MEMORANDUM TO MUNICIPAL COUNCIL

DATE: August 5, 2014

FROM: Mike DeSimone, Director

SUBJECT: LDC Text Amendment – Connectivity Standards Amendment

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Summary of Planning Commission Proceedings

Project Name:	Connectivity Standards Amendment
Request:	Code Amendment
Project Address:	City-wide
Recommendation of the Planning Commission:	Approval with modification

On May 22, 2014, the Planning Commission recommended that the Municipal Council **approve** a request to amend the Land Development Code Chapter 17.37 (Supplemental Development Standards) by clarifying the roadway connectivity standards within new subdivisions to ensure minimum access is provided when deemed necessary.

Planning Commissioners vote (6 - 0):
Motion to recommend approval: D. Adams
Second: A. Fonnesbeck
Yea: D. Adams, A. Fonnesbeck, R. Price, S. Sinclair, G. Smith, A. Davis Nay: none

Attachments:
Staff Report
Ordinance 14-49
PC Meeting Minutes

CITY OF LOGAN, UTAH
ORDINANCE NO. 14-49

AN ORDINANCE AMENDING TITLE 17 THE LAND DEVELOPMENT CODE OF LOGAN CITY, UTAH

BE IT ORDAINED BY THE MUNICIPAL COUNCIL OF THE CITY OF LOGAN, STATE OF UTAH AS FOLLOWS:

SECTION 1: That certain code entitled "Land Development Code, City of Logan, Utah" Chapter 17.37: "Supplemental Development Standards" is hereby amended as attached hereto as Exhibit A, respectively:

SECTION 2: This ordinance shall become effective upon publication.

PASSED BY THE LOGAN MUNICIPAL COUNCIL, STATE OF UTAH, _____ THIS DAY OF _____, 2014.

AYES:
NAYS:
ABSENT:

_____
Karl Ward, Chair

ATTEST:

_____
Teresa Harris, City Recorder

PRESENTATION TO MAYOR

The foregoing ordinance was presented by the Logan Municipal Council to the Mayor for approval or disapproval on the ____ day of _____, 2014.

_____
Karl Ward, Chairman

MAYOR'S APPROVAL OR DISAPPROVAL

The foregoing ordinance is hereby _____ this ___ day of _____, 2014.

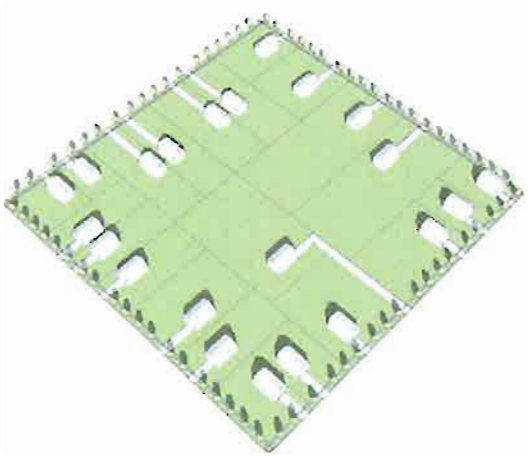
_____
Craig Petersen, Mayor

EXHIBIT A

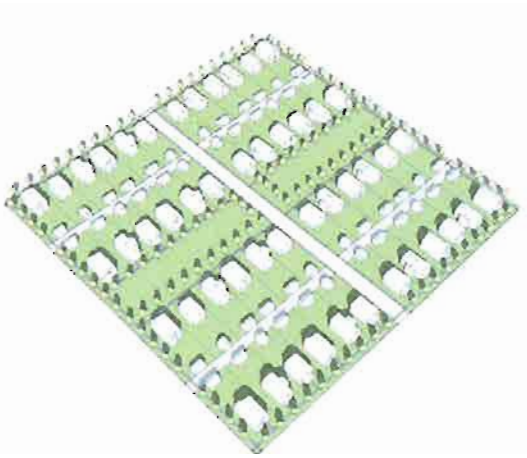
§17.37.160 Connectivity Standards

A. All streets must connect to other streets, forming a grid street pattern that extends Logan's historic street grid. Mini-blocks are the preferred road configuration (See Figure 17.37.160.D.2), except where physical conditions of the site or abutting properties preclude street connections. Wherever the street layout cannot conform exactly to the grid pattern due to topographic constraints, pre-existing development patterns, or the presence of critical areas, a modified grid which provides a close match shall be achieved.

