logan?
Park
Store
Side

CHANGER?
What is your dream game change
Assc.
business f
velopm

APPENDIX



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Public Input Summary

On July 07, 2021, the City of Logan held a public open house to kick off the process for preparing the Our Logan Comprehensive Plan. As part of that initial meeting, attendees were asked to identify some of their major goals, issues, and game changers for Logan that the city needs to consider as part of this plan. The first activity allowed each attendee to have one on one time with the city's consultant team to highlight community assets that work for the city and areas where improvement would be beneficial. This activity provided each participant with a series of colored dots to place on a printed map which represented their priorities and issues they felt were important. They had the opportunity to place all of their dots on a single issue or spread them out as they saw fit. The result was a preliminary list of issues with a priority ranking. The list of areas in need of work and areas that make Logan awesome are shown in the following tables.



Planning consultant, Wendy Moeller from Compass Point Planning speaking during the first public open house.

What Areas are in Need of Some Work?	
Mapping Dot #	Area Description
1	Downtown Storefronts (Paint/General/Greenspace)
2	Vendor Market Place Downtown
3	Downtown Parking
4	Housing is Dilapidated
5	Empty Storefronts
6	Housing
7	Stratton Sidewalks and Coal Street
8	Signage/Wayfinding (Street signs and one way issues)
9	Car share programs (No taxis or Uber)
10	Streetscape Furniture (Trash, Benches, Bike Racks)
11	Poor Infrastructure
12	Better Streetscape (Lighting)
13	Access to Gas Stations (Truck Stop)
14	Trailhead Development
15	Coal Street Access
16	Truck Traffic Issues
17	Stair Connection Issues
18	Steep Grades (Tractor Trailer Issues)
19	Lack of Playgrounds
20	Evening Family Activities
21	High Street (Abandoned Buildings)
22	Parking Meters - Better Parking
23	Boulevard or Greenway
24	Annex the Hospital
25	Flooding Issues
26	Litter Issues (Citywide)
27	General Cleaning (Pressure Wash Streets and Sidewalks)
28	Trail Improvements for Bike Lanes
29	More Opportunities for Education
30	Better Access to Kid Activities
31	Use of Fountain Place as Truck Stop
32	Flea Market Area
33	Community Pride and Beautification

Community Input from the first public open house held on July 07, 2021.

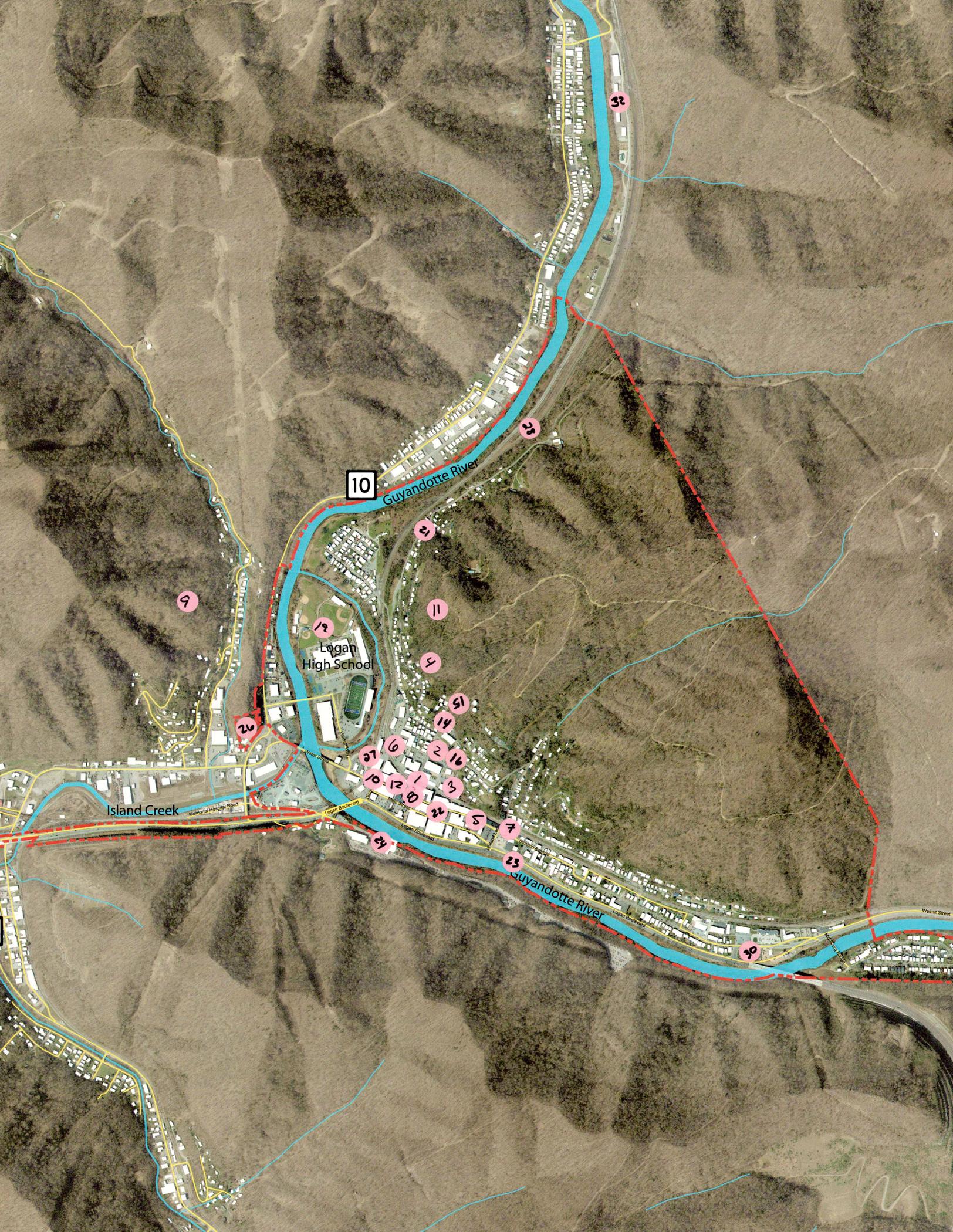
What Areas Make Logan Awesome?	
Mapping Dot #	Area Description
1	The People / Hospitality
2	Small Town Feel
3	Chief Logan State Park
4	Coalfield Jamboree Theatre
5	Hot Cup
6	317 Steakhouse
7	Conference Center
8	Fountain Place
9	Hatfield McCoy Trails
10	Walking Trails next to Logan High School
11	Lighting / Ground Utilities
12	Dense Downtown / Walkability
13	US 119 Opportunities
14	Scenic Outlooks
15	Shawnee Island
16	Stratton Street Streetscape
17	Trails
18	Historical Markers (Need More)
19	Fishing Access
20	General Festival (Freedom Festival)
21	Pedestrian Bridge
22	Trail /Bike Connections
23	Middleburg Neighborhood
24	Bakery (Unique Dining)
25	Community College