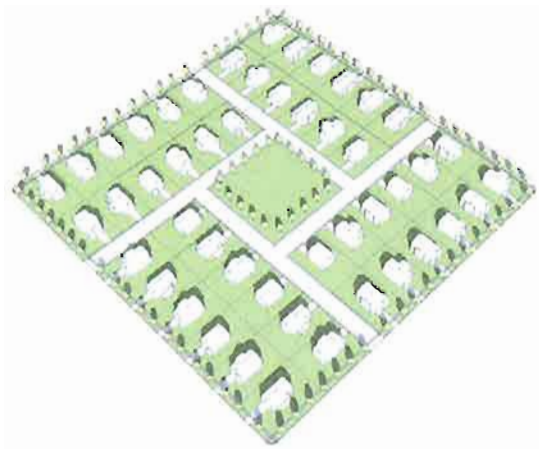
Figure 17.37.160.D.2: Examples of Mini-block Configurations



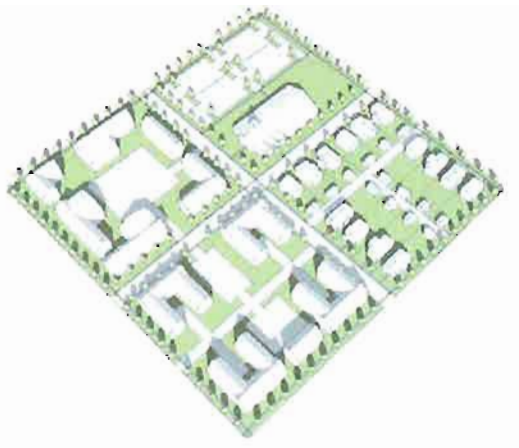
Sample Existing Block



Courtyard and Alley Block



Pinwheel Block



Mixed Use Block

B. Stubbing of streets to allow for future street extensions through adjoining developable parcels is required for all new developments. The street system shall be designed to connect with existing, proposed, and planned streets outside of the development. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Fire Chief. The restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

C. The installation of street stubs to connect with future development on adjoining parcels is consistent with the connectivity requirements of this Chapter; however, all development will be reviewed for impacts created by incremental growth including an analysis of the impacts on future connectivity and compliance with minimum fire access requirements. Depending upon the location of the specific project, and regardless of the number of dwelling units or lots proposed within a specific phase, stubbing out a road for a future connection to an adjoining parcel may be determined to be inadequate. Logan City may require, as a condition of project approval, that rather than install a street stub, the proponent is required to construct a public road connecting to a public roadway consistent with the provisions of this Title and Fire Code access requirements.

D~~C~~. The hearing body may grant adjustments to the standards in Section 17.37.160 upon finding that the proposal is consistent with the purpose of the zone in which it is located, is consistent with the intent of this section, and there are no practical design alternatives for complying with the subject standard.

~~D~~E.Street and pedestrian connections as well as connection spacing (block length) shall be provided as shown in Tables 17.37.160.D.1 and 17.37.160.D.2, unless modified through the~~a Type 2~~ review process or due to other provisions of this Title~~ordinance~~.

Table 17.37.160.D.1: Street and Pedestrian Connection Spacing

Block Type	Maximum Spacing Between Streets	Maximum Spacing Between Pedestrian Connections
Block	660'	330'
Superblock	1320'	1320'
Mini-block	330'	330'

Table 17.37.160.D.2: Minimum Number of Street Connections by Size of Residential Development

Number of Dwelling Units Served	Number of Connections
Greater than 20	3
9-20	2
1-8	1

§17.37.170 Residential Infill and Flag Lot Development Standards

A. Applicability.

The standards in this Section apply to development proposals within the interior of

existing Logan Blocks where development exists around at least 50% of the perimeter of a block.