Community Input from the first public open house held on July 07, 2021.



AREAS IN NEED OF SOME WORK





10

Guyandotte River

Logan High School

Island Creek

Memorial Hospital Road

Logan Boulevard

Guyandotte River

32

28

9

21

11

5

51

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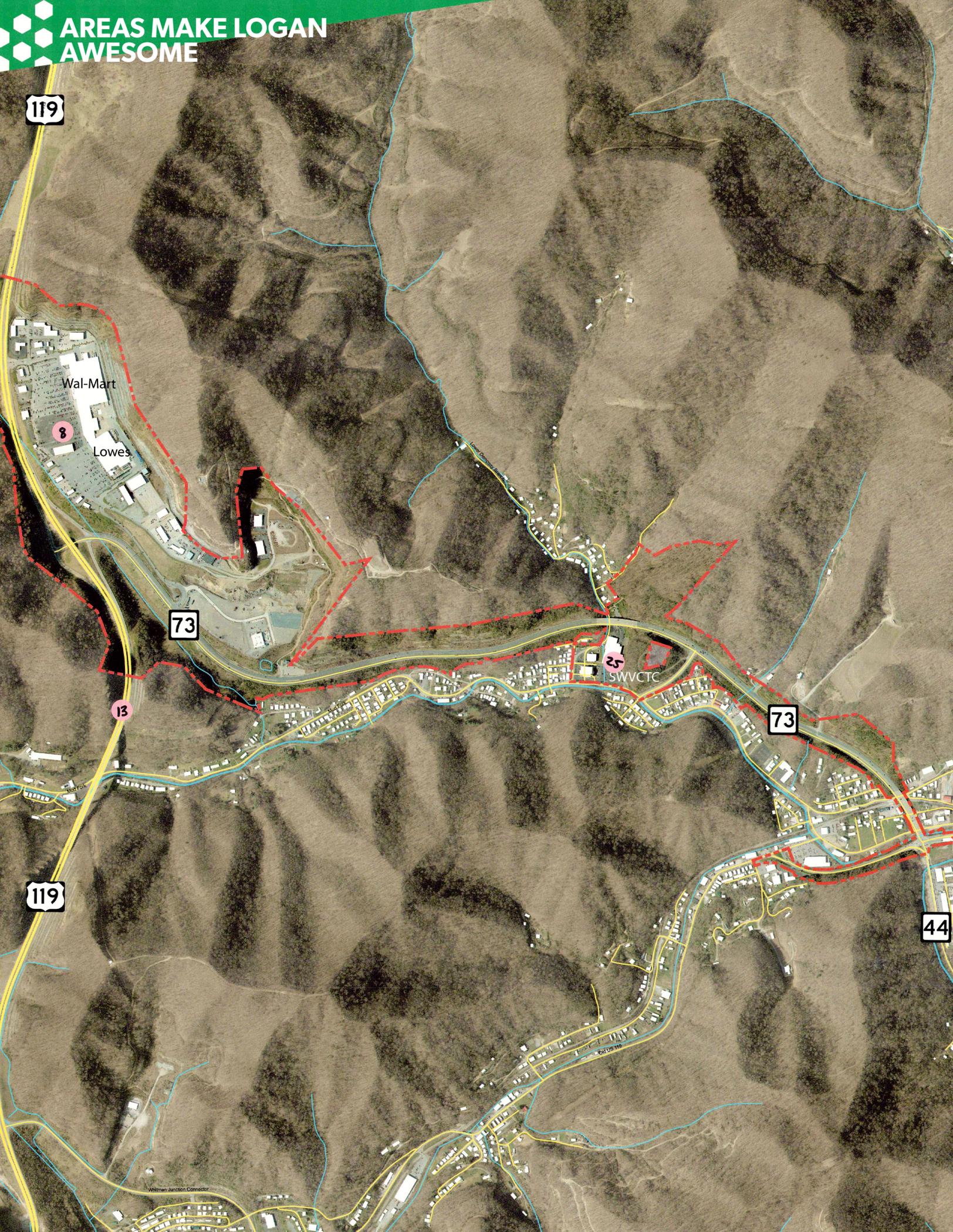
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23