B. Infill or flag lot subdivisions of one (1) additional lot shall meet the following standards (also see Figure 17.37.170.F.1):
   1. Minimum Lot Size. The minimum size of a proposed lot shall be 150% of the minimum lot size established by the underlying zoning district. The base lot shall meet the minimum lot size of the underlying zoning district.
   2. Road Standards. Access may be provided by a shared driveway with a minimum pavement width of 20'. Sidewalks, curb, gutter and parkstrip are generally not required. The shared driveway shall maintain a four (4) foot setback from all adjoining property lines and an eight (8) foot setback from any existing residential structure. The four (4) foot setback area shall be landscaped and maintained.
   3. Building Setbacks. All new construction shall maintain a 20' front setback from the paved edge of the shared driveway to ensure adequate parking is available for each of the proposed lots. All side and rear setbacks shall be consistent with the underlying zoning district.

C. Infill or flag lot subdivisions of two (2) to eight (8) lots shall meet the following standards:
   1. Minimum Lot Size. The minimum size of a proposed lot shall be 125% of the minimum lot size established by the underlying zoning district. The base lot shall meet the minimum lot size of the underlying zoning district.
   2. Road Standards. Road access and improvements shall be provided within a separate right of way and may terminate with a cul-d-sac or loop road. The access road shall contain two travel lanes and one lane of parking within a minimum paved surface of 28'. Curb, gutter, sidewalk and parkstrip are required along the entire stretch of roadway. Minimum turn-around areas for emergency vehicles shall also be placed within the right of way. All improvements shall be constructed according to minimum City standards. All road improvements shall be located such that all existing residential structures meet a minimum setback of 15' as measured from back of curb to building foundation.
   3. Building Setbacks. All new construction shall meet minimum setbacks of the underlying zoning district.

D. Infill or flag lot subdivisions of 9 or more lots shall meet the following standards:
   1. Minimum Lot Size. The minimum size and dimensions of the proposed lots and the base lot shall be consistent with the minimum dimensional standards of the underlying zoning district.
   2. Road Standards. Road access and improvements shall be provided within a separate right of way and shall provide at least two street connections. The access road shall contain two travel lanes and one lane of parking within a minimum paved surface of 28'. Curb, gutter, sidewalk and parkstrip are required along the entire stretch of roadway. All improvements shall be constructed according to minimum City standards. All road improvements shall be located such that all existing residential structures meet a minimum setback of 15' as measured from back of curb to building foundation.
   3. Building Setbacks. All new construction shall meet minimum setbacks of the underlying zoning district.

Project #14-027
Connectivity Standards (17.37)
Code Amendment

REPORT SUMMARY...

Project Name:	Connectivity Standards Amendment
Proponent/Owner:	Community Development Department
Project Address:	Citywide
Request:	Code Amendment
Type of Action:	Legislative
Date of Hearing:	May 22, 2014
Submitted By:	Mike DeSimone, Director

RECOMMENDATION

Staff recommends that the Planning Commission recommend **approval** to the Municipal Council for the following amendments to the Land Development Code (LDC): Sections 17.37 (Supplement Development Standards).

REQUEST

This proposed language in 17.37 clarifies that while the stubbing of future roadways in new subdivisions may be permitted, the City may look at the future implications of the specific design, anticipated road connections, future timelines, number of new and existing structures to be served by the existing and proposed roadways in determining whether full public roadway connectivity may be required regardless of a proposed phasing plan being put forth with a project.

The Fire Code has certain requirements for additional road connectivity to ensure safe ingress/egress within a subdivision. The incremental nature of subdivisions make it challenging to adequately plan for future road connectivity. The proposed language provides the City with the ability to look beyond just a specific phasing plan to ensure secondary and multiple points of access are provided where deemed necessary.

GENERAL PLAN

The Land Development Code was prepared and adopted to implement the vision expressed in the General Plan. This proposed amendment clarifies connectivity standards for new subdivisions. The proposed amendments are consistent with the General Plan.

STAFF RECOMMENDATION AND SUMMARY

Staff would recommend that the Planning Commission forward a recommendation of approval to the Council for their consideration.

PUBLIC COMMENTS

As of the time the staff report was prepared, no public comments had been received.

PUBLIC NOTIFICATION

Legal notices were published in the Herald Journal on May 8, 2014, posted on the City's website and the Utah Public Meeting website on April 22, 2014, and noticed in a quarter page ad on May 4, 2014.