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Walnut Street

AREAS MAKE LOGAN AWESOME





10

Guyandotte River

Logan High School

Island Creek

Memorial Hospital Road

Logan Boulevard

Trail Access

Guyandotte River

Logan Boulevard

Walnut Street

1

10

21

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APPENDIX

Recorded Notes from the July 07, 2021 Public Open House

- Started at 1:10 PM with two individuals.
- Comp plan adopted first then zoning.
- Workshop areas at a later date.
- Bev – Chapmanville Council person.
 - Browns Yoga Instructor (Logan Yoga).
 - New Development...more items coming into development in future.
 - Comp plan – vision for future 10-20 years.
 - General project to visualize future.
 - Serves as a guideline.
 - Capitol Investment planning to prioritize spending. Planning Commission to be started in August.
 - We need your feedback to develop a plan.
- Took up DOH Ais new data for roads.
- Set up project folder on G:drive.
- Plan to be tailored to community.
- Sister City...what tourism could be.
 - Pigeon Forge area as an example.
 - Logan – Chapmanville – Man.
 - “Heart of Guyandotte” trail counties”
 - How can we leverage our positive aspects and historical elements?
 - Happy that surrounding community works together.
 - Do not compete with surrounding communities, work together well.
 - Home run being implemented (paid for plan)
 - Chapmanville / Man / Logan
 - Have home.
- Diane Barnette Appalachian outpost county commission, owns.
- Director of CVB and Chamber of Comm.
- Inquisitive about planning.
- Councilman Ken Lee
- Harry Radwih (QUKK) property developer
- Built Movie theater...strict zoning took two years to build movie theater. “Codes were fine...people were not”
- Plans and zoning can be amended and flexible.
- Existing land use will be grandfathered into new zoning plan.
- Zoning plan to work with existing land use and zoning.
- Process could take over a year.
- “Not us telling you what you need.”
- “Would comp plan address dilapidated housing?” – Yes.
- City / County / DEP partnered to tear down old houses.
- Comp – strategies, Zoning - insurance policy.
- Dilapidated housing is a big issue that needs to be addressed. Lengthy discussion about.
- Website (need one).
- Michael Cline - Coffee shop owner.
- Annexation ... Standard, rec. center, college.
- Shawnee Island – “The Island”
- People really love it.
- What needs help –
 - Store fronts...grant programs could be used to improve
 - Green space
 - Food trucks
 - Farmers market
 - Dilapidated housing at trail head to Bear Wallow.
 - Empty store fronts.
- Want more underground electric / nice lights.
- Substandard housing.
 - Homeless population.
- Old money owns towns.
 - Holds onto land as a tax write off.
 - Use code enforcement to force people to sell businesses.
- Stratton / Coal Street sidewalk needs lots of work.
- Streetscapes – no street signs
 - Numerous One-way streets.
- Taxi / Uber service not available
- Benches...but enforce litter and vagrancy laws.
- Utilities and infrastructure improvements
- Freedom Fest
 - Water line broke during last festival.
- White & Brown Building –rework to be affordable housing, “bomb shelter,” and offices.
 - Bomb shelters were connected.
- Fairy lights / catenary lights
- *Gravel lot in front of state building.
 - Could it be a plaza?
- Absentee Landowners are a problem
- Logan / Man / Chapmanville can provide people for labor jobs.
 - References to Hobet / Rock Center
- CPTED for community safety and improvements.
- Community transportation – park and ride.
- ATV. Trail access is a positive
 - Bear Wallow – Logan (mainly ATV, some full site)
 - Rock house in Mann.
- Is college in city limits?

-
- Downtown plaza space / green
 - Buried conduit / electrical utilities
 - Street signs, sidewalk improvements.
 - Absentee landowners
 - Community Center for multiple users.
 - Healthy restaurants.
 - Store fronts ... could be grant program to improve.
 - Free parking.
 - Mountain biking downhill course
 - Entertainment.
 - Developer “Courtney”
 - Moonshine Distillery, restaurant, axe throwing, bar, bands, pool tables, weddings, event center, industrial lofts.
 - Limited accessibility of ATV trailhead on Coal Street / no parking for trailers.
 - Confusing traffic flow through town
 - Good overlook not being utilized
 - Shawnee Island vagrant problem.
 - “People don’t feel comfortable with strange people.”
 - Sidewalk improvements are a big positive - needs to continue.
 - Trails are huge positive...but doesn’t connect well to other trails. Bear Wallow isolated.
 - Parking, lighting, underground utilities.
 - Bramwell Streetscape as an example of setting the tone for the experience.
 - City does have fire and maintenance codes.
 - Free trash pickup has not been successful in getting people to clean up their houses.
 - Trash and litter are a huge issue within the city.
 - Historical markers are positives at courthouse and DMV, cemetery.
 - Right of way issues.
 - People blocking road.
 - Cemetery access needs improved.
 - History walk, marker signs
 - Coming soon.
 - Boat ramps and water access in multiple locations.
 - “Tim” [attendee] lives in Tennessee but has 30 apartments.
 - Trails are important, were behind but catching up.
 - Logan has few middle class - some rich, mostly poor.
 - Tax on vacant or absentee landowners.
 - 317 restaurants, Subway, Giovanni’s.
 - Logan Island sports are active.
 - Tennis events are good.
 - Rivers are a lot cleaner than long ago.
 - River does flood in spring.
 - Good people – very friendly.
 - Drug problem.
 - Logan used to be the hub of Christmas for shopping.
 - Hot Cup coffee shop is nice.
 - Has plans for building big rec. room –
 - Missing skilled labor in the region.
 - Fairs and festivals are nice (Freedom Festival).
 - Reputation of “backwards”, Charleston looks down upon.
 - Draw people in for trails.
 - Trail / mountain bike pathway.
 - How to get back up the hill?
 - Go kart circuit.
 - Need to be different.
 - 2,000 rooms short on hotel rooms.
 - Is there a hotel study available?
 - High Street abandoned homes, Draper Street
 - Buried electrical conduit, store fronts, façade grants, main street organization, free parking.
 - Cleaned up and modernized but be old and quaint.
 - Infrastructure!!! Water, sewer.
 - Façade grants, small town feel.
 - Facelift for downtown.
 - Planning commission seated in August
 - Running trails, crosswalk on boulevard have to cross rails / guardrails.
 - Playground equipment for kids.*
 - On the school island is the only real local playground.
 - Used to be playground on Pike Street.
 - Annex the hospital.
 - “Dave” Sanitary Board / AEP Engineer
 - Combined water and sewer – hard to separate.
 - Main plant and booster stations
 - He is from West Logan, works for AEP.
 - “Logan is Home,” loves the people.
 - West Logan has own government.
 - Aracoma neighborhood is unincorporated
 - Fought annexation several years ago.
 - Still flooding issues, Parkway on outskirts in town.
 - Gas line in Mud Fork prevents from being able to dredge for flood prevention.
 - AEP will be doing broadband build in Mingo and Logan County and build up electrical infrastructure.
 - Ron Stollings, (D) Boone County – WV State Senate
-