AGENCY AND CITY DEPARTMENT COMMENTS

No comments have been received.

RECOMMENDED FINDINGS FOR APPROVAL

The Planning Commission bases its decisions on the following findings:

1. Utah State Law authorizes local Planning Commission to recommend ordinance changes to the legislative body (Municipal Council).
2. The Code Amendment is done in conformance with the requirements of Title 17.51 of the Logan Municipal Code.
3. The proposed Code Amendments includes new language in Chapter 17.37 that permits the City to require roadway interconnectivity when deemed necessary.
4. The provisions of these amendments are consistent with the overall goals and objectives of the Logan General Plan.
5. No public comment has been received regarding the proposed amendment.

This staff report is an analysis of the application based on adopted city documents, standard city development practices, and available information. The report is to be used to review and consider the merits of the application prior to and during the course of the Planning Commission meeting. Additional information may be revealed by participants at the Planning Commission meeting which may modify the staff report and become the Certificate of Decision. The Director of Community Development reserves the right to supplement the material in the report with additional information at the Planning Commission meeting.

LOGAN CITY UNITED IN SERVICE
COMMUNITY DEVELOPMENT

APPLICATION FOR PROJECT REVIEW

X Planning Commission ☐ Board of Adjustment ☐ Board of Appeals ☐ Other

Date Received	Received By	Receipt Number	Zone	Application Number
4-21-14				PC 14-027

Type of Application (Check all that apply):

☐ Design Review ☐ Conditional Use ☐ Subdivision ☐ Zone Change ☐ Boundary Line Adjustment
☐ Code Amendment ☐ Appeal ☐ Variance ☐ 4950' Design Review ☐ Other _____

PROJECT NAME
TEXT AMENDMENT – LOGAN LAND DEVELOPMENT CODE

PROJECT ADDRESS
CITYWIDE – TEXT AMENDMENT.

COUNTY PLAT TAX ID #
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AUTHORIZED AGENT FOR PROPERTY OWNER (Must be accurate and complete)
LOGAN CITY COMMUNITY DEVELOPMENT DEPARTMENT

MAIN PHONE #
(435) 716-9021

MAILING ADDRESS	CITY	STATE	ZIP
290 NORTH 100 WEST	**LOGAN**	**UTAH**	**84321**

EMAIL ADDRESS
WWW.LOGANUTAH.ORG; MIKE.DESIMONE@LOGANUTAH.ORG

PROPERTY OWNER OF RECORD (Must be listed)
CITYWIDE

MAIN PHONE #

MAILING ADDRESS	CITY	STATE	ZIP

EMAIL ADDRESS

DESCRIBE THE PROPOSED PROJECT AS IT SHOULD BE PRESENTED
(Include as much detail as possible - attach a separate sheet if needed)
AMEND LOGAN LAND DEVELOPMENT CODE SECTIONS 17.37 TO CLARIFY MINIMUM CONNECTIVITY STANDARDS AND REQUIREMENTS.

Size of Proposed New Building (square feet)

Number of Proposed New Units/Lots

I certify that the information contained in this application and all supporting plans are correct and accurate. I also certify that I am authorized to sign all further legal documents and permits on behalf of the property owner.	Signature of Property Owner's Authorized Agent
I certify that I am the property owner on record of the subject property and that I consent to the submittal of this project. I understand that all further legal documents and permits will be sent to my authorized agent listed above.	Signature of Property Owner

MC workshop: Jun. 17
MC hearing: Jul. 1

PUBLIC NOTIFICATION
PC 14-027

Project Name: LDC – 17.37 Connectivity
Project Address:
Project TIN:
Meeting Date: May 22, 2014

Attachment 1: **Public Notice** - N/A

Attachment 2: **Legal Notice** published in Herald Journal – 5/8/14

Attachment 3: **Utah Public Meeting Notice website** – 4/22/14

Attachment 4: **Qtr Page Ad** published in Herald Journal – 5/4/14

Attachment 5: **Municipal Council - Legal Notice** published in Herald Journal – 6/3/14

Attachment 6: **Municipal Council - Utah Public Meeting Notice website** – 4/22/14