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- Daycare and early childhood care. High quality to help parents with workforce participation.
- Bear Wallow...connect to rest of Hatfield McCoy trails
- Anthony – Sign shop / cyclist, bike rider
 - Wants more bikeable trails.
 - Rails to trails initiative
 - Abandoned rail right of ways
 - Connector trail to Peach Creek.
- Slab town / island bridge (pedestrian)
- Annex of Aracoma is a possible way for tax revenue.
- Middleburg, nice old neighborhood.
- Unique small business owners.
- Loves school being in town - but needs some skilled people.
- Better education opportunity – want it.
- Need medical access.
- Businesses follow college students.
- Places for people to hang out.
- Would a homeless shelter help people down on luck?
- Playground!!!!
- Kayaking, bike secure storage.
- Truckers using Fountain Plaza as truck stop – negative.
 - Need a place for them to go on US 119.
- Capitalize on Bike Trails
 - Historical interpretation that goes beyond Hatfield-McCoy.
- Potholes at Fountain Plaza.
- Educational workshops...
 - Entrepreneurship, financial literacy, etc. Grant writing for existing small business owners.
- “Food Desert”
 - Farmer’s market, people travel to Williamson.
 - Boxes to make a meal
 - No grocer in downtown area, have to go to Fountain Plaza.
- Flea market??
 - Seasonal, spring, summer, fall.
- Peach Creek has lost train history...
 - Western Maryland and Cumberland
 - 1309 Train from Peach Creek
 - Ky Steam Heritage ... CSX as a partner.
 - Live music, excursion trains, displays rail reservation 2716...2755 park
 - B&O railroad.
- Brandon...history professor
 - Heritage tourism and hiking fan
- Establish historic district and tourist friendly development.
- Prevent dumping low income into historic district.
- Save historic buildings
 - Being lost ... need investor that is a visionary.
- No historical markers (one at Courthouse).
 - Has great history but isn’t being showcased.
- Cemetery on hill needs better access.
 - Veterans, city founders, etc.
- Civil war skirmish at courthouse (burned)
- Flowers, color, gaslight style lighting.
- Needs a museum...but nothing exists.
 - Museum in the state park.
- Antique store...needs bookstore.
- Appalachian Courthouse towns.
 - Fountain plaza, historical murals.
 - Logan at a crossroads...not quite.
 - Tourism town...hanging on to the past.
- Aracoma hotel lost in fire.
- How about a brochure?
- Walking trail / tour.
- Shawnee Island...floods, not an island.
- Native American heritage is marketable.
- “Logan is politically correct w/o trying to be.”
- Coal history, Mine wars (Blair)
 - David Chafin.
- More here than trails.
- Coal fields – jamboree building behind courthouse
 - But needs repairs.
- Free parking.
- Floodable park (concrete, etc.)
- City hall was train station.
 - Pikeville as example.
- What is Logan’s identity?
- What makes us different?
- Fish and camp out of town
 - Sport events, amusement parks, shopping
- Still face to face transactions.
- Leaving population
- Broadband access.
 - Remote workers.
- No night life...
 - Things to do after work
 - Workforce and population issues.
 - Need more downtown
 - Vagrancy - people asking for money
 - Discourages visitors.
 - Can more Downtown be promoted
 - Adventure tourism.

DO YOU HAVE IDEAS FOR THE
FUTURE OF LOGAN?



OUR LOGAN OUR FUTURE

A COMPREHENSIVE PLAN LEADING LOGAN

PUBLIC OPEN HOUSE

Logan City Hall
219 Dingess Street
July 20, 2021
1:00pm-7:00pm

Attend this upcoming workshop to learn more about the Comprehensive Plan leading Logan's future. The plan will establish a vision, goals, and objectives focused on land use, housing, transportation, community facilities and utilities, economic development, tourism and more. The meeting will be an open house format, where you can stop by at any point. Social distancing and sanitation guidelines will be followed during this meeting.

FOR MORE INFORMATION, VISIT:
www.OurLoganWV.com

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Consultant City Tour Overview

In July, Logan Fire Chief Scott Beckett provided the consulting team with a tour of the city and its regional amenities. Chief Beckett provided insight during the tour about the community, property ownership, and development. During the tour, the consultants were able to conduct informal interviews with residents to discuss things that they felt needed to be addressed in the plan.

The team also used this time to do an informal inventory of the neighborhoods. Doing so allowed the consultants to ascertain areas of the city that present both unique challenges and opportunities. Information gathered during the walk around was used to help select areas that are recommended to be focused on as catalytic projects. The following images and those throughout the report were collected during our community tour, and the consultant team would like to thank Chief Beckett for his time and knowledge.



Church development going into former school building.



Overview of downtown Logan from north side hill.



Unique view along the Guyandotte River near Shawnee Island.



City park development of Shawnee Island.



Amphitheatre at Chief Logan State Park, which hosts the Aracoma Story.



Chief Logan State Park Lodge and Conference Center.

Community Survey Summary

The following are a result of an on-line survey to compliment the activities of our public open house. This gave individuals the opportunity to share their opinions if they were unable to participate on July 07, 2021. The survey was accessible using the comprehensive plan website of www.ourloganwv.com and was shared via social media outlets.

Question 1: What are the things that you think are awesome about Logan?

Summary: A continuous theme discuss how the people of Logan are the best thing about this city. Noted as a great small town with unique small business, Logan has a lot to offer. Additionally, it is noted how Logan once was a thriving community and as time has passed elements of the city have gone into disrepair. The following are open-ended responses from the participants of the on-line survey.

- People
- The people, primarily
- The mountain setting, the island, the history, the people, Coalfield Jamboree
- Love the small town vibe, awesome people, and that faith is respected.
- Friendliness of our town.
- Back in the old days it was awesome . Now it needs a lot of work .
- Fire department and water company
- Friendly people
- Culture.
- Decorations
- The people
- The unique small businesses—like Hot Cup, Logan Yoga, for example. More progressive places.
- The people, friendliness
- We have friendly people. It's a small town.
- How you don't tell us about elections, I mean 17 voters on city elections.... How you don't tell people about council meetings especially this open house. Oh April.I. Told posts things on her page but is she friends with everyone or just believe she runs the city???? How about WWOW

FB notices, texts etc when something important is happening. Some way other than April and IF the Banner doe post you have to pay to subscribe and not all do that. Logan has got me to hell

- The people and the area in general.
- The people
- Family stores and the layout of the town.
- The land is beautiful if you disregard the mining destruction and litter. There are great people in Logan. Hot Cup is a lovely and welcoming place. We have great potential for tourism.
- Location
- Our people are amazing
- Freedom Festival and small businesses
- The small stores. The park.
- Our people- we love each other and support each other. We are friendly and welcoming Our beauty-our state is gorgeous
- Small town love!
- Very few!!

Question 2: What are some things you think needs more work?

Summary: Infrastructure, dilapidated buildings, general beautification as among the most popular responses for what needs work in Logan. The following are open-ended responses from the participants of the on-line survey.

- Appearance, cleanliness. wor environment, recreation (although better now than in the past)
- Some beautification projects, clocks, hanging flower baskets, more police presence to deter loitering.
- Beautification, drug use, demolishing dilapidated structures, preservation of history, outdoor spaces (including green spaces, more accessible sidewalks for bikes/strollers, riverfront walkway)
- Tearing down unusable buildings around the community and remodeling current ones
- There is a lot... old run down buildings need tore down. Makes our town look like crap. Grass at spots need cut. Trees need to be cut down that hang on our power lines.
- The way people are treated is ridiculous. My son

APPENDIX

left here because there is no opportunities and you can only get a job if you know someone or in the click

- Businesses
- Logan could easily be developed as an area such as Pigeon Forge between Logan, Boone, Mingo. Base it off the Hatfield-McCoys. Great economic opportunity here.
- More affordable housing remove dilapidated buildings/acquire them from property owners to be converted to affordable housing, more green space like a small park.
- Police patrol More communication from city all to all residents abs not just in Facebook Pave the roads
- Local dopeheads.and we need more stuff for the youth in Logan county
- The infrastructure, littering, abandoned buildings that are eyesores throughout the whole city.
- More things to do, more businesses, better roads
- 1)Our streets are a mess from the gas company's work. 2)We need our curfew enforced. There are more people on the street after businesses are closed than there are when it's daylight. 3)Signs, signs, signs. We have people coming in to ride the trails and nothing is marked as far as (right lane for Man) etc., what restaurants are here, lodging. 4) We need a shelter or resources for the homeless population. I know this is a touchy subject but it's getting out of hand and I know most are alcoholics and addicts but we need resources for them as well) Unfortunately, many people, especially the elderly, would rather go elsewhere to shop that to come into town because they don't feel safe. 5) Accountability for property owners and renters. Some places in town look bad because of broken down vehicles or stuff setting all over the property.
- Law enforcement.everywhere but especially on Stratton Street - Control of speeders, street walkers trying to enter homes and vehicles, squatters, gunfire, vehicles blocking driveways or in driveways not allowing the property owner access to and from their property. Police speeding down Stratton Street on the rare occasion they show their cars. Dirt bikes doing 50 or so on the back tire you know riding wheelies down the street. CITY POLICE

DO NOT CARE and they are our first line. County doesn't respond unless called by city or that is what I've been told.. . Tell the local cops to stay the hell off of the Walmart parking lot they're at that mall they live up there I've heard people tell me that calls have gone out over the radio the police scanner asking for help and they're too busy sitting at Walmart to come and respond have them do their job or fire them. I do not feel safe in my own home not safe that help would arrive if called.

- More things to do for kids. More entertainment. Indoor facilities such as baseball so they can practice year round.
- Tear down old dilapidated buildings. Eyesores and safety concerns
- Owner of the buildings could spruce them up with fresh paint, new signs and clean up around them. Owners of store fronts could that are not being used could do some upkeep, clean and paint them. All work to make the City of Logan a welcome place to come and visit. We have lots of trail riders that come through our little town and they will spread the word of the prettiest, friendliest small town in WV. Have our city police officers walk the streets in town a few times a day will show business owners and people who come into town to cost the shops that they have no worries, just relax and enjoy the family town atmosphere.
- We need more services for the people, mental, drug, education, food choices, etc. I know some here have tried 'clean-ups' before to help with the litter/trash, but we need to change the mindset of the people. They think it's okay to tear up the land, so why not junk it up too?!
- Police presents in our neighborhoods
- Clean up our county, not just trash but abandoned houses and buildings.
- Outreach to those in need. Students, homeless, etc.
- In town restaurants, old buildings torn down, Homeless and the street bums put out of Logan.
- Trash-we become blind to it, but outsiders have a difficult time seeing how beautiful our area is for the trash
- Tourism Things for kids to do Parks
- Needs more businesses, promote the history and

things to do in and around the city, clear the streets of druggies and indigents, more police presence?!!

Question 3: What do you think would be a game changer for Logan? That big idea you think the City should work on?

Summary: Outdoor activities is a reoccurring theme amongst the following responses. Capitalizing on the rich history of Logan and thriving Hatfield McCoy Trail System are noted opportunities for the future of the city. The following are open-ended responses from the participants of the on-line survey.

- Create an identity that begins the separation from the coal industry. That industry will or has reached a point of stability after a multi-decade decline. Look at places that have become destinations, Lewisburg, and the like. Capitalize on our people and look for a specific identity. Arts, music, we have good start with the Trail system, explore manufacturing opportunities. Embrace the history coal has provided, but recognize that the industry will be no bigger in the immediate future and look elsewhere.
- Annexing LRMC for B & O taxes so the city would have more money ongoing for aforementioned projects.
- Increasing police patrol. There are too many break-ins on properties and in businesses that many people are deterred from living in, starting business in, and visiting downtown. Outdoor space development is important as well. Our surroundings are our region's best features, but downtown is not easily navigable outdoors. Riding bikes or pushing strollers are very difficult on our sidewalks, and after business hours, many areas feel unsafe to navigate on foot. Working with the county commission to create a river walkway/boat access points from downtown to the County's new resource center could open a lot of outdoor potential. Similar waterfront development via the River Trail in Monongalia County could be used as inspiration. We don't need to be a big city. Our size and location is what makes Logan so special, but we do not realize our own assets and potential.
- Bring in some industry to reset the economy.
- More big name restaurants to be open up at the mall.
- Hire new people, give the good people opportunities to go higher
- A lot more kid friendly and community involved things
- If we could resemble the Pigeon Forge area, making Hatfield McCoy feud a highlight of the area or main attraction. This could bring in different sources of economic growth.
- Hydro-turbine the Guyandotte: <https://www.youtube.com/watch?v=gY3p2e1-kN4> City Water Pipes generate electricity: <https://www.youtube.com/watch?v=Vpubi1GjoBE> Free power to residents, make these public-city owned, would encourage immigration here along with affordable housing as youth are more needed as the age gap increases. A city owned recycling center especially for metal and electronics, helps the environment, creates jobs, makes us money especially with supply shortages like old computer chips.
- More jobs Build upon our history for tourism.. it seems to be our only hope now.
- Anything for the youth to want to stay home. Good jobs and tourism.
- A community center, more walking trails, more biking trails, a healthy eaterie (with a drive thru), community wellness events that are open to the public (like yoga and healthy cooking classes) Fun fitness centers (bungee exercises, aerial yoga) A medical spa or wellness focused retreat center (holistic based)
- Theme park, recreation,
- Maybe this is more of a combined city/county/state effort but I would like to see a place to help the homeless not only short term but help them get an education and help with job opportunities. This would help out not only the city but the county and state.
- Homeless, addicts, caring about residential areas, cleanup of the horrible weeds on the boulevard sidewalk NOT spraying weed killer 6" from the water access.
- More places to eat, shop and for entertainment.

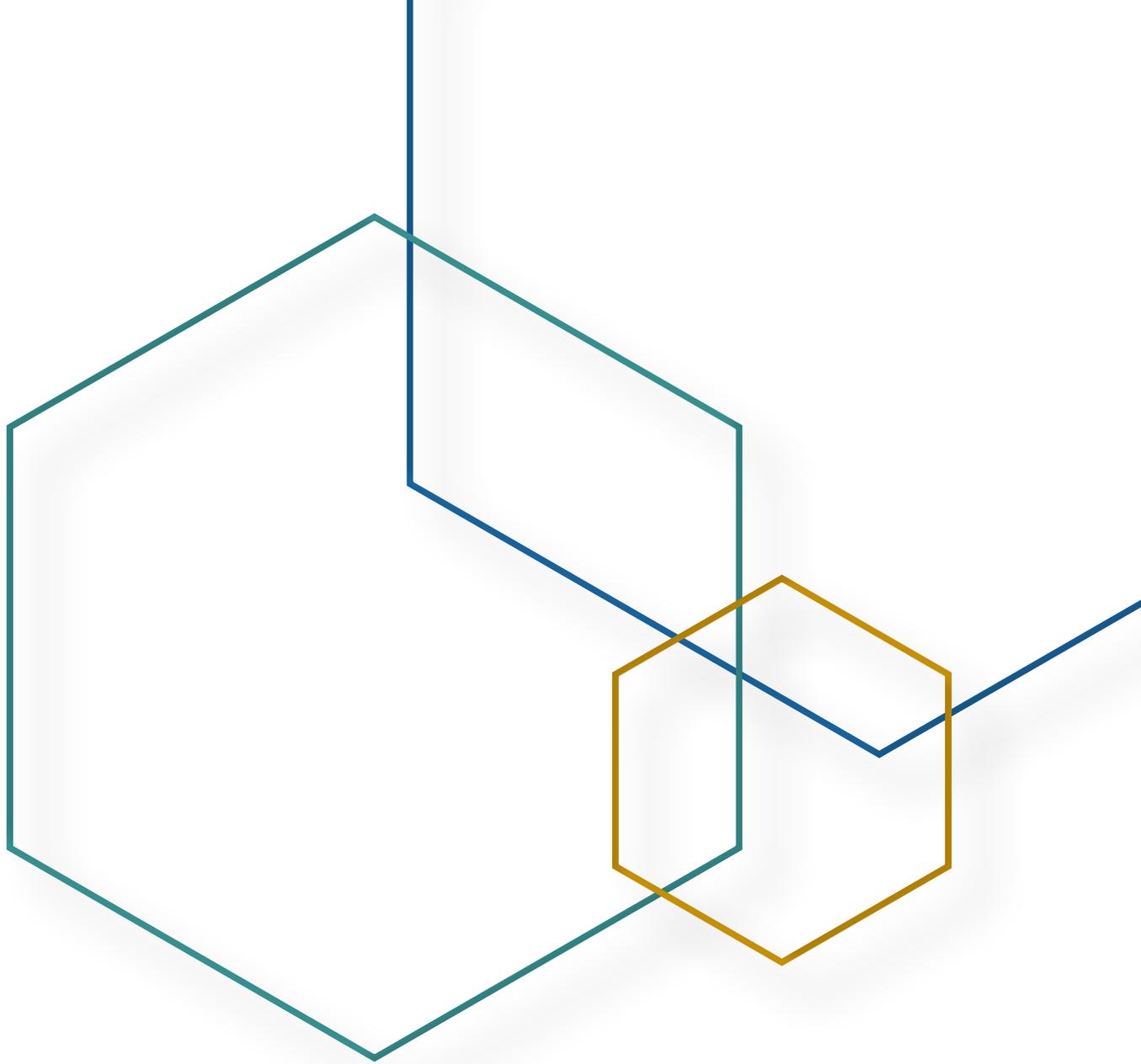
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Capitalize on tourism. Logan is a beautiful place and could have the things that Pigeon Forge has. Places to go and things to do would be an absolute game changer.

- Large sports complex or outdoor concert venue.
- Turn Logan in to the next Pigeon Forge where trail riders would bring their whole family.
- We need to focus more on the tourism industry. I know we've begun moving in that direction, but it's a battle between mining and tourism. It almost seems like we can't have both. What outsider is interested in seeing the destruction of our mountains? Can we reclaim mining land and make it something better? Sure, but there are also negatives in this.
- River walk, park
- Focus on tourism and grow marijuana. We need an additional industry!
- Homeless shelter or a place with food for them.
- Clean up the town, replace the old buildings with trees, flowers benches, memory gardens. Not only in Logan, but the entire Logan county needs a lot of work, to many old homes falling in, trash in yards, make it clean and go from there.
- A more welcoming downtown. Free parking, events, shops, restaurants
- A splash pad for kids
- See above!!!?!

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- **Figure X:** Downtown Catalytic Block Area
- **Figure Y:** Parks and Recreation Map #7
- **Figure Z:** Implementation abbreviations used within Table 9.
- **Figure AA:** Specific implementation strategies and funding partners.



